

QUEBEC
CENTRAL
RAILWAY
DIARY
III

INTERVIEWS
WITH
QUEBEC
CENTRAL
RAILWAY
RETIRED
EMPLOYEE'S

INTERVIEW WITH WILLIAM F. "BUNNY" DUNN
1983

AUGUST

Mr Dunn joined the Quebec Central in 1911 and retired from the Quebec Central on December 31st, 1956.

I started running or rather firing old engine No. 34 (4-6-0 CLC 1910) on the passenger train with Jack Wark.

In looking at Vallee Junction; did you know that when the bridge was washed out in 1917 that the bridge was taken apart, and shipped to the Montreal Plant of the Dominion Bridge Company where all the parts were straightened out, then it was shipped back and replaced the temporary pile trestle at Valley Junction.

I believe that engines 38 and 39 were the first to be superheated. Engine No. 41 we used her on the morning passenger train a lot, but it wasn't heavy enough. Engines Numbers 42 to 45 they were very good engines though , then around 1924 we used the D-10 like the 940 on passenger trains No. 1 and 6.

You know the first time the G-2's went to Angus Shops they got vestibule cabs and large tenders around 1940. The 2556 had an Elesco feedwater put on it's first trip to Angus around 1940.

Engines No. 22 and No. 23 they were not good engines. The Grand Trunk had put in a large order with the Kingston Locomotive Works for something like one hundred locomotives, the Quebec Central only needed two engines. And so the Grand Trunk sold the QCR two old engines.

I was on 2554 coming into Williams siding two miles from East Broughton . I was on No. 5, this summer day, and so the section between the tracks gets hot. These two cows had laid down to sleep

in the middle of the track. The engine hit them, the cows went under the pilot and then the whole engine was lifted into the air and the engine was derailed. We had to use rerailing frogs to reraill the engine.

You know that there was a water tank at Dudswell Junction two hundred feet south of the diamond crossing on the east side, and it was later replaced by a tank on the north-west side. Both were fed by a spring, as were all our tanks except at Courcelles, where we bought our water.

You know that the CPR trailing (idlers) were not as good as the CNR's for the CNR had a half inch plate bolted to the bottom.

Nick-names yes we had them, engines 26-29 were known as "straight-guts" for you could put all the coal in them you liked and they could take it all. The CPR's 5300-5400 class 2-8-2's were called "clowns" because they were so big.

Now the "1200's they were good engines, real good , too good for the QCR crews, we never got them. They had stokers. (The 1200's turned up on the QCR around 1958, two years after Mr Dunn retired.

All those early engines were known as "Flat-valves", then they were improved with superheating. I ran engines 38 and 39 on the Chaudiere way-freight a lot.

I ran on the Rock Island and Stanstead Branch a lot. We used engines like 42, 43, 44 and 45 a lot before they were replaced by the D-10's. These engines ran the Stanstead Shuttle for the short time that we ran it. We would back down from Stanstead, we did not turn the engines.

The G-2's were good passenger engines And the D-10's were good on the way freight, but when the mileage was high between

shoppings we would get a G-2 on a freight. I ran the 2573 on the Beauceville line a few times. On account of the Government many engines were kept stored. Until when we really needed them, therefore we had in service only what we needed.

The Motor Car, yes Charlie Price used to run that little thing, it used to break down most of the time, delaying all the other trains on the line.

Those CPR steel snow-plows were better than the QCR wood plows.

The steam shovel was used in the ballast pits that we had at Ascot, Tring Junction, Vallee Junction and St. Sabine. The Vallee Pit was on the Bilodeau (west) side.

The worst engine we had was No. 27, her cylinders were 26 by 30 inches but it needed a bushing , but it did not have one to take up the play.

The Maine Central junction at Dudswell, there was not much there other than the Maine Central ran a mixed train with small engines, there would only be a couple of cars from Lime Ridge, about six a day.

I was at Tring Junction when Whitcombe had his accident about 1934. We had come out of the enginehouse, and spotted the engine at the coal chute at Tring Junction. I climbed up on the tender and after partially filling the tender, I wanted him to move the engine ahead just a little, then when I looked down he was lying on the ground injured. You see, a doubleheader from Courcelles had come on by on the next track with a sixty car pulp-wood train. The tracks were too close and the crews on the doubleheader did not know anything had happened. It seems that Whitcombe was looking up and out of the cab to see if I had completed coaling and a piece of pulpwood was sticking out of one of the cars and it caught on the

braces of Whitcombe's over-alls. This pulled him out of the cab and down between the two trains. We grabbed a caboose, after we gave him first aid. He was in bad shape. The dispatcher gave us the right over all trains and we ran fast to Sherbrooke. The ambulance was waiting for us at the Newington station.

We were doing a lot of business at Courselles on the Megantic Branch. We got thirty-five cars of pulp-wood each night and forty cars of pulp-wood a day.

We picked up a car of cattle at Leeds. Half the cows had frozen to death, so we had to put the remaining cows into a boxcar.

When I first started Engineer Wark told me they had wood burners when he started he told me that once they were converted to coal that they had so many problems that they wished they would have converted them back to coal. Eventually things were worked out.

Mr Dunn got the nick-name Bunny because he had a stroke about ten years before retirement and hopped or limped around.

INTERVIEW EITH NAPOLEON BOULANGER, MEGANTIC, PQ.
AUGUST 1983

I started on the Quebec Central in 1910. I retired at on engine 873 at Vallee Junction in 1956 while running Lac Frontiere to Quebec. They took me right off the run at Vallee, another engineer took the train to Quebec.

The photograph you have of engine No. 29 shows myself and Wilfred Ploutier.

I remember that engine No. 12 was used for many years as the shunter at Levis.

The wreck (in July 1943) with Brault and Cloutier on the Megantic line. The water in that culvert was still wild, we had a lot of trouble getting them out of the remains of the cab. We had to get the coal rake to pull to pull them out of the water. Frank Harvey was the engineer on the second engine (No. 45).

When I started Ste Sabine bunkhouse was a boxcar, that was when the line was being built to Lac Frontiere.

The worst engine was engine No. 31, it had piston valves.

There was a three stall enginehouse at Tring Junction and also a bunkhouse.

I started with the Quebec Central Railway on December 26th, 1942. I retired in 1979.

I can remember running up the hill to the old Stanstead Station. We used to take coal up to the Convent there and an occasional car of feed. The freight shed was still there, and there was still an old hand turntable, but it was seldom used. We had a lot of trouble with the long grass, for it was usually in the fall that we went up there with the winter coal.

The St Evariste wreck, it involved a wheat train running Quebec City to Megantic.

We would take water at St Rose and coal at St Justine or St Camille on the Lac Frontiere line. I remember that there was a turntable and a bunkhouse at Morrisett.

The Scotts Junction Wreck. I think the crew were taking a run at the hill. (north of Scotts Junction.) As we used to try to get a run at the grade on the hill north of Scotts Junction. They ran over the track torpedoes because they thought the train had already gone.

The Tring Junction Wreck (December 1955) did you know that there is a tombstone at Tring Junction just like on the Newport line, its near the Plymouth Plywood Factory.

I remember seeing some Jersey Central engines at Sherbrooke, the CPR had some deal on them. I didn't run them over the QCR but they did run. I believe that was in the fifties. It was only for a short time.

EARL LAVALLEE

In March 1943 I was firing on the mixed train coming out of Lac Frontiere. We had a snow-plow up front, then the engine, a baggage car and a coach. We hit ice. The engineer was Jack Young and the engine was No. 811. Anyway, the plow came off the rails, we turned off steam and the plow by this was pointing right back in the direction that we had come. The engine and the baggage car were derailed. We called for the auxillary and they had a derailment on their own on their way to our wreck so we sat there for three days. We were nearly out of provisions and we had to carry water from the bush.

The Carter Lumber Company, when I started, the tracks were still there and so was the bridge and the abandoned locomotive was still sitting there. This was just after 1942.

INTERVIEW WITH MR L. CLOUTIER

I spoke with Mr L. Cloutier, an engineer that had just come in on a Quebec Central train August 10th of 1983 in the Canadian Pacific bunk-house at Sherbrooke. He said he started with the Quebec Central in 1951 He was born and still lives at Vallee Jonction. He remembered as a child living in Vallee Jonction and engines like No. 29, 41, 42, 43 and 45 working on the Quebec Central. When the diesels came in the fifties he was laid off and went to work for the Quebec North Shore and Labrador Railway and then returned to the Quebec Central.

His uncle was killed at Scotts Jonction wreck in 1947., and another uncle was died on the Megantic line washout. He told me he was in a head on collision at Tring Jonction on December 24th, either 1953 or 1955(it was 1955). A Roger Vachon. He told me that D-10 No. 948 had a single phase air pump and was the hardest to handle.

He told me that Diesel Hydraulic No. 23 was tried on the Levis Subdivision pushing a snow-plow at one time. Its rod was almost smoking. They tried it once more on a snow-plow on the Chaudiere line before they stopped trying.

He asked if I had talked to Napoleon Boulanger, an old engineer who lived at Megantic who was 95 years old., or Edgar Doyonof Vallee Jonction, |Alfred Vachon, a former road-master at Vallee Jonctionor Roger Vachon, 96 of Daquaam. Also Arthur Letourneau who lived at Bishopton.

He said that his first job was on the 6243, (a CPR o-6-o) the switcher at Vallee Jonction. He remembered the distinctive tender of the switch engine. He remembers that the best engines were the 1217 and two other 1200 class, possibly 1214.

Did I know or hear of a crew man named Alfred Gagon who was rolled out of an engine cab at st Sebastien. I remember going to the Levis roundhouse, there were three stalls there. Coaling was done by hand using a winch. This job was done by the fireman and a labourer- who was the only employee that the Quebec Central had there.

He told me that the crews did not like the Budd Cars. Percy Sinclair hit a snow drift at Carey Summit siding. The snow was so deep it burst the front door sending so much snow into the car that section-men were called in to shovel the snow from the aisle of the Budd Car.

INTERVIEW WITH BILL PETTES, KNOWLTON, P.Q. AUGUST 1983

Mr Pettes started on the Quebec Central Railway in 1907. He was born at Knowlton and lived his early years in Vermont before getting a job at the Rand Drill in Sherbrooke when he heard in a Barber Shop that the Quebec Central were hiring firemen and he went over to the Newington engine terminal. He got the job that day.

He remembered old engine No. 9, it had a diamond stack, he understood that it was once a wood-burner, converted but it kept the diamond stack. He ran her on the Megantic Branch.

He said that he liked to run engine No. 15 with engineer Jack Place between St George and Valley Junction, it was a damn busy job hauling all the pulp-wood out of St George.

He remembered the Dudswell Junction sideswipe when Spry was hit and knocked out into a field.

The engine No. 41 was hard to fire, but No. 42 was a good engine especially on freight trains.

I ran on the freight to Newport for many years, I fired for Gus McLeod.

The Scotts Wreck was well remembered, it involved a steel train that was going to Levis.

There was a turntable at Stanstead, but I never had to use it. I think there was a hand job there. There was a lot of switching at Rock Island, we went up here every day.

We ran to Newport and tied up at the Canadian Pacific

roundhouse and then came back the next day. In the 1940's we started making a turn around trip every day. We never used the old Boston and Maine roundhouse in Sherbrooke.

Newington had a hand operated turntable. They would put a flatcar on the table and shovelled snow up and on to it. I hostled for a number of years at Newington, Besides taking the engines out, we also took orders as the Newington station had operators day and night. The shops had their own switch engine with running boards on the front and back.

I remember firing for Bill Varney, author Price, Hall, Billy Gilbert, Eddie Stalks, Kid Armstrong, Herb Wark, Ivor Griffith, Muncaster, Wingrove, and Cochrane.

I remember firing engine No. 14, all over. No. 15 was my favourite, a good steamer. We ran St Georges to Valley, the engineer was Jack Place, and he used to book off on the weekends. They would let me run the engine on the weekends on the short shuttle, and to fire we had the firemen from the Royal Bank who gave me a hand. Your grandfather once asked if I was going to upset the senourity and promotions as he had started just before I did and had heard that I was running on the weekends.

I did not Mogul No. 22, nobody did, it was hard to fire.

I ran on the Royal Train of 1939, we used all Canadian Pacific engines, I was on the 2609. I think the engines might have been blue. I also think there might have been something on the cab, it might have been a crown, but I am not sure. We took took the train to Joffre. We had special badges. We turned the engines and then ran

back to Sherbrooke, picking up a little freight coming back. They wouldn't let us run back light.

At Thetford Mines we used the bunkroom on the second floor of the freight shed. For many years crews just switched engines at Thetford Mines.

I spent 42 years on the Quebec Central, I started in 1907 and retired in 1949 on engine 1074 running on the Newport job.

Question? What accident happened at St Sabine in 1914?

Oh, yes we had taken the snow-plow up there and I had to climb up to untie the bell line from the plow to the bell. I slipped and fell off the running board and my foot hit the frog of a switch breaking my foot.

You know those D-10 engines were real good engines, I would rather fire them than run them, you could fill the corners up with coal, you wouldn't have to clean them out, just fill them up and they steamed good. You see the Quebec Central engines had narrow fireboxes, you had to be careful with the coal, and you had to clean them often. Yes the D-10's were good engines.

Quebec Central engines No. 34 and No. 35, they got the idea of buying them as passenger engines, but they were no good. They would roll around like a rocking machine, you thought you were going into the ditch all the time with those two engines. They put Pilloid Valve Gear on them. Yes, I think I think on both of them, big things that hung out to the side, maybe that's why they rolled around

the way that they did.

I think that there was an engine No. 10 when I started.

You know the G-2's were fine but those trailers(trailing truck) if they came off the track you had a terrible time almost impossible to rerail them.

Gas-Electric No. 9007. I remember that, I didn't run it LeHeureux ran that at night down to Newport a lot. I remember the men went down to the Quebec Central office and that they wanted to put two men on the railcar and the Superintendent told us what are we talking about. When you go home it doesn't take two men to drive your automobile. We didn't know what to answer.

When we cleaned up the St Evariste Wreck in 1943 I was there for one week with the Canadian Pacific Auxillary from Sherbrooke. The QCR had only a very small auxillary.

At the time of this interview Mr Pettes at age 97 was the oldest person still driving a car in the Province of Quebec.

Quebec Central Master Mechanic 1946-1962

I started with the Algoma Central in 1928 as an engine wiper, and in 1930 I went to the Canadian Pacific at the Sault. In 1946 I came to the Quebec Central. I was stationed at Vallee Junction, I was in charge of the roundhouse, and the coal and water facilities on the QCR. We had a joint power with the CPR foreman at Sherbrooke. When a QCR engine coaled at Sherbrooke, the coal ticket was given to the QCR. When the Diesels came, they came fast, we Dieselized in two years. We used to fix the engines for the different industrial and mining railways. I remember changing the tire on one of the Thetford engines.

At Vallee Junction we had a wood coal tower tha held three hundred tons of coal, but in the fifties it was replaced vy a 100 ton steel tower, and while it didn't hold much, it was much faster to fill, and the coal ran faster than on the old wood one, which sometimes you had to pull the coal out

I was in charge of the small Levis engine terminal, we had two passenger trains daily and a daily freight that went to Levis. There was no coal chute at Levis. We used to take all the coal we could at Vallee Jounction on the Levis trains. We stationed an old Quebec Central car at Levis, it was an air dump cart, red wood. They had no other use for the old car, it never went to Angus Shops. Prior to 1956 I believe that there was an enginehouse at Tring Junction, and just like at Vallee we had a north and south water tank.

Morrisett was strictly a pulpwood town, two tracks, a turntable used to turn to turn the engines used on the trains to Vallee Junction. We also had a two stall shop at Lac Frontiere. I believe it burnt down in the fifties or sixties. We had one 0-6-0 at Vallee for a while until we got the Diesel-Hydraulic, which I found to be a good unit.

Ten engines had their home engine terminal at Vallee Junction. The Packard Motor Car was kept at Montreal. The most unusual engine was the No. 1217. The bridge at Vallee prevented larger engines being used. The 5100's were used on the Newport Line, but they couldn't have a long tender because of the short turntable length at Newport.

The larest train that I remember was a seventeen car passenger train to the Quebec Winter Carnival with two engines and was run as a regular train.

INTERVIEW WITH WALTER BILLSON,
AUGUST 1983

LENNOXVILLE

The Ledoux- Jennings Gas Car sat in the yards or in the roundhouse at Newington. No. 1 was chocolate brown or a brown- maroon, but not the standard Canadian Pacific maroon colour. It had little power. It couldn't get up Moulton Hill if it was carrying passengers. I remember it constantly backing down the hill and getting another run at the hill. They ran it out once and a while to clear out the rust. It had more power than weight, as I said you would see it back down and run at Moulton Hill at 50 miles per hour.

Mr Billson lived at Atto Street, Lennoxville beside the QCR

INTERVIEW WITH EDGAR DOYON, VALLEE JONCGTION,
OCTOBER 1983

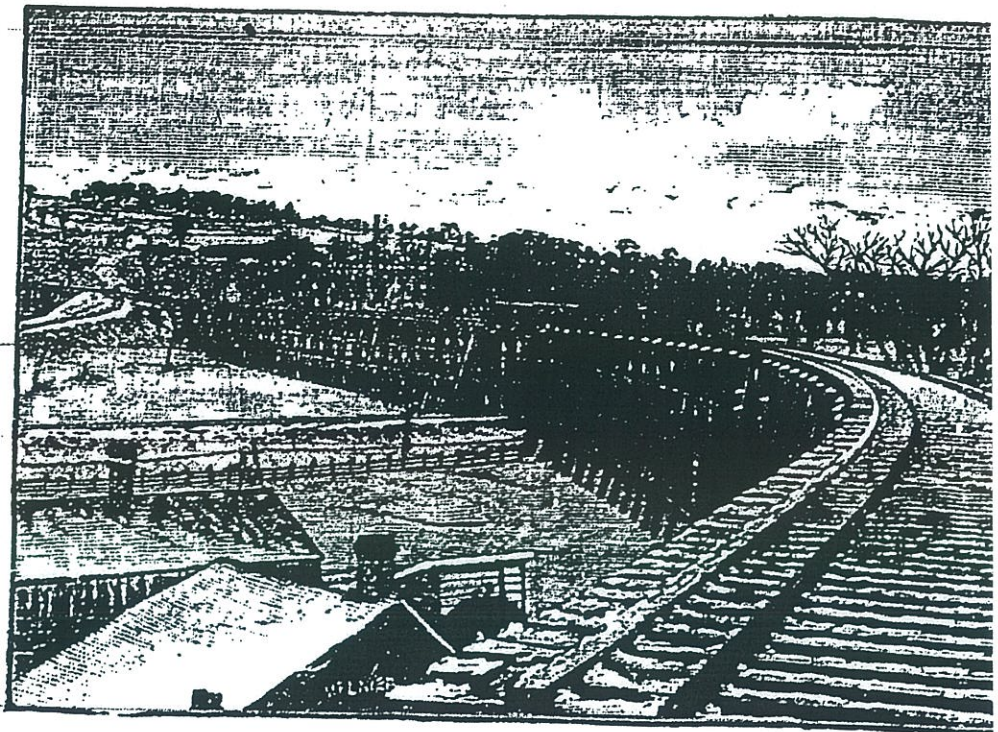
I ran the first Diesel train over the Quebec Central, it was with engine No. 8770.

The Bras derailment, there was too much ice on the road crossing, we were running north-bound train No. 13-33 with engine No. 1108. The engineer was Tommy Atkins. The engine and tender derailed. The engine went in one direction to one side of the track and the tender went down the other side of the embankment.

The Megantic Branch derailment of 1943, For three days there was a derailment on the CPR and CPR trains ran Megantic to Quebec. They double-headed the small locomotives like 41 and 45 and ran them back and forth over the whole line. Brault was the engineer and Cloutier was the fireman on engine No. 37, on the second engine No. 45 Frank Harvey was the engineer, and Eliza Burnby was his fireman, it happened between St Evariste and St Emphrem, two miles from St Evariste, extra No. 37 north on a wheat extra.

I ran that little Diesel No. 23, for years at Vallee, that thing was the worst you wanted to run. It had caterpillar engines at both ends, you had to get them to run together. Some fellow came up here, a young fellow, they had the idea of running a snow-plow to Megantic. What a ride that was! We went up there with this guy, telling me how to run this damn thing. We got half way up there and the rods were smokink and I told this guy if he wanted to run it he could, but not me.

QUEBEC
CENTRAL
RAILWAY
TRESTLE
WELLINGTON
STREET
SHERBROOKE



THE SHERBROOKE TRESTLE BRIDGE.

February 27 1886
Montreal Daily Witness

THE NEW RAILWAY TRESTLE AT SHERBROOKE.

A TECHNICAL DESCRIPTION OF THE STRUCTURE.

The ordinary reader will have a better idea of the new trestle, from the engraving published above, than from columns of descriptive letter press, but contractors and scientific men will be interested in a technical description of the structure over which trains are now daily crossing. The distance to complete the section between the Waterloo and Magog and the Quebec Central Railways was a shade over a mile, the descent from Belvidere street to a level with the Grand Trunk Railway, was 125 feet; this has been overcome by forming the connection at a point near the Quebec Central Railway Bridge over the St. Francis River, with a descent of 87½ feet to the bridge, the cost of same being about \$40,000. The contractors were Messrs. Bowen & Woodward, the sub-contractors Messrs. Gordon & Loomis, Mr. Jack Morkill, engineer. Considering the season at which the work was begun (Sept. 27), the weather since that date, and the fact that there was one cut containing upwards of 30,000 yards—all being hauled in the same direction, with an average haul of one-third of a mile—great energy has been displayed, and the work has been finished in a workmanlike and solid manner. The work begins at a point just above the Waterloo & Magog Station, or about 500 feet west of Belvidere street, with a cut, which, when it reaches Belvidere street, is 16 feet deep necessitating the construction of a highway bridge on Belvidere street. The cut then continues for about 1,300 feet in an easterly direction, through the property of the British American Land Company, varying in depth from 19 feet to where it meets the embankment. The material excavated was for the most part clay, with here and there a vein of quicksand. From the mouth of the cut we have an embankment of some 1,700 feet in length, varying in height from five to thirty-seven feet. This takes us across the British American Land Company property, across and in front of the hospital, across Hospital street to the steep bank or hillside on the west side of Wellington street, from this point a trestle, "on a six degree curve," with an average height of about forty feet, has been constructed, crossing over Richelieu street, Wellington street and the Grand Trunk Railway, to a point about 250 feet from the Quebec Central Railway Bridge over the St. Francis, the rail level being 37 feet above Wellington street and 29 feet above the Grand Trunk Railway. This trestle, occupying six weeks in building, is 986 feet long, including a so-called hog-back bridge over Richelieu street; ditto, a special structure over Wellington street, a Howe truss bridge, 42 feet long, over the Grand Trunk Railway, and a wooden abutment, (containing 3,500 lineal feet, or about 30,000 feet board measure) at the junction with the Quebec Central Railway embankment.

The trestle is built on an uncommon system, following partially the plan of one constructed on the Portland, Ogdensburg Railway (designer unknown to us), and was designed by Mr. Jack Morkill. The uncommon or particular points of the trestle are as follows:—The posts are either six inches by six inches or eight inches by eight inches, and for the above named, spaces each joint or where each brace and girt passes or meets, four 3-inch bolts with washers are used, making a solid, strong joint, binding posts, braces and girts in one compact mass; the cap is let into posts, bolts passing through posts and cap; the posts are let bodily into the sill, girts are ten feet apart, ditto braces. The stringers are 30 feet long, break joint, are bolted together and spiked to caps forming one complete stringer from end to end. The superior points claimed for this class of trestle are as follows:—That the timber of small dimensions can be procured of better quality, it is easier to cull, will show defects sooner; then for repairs, the whole or any portion of a post, brace or girt can be easily replaced without in any way interfering with the train service. The trestle will last longer and require less repairing. The system of braces and bolts will make the structure more rigid. In fact there is no comparison to make between the style of trestle formerly seen upon the different roads here and the one under consideration.

The bents supporting the Howe Truss Bridge over the Grand Trunk Railway are placed on stone abutments. They have double caps, posts in groups of six and nine, each bent containing 42 posts. The abutment before mentioned is built so as to nearly conform with the slope of earth on which it rests, and is intended to resist any pressure that tends to throw the trestle out of the perpendicular.

Sherbrooke
Examiner
MARCH 5, 1886

The Trestle Finished.

The trestle between the Waterloo & Magog and the Quebec Central lines has been completed by the contractors Messrs. Gordon & Loomis, and in about eight days our readers will see the grand spectacle of trains crossing over it, some forty feet in the air for the greater part of its length, which is 986 feet in all including the bridge over the Grand Trunk line. Trains have been despatched over the International line to bring in the rails which will be used in laying the track, which work will begin as soon as they arrive. The trestle is a unique structure, there being nothing of the kind resembling it except one structure in the States, and even it does not bear a very close resemblance; consequently Sherbrooke's young engineer, Mr. J. T. Morkill, in superintending this erection had no easy task, and if it proves when tested to be all it looks to be, his will be the greater credit. The long timber used in the construction was supplied chiefly by the Eastman mill, and its destruction by fire before the order was completely sawn out caused the contractors about a week's delay. There are 62 trestles in all with 48 pieces of long timber in each trestle at the bridge and 16 pieces in each of the other trestles, all, of course, iron bolted. Messrs. Gordon & Loomis began their contract, which with the trestle, was for building a line about a mile in length, on the 27th of September, the total cost of it being about \$28,000, the trestle costing some \$10,000. 31,000 yards of clay have been excavated and about 340,000 feet of timber have been used in the erection of the trestle. The iron was supplied by Messrs. Jenckes & Son.

Sherbrooke
Examiner

January

16

1886

THE SHERBROOKE TRESTLE BRIDGE.

CONNECTING THE WATERLOO AND MAGOG AND THE QUEBEC CENTRAL RAILWAYS.

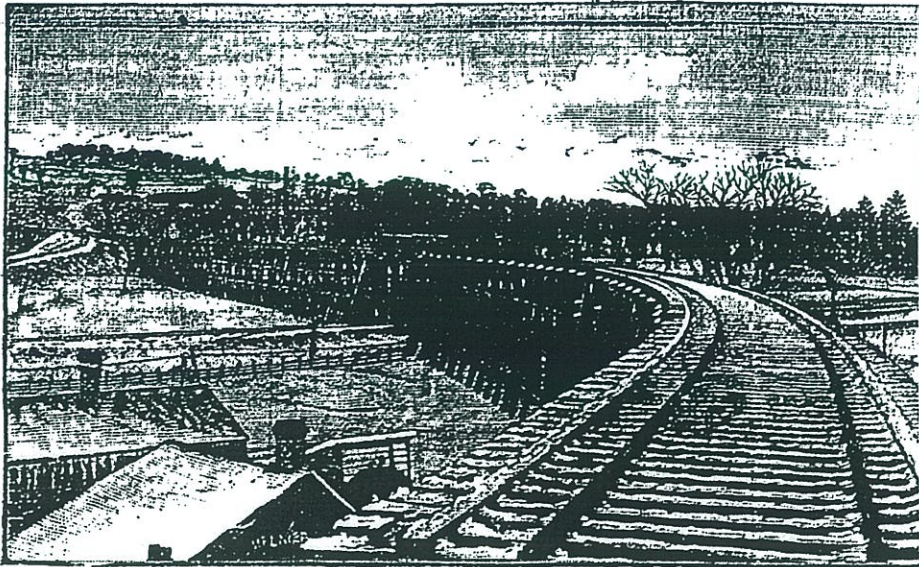
The connecting link between the Waterloo & Magog and Quebec Central Railways has now become a fact. The distance to complete this section was a shade over a mile, the descent from Belvidere street to a level with the Grand Trunk Railway, was 125 feet; this has been overcome by forming the connection at a point near the Quebec Central Railway Bridge over the St. Francis River, with a descent of 87½ feet to the bridge, the cost of same being about \$40,000. The contractors were Messrs. Bowen & Woodward, the sub-contractors Messrs. Gordon & Loomis, Mr. Jack Morkill, engineer. Considering the season at which the work was begun (Sept. 27), the weather since that date, and the fact that there was one cut containing upwards of 30,000 yards—all being hauled in the same direction, with an average haul of one-third of a mile—great energy has been displayed, and the work has been finished in a workmanlike and solid manner. The work begins at a point just above the Waterloo & Magog Station, or about 500 feet west of Belvidere street, with a cut, which, when it reaches Belvidere street, is 16 feet deep, necessitating the construction of a highway bridge on Belvidere street. The cut then continues for about 1,200 feet in an easterly direction, through the property of the British American Land Company, varying in depth from 10 feet to where it meets the embankment.

The material excavated was for the most part clay, with here and there a vein of quicksand. From the mouth of the cut we have an embankment of some 1,700 feet in length, varying in height from five to thirty-seven feet. This takes us across the British American Land Company property, across and in front of the hospital, across Hospital street to the steep bank or hillside on the west side of Wellington street, from this point a trestle "on a six degree curve," with an average height of about forty feet, has been constructed, crossing over Richelieu street, Wellington street and the Grand Trunk Railway, to a point about 250 feet from the Quebec Central Railway Bridge over the St. Francis, the rail level being 37 feet above Wellington street and 20 feet above the Grand Trunk Railway. This trestle, occupying six weeks in building, is 980 feet long, including a so-called hog-back bridge over Richelieu street; ditto, special structure over Wellington street, a Howe truss bridge, 42 feet long, over the Grand Trunk Railway, and a wooden abutment, (containing 3,500—linear feet, or about 30,000 feet board measure) at the junction with the Quebec Central Railway embankment.

The trestle is built on an uncommon system, following partially the plan of one constructed on the Portland, Ogdensburg Railway (designer unknown to us), and was designed by Mr. Jack Morkill. The uncommon or particular points of the trestle are as follows:—The posts are either six inches by six inches or six inches by eight inches, and are placed in groups of four, with four-inch spaces. The horizontal braces and girts are four inches by seven inches and for the above named spaces, each joint or where each brace and girt passes or meets, four ½-inch bolts with washers are used, making a solid, strong joint, binding posts, braces and girts in one compact mass; the cap is let into posts, bolts passing through posts and cap; the posts are let bodily into the sill, girts are ten feet apart, ditto braces. The stringers are 20 feet long, break joint, are bolted together and spiked to caps forming one complete stringer from end to end.

The superior points claimed for this class of trestle are as follows:—That the timber of small dimensions can be procured of better quality, it is easier to cull, will show defects sooner; then for repair, the whole or any portion of a post, brace or girt can be easily replaced without in any way interfering with the train service. The trestle will last longer and require less repairing. The system of braces and bolts will make the structure more rigid. In fact there is no comparison to make between the style of trestle formerly seen upon the different roads here and the one under consideration.

The bents supporting the Howe Truss Bridge over the Grand Trunk Railway are placed on stone abutments. They have double caps, posts in groups of six and nine, each bent containing 42 posts. The abutment before mentioned is built so as to nearly conform with the slope of earth on which it rests, and is intended to resist any pressure that tends to throw the trestle out of the perpendicular.



THE SHERBROOKE TRESTLE BRIDGE.

February 27
1886

CONNECTING THE WATERLOO AND MAGOG AND
THE QUEBEC CENTRAL RAILWAYS.

The connecting link between the Waterloo & Magog and Quebec Central Railways has now become a fact. The distance to complete this section was a shade over a mile, the descent from Belvidere street to a level with the Grand Trunk Railway, was 125 feet; this has been overcome by forming the connection at a point near the Quebec Central Railway Bridge over the St. Francis River, with a descent of 87½ feet to the bridge, the cost of same being about \$40,000. The contractors were Messrs. Bowen & Woodward, the sub-contractors Messrs. Gordon & Loomis, Mr. Jack Morkill, engineer. Considering the season at which the work was begun (Sept. 27), the weather since that date, and the fact that there was one cut containing upwards of 30,000 yards—all being hauled in the same direction, with an average haul of one-third of a mile—great energy has been displayed, and the work has been finished in a workman-like and solid manner. The work begins at a point just above the Waterloo & Magog Station, or about 500 feet west of Belvidere street, with a cut, which, when it reaches Belvidere street, is 16 feet deep, necessitating the construction of a highway bridge on Belvidere street. The cut then continues for about 1,300 feet in an easterly direction, through the property of the British American Land Company, varying in depth from 10 feet to where it meets the embankment.

The material excavated was for the most part clay, with here and there a vein of quicksand. From the mouth of the cut we have an embankment of some 1,700 feet in length, varying in height from five to thirty-seven feet. This takes us across the British American Land Company property, across and in front of the hospital, across Hospital street to the steep bank or hill-side on the west side of Wellington street, from this point a trestle "on a six degree curve," with an average height of about forty feet, has been constructed, crossing over Richelieu street, Wellington street and the Grand Trunk Railway, to a point about 250 feet from the Quebec Central Railway Bridge over the St. Francis, the rail level being 37 feet above Wellington street and 20 feet above the Grand Trunk Railway. This trestle, occupying six weeks in building, is 980 feet long, including a so-called hog-back bridge over Richelieu street; ditto, special structure over Wellington street, a Howe truss bridge, 42 feet long, over the Grand Trunk Railway, and a wooden abutment, (containing 3,500 lineal feet, or about 30,000 feet board measure) at the junction with the Quebec Central Railway embankment.

The trestle is built on an uncommon system, following partially the plan of one constructed on the Portland, Ogdensburg Railway (designer unknown to us), and was designed by Mr. Jack Morkill. The uncommon or particular points of the trestle are as follows:—The posts are either six inches by six inches or six inches by eight inches, and are placed in groups of four, with four-inch spaces. The horizontal braces and girts are four inches by seven inches and for the above named spaces, each joint or where each brace and girt passes or meets, four ½-inch bolts with washers are used, making a solid, strong joint, binding posts, braces and girts in one compact mass; the cap is let into posts, bolts passing through posts and cap; the posts are let bodily into the sill, girts are ten feet apart, ditto braces. The stringers are 30 feet long, break joint, are bolted together and spiked to caps forming one complete stringer from end to end.

The superior points claimed for this class of trestle are as follows:—That the timber of small dimensions can be procured of better quality, it is easier to cull, will show defects sooner; then for repairs, the whole or any portion of a post, brace or girt can be easily replaced without in any way interfering with the train service. The trestle will last longer and require less repairing. The system of braces and bolts will make the structure more rigid. In fact there is no comparison to make between the style of trestle formerly seen upon the different roads here and the one under consideration.

The bents supporting the Howe Truss Bridge over the Grand Trunk Railway are placed on stone abutments. They have double caps, posts in groups of six and nine, each bent containing 42 posts. The abutment before mentioned is built so as to nearly conform with the slope of earth on which it rests, and is intended to resist any pressure that tends to throw the trestle out of the perpendicular.

THE SHERBROOKE TRESTLE BRIDGE

CONSTRUCTED BY THE WATERLOO AND MAGOG AND QUEBEC CENTRAL RAILWAYS.

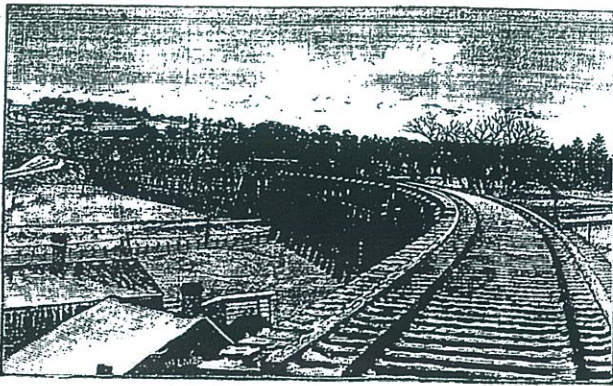
The connecting link between the Waterloo & Magog and Quebec Central Railways has now become a fact. The distance to complete this section was a shade over a mile, the descent from Belvidere street to a level with the Grand Trunk Railway, was 120 feet; this has been overcome by forming the connection at a point near the Quebec Central Railway Bridge over the St. Francis River, with a descent of 87½ feet to the bridge, the cost of same being about \$40,000. The contractors were Messrs. Bowen & Woodward, the sub-contractors Messrs. Gordon & Loomis, Mr. Jack Morkill, engineer. Considering the season at which the work was begun (Sept. 27), the weather since that date, and the fact that there was one cut containing upwards of 20,000 yards—all being hauled in the same direction, with an average haul of one-third of a mile—great energy has been displayed, and the work has been finished in a workmanlike and solid manner. The work begins at a point just above the Waterloo & Magog Station, in 16 feet deep, necessitating the construction of a highway bridge on Belvidere street. The cut then continues for about 1,200 feet in an easterly direction, through the property of the British American Land Company, varying in depth from 10 feet to where it meets the embankment.

The material excavated was for the most part clay, with here and there a vein of quicksand. From the summit of the cut we have an embankment of some 1,700 feet in length, varying in us across the British American Land Company property, across and in front of the hospital, side on the west side of Wellington street, from this point a trestle "on a sag curve," with an average height of about forty feet, has been constructed, crossing over Richelieu street, Wellington street and the Grand Trunk Railway, to a point about 250 feet from the Quebec Central Railway Bridge over the St. Francis, the rail level being 27 feet above Wellington street and 20 feet above the Grand Trunk Railway. This trestle, occupying six weeks in building, is 990 feet long, including a so-called hog-back bridge over Richelieu street; ditto, special structure feet long, over the Grand Trunk Railway, and a wooden abutment, containing 3,000—lateral feet, or about 25,000 feet (byrd measure) at the junction with the Quebec Central Railway embankment.

The trestle is built on an uncommon system, following partially the plan of one constructed on the Portland, Ugdensburg Railway (designer unknown to us), and was designed by Mr. Jack Morkill. The uncommon or particular points of the trestle are as follows:—The posts are either six inches by six inches or six inches by eight inches, and are placed in groups of four, with four-inch spaces. The horizontal braces and girts are four inches by seven inches and for the slope named spaces, each joint or where each brace and girt passes or meets, four 3-inch bolts with washers are used, making a solid, strong joint, binding posts, braces and girts in one compact mass; the cap is let into joints, bolts passing through posts and cap; the posts are let bodily into the sill, girts are ten feet apart, ditto joints, are bolted together and spiked in case forming one complete stringer from end to end.

The superior points claimed for this class of trestle are as follows:—That the timber of small dimensions can be procured of better quality, it is easier to cut, will show defects sooner; then for repair, the whole or any portion of a post, brace or girt can be easily replaced without in any way interfering with the train service. The trestle will last longer and require less repairing. The system of braces and bolts will make the structure more rigid. In fact there is no comparison to make between the style of trestle formerly seen upon the different roads here and the one under consideration.

The bents supporting the Howe Truss Bridge over the Grand Trunk Railway are placed on stone abutments. They have double cap-posts in groups of six and nine, each bent containing 42 posts. The abutment before mentioned is built so as to nearly conform with the slope of earth on which it rests, and is intended to resist any pressure that tends to throw the trestle out of the perpendicular.



THE SHERBROOKE TRESTLE BRIDGE.

Montreal Daily
Witness
February 27
1886

QUEBEC
CENTRAL
LEDoux-
JENNINGS
RAILCARS

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

August 1922

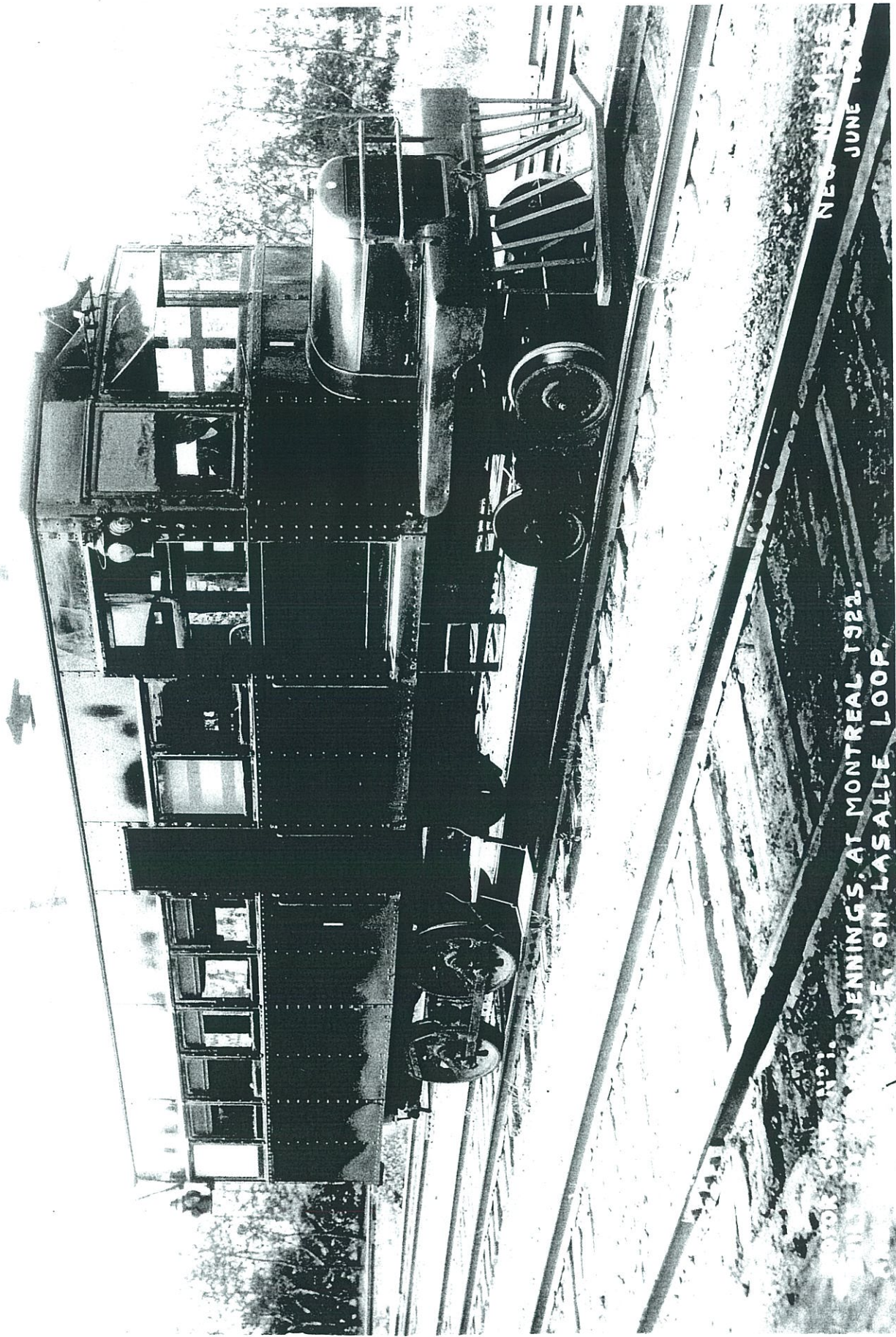
Quebec Central Ry.—As stated in Canadian Railway and Marine World for September, the Q.C.R. ordered two gasoline cars from Ledoux, Jennings, Ltd., Montreal, one of which had been delivered and loaned to the C.P.R. for use on its Lasalle Loop Division, Montreal Terminal Division, Quebec District, between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

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

October 1922

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

December 1922



NEW YORK
JUNE 1922

JENNINGS. AT MONTREAL 1922.
ON LASALLE LOOP.

NO. 1.

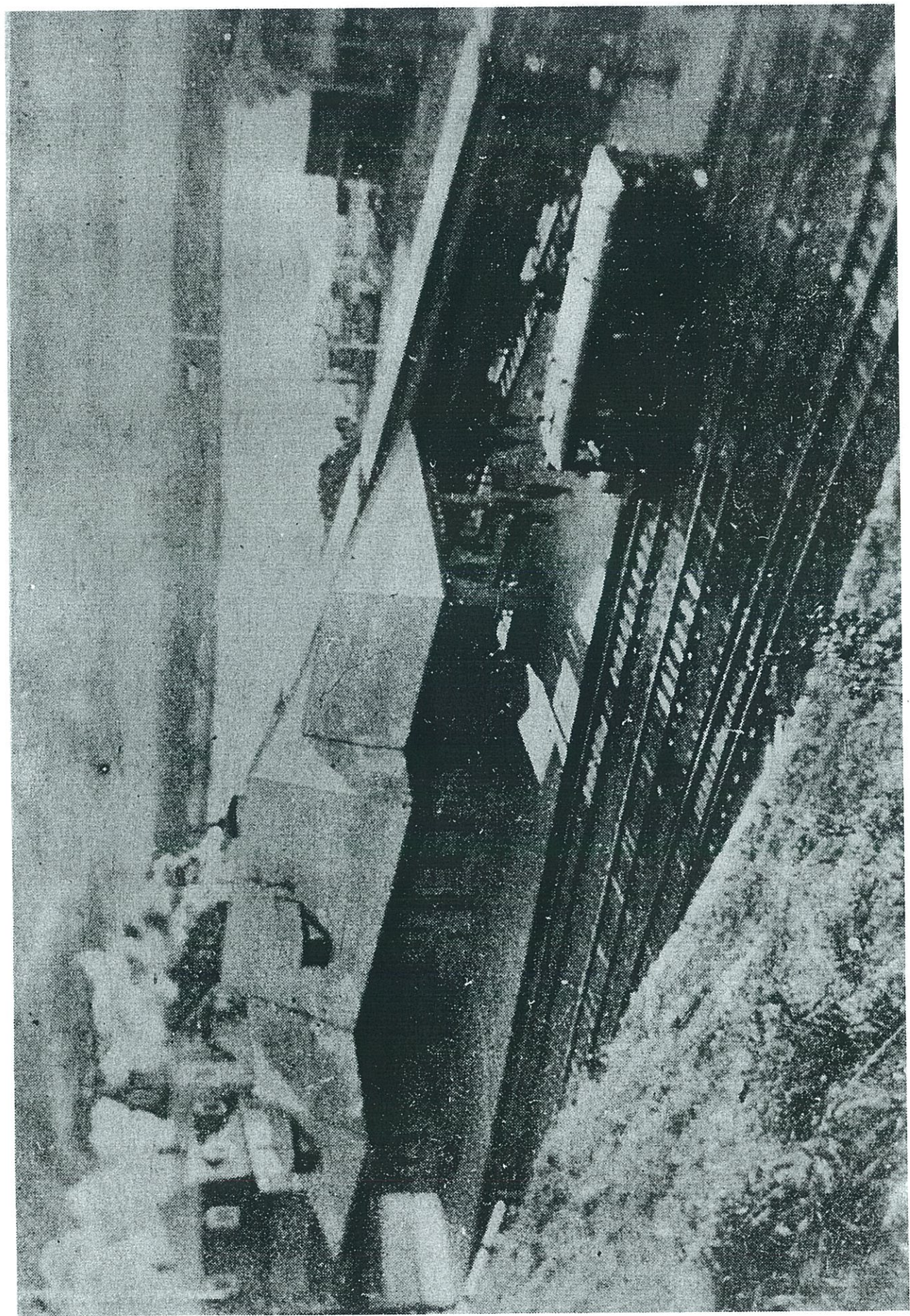
SCRAPPED - 1939

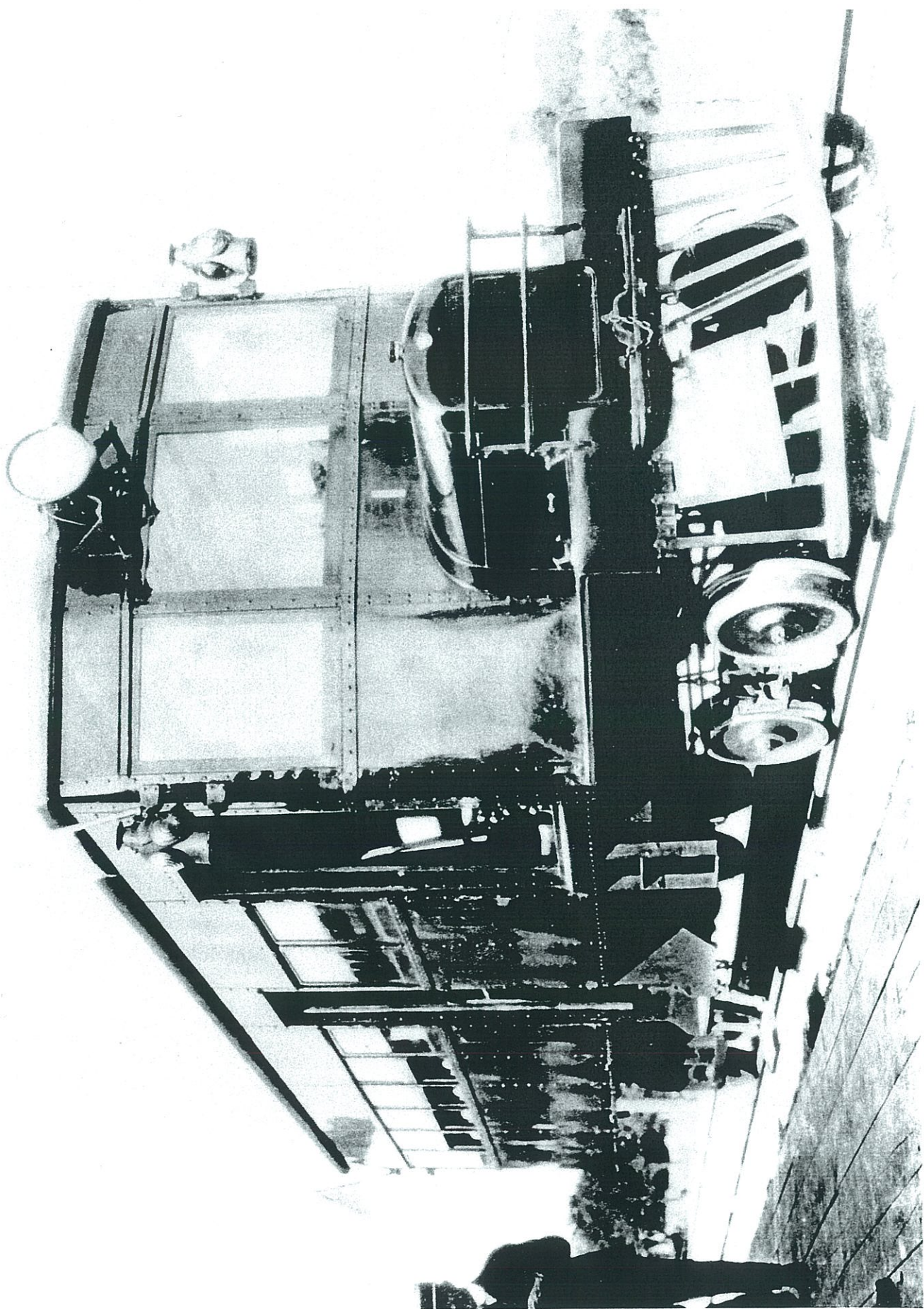


HOW-43
MOTOR CAR RET.

BUILT BY LEDOUX JENNINGS AT MONTREAL 1922.
AND PUT IN SERVICE, ON LASALLE LOOP.

NEG N° M-12.
JUNE 1924.





ad Journal.

, THURSDAY, MAY 26, 1927

WHOLE No. 4241

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

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

Fifty Years Ago

MAY 26, 1927

THE "GASOLINE CAR"

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

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

QUEBEC
CENTRAL
RAILWAY
OPERATION OF
THE NTR IN 1914

QUEBEC CENTRAL RAILWAY OPERATION OF THE NATIONAL TRANSCONTINENTAL RAILWAY FROM ST ELSELME TO MONK, QUEBEC IN 1914.

In 1914 the Government of Canada gave the Quebec Central railway the right to operate a section of the National Traanscontinental and paid it \$20,000for opening this section of the railway for 77 miles. The purpose was that the Brown Corporation had a large quantity of wood stored at many of the sidings along this route that it had cut that it needed at its mill at Berlin, New Hampshire. To pull the first wood train engines No. 26 and No. 27 (2-6-0's), engineers Charlie Wright and Arthur Ball, firemen Boulanger and Fortier, Conductors Thomas Nadeau

On the fifteenth of February, 1914, the first mixed train left St Anselme after the arrival of train No. 1 from Sherbrooke to Levis at 1:30 in the afternoon. The engines were No. 16 and 17 which were to be assigned to these mixed trains, it left with forty boxcars of merchandise to be distributed to the different stations.

On the fourth of April there was a very big snow storm that lasted for thirty-six hours. The route was clogged with snow. The last trip was at the end of April 1914.

There were many extra trains run that were full of wood. Seventy to one hundred cars were pulled out of this region. Engines used were 40, 41 (4-6-0's) and 36 and 37 (2-6-0's).

This is an accurate list of both QCR engines and train crews, I received this very poor document around 1984 from a person unknown to me.

Nos chemins de fer dans le Québec et les Cantons de l'Est

- 1836 = Premier tronçon entre Montréal et Ingersollville
1841 = Grand Tronc de Montréal à Pointe Lévis -
1852 = Grand Tronc de Richmond à Portland Me - passa
à Sherbrooke en 1853 -
1869 - Incorporation du chemin de fer Kennebec Lewis Ry -
Partant de St David - passant à St Henri - Village -
St Anselme - Ste Hermine - Beaulieu - Ste Marie - terminal
Beauce - (Vallée Joliette)
1869 Demande d'incorporation du Kennebec - Lewis Ry - pour
desservir la Chaudière & St Joseph jusqu'aux frontières
de Maine -
1869 = Chemin de fer Nord de Montréal et Mulholland - jusqu'à
St Jerome - pour terminer à Mont Laurier -
1869 - Action construction chemin de fer St Francois - Kennebec
(Québec Central) pour desservir à partir de Lennoxville -
Bury - Bishop Landing - Canton Leedswell - jusqu'à
la rivière Chaudière - Beauce - pour se joindre au
Lewis Kennebec -
1870 - Construction rue nord de Québec Montréal - Trois -
Rivières, Grandes Piles -
1870 - Construction Montréal - Agincourt - Ottawa -
1870 - Action Compagnie St Francois, Mégantic - devant
passer par Plessisville, St Ferdinand - Black Lake -
~~Amputation et se réunir à Mégantic - pour raccorde-~~
~~ment - au Maine (Montréal Atlantic Railway) (C.P.R.)~~
Aujourd'hui
1870 - Action ligne St Jean - Québec - (jamais réalisée)
1870 - Action Sutton à Stanstead - (jamais réalisée - se
c'est est qu'on passa par Mansonville et Newport -)
1872 - Action construction Baie des Chaleurs
1872 - Action - Montréal et Laurentides - C.P.R. aujourd'hui
1872 - Action Sherbrooke - Townships Est - & Kennebec -
Devait passer par Pincerville - Wolfstown, Ham Sud,
Mandeville et terminer à Sherbrooke - pour Portland Me
Ce trajet ne fut jamais réalisé; mais le Maine Central
Comme (Double Iron Pierced Railway) ou le chemin
de fer de Becher Falls - jusqu'à Lenoir Ridge - faisant

(2)

Connection a Du DSMell Jet avec le Quebec Central, pour
Lives.

1872 - Au lieu d'exécuter les travaux de Linnovelle, le Bury
le chemin de fer St François Xavier, vendit son tronçon
à une Compagnie Anglaise - (Quebec Central Ry) qui continua
les travaux de Martleton passa par Bishopston, Du DSMell Jet - East
Angus pour terminer à Ascot en 1874 - Le premier train
voyageur parti d'Ascot pour Martleton est arrivé là.
La construction du chemin de fer du Quebec Central se continua
jusqu'à Beauce - pour faire connection avec le Lives Xénétic Ry.
Le Quebec Central acheta le "Lives Xénétic Ry" (compagnie
route) au face de l'église de St David. Le chemin de fer allant
du haut des côtes de Lives jusqu'à St Joseph Beauce -

Les premiers règlements (By Laws) furent adoptés le
4 juin 1883, lors de l'Assemblée Annuelle -

Rules and Regulations - Instructions to Agents etc -
for the exclusive use of Employees -

Il y a 9 sections -

Les officiers à cette date sont -

J. S. Robertson President, J. A. Archambault Secrétaire
J. R. Woodward Viceant General, E. J. F. Legon

A. Steele Surintendant, R. D. Martell Jr Agent General
Commissionaire des C. de fer - P. Que.
freight et Passagers -

Depuis ce temps-là : E. O. Gerandy, J. T. Walsh, W. A.

Wadsworth, J. Grimes - St Paul, N. H. Hand.

J. L. Brazeau - Comme Surintendant General.

Jas. Fortin, J. T. Reed, C. H. Bartlett, F. H. Hubbard, E. J.

Walker - A partir de ce moment là nos officiers
furent du C. P. R.

Depuis 1967 le Quebec Central est absorbé par le C. P. R.
et le Surintendant de la division de Farnham est mis
à la tête du Quebec Central - Burroughs le Surintendant
actuel, commence comme messenger pour le C. P. R., est
dirige comme Secrétaire, transfère au bureau du
Vice President du C. P. R. avant d'être premier Assistant
Super à Smith Falls, puis Surintendant à Farnham.
Il n'y a plus de trains passagers sur le réseau -

1888 - Ouvre du Chemin de fer Oxford Mountain Ry -
de Wendson Mills, Valcourt, Lobanman, Anloged,
Sutton and Mansonville -

1888 - Ouvre "Quebec Central Ry -

1889 - Loi, incorporant Soc. St. Francois & Navigation
Railway

Membres Fondateurs

O.B.C. Richardson Quebec Edmond Fortier Sambton
George Eugene Roby Sambton - Deligne Roby Sambton
St. Julien Sambton S. J. Rosa Sambton

Représ. Mc Kinsie Sambton, tous Commerçants
Francis Hector Begonell

Ces messieurs demandent le droit de construire
une ligne: Partant du Quebec Central, entre D. Israle,
en Black Lake, pour se terminer a St. Vedral de Sambton.
Comte de Beauce - traverseraient les Comtes de Megantic
et Wolfe, avec l'intention d'étaler et construire une ligne
de balais au lac St. Francois. Le bureau central
serait à Sambton.

1890 Incorporation " Dominion Lumber Co, auparavant,
Dudswell Lumber Marble Co. Ce chemin existait au
de sa construction jusqu'en 1925 le Maine Central
reprend cette route 4 milles entre Dudswell et
Lime Ridge. Depuis la Compagnie Dominion Lumber
fait le transfert des ses wagons -

1890 - Le Quebec Central est autorisé pour construire
une ligne de Tring Jet à Megantic pour rejoindre
rejoindre International Ry au point Stue C.P.R.
La politique en beaucoup a fait dans ce trajet, de
sorte que la loi, 1889, ne fut jamais appliquée.

1890 -

Loi pour construire une route de Livers à Lime Ridge.
Société social - Quebec - jamais les travaux
ont commencés.

Cette même année, des subsides furent accordés:
St. Laurent Atlantic Ry \$70,000 Canada Atlantic
\$200,000, Newford, Cookshire - Lime Ridge \$54,000.
Soc. St. Francois & Navigation \$200,000.

1890, La Compagnie Lac St Francois et Navigation Ry
obtint son action et subside, à condition que les
freres des Reales Chretiennes, établissent une institu-
tion agricole, et industrielle à l'extrémité Nord
Ouest du lac St Francois et que le chemin de fer
passe dans le voisinage immédiat de cette insti-
tution.

1890, une autre Compagnie se forma pour Construi-
re un Chemin de fer, sous le nom "Arctabaska et
Wolfe Ry. Partant de Victoriaville, traversant le
Comté de Wolfe, faire connexion avec le chemin de
fer Herford, Maine Central ou avec le Quebec Central
Ry, ou avec "Quebec-Boston Air line, il y aurait eu
aussi un raccordement, de Plasseville au Lac Inn —
24 H- Le Quebec Central ayant obtenu le droit de Construire
une voie entre Trempealeau et Megantic, la route tambe
fut abandonnée. Le sénateur Balduc, Conservateur
demeurant à St Victor de Trempealeau, et le dissus sur le
gene Robuge, liberal, député Conseiller législatif - M.
McLancton, Marchand, et très influents dans ce coin du
pays.

Le Grand Trunk Pacific Railway, Transcontinental,
et maintenant Canadien National, fait aussi partie de
l'histoire du Quebec Central -

En 1914, le 1er février le Gouvernement du Canada
Octroyait le Quebec Central Ry d'une somme de
\$ 20000.00 pour ouvrir la circulation entre St An-
selme et Perrejeu 77 milles de Chemin = La Comp-
agnie Brown Corporation avait une quantité de
bois de pulpes, qu'elle avait besoin d'une usine
de Perrejeu M. H.

L'ouverture de ce Chemin se fit; La Composition
était: Une Charue - en Bois, Engins 26-27 = Ingenieur
Charlie Wright, Arthur Ball, Chauffeurs - Boulanger
Blanc, Fobton, Conducteur - Thomas, Modeau,
epelan, Alex McRae, John Hazle.
Le train Composé: Engin 25, Ingenieur Duncan
Chauffeur - Farkie Ruce, Conducteur

1890, La Compagnie Lac St Francois et Navigation Ry
obtint son acte et subside, à condition que les
frères des Reales Chretiennes, établissent une insti-
tution agricole, et industrielle à l'extrémité Nord
Ouest du lac St Francois et que le chemin de fer
passe dans le voisinage immédiat de cette insti-
tution.

1890, Une autre Compagnie se forma pour Constr
re un Chemin de fer, sous le nom "Arthabaska et
Wolfe Ry. Partant de Victoriaville, traversant le
Comté de Wolfe, faire connexion avec le chemin de
fer Hurford, Maine Central ou avec le Quebec Central
Ry, ou avec "Quebec-Boston Air line, il y aurait e
aussi un raccordement, de Plessisville au Lac Témiscou-
ti.

24 H- Le Quebec Central ayant obtenu le droit de Constr
une voie entre Trempealeau et Magog, la route la plus
fut abandonnée. Le sénateur Balduc, conservateur
demeurant à St Victor, de Trempealeau, etc. le dissuas sur le
général Robit, député, conseiller législatif -
de Saint-John, marchand et très influent d'une des
pays.

Le Grand Trunk Pacific Railway, Transcontinental,
et maintenant Canadien National, fait aussi partie de
l'histoire du Quebec Central.

En 1914, le Parlement du Gouvernement du Canada
destroyant le Quebec Central Ry d'une somme de
\$ 20000.00 pour ouvrir la circulation entre St An-
selme et Perreault 17 milles de chemin = La Comp
grie Brown Corporation avait une quantité de
bois de pulpes, qu'elle avait besoin à son usine
de Berlin N. H.

L'ouverture de ce chemin se fit; La Compagnie
était: Une charrie - en bois, Engins 26-27 = Ingénieur
Charlie Wright, Arthur Ball, Chauffeurs - Boileau
Blanc Fortin, Conducteur - Thomas, modeste,
éprouvé, Alex Mc Rary, John Hazle.
Le train composé: Engin 25, Ingénieur Duncan
Chauffeur - Parker Pierce, Conducteur.

Arthur Gagnon - Simeon Pasqual Lemieux, Gideon
Rodrigue -

Le train officiel = l'ingénieur Jas Brooks, chauffeur,
Sam Bennett, Conductor 1^{er} = Chef de train J. C. Moran
Aucun Secours - Les Ordres étaient donnés à St-An-
selme pour la protection du train - Il y avait 200
hommes dans 10 Boarding Vans.

Le Roadmaster était, Jacques Mondet St-Clair, qui
avait la même position, avec la Compagnie de Construction,
Les agents étaient: Emile Leduc, St-Anselme, J. J. Poirier
Assistant St-Anselme - Tabe Vachon St-Malachie,
Deux Rosam - Thomas Létourneau St-Kerpetin,

Les officiers à bord du char "Sherbrooke" étaient
Jas Fortin Surointendant, J. T. Reed Assistant Surointendant,
John Berquar General Roadmaster, Fils Moy, General
Accountant.

Sam Plunkett et Allan Bailey étaient les cuisiniers.

Il fallut 7 jours pour aller et 3 jours pour revenir
Le 15 février 1914, Le premier train mixte parti
de St-Anselme après l'arrivée du 1^{er} train passager
de Sherbrooke Levis, à 1.30 Am.

Les engins 16 et 17 étaient assignés à ces trains mixtes -
Nous partions de St-Anselme avec 40 box carres des
qui nous distribuons aux différents sidings - Il y
avait de blind sidings - Il fallait porter les wagons
chargés - et placer les vides. Il était entendu que les
premiers chars devaient être chargés. Dans ces cas si
il restait des chars non chargés, on tirait tout le siding
pour placer les vides les derniers - Les Waybills étaient
placés dans des boîtes - Le travail du conducteur était
de remplir une forme pour aller avec le waybill -

Le 4 Avril nous avons eu une tempête qui nous
a immobilisés pendant 36 heures - Le char pour St-Clair
à bord, nous étions à Bourbomeau entre St-Clair et
St-Malachie. Le dernier voyage se fit les derniers
jours d'Avril. Je fus un d'entre eux, qui resta jusqu'à
la fin pour charger tout le matériel -

Il y avait aussi des Extras trains = que
manœuvrait de 70 à 100 chars-

Le trouble étant de pouvoir pomper l'air
Il finalement décidé de 70 chars maximum

Les Eng 40 & 41 - 36-37 furent Employés

Engine "42" Pride of Q.C.R. Makes Last Run

INE No. 42, the last remaining locomotive of the stable owned by the Quebec Central Railway Company when it became affiliated with the Canadian Pacific Railway, has been taken out of service and, for a half-dozen engineers who watched her come in off her last run, it was a nostalgic

the passing of No. 42, the Q.C.R. is now powered entirely by standard more modern Canadian Pacific locomotives, including P 1's (Mikados), (Pacific's) and D-10's (Ten Wheels). In its years of independent operation the Quebec Central had 66 locomotives on its books.

she came out of the Canadian Pacific Works at Kingston, Ont., in 1912. No. 42 was a favorite of Q.C.R. men both on freight and passenger runs, her performance record shows that she played a star role on the line in her day, having travelled 1 1/4 million miles over

and light ten-wheelers, No. 42 and others were known affectionately as "milk cans" along the Q.C.R., whose main line runs from Newport, Vt., up through Sherbrooke, Que., to Quebec City. Her size and speed and gave her performance comparable to heavier power.

After nearly 30 years of service with the Q.C.R., No. 42 often held the limelight. She was the first Quebec Central engine to haul the Boston Express between Montreal and Sherbrooke, when that portion of the line and Maine was leased to the C.P.R. in 1923.

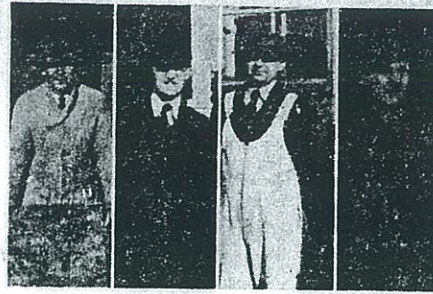
No. 42 also operated on the New York Flyer between Sherbrooke and Levis, making the run of 143 miles in four hours, considered creditable at that time.

Among the special trains which No. 42 was assigned to in her heyday was that of Marshall Joffre when the great French military leader visited this country shortly after the end of World War I. He travelled over the line from Quebec to Sherbrooke and thence to the U.S.A.

When President D. Roosevelt made a goodwill tour in July, 1936, he travelled over the Q.C.R. from Megantic, Que., to Quebec City and, again, it was No. 42 that hauled his special train. Engineer H. Wark, now deceased, and Fireman E. Forest were in the cab on that occasion.

These and many other runs were recalled by a group of retired Q.C.R. engineers who sat at her throttle at one time and another and who came down to the shop to see No. 42 come in from her last run on her way to Angus Shops, Montreal, to be scrapped.

Brother Railroaders



The four Smith brothers, shown above are all Company employees. They are the sons of the late Mr. and Mrs. H. Smith, Winnipeg. Left to right: G. J. (Jerry), agent, East Selkirk, Man.; J. H. Smith, agent at Choiceland, Sask.; A. Smith, agent Storthoaks, Sask.; and T. Smith, agent at Carey, Man.

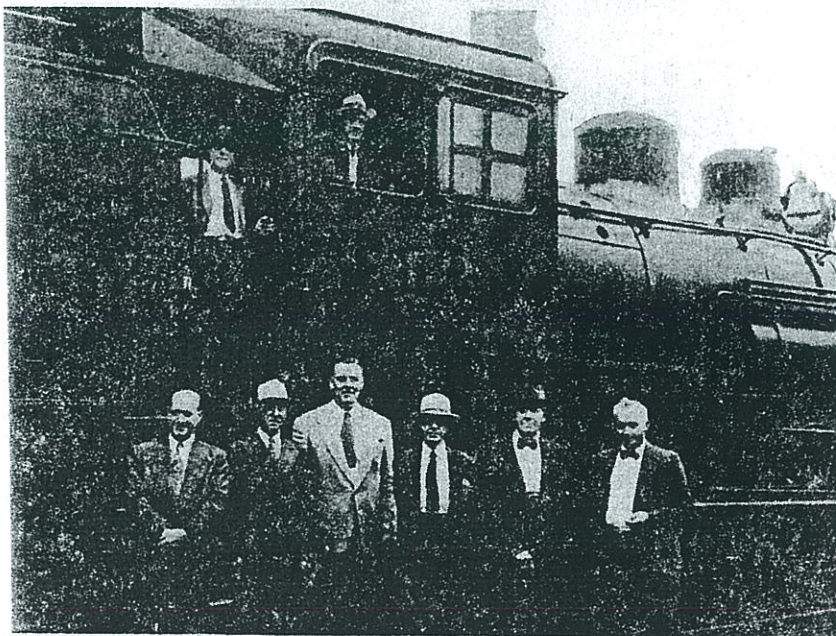
New Facilities Opened At Terrace Bay, Ont.

In a short ceremony attended by Long Lac Pulp and Paper, and Kimberly Clark Corp. and Canadian Pacific officials, the new Company station at Terrace Bay, Ont., was opened recently.

The streamlined building replaced temporary quarters which have served this growing paper manufacturing town since its beginning some years ago. It was officially opened by G. N. Curley, of Toronto, general manager of the C.P.R.'s eastern region.

Built in flat-roofed, modern style, the building follows the trend in station architecture adopted by the Company in recent years. Up-to-date facilities have been provided throughout for passenger comfort and service. Agent's living quarters have been placed on the second floor.

Present were: D. J. Donovan, assistant to the vice-president, Kimberly Clark Corp. of Canada; E. N. White, traffic manager, Spruce Falls Power and Paper Co.; H. S. Craig, director, service operations, Kimberly Clark Corp., all of Toronto; D. C. Porter, mill manager, W. C. Borsum, service department superintendent; C. E. Paget, townsite superintendent; J. Wig, plant engineer, H. C. Laundry, personnel superintendent, all of Terrace Bay; F. M. Donegan, general superintendent, C.P.R., and J. R. Caswell, district engineer, C.P.R. both of North Bay; and J. W. Harman, superintendent, C.P.R. Schreiber.



No. 42, once the pride of the Quebec Central Railway's locomotives, which was taken from service and is to be scrapped at Angus Shops in Montreal. Last original Q.C.R. locomotive No. 42 is shown at the roundhouse in Sherbrooke. A group of retired engineers and Q.C.R. officials were on hand for the occasion and included: E. W. Riff (in cab), E. J. Forest (on tender), and, left to right, L. G. Coogan, Charles Wright, A. M. Hand, general manager, Q.C.R., Brooks, Ben Dean, and R. J. Portelance, Q.C.R. master mechanic.

Dayliners Inaugurated In Eastern Townships

"DAYLINERS", the popular self-propelled rail diesel cars which have been used to replace or augment conventional passenger trains, made their debut in Quebec's Eastern Townships February 17 when the Quebec City-Sherbrooke rail diesel car service of the Quebec Central Railway was inaugurated.

Cutting one hour and 35 minutes off the present schedule, the new service went into operation with the departure from Quebec City's Palais Station of train number four at 3:45 a.m., arriving in Sherbrooke at 7:30 a.m.

"One of the important features of this new service," said J. U. Brazeau, manager of the Quebec Central Railway, a subsidiary of the Canadian Pacific Railway, is that it will provide a speeded up service permitting faster connections for those wishing to travel to Montreal via Sherbrooke from the Eastern Townships.

"Similarly," he said, "the new service will permit faster transit to points between Sherbrooke and Quebec City or vice-versa."

New Schedule

Under the new schedule train number two will leave Quebec City at 6.30 a.m. daily, except Sunday; arriving at Sherbrooke at 10.15 a.m. Train number four will leave Quebec at 3.45 p.m. daily, arriving at Sherbrooke at 7.30 p.m. Northbound train number one will leave Sherbrooke at 6.30 a.m. daily, except Sunday, arriving at Quebec at 2.15 p.m. Train number three will leave Sherbrooke at 7.45 p.m., daily, arriving at Quebec at 11.30 p.m.

Under the faster schedules all passenger trains operating between Quebec City and Sherbrooke will arrive and depart from Palais Station thus eliminating the previous operation of some Q.C.R. trains from Levis.

Two RDC-1 types went into service on the Quebec City-Sherbrooke run, operating in tandem on the weekends and as single units during weekdays. The RDC-1 type seats 89 passengers and is capable of speeds up to 85 miles an hour. The speed and smooth riding qualities of the new car, combined with rapid acceleration and deceleration have made them highly popular with passengers.

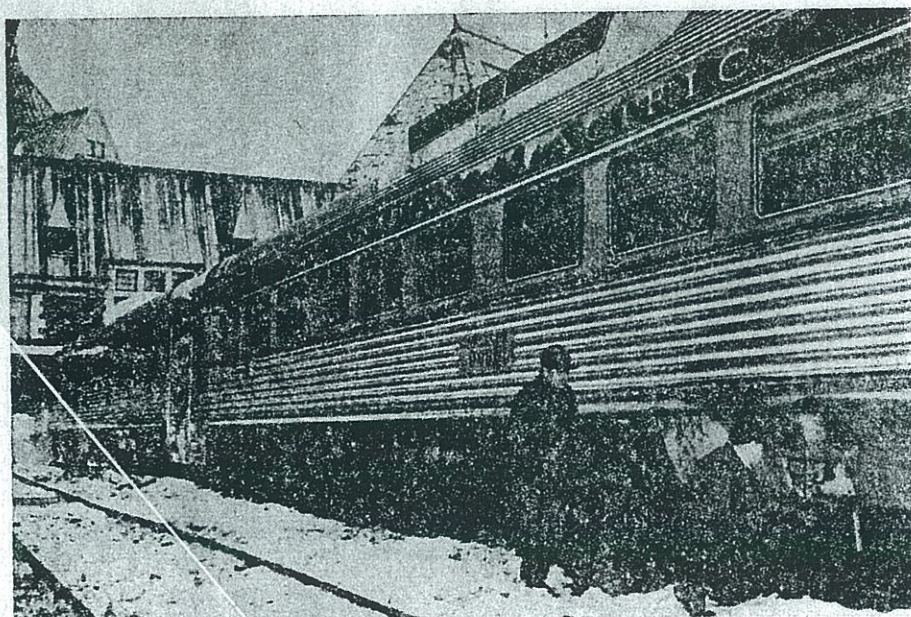
Modern Interior

Like others already in service, the new diesel is air-conditioned and equipped with wide picture windows and bright cheery interiors.

The new car is powered by two 300 horsepower General Motors Diesel Engines, located beneath the floor of the car and driven by torque converters, and is capable of reaching a speed of 44 miles per hour within one minute from a standing start.

The cars are also equipped with Budd disc brakes. Rather than two shoes which clasp each wheel, the disc operates through two shoes which clasp a perforated cast iron disc bolted to the inner side of each wheel.

Conductor J. C. Morin of the Quebec Central Railway assists six-year-old Diane Jolicoeur of Quebec City aboard the first rail diesel car to go into regular passenger service between Quebec City and Sherbrooke, cutting one hour and 35 minutes off the former schedule.



Canadian Pacific's new RDC-1 is checked prior to leaving Palais Station in Quebec City-Sherbrooke service.



"Cold Soak" Test

Chief Navigator Kendall of Canadian Pacific Airline (centre), was met by Winnipeg recently by Superintendent G. Lundberg (left) and Chief Mechanic Ralph Miller on arrival of the giant Bristol Britannia. Winnipeg's Steve son Field for a "cold soak" test under winter conditions CPA has ordered five of these planes.

QUEBEC CENTRAL RAILWAY COMPANY

Sherbrooke, Que., 5th July, 1955.

762

Mr. Roger Boisvert,
1150 St. Julie Street,
THREE RIVERS, Quebec.

Dear Sir:-

Referring to your letter June 29th and
your inquiry pertaining to motive power which we are present-
ly utilizing on our territory.

Listed below is a summary of our motive
power, both in service and laid up serviceable:-

IN SERVICE

2554 Passenger	880 Freight
2556 Passenger	872 Freight
2536 Passenger	876 Freight
	819 Freight
	879 Freight
	847 Freight
811 Mixed	948 Freight
856 Mixed	1072 Freight
861 Mixed	1108 Freight
	5146 Freight

LAID UP SERVICEABLE

2604 Passenger
2588 Freight

- Page 2 -

With reference to Engines 2663 and 2511, these are assigned to Canadian Pacific Railway Pusher Service out of Sherbrooke; however, we do utilize them as spares as and when required, and we do not expect any new or additional power for the time being.

Trusting the foregoing will answer your request,

Sincerely,



Master Mechanic

QUEBEC CENTRAL RAILWAY COMPANY

. Sherbrooke, Que., 3rd October, 1951

104

Mr. Roger Boisvert,
1150, St. Julie St.,
TROIS RIVIERES, Que.

Dear Sir:-

Referring to your letter September 27th
relative to your inquiry regarding class of power on our territory,
would advise that we have the following classes of locomotives:

1 U-3-d
17 D-10
5 G-2
1 P-1

plus one gas-electric car 9007,
numbering as follows:-

811, 819, 838, 856, 861, 866, 870, 871, 872, 873, 893,
933, 940, 948, 1051, 1072, 1108, 2536, 2554, 2556, 2573,
2588, 5152 and 6243.

Regret to advise that I am not a relative of
Rev. Father Ange-Marie Portelance.

Yours very truly,


Master Mechanic.

QUEBEC CENTRAL RAILWAY COMPANY

Sherbrooke, Que., September 1, 1953.

762

Mr. Roger Boisvert,
1150 St. Julie St.,
Trois Rivieres, Que.

Dear Sir:-

Your letter August 30th, file 104. Here below
please find list of locomotives now on our territory.-

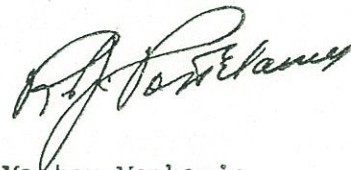
Nos. 811, 819, 838, 851, 856, 861, 866, 870, 871,
872, 873, 893, 940, 948, 1051, 1072, 1108, 2536, 2554, 2556, 2573,
2588, 5107, and 6226.

As stated in your letter the following power has
been returned to Canadian Pacific Railway.-

Gas Car 9007 transferred and not replaced.
Engine 933 replaced by 851, Engine 5152 by 5107,
Engine 6243 by 6226. These are permanent changes.

No other changes have been made within the last
year.

Yours truly,



Master Mechanic

QUEBEC CENTRAL RAILWAY COMPANY

Sherbrooke, Que., 5th March, 1957.

762

Mr. Roger Boisvert,
1150 St. Julie Street,
TROIS RIVIERES, Quebec.

Dear Sir:-

Referring to your letter March 3rd,
requesting list of locomotives presently in service on our
territory.

Listed below locomotives presently
in service:-

844	1083
847	2556
866	2588
2554	2604
855	2610
876	5146
879	9061
880	9062
893	871
1059	1072
1068	2536
1073	

Insofar as Engine 2511 is concerned,
it was transferred to Smith Falls last summer, and of recent
date we transferred Engine 861 to McAdam.

Yours truly,


Master Mechanic

Ronald S. Ritchie
P. O. Box 337
Hudson Heights, QC
J0P 1J0

10 February 2003

Dear Carl

I am sorry that it has taken so long to respond to yours of 1 December last. Due to a contract with CP Legal Services, I was engaged full time until the end of the year.

Unfortunately the material in CP Archives is not catalogued in any amount of detail and therefore it is necessary to simply go through all of the boxes to see what is there that might be of use. This is particularly true in the case of Mechanical Department material.

While the Mechanical Department kept individual files on certain steam engines, they unfortunately gave all of these to the Canadian Railway Museum many years ago. Whether any file exists on the five engines you mention is unknown. In any event these files have been unavailable to the public since received at the Museum and this is particularly so now that everything is packed away awaiting the move of all of the museum's archival material to the new building.

What little I found in CP Archives came from various reports and forms, and this information is as follows:

2536

No mention of betterments.

Assignments – Jan to March 1926	Soo Psgr.
April to Dec. 1926	North Bay Psgr.
1927, 1929, 1930	No Entries.

2554

September 1939 Angus – Barco Power Reverse Gear Applied (ICC requirement for International Service).

Assignments – Jan to Dec. 1926 Havelock Psgr.
1927, 1929, 1930 No Entries

2556

August - October 1940 Angus General Repair. Application new boiler (250#), new feedwater heater, Vestibule Cab, 7000 gallon tender installed (ex either 5161, 5166 or 5181. Old 5000 gallon tender applied to engine 434).

Assignments - Jan. to April 1926 North Bay Psgr.
May to June 1926 Cartier Psgr.
July to Oct. 1926 North Bay Psgr.
Nov. 1926 to Dec. 1927 MacTier Psgr.
Jan. to May 1929 Soo Psgr.

May 1929 Sold to Quebec Central Railway

2573

March 1943 Angus – General Repairs. Barco Power Reverse Gear applied (ICC Requirement for International Service).

Assignments – Jan. to April 1926 Kenora Psgr.
May to Oct. 1926 Schreiber Psgr.
Nov. to Dec. 1926 Soo Psgr.
1927, 1929, 1930 No Entries

2588

Barco Power Reverse Gear Applied at Angus February 1940 (ICC requirement for International Service).

Assignments – Jan. to Dec. 1926 Winnipeg Psgr.
Jan. to May 1927 Minnedosa Psgr.
June to July 1927 Winnipeg Psgr.
Aug. to Dec. 1927 Brandon Psgr.
Jan. to March 1929 Winnipeg Psgr.
April to Nov. 1929 Brandon Psgr.
Dec. 1929 Winnipeg Psgr.
Jan. to May 1930 Brandon Psgr.

June 6, 1930 Sold to Quebec Central Railway and Renumbered #67. Price \$40,000 F.O.B. Sherbrooke, Complete Conversion Included.

I have included the Assignments as they may have some interest to you.

All the best.

Ron

newsletter

May 1967 • 50c

Quebec Central's FAREWELL TO PASSENGERS!

SEE PAGE 65



Upper Canada Railway Society



newsletter

Number 256

May, 1967

Published monthly by the
Upper Canada Railway Society, Inc.,
Box 122, Terminal A, Toronto, Ont.

Editor _____ James A. Brown

Authorized as Second Class Matter by the Post Office Department, Ottawa, Ont., and for payment of postage in cash.

Members are asked to give the Society at least five weeks notice of address changes.

* * *

Please address NEWSLETTER contributions to the Editor at 3 Bromley Cres., Bramalea, Ontario. No responsibility is assumed for loss or non-return of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

The Cover

Coleraine, named after their home by Nineteenth Century Irish settlers, was the end of steel for Quebec Central in 1877. Nine decades later, one of the last passenger trains pauses opposite the station which doubles as living quarters for an employee's family. See page 65.

/Jim Sandilands

Contributors to this Issue

Dwight Beattie, John Bromley, Bruce Chapman, Bill Coe, Ray Corley, Peter Cox, Harlan Creighton, Peter de van der Schueren, Tom Henry, Johnny Krause, Omer Lavallee, Bob McMann, Steve Munro, David Rudyk, Jim Sandilands, David Stalford, Charles Vicary, Ted Wickson.

Production; John Bromley, Tom Henry, Omer Lavallee.

Distribution; Steve Munro, George Pearce, John Thompson, Bill Weighill, Ted Wickson.



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

June 16th; Regular meeting, featuring a talk (Fri) on the British Columbia Electric Railway.

June 23rd; UCRS Hamilton Chapter regular meeting. Board room, CNR James Street Station, Hamilton, Ont. 8.00 p.m. (Fri)

July 7th; The Society's annual evening street car excursion will leave Roncesvalles Carhouse at 8.15 p.m., and King and Yonge Streets at 8.35 p.m. The trip will be about 3½ hours in length, fare \$1.50 by advance reservation or \$2.00 on the car. Tickets available from the Trip Committee at the UCRS box number shown above. (Fri)

July 21st; If sufficient interest is indicated an informal 8 mm. movie night will be arranged. Contact the Entertainment Committee for details. (Fri)

Oct 6-9; A weekend of steam excursions in Pennsylvania and New York, featuring a day's outing behind CPR 4-6-0 No. 972. Fare -- including bus and all trips -- \$50.00 per person. Full details will be released soon. Trip will be limited to 82 persons, so plan now to attend.

READERS' EXCHANGE

WANTED to purchase 35 mm colour slides of steam locomotives on display anywhere in Ontario. Slide should show side view of engine, with road number & name clearly visible. Write Art Wade, 2 Jasper Ave., Apt 6, Toronto 9, Ont.

FOR SALE OR TRADE: Photos of Canadian and U.S. street and interurban railways. Want negs, pre-1940 photos of Quebec Central, QRL&P (city and interurban), also CP 8000, 2850 on Royal Tour. Gerry Burrige, 65 Cremazie West, Quebec 6, P.Q.

READERS ARE INVITED to place their non-commercial advertisements in this department, free of charge.

A GLIMPSE AT
THE HISTORY OF

Quebec Central

BY O.S.A. LAVALLEE

Considering its timetable designation by the coveted initial digit, Train No. 1 of the Quebec Central Railway looked particularly inauspicious on April 22nd, 1967, as it made its way northward through the rolling countryside of Quebec's Eastern Townships. In fact, its consist was an irreducible minimum, RDC-1 car No. 9058. To make matters worse in the eyes of a historian, No. 9058 wasn't even lettered for the Quebec Central but carried the familiar maroon band with the words "Canadian Pacific", QCR's parent company.

Scarcely a week later, on Saturday, April 29th to be exact, Train No. 1 and its corresponding southward services, No. 2 on Sundays and No. 4 on other days, made their last runs, terminating passenger service on the QCR after ninety-two and a half years. The appearance of the train was a far cry from not-so-distant times when it included a neat G-2 Pacific with QC's own cars -- as distinct from relettered Canadian Pacific ones. Then, through passenger connections were made south of Sherbrooke to Newport, linking Quebec with New York and Boston directly.

We paced No. 1 through the rolling countryside on April 22nd, as it maintained a punctual schedule through a predominantly

French-speaking area whose towns bear strikingly English names -- East Angus, Bishopton, Disraeli, Coleraine, Leeds and Tring Junction, to name but a few. The names themselves spring from the organization of Lower Canada in 1791, when the area of what is now Quebec lying in the triangle east of Montreal formed by the United States boundary and the Saint Lawrence River was organized into counties and townships, all with English names. Here were to be found Gloucestershire, Buckinghamshire, Oxfordshire and many others -- in an attempt to transplant some of the atmosphere of the homeland to British military men and their families, who had retired from the business of making war to settle and prosper. These counties were again divided into townships, such as Ely, Ham, Upton, Abbotsford, Bagot, etc. Coexisting side-by-side with the new English settlers were older French-speaking families, whose organization was based on the ecclesiastical unit, the parish. Since the range of popular parish names was compar-

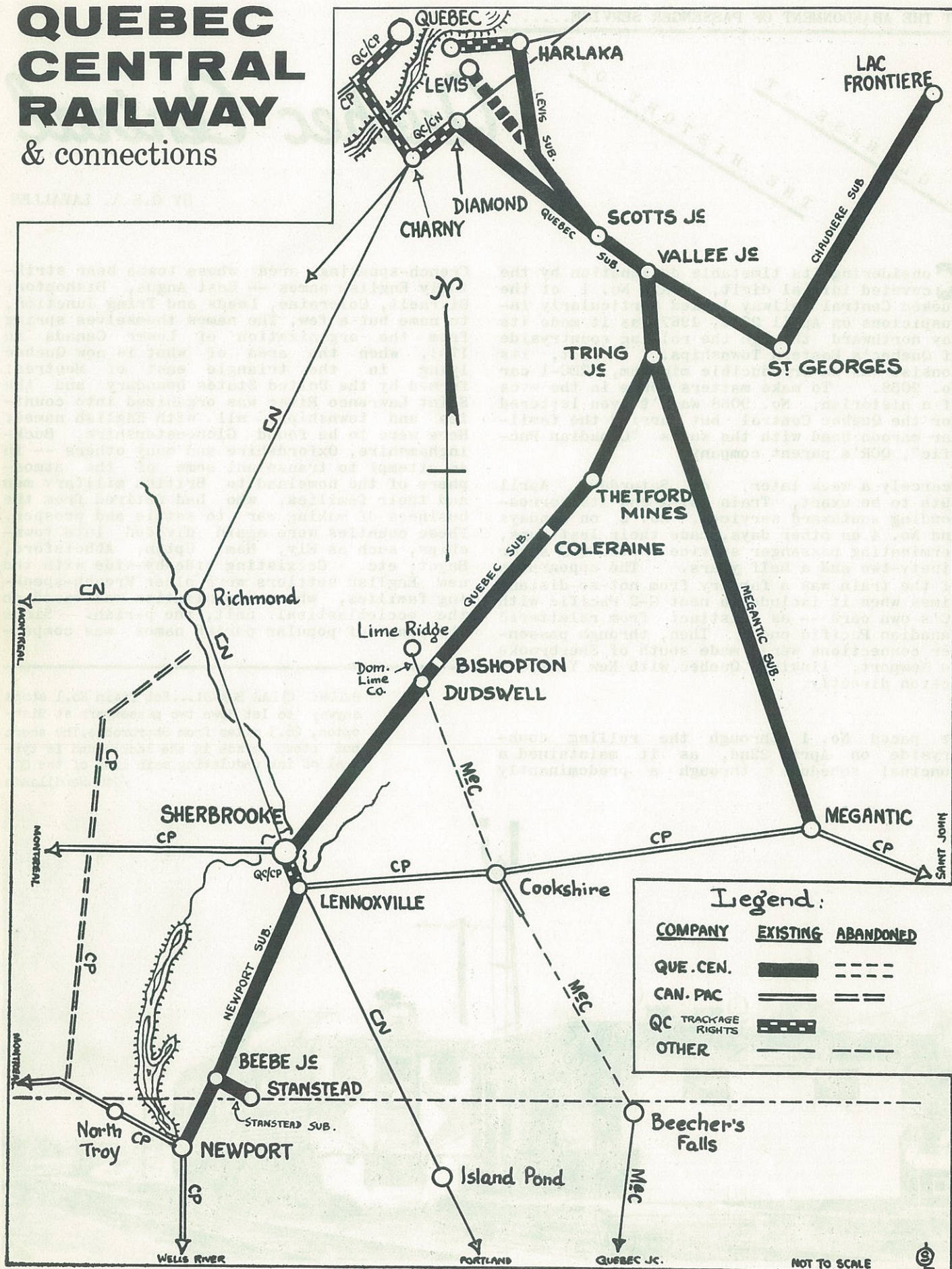
BELOW: CLEAR BOARD!...But Train No.1 stops anyway to let down two passengers at Bishopton, 26.3 miles from Sherbrooke. The short but steep grade in the background is typical of the undulating main line of the QC.

/Jim Sandilands



QUEBEC CENTRAL RAILWAY

& connections

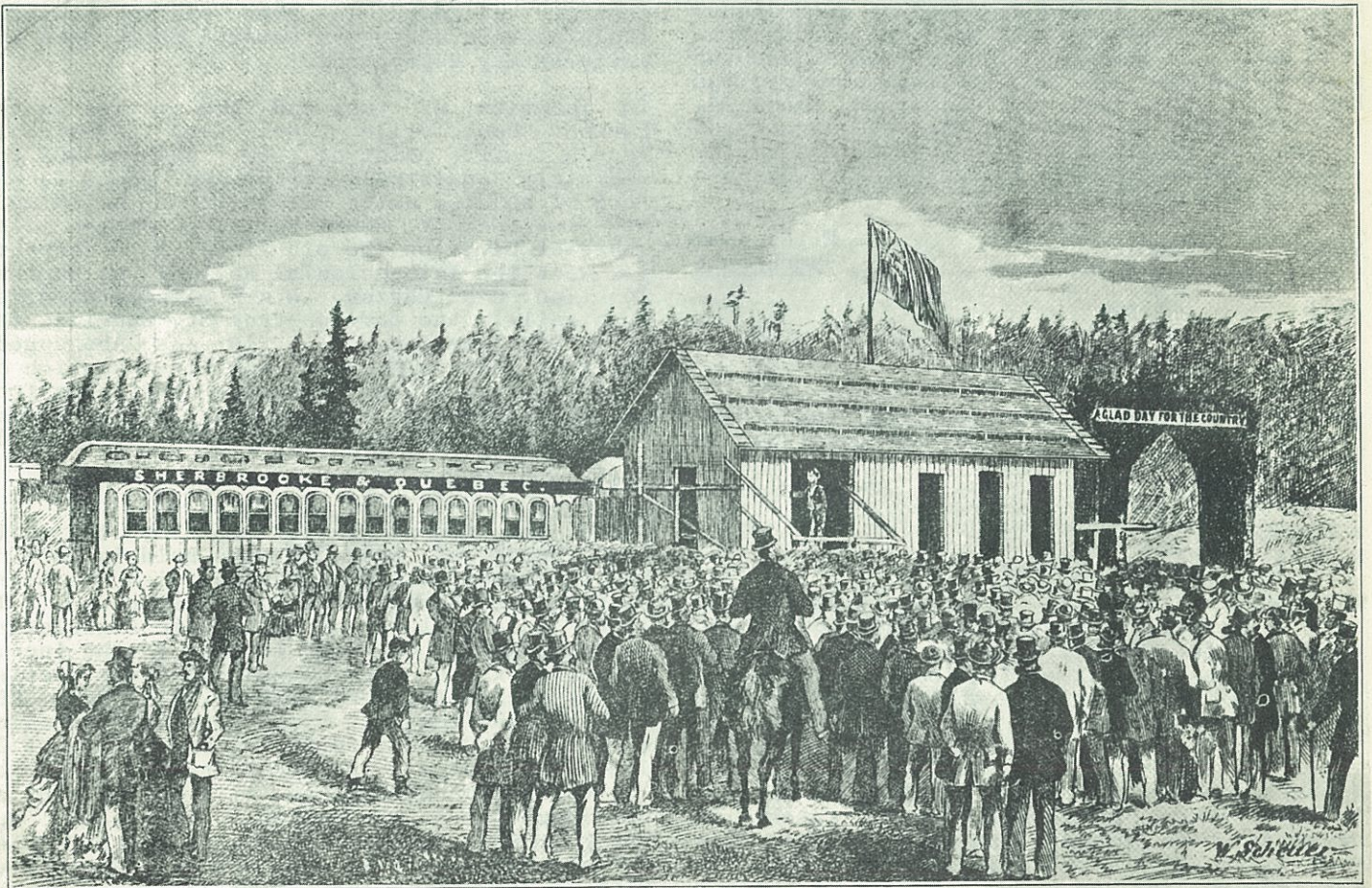


atively limited, such French-named communities designated themselves by the English-named township in which they were situated, resulting in those distinctive treatments for place names which survive to this day, and which are unique to "La Belle Province". A good map will show such villages as *Enfant-Jesus-d'Ely*; *St. Guillaume d'Upton*; *St. Paul d'Abbotsford*; *St. Etienne-de-Bolton*; or (take a deep breath), *Notre-dame-l'Auxiliatrice-de-Buckland*!

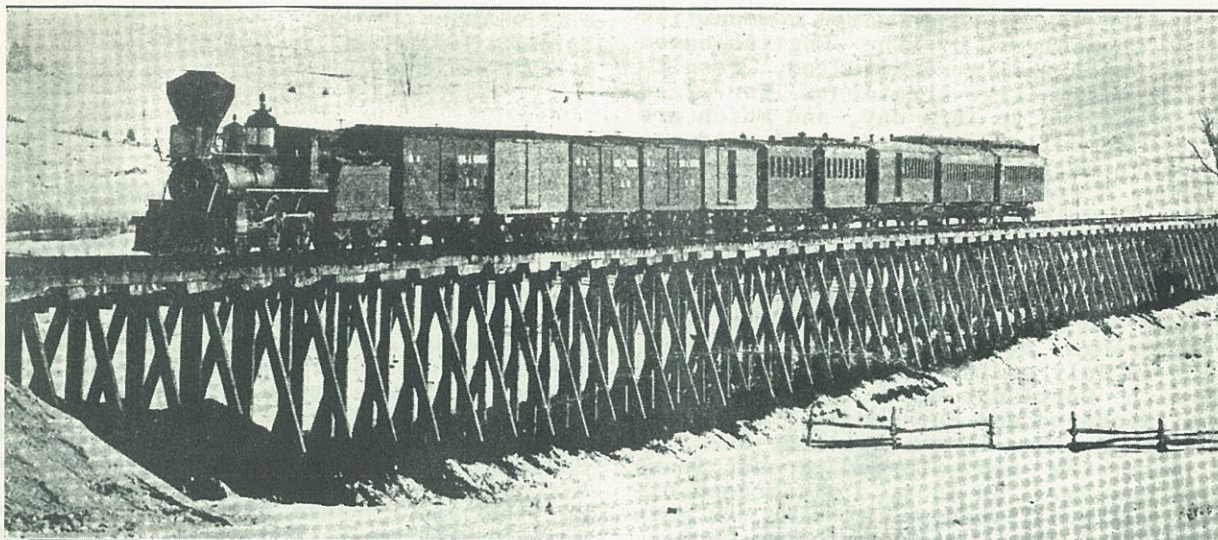
This countryside was first served when the St. Lawrence and Atlantic Rail Road was constructed through it between 1848 and 1853. Completion in July of the latter year, linking Montreal with Portland, Maine, by way of St. Hyacinthe, Richmond and Sherbrooke, coincided with the integration of this pioneer overland railway into the newly-formed Grand Trunk Railway of Canada. In 1854, a GTR branch bisected the Eastern Townships, linking the main line at Richmond with Levis, opposite Quebec. By 1867, just a hundred years ago, the citizens of Sherbrooke and those localities lying east of this Sherbrooke-Richmond-Levis configuration, headed by Sir Alexander Tilloch Galt, one of the Fathers of Confederation and at that time Member of Parliament for Sherbrooke, held a public meeting to solicit support for a railway through the townships east of the GTR.

SHERBROOKE, EASTERN TOWNSHIPS & KENNEBEC RLY. CO.

The outcome of this was the incorporation on April 5th, 1869, of the Sherbrooke, Eastern Townships and Kennebec Railway Company, which was planned to use the Hulbert wooden rail principle, then enjoying a certain vogue for its alleged cheapness of construction. It was planned to construct in a northeasterly direction from Sherbrooke to the Chaudiere, there to connect with another new line up the Chaudiere from Levis -- also chartered in that year -- the Levis and Kennebec Railway Company. Wooden rails were purchased and construction of the roadbed began the next year, but the unfavourable experience of two other Hulbert wooden-railed lines (one in the immediate vicinity) caused the contractors to change to conventional iron rail construction before track had been put down. While the panic of 1873 impeded investment and slowed progress, at last, on October 22nd, 1874, with great celebration and speechmaking, the SET&KR was opened for traffic between Sherbrooke and Westbury, a distance of 13.7 miles.



"Opening of the Sherbrooke, Eastern Townships and Kennebec Railroad,
Sherbrooke to Westbury, October 22nd, 1874."



"A Quebec Central Passenger Train About 1880."

QUEBEC CENTRAL RAILWAY COMPANY

In order to enhance the company's image and permit it to raise mortgage capital in Great Britain, it was reorganized on February 23rd, 1875, changing its name to Quebec Central Railway Company. The president and the general manager of the previous company, the Hon. J. G. Robertson and James R. Woodward, respectively, continued in the same capacities in the new organization. Capital was forthcoming and additional stages put into operation as follows:

Year	Location	Miles from Sherbrooke
1875	Weedon	37
1877	Coleraine	58
1878	Thetford Mines	67
1879	East Broughton	84

The rails reached Vallee Junction and a connection with the Levis & Kennebec Railway in November, 1880.

LEVIS AND KENNEBEC RAILWAY COMPANY

As noted earlier, the Levis and Kennebec had been incorporated in 1869 to build southeasterly up the Chaudiere valley to the frontier of Maine, connecting at that point with a projected United States line which would lay rail to the Atlantic coast at Wiscasset, about 230 miles. (It is not pertinent to our story but interesting to note that this connection, the Wiscasset & Quebec Railway Company, was actually begun later, but to the two-foot gauge; it never extended further than about forty miles from Wiscasset.) The original station in Levis was located in the Upper Town and by the end of 1873, some thirty miles of route, as far as Scott, had been graded and seven miles of rail laid as far as St. Fereole. In the ensuing seven years, the L&K had also raised funds in England, though not with the same success as

the Quebec Central, with the result that the end of 1880 saw its rails at Vallee Junction, but at the cost of bankruptcy of the company. The ensuing sheriff's sale, in March 1881, saw the Levis & Kennebec purchased by the Quebec Central and added to that system; through train service was begun between Sherbrooke and Levis on May 23rd, 1881.

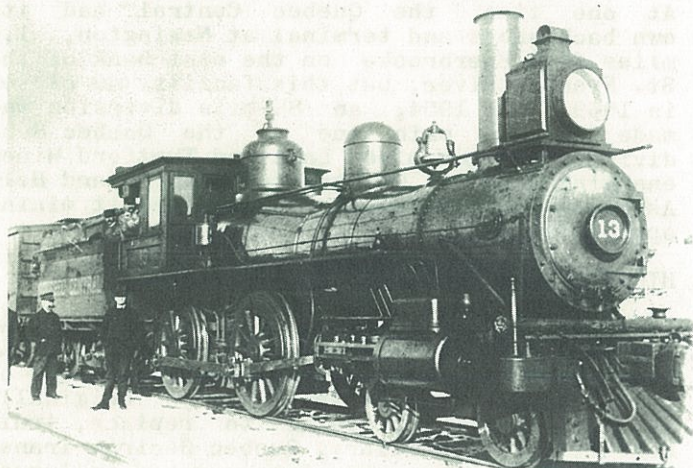
The location of the old L&K station in the Levis "haute ville" was very undesirable from a traffic point of view, and the QCR immediately undertook corrective steps in the form of a "deep water extension" by building a new line from St. Henri Village, eleven miles short of Levis on the old line, to a connection with the Intercolonial Railway at Harlaka Junction near Lauzon, a new mileage of nine; eventually, the portion from St. Henri to the upper town station in Levis was abandoned. The year 1881 also saw the first section of the Chaudiere branch completed five miles from Vallee Junction to St. Joseph. It was extended a further nine miles to Beauceville in 1886.

BRITISH CONTROL

Under the reorganization of 1875, the mortgage bonds of the QCR were held in England and the common stock in Canada, with the Board of Directors being located in Sherbrooke. In 1886, a special act of the Quebec Legislature vested control of the Company in the income bondholders; a provisional board was elected on November 14th, 1887 with Mr. R.N. Hall, MP, a Sherbrooke lawyer, being appointed Managing Director in Canada, replacing Mr. Woodward. On June 4th, 1888, a permanent board was established in London, England, with Edward Dent as President. In the autumn of that year, Mr. Frank Grundy, General Manager of the Mid-Wales Railway Company, was sent out from England to make an inspection and report to the bondholders. In March 1889, the London directors appointed Mr. Grundy to the post of Managing Director and General Manager, inaugurating a period of British control which was to last until 1913.

HEREFORD RAILWAY

In 1890, the Hereford Railway was Completed between a connection with the Maine Central at Beecher's Falls, Vermont and Lime Ridge, Quebec, crossing the Quebec Central at Dudswell, about 25 miles from Sherbrooke. The Hereford, a subsidiary of the MEC, thus offered direct connections from Quebec through the White Mountains to Portland. A through sleeping car service was inaugurated over this line jointly with the Quebec Central, and in competition with the Grand Trunk via Island Pond. The route was a very popular one as the White Mountain resorts around Crawford Notch were then at the peak of popularity. Appropriately, the point at which the Lime Ridge/Beecher's Falls branch joined the Maine Central main line near Littleton was called Quebec Junction.



ABOVE: No. 13 of the QC was used in mixed train service between Levis and Megantic, Quebec. This 1904 view was taken at Sainte Marie de Beauce station.

/Canadian Pacific

EXPANSION

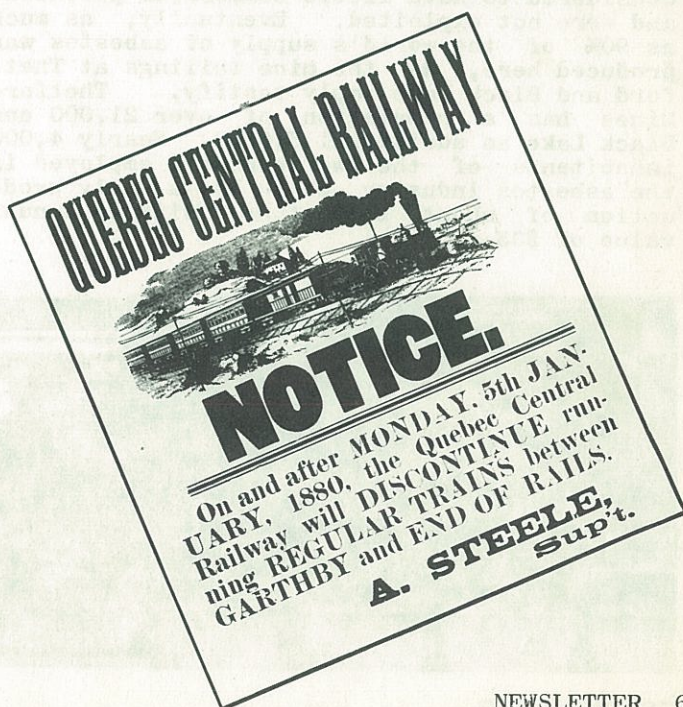
With the tenure of Mr. Grundy, the QCR's prospects turned very much for the better; in 1894, construction of the Megantic Subdivision was undertaken from Tring Junction to Megantic (59 miles) to connect with a proposed Maine Central extension to Megantic which never materialized. The line fully justified itself, however, by opening up new areas and generating increased traffic. Subsequently, further extensions were made to the Chaudiere branch with the intention of effecting connection with the Temiscouata Railway at Cabano, along the ridge of the Notre Dame Mountains. This route was eventually largely followed by the National Transcontinental between Quebec and Edmundston, and while the QC was extended from Beauceville to St. Georges in 1907, it never extended beyond Lac Frontiere, 79 miles from Vallee Jonction, which was attained in 1915.

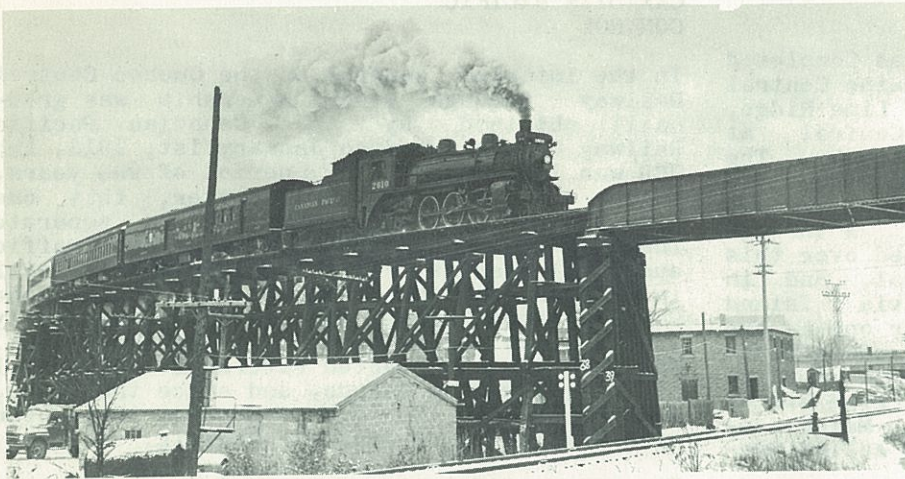
CANADIAN PACIFIC CONTROL

In the interim, control of the Quebec Central Railway through stock ownership was gradually obtained by the Canadian Pacific Railway Company and on January 1st, 1913, the QCR was leased to CP for a period of 999 years. Unlike many other leases, however, this one provided for the maintenance of a separate identity for the Quebec Central for traffic and legal reasons; this arrangement is still in existence at the present time, though the Company some years ago ceased to separately identify its motive power and rolling stock. The 1913 lease effected return of the control of the railway to Canada, and since that time, presidents of the Quebec Central have been vice-presidents of Canadian Pacific.

Extension did not cease under the Canadian Pacific regime. Arrangements were made with the federal government for the use of the Quebec Bridge by QCR trains; in 1920, a 22-mile branch was completed from Scott to Diamond, near Charny, where connection was made with Canadian National. On October 2nd, 1920, QCR inaugurated through service from Sherbrooke to Quebec, via Diamond, Charny and Cap Rouge. CP Quebec Subdivision rails were used from west of Cadorna into Quebec's Palais Station.

The last extension of Quebec Central came about in 1926 when the Massawippi Valley Railway Company was subleased by the Boston & Maine Railroad to the QC. This line, built in 1870, extended from Lennoxville to the International boundary, 32 miles, with a branch from Beebe Junction to Rock Island, 2½ miles. A further five miles from the boundary to Newport, Vermont, were leased by Canadian Pacific from Boston & Maine in connection with the lease of the whole Connecticut & Passumpsic Rivers Railroad in Vermont. In 1946, Canadian Pacific purchased the C&PRRR and its subsidiary Massawippi Valley from the B&M, and turned the Newport-Lennoxville section over to the Quebec Central for operation.





LEFT: QC Train No. 1 rates a G-2 from parent Canadian Pacific as it storms out of Sherbrooke in January, 1957. Beneath the bridge are the rails of CN's Sherbrooke Subdivision, linking Richmond, Que., with Island Pond, Vt.
/Johnny Krause

Traffic over the Hereford declined after Quebec Central subleased the Massawippi Valley line between Lennoxville and Newport, as QC traffic was then routed via the parent Canadian Pacific route to St. Johnsbury where it was turned over to the Maine Central. Almost all of the Hereford Railway was abandoned in 1927 except for two sections: one from Cookshire to Malvina, which Canadian Pacific purchased and operated for some time as a branch, and another, 4.4 miles long, extending from Dudswell Junction to Lime Ridge which is still operated as a private industrial railway by the Dominion Lime Company Limited, feeding the Quebec Central.

Financially, the Quebec Central has been relatively prosperous. Its annual earnings increased from about \$275,000 in 1890, shortly after Mr. Grundy took office, to a peak of nearly \$3.5-million in 1928. In any discussion of the Quebec Central Railway, mention should be made in particular of its asbestos traffic, originating in the Thetford Mines area. When the railway was under construction in this region in 1878, outcroppings of what was then known as "cotton rock" were noticed, but were considered to have little commercial potential and were not exploited. Eventually, as much as 90% of the world's supply of asbestos was produced here, as the mine tailings at Thetford and Black Lake amply testify. Thetford Mines has a population of over 21,000 and Black Lake an additional 5,000. Nearly 4,000 inhabitants of the two towns are employed in the asbestos industry which has a daily production of about 1,100 tons, with an annual value of \$35-million.

At one time, the Quebec Central had its own back shops and terminal at Newington, 1.4 miles from Sherbrooke on the east bank of the St. Francis River, but this facility was closed in 1939. In 1954, an 8½-mile diversion was made in the main line of the Quebec Subdivision between Black Lake and Thetford Mines enabling Asbestos Corporation Limited and Bell Asbestos Mines to expand their open-pit mining operations.

HIGHWAY TRANSPORT

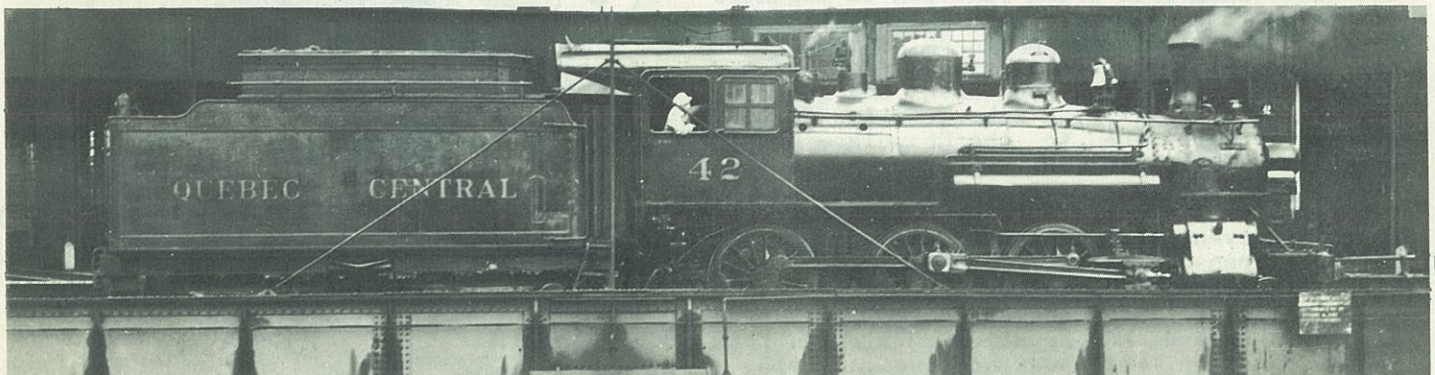
In reviewing passenger traffic, which has now come to an end, it is worth noting that Quebec Central was a pioneer in the use of motor coaches on parallel highways originally to supplement, and later to replace, train services. A subsidiary, Quebec Central Transportation Company was incorporated in August 1931, and an initial service started in that year between Levis and Morisset on the Lac Frontiere branch. Initially, service was provided only in summer, but eventually all-year-round highway service was the order of the day and it paralleled all the rail lines. About two years ago, the QCR divested itself of this operation, selling it to private interests.

* * *

With the termination of passenger trains on Quebec Central, Centennial Year thus marks the end of a service first proposed in Confederation year, 1867.

BELOW: Quebec Central's 10-wheeler No.42 was built in 1913 for the QC and differs from standard CPR 10-wheelers.

/Canadian Pacific





LEFT: Quebec Central Pacific 2588 emits a voluminous plume of smoke as it rambles along with a way freight near Sherbrooke.

/Johnny Krause

RIGHT: A Quebec Central passenger train and autobuses at Sherbrooke (CP) station in 1946.

/Canadian Pacific



All photos from the author's collection, unless otherwise credited.

TIME TABLE No. 5, APRIL 24th, 1966

Northward Trains— Inferior Direction	Miles from Sherbrooke	QUEBEC SUBDIVISION		Train Order Office Signals	Car Capacity Sidings	SOUTHWARD TRAINS—Superior Direction									
						First Class		Fourth Class							
						2	4	80	82	84	86	88			
						Pagr. Sun. Only	Pagr. Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.	Freight Daily ex. Sun.			
First Class	I Pagr. Daily	STATIONS			P.M.	P.M.	A.M.	P.M.				P.M.			
A.M.	7.00	0	SHERBROOKE..CKWZ	HO	Yard	6.00	8.10								
	7.04	1.4	NEWINGTON.....		68	5.56	8.06	11.10	12.01				5.15		
	7.17	10.5	ASCOT.....		55	5.43	7.53	10.52	11.41				4.55		
s	7.28	16.9	EAST ANGUS.....Z	G	41	s 5.32	s 7.42	10.38	11.26				4.40		
	7.41	25.4	DUDSWELL.....Z		36	5.19	7.29	10.18	11.06				4.20		
F	7.43	26.3	BISHOPTON.....	BC	48	F 5.17	F 7.27	10.13	11.01				4.13		
	7.51	32.0	LAFOND.....		Nil	5.09	7.19	9.58	10.43				3.58		
F	7.57	36.9	WEEDON.....Z	H	39	F 5.03	F 7.13	9.48	10.33				3.48		
F	8.03	41.6	ST. GERARD.....YZ	DN	50	F 4.57	F 7.07	9.38	10.23				3.38		
F	8.11	47.6	GARTHBY.....Z		37	F 4.49	F 6.59	9.20	10.15				3.10		
s	8.18	52.8	DISRAELI.....Z	D	46	s 4.42	s 6.52	9.10	10.04				2.59		
F	8.26	57.7	COLERAINE.....Z		38	F 4.34	F 6.44	8.55	9.52				2.47		
s	8.34	63.5	BLACK LAKE.....Z	BA	40	s 4.26	s 6.36	8.34	9.40				2.35		
F	8.41	69.0	ST. ALPHONSE.....		Nil	F 4.19	F 6.29								
s	8.44	70.8	THETFORD MINES. KYZ	FD	57	s 4.16	s 6.26	8.15	9.24		A.M.	11.25	2.19		
F	8.49	74.7	ROBERTSON.....		32	F 4.11	F 6.21	A.M.	9.06			11.13	1.55		
F	8.56	79.6	LEEDS.....	BU	35	F 4.04	F 6.14		8.56			11.03	1.45		
s	9.04	84.8	EAST BROUGHTON...Z	RN	29	s 3.56	s 6.06		8.35			10.53	1.30		
	9.07	87.4	SUMMIT.....Z		28	3.53	6.03		8.20			10.33	1.15		
s	9.11	90.3	TRING JCT.....RYZ	NA	30	s 3.49	s 5.59		8.10			10.23	1.05		
	9.17	94.9	ST. BRUNO.....		34	3.43	5.53		7.52			10.05	12.47		
	9.23	99.4	BILODEAU.....		24	3.37	5.47		7.37			9.32	12.32		
s	9.24	100.0	VALLEE JUNCTION..CKZ	UC	10	s 3.36	s 5.46		7.35	8.50	A.M.	9.30	12.30		
s	9.33	106.8	STE. MARIE.....Z	MA	21	s 3.27	s 5.37			8.30					
s	9.39	111.6	SCOTTS JCT.....RYZ	SO	13	s 3.21	s 5.31			8.10					
F	9.47	117.4	BRAS.....		Nil	F 3.13	F 5.23			7.30					
F	9.52	121.7	VILLE LAMBERT.....		29	F 3.08	F 5.18			7.10					
F	9.59	127.3	BREAKEYVILLE...Z		13	F 3.01	F 5.11			6.50					
10.04	130.7		WALSH.....YZ		20	2.56	5.06			6.30					
10.05	130.9		DIAMOND.....			2.55	5.05			A.M.					
10.35	145.5		CADORNA.....	CO		2.25	4.35								
10.45	147.6		QUEBEC.....CKWZ	BO		2.15	4.25								
A.M.			(Palais Station)			P.M.	P.M.								
Daily			Rules 41, 44, and 93a apply between Sherbrooke and Walsh			Sun. Only	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.		
I						2	4	80	82	84	86	88			

THETFORD MINES INDUSTRIAL YARD SPUR FOOTNOTES

No engine, car or train shall exceed ten miles per hour over public crossing at grade, Wye connection, mileage 0.47 until crossing is fully occupied. There is a 175 foot timing circuit east of the Wye switch approaching the crossing from the west side and flashing light signal will cease to operate if train stands on this circuit for a longer period than thirty (30) seconds. Care must be taken that trains do not stand between timing circuit and crossing as this will cause flashing signal to operate continuously and unnecessarily.

No engine, car or train shall exceed ten miles per hour over public crossing, St. Alphonse street, mileage 2.56 until crossing is fully occupied.

Asbestos Corporation, Kings Mines private crossing, mileage 2.85 must not be blocked for periods in excess of five (5) minutes.

SUMMER

AERBROOKE — SAINT JOHN

DE BAS EN HAUT

2205

DRAWING ROOM

Bedrooms

SKYLINE DOME

EXPLANATION OF SIGNS

Station where food and meals are served at city prices

Monday only

Tuesday and Sunday only

for revenue passengers only

Megantic and east

a Shinn on signal to detain revenue passenger

REVIEW

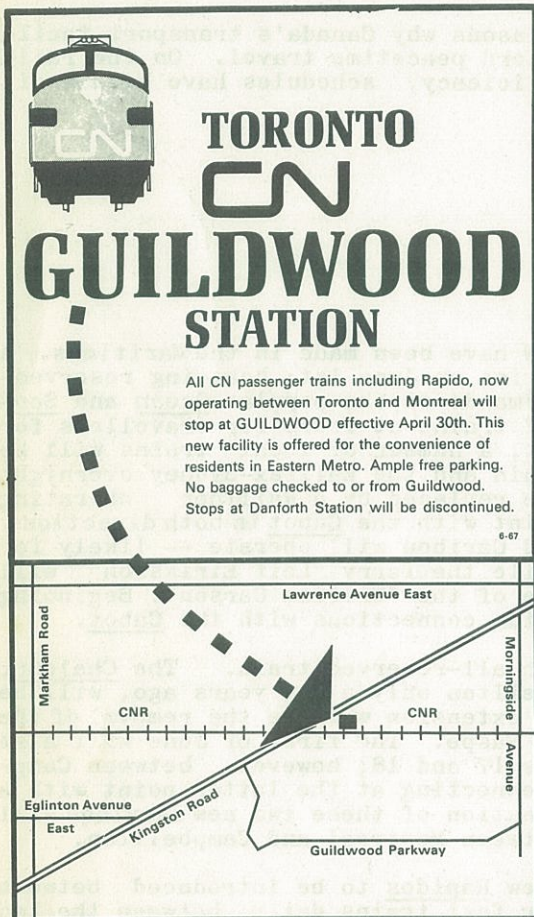
By Harlan Creighton



Sceneramic Lounge cars operate on the Panorama and the Montreal section of the Super Continental between Edmonton and Vancouver, while the leased B&O dome-sleepers may be found on the Toronto section of the Super between the same points. The operation of Sceneramic cars on the Panorama between Winnipeg and Edmonton has been discontinued for the summer.

Expo travel will have the greatest impact on CN's Toronto-Montreal route, and several important changes have been made to this service. All through passengers now require reservations for both sleeping car and coach accommodation on all trains; however, several cars are operating on the Lakeshore, Bonaventure and Cavalier on a non-reserved basis for local passengers. With the introduction of TurboTrains -- now expected after August 15th -- CN plans to use the Rapidos, Turbos and the Cavalier for through passengers, while intermediate passengers only will be carried on the Lakeshore and Bonaventure. The morning Rapido now has the more convenient departure hour of 0900, while the afternoon Bonaventure has been rescheduled to a 1535 departure, so that it now completes its journey ahead of the afternoon Rapido; the latter train, incidentally, now operates daily.

The afternoon Toronto-Ottawa service is now handled by a separate train instead of being carried in the Bonaventure to Brockville, as has been done to date; the new Ottawa train continues to run via Brockville, and not via Napanee as had been expected. A new Expoliner RDC service has been instituted between Belleville and Montreal, providing early-morning service eastbound and mid-evening service westbound; an early success, this train often requires as many as five RDC's.



A boon to the CN traveller who lives in Toronto's eastern suburbs is the establishment of a passenger stop at Guildwood for all Toronto-Montreal trains except the Turbos. The CN station at Guildwood is actually a house trailer, appropriately fitted out for its railroad duties and situated across the track from the new shelters of GO Transit.

Southwestern Ontario schedules remain essentially unaltered. Train numbers have been prefixed by a "1", in preparation for the Hawker Siddeley trainsets which will likely be in operation before the next timetable change. Now, only trains 156 (from Chicago) and 108 (from Niagara Falls) make connections with morning Montreal trains. Until Turbo services start, passengers from other southwestern Ontario trains will have to wait until mid-afternoon for a train to Montreal, or use a later train to Toronto. Express-freight trains 219/220 will lose their local Toronto-Windsor coach on July 1st, when CN's express operations are moved to Toronto Yard.

Elsewhere on CN, the Calgary-Edmonton Railiner run would appear to be on shaky footings since the new table shows for the first time a ticket-honouring agreement with Greyhound Bus Lines over this route; travellers can now choose between six daily buses and the RDC. Capreol-Foleyet service has been augmented by a regular passenger train operating thrice-weekly in addition to the usual mixed service.

The Canadian National-Ontario Northland service between Toronto and North Bay/Timmins/Kapuskasing will undergo a major improvement on July 1st, with the removal of local express and mail from the Northland; schedules will be improved by one hour southbound and ninety minutes northbound. A new merchandise train from Toronto Yard will be introduced to handle express traffic to and from North Bay and ONR points.

In addition to the Northland speedup noted earlier, ONR is planning a twice-weekly schedule for its popular one-day Cochrane-Moosonee excursions; the specials will run on Wednesdays and Sundays during July and August. Some improvement in the regular service to Moosonee is also anticipated. Complete details of these services may be had from ONR offices in Toronto and North Bay.

Canadian Pacific

Expo 67 means a new transcontinental passenger train for Canadian Pacific. Operating on a schedule similar to that of the Dominion during its last days of operation, the Expo Limited is being billed as CP's contribution to the success of Canada's Centennial celebrations. The Expo Limited offers full dome service between Montreal and Vancouver, while the Toronto section carries only coaches and sleeping cars; it will operate until October 28th. For the summer, the Sudbury-Sault Ste. Marie Dayliner has been rescheduled to make a daytime round trip from Sudbury, connecting there with the Expo Limited. The new transcontinental also serves local Sudbury-White River passengers, and the RDC which formerly handled this run has been discontinued.

Few other changes are evident in the new CP timetable (which continues to be published in Standard time). Sunday-only Ottawa-Montreal train 236 has been rescheduled from late evening to mid-day, probably because of Expo travel. The St. Paul-Winnipeg service via the Soo Line has now been discontinued. Reference is made in the table to the imminent termination of the Toronto-Detroit Dayliners at Windsor. Finally, the tri-weekly northbound Toronto-Owen Sound train now departs later so as to connect with the inbound Canadian which, incidentally, has been receiving considerable promotion by CP in recent months.

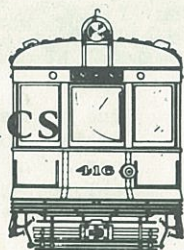
Canadian Pacific's Expo Limited at Woodbridge, Ont.

/J.A. Brown



Traction Topics

Edited by John F. Bromley



* Multiple unit service is now scheduled to begin at the commencement of the October period, subject to all conversion work and operator instruction being completed by September. Some of the overhead wiring for locking and unlocking contactors at electric switches has been installed, and special work and curves for Neville Loop are being completed at Hillcrest. Rebuilding at Neville will consist of installation of tangent rail in the loop itself to allow coupling and uncoupling to be carried out here after the evening rush hour, and the removal of the exit curves to Nursewood Road.

Humber Loop is scheduled to be rebuilt to include a passing track with a three-car capacity, and perhaps a two-car dead end spur. Work at Russell Carhouse will include installation of an exit track onto Queen Street eastbound from the trailer yard and the relocation of the westbound entrance into the trailer yard to a position slightly to the west of the existing track. Several intersections along Queen Street are receiving minor repair to insure smooth passage for two-car trains.

A test train, consisting of 4493-4691, was operated on March 30th between 1.38 a.m. and 4.44 a.m. on Queen Street and Kingston Road, accompanied by emergency crews and with electric switches plugged to avoid inadvertent operation. /SM, JFB

* Two diversions of street car service occurred during the past month. On March 29th, at 7.09 a.m., car 4311, entering KING service, split the switch, west to north, at Queen and Broadview, blocking traffic in three directions for twenty-five minutes. KING, QUEEN, DUNDAS and both of the KINGSTON ROAD services were affected with the usual short turn arrangements in effect.

A section of fallen overhead at College and University on April 25th at 9.08 a.m. resulted in westbound CARLTON cars being diverted via Bay, City Hall Loop, Bay, Dundas and McCaul Streets for twenty-two minutes. /SM

* The EARLSCOURT route will become a "rush-hours-only" operation effective with the beginning of summer schedules, on an experimental basis. As a result of the change, headways on St. Clair Avenue between Lansdowne and the Subway are to be increased from 3 to 4½ minutes, while headways on the balance of the ST. CLAIR route are reduced from 6 to 4½ minutes. The change is being made to aid inspectors in keeping ST. CLAIR service on a more even keel; under the present arrangement, inspectors cannot pull EARLSCOURT cars off of their runs to fill in for late ST. CLAIR cars as this would upset the schedules for the former service. It is hoped that the new arrangement will result in better service on a overall basis for the ST. CLAIR route.

There is a possibility that the 1967 KING-EXHIBITION service will be rerouted via either Parliament or Broadview and over the CARLTON route to Main Station. /SM, RM, JFB, TW



One of the cars now preserved by the O.E.R.H.A. at its Rockwood, Ont. museum is TTC large Witt car 2444. Its present appearance is considerably better than that of April 6th, 1929, when it came out second best in an altercation with car 2444.

/TTC Photos

S Danforth Division became the TTC's newest bus
H garage effective April 23rd, operating all
O services formerly based at Sherbourne and some
R from Birchmount. Unlike the former occupants,
T the buses face east. A large number of street
cars, both rotation and dead storage, remain
at the south end of the yard.....latest word
U on the A1 and A2 class cars not going to Alex-
R andria is that they will be scrapped, and all
N are being shifted gradually to storage at St.
Clair Division. Most are in poor shape, as the
cars were not washed after being retired and
salt has taken its toll.....shipping of cars
to Alexandria will resume shortly.....rail was
removed from Viaduct Loop prior to April 14th,
and tenders have been called by the city for re-
surfacing of Harbord Street, Ossington Avenue and
Dovercourt Road. Davenport Road, from Dupont to
Bay Street, is also scheduled for resurfacing in
1967.....work is virtually completed on the rail
renewal program on St. Clair Avenue. Work on Ron-
cesvalles Avenue, Queen to Dundas, has been post-
poned until 1968.....the last remaining street
car overhead has been removed from Lansdowne Ave-
nue and Lansdowne Carhouse.....odd assignments
noted recently include 4596 on DANFORTH, 4601 on
LONG BRANCH and 4426 on KING WEST.....the north
bound track in the YONGE subway between Rosedale
and St. Clair Stations is to be renewed during
the summer.....Overhauled and painted air cars
during the past month were 4199, 4220, 4239,
4247, 4250, 4253, 4586, 4589, 4593 and 4599...
.....4431 has returned to service, and 4407 is ex-
pected shortly. Also back in service after 18
months is 4721, which is also the first car to

be equipped with a destination sign for "Main
Station".....4538 and 4664 are undergoing re-
pair for collision damage.....Crane C-2 was at
St. Clair Shop in late April for several new
wheels.....4553 and 4300 exchanged divisions
between April 21st and April 25th.....RT-4 was
badly damaged by fire north of Ellis Portal on
May 6th at 2.25 a.m. RT-4 had just been over-
hauled, and may not be repaired as it will be re-
placed by a new car now under construction in
Japan.....the TTC will spend over \$60,000 to
re-body two as yet unidentified trolley buses,
in an effort to avoid bus replacement on the
trackless lines.....how many readers are aware
of the fact that all wheel and axle maintenance
for the PCC cars of the Shaker Heights Rapid
Transit is performed at Hillcrest Shops?.....
new bus arrivals are being numbered in the 7000
series. The 6000 series was unavailable for bus
numbering as this series is reserved for use on
subway-surface cars. Subway-surface cars?.....
W-26 has joined C-1 in dead storage at the far
northwest corner of Hillcrest Shops, in the com-
pany of London & Port Stanley cars 4 and 8 and
several PCC cars stored for Alexandria. Storage
of PCC cars, facing east-west on the Hillcrest
soccer field has been discontinued, although the
cars facing north remain in position for the time
being.....

/JFB, SM, RM, TW

Stealing a Railroad.

Quebec, March 9.—L. A. Senecale, ex-member of the Dominion Parliament, and a clique obtained possession of the line four years ago as far as constructed from the Byes opposite Quebec, to Beluce, on the frontier of Maine, by inducing the assignees of the contractors of insolvent estates to vote for them on 88,000 shares of the company's stock. By various legal delays Senecale continued to retain possession of the line and prevent the sale of the insolvent estate, including 88,000 shares of stock. He refused to pay the interest on the cost of the road, anything for his lease or to the original bondholders. He claimed that the first issue of bonds, amounting to 50,000 pounds, was illegal and repudiated them. He took all the proceeds of the road's traffic and refused to make the necessary repairs to the line and rolling stock. Immense sums have been spent in litigation arising out of this matter by the English bondholders. Judge Caron gave judgment, however, yesterday, declaring perfectly legal the 50,000 pounds issue of the bonds. Chief Justice Meredith rendered another decision ordering the immediate sale of the 88,000 shares of railway stock, which gives the control of the management, but which is otherwise valueless. The railroad is now in such bad repair as to be unsafe for running purposes, while the valuable rolling stock is all wrecked or stolen.

MARCH 11 1879

LONDON Free Press

ENGINE JUMPED TRACK AT EAST ANGUS.

East Angus, Nov. 24.—(Special) —

The wrecking train from Sherbrooke came here Saturday night to put an engine and car on the track. The train was going in on the siding about seven o'clock when the engine climbed the rails and went on the ties, taking a car with it. The passenger train due here at 8.25 p.m., was delayed about twenty minutes, as they had to stop and move a part of the derailed train from the main line onto a siding before they could get by. Fortunately there was no one injured and very little damage, being nothing more than a short piece of the siding torn up. The engine was rather badly off the track, and it took all night before it was back on the rails and ready to proceed.

NOV 24 1913

NOVEMBER 24, 1913

WASHOUT ON Q.C.R.

Owing to the very heavy rains of a few days ago, the Québec Central Railway suffered considerable damage to its line north of Ascot, where bad washout occurred. The break was of a nature which made it in-

August 10
1922

p 7

Branch Line from Tring to Megantic

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

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

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

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

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

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

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

Humbly submitted,

LOUIS A. VALLEE,

Engineer.

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

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

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

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

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

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

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

* Quebec Central Railway.

TRIP TO WEEDON.

Our readers are, of course, aware that the name of the late "Sherbrooke, Eastern Townships and Kennebec Railway Company" has been changed into the above. It is a decided improvement. But it is far from being the only one achieved of late by the Company and their smart, active and plucky contractors, Messrs. Bowen and Woodward. Whilst many supposed that they had suspended work until next spring, they were grading, cutting, banking, laying ties and rails, and all of a sudden they announced to the wondering public that, on and from the 1st day of March instant, they would run a daily train between Sherbrooke and Lake-Weedon, a distance of 43 miles.

As if to leave no room for any possible doubt, the Company invited, on Tuesday last, a number of gentlemen to go "up the line," on the occasion of the first regular inspection by the government Engineer of the completed portion of the road. We had the good luck to find ourself among the fortunate guests of the Company and contractors, and in justice to them we feel bound to give our readers a short account of what

importance and value of the lives confided to his safe-keeping by affectionate wives, gentle sweethearts and *sorrowing* friends, or else the speed might no doubt have been greatly increased!

Here we found some more old acquaintances: Mr. Brûnelle, Mr. Brière and several others, all delighted to greet and welcome their Sherbrooke friends.

Our train soon after *overwent a revolution* on the Company's turn-table at this point, and we found ourselves comfortably seated at a sumptuous table, at the *other end* of our turned car. Dr. Gilbert presided. In due *course*, our amiable chairman proposed a toast to the President of the road, speaking feelingly of his indomitable energy in connection with this enterprise. The Hon. Mr. Robertson made a suitable reply, and concluded by saying that, before two years had elapsed, he and his friends would make another excursion of this kind as far as Kennebec. The chairman also proposed a toast to Mr. Gauvreau (Mr. Go-over-road!) who said he hoped his report about this road would be as favorable as that he made on the North Shore Railway, in which he is himself deeply interested. A third toast was proposed to the enter-

prise. This huge truss-work is over 500 feet in length and about 65 feet high, at the centre, from the surface of the water below to the top of the bridge. The average height is over 40 feet. It is built of strong, substantial and well selected lumber, which seems to have been adjusted with perfection. The work certainly reflects great credit upon the contractor, though the total cost does not exceed \$2,500. This will only be used temporarily, as the company contemplates to fill up part of this deep "hollow" and span the two sides by means of a permanent bridge.

At Dudswell-Corner, we were joined by Mr. Wm. Lothrop, who proceeded with the party to Weedon. He also gave us abundant proof of the general joy felt by the people out there at seeing their fondly cherished hopes at last realized. It seemed to us as though the inhabitants we met on the way looked younger and fresher, when they saw the so long looked for "iron horse" in their midst.

At the Gould-road crossing, we noticed two new houses, one of which intended for a hotel and the property of Mr. J. B. Delude, Jr., of Weedon.

Between this point and the actual terminus, the road passes over the ruins of the first house ever built in Weedon, by the late Mr. Biron; the veteran pioneer of that Township, some 20 years ago. He little imagined, even when he died, that the fiery locomotive would, at so near a period, make her appearance on this spot, which he had first reached on snow-shoes, through the forest.

At the crossing, Mr. J. E. Côté, trader of Weedon, got on board of the train and gave us a very interesting account of the first establishment and progress of that township. He spoke highly of the prospects now in store for its inhabitants.

We reached Lake-Weedon at about half past twelve, after stopping over half an hour at different places, so that the whole distance was travelled in less than two hours, at a speed of over 20 miles an hour. Not a very bad rate for a new road! And it must be borne in mind that we had a very careful driver, —Mr. David Finn,—fully alive to the

Sherbrooke News

MARCH 4
1875

* Quebec Central Railway.

TRIP TO WEEDON.

Our readers are, of course, aware that the name of the late "Sherbrooke, Eastern Townships and Kennebec Railway Company" has been changed into the above. It is a decided improvement. But it is far from being the only one achieved of late by the Company and their smart, active and plucky contractors, Messrs. Bowen and Woodward. Whilst many supposed that they had suspended work until next spring, they were grading, cutting, banking, laying ties and rails, and all of a sudden they announced to the wondering public that, on and from the 1st day of March instant, they would run a daily train between Sherbrooke and Lake-Weedon, a distance of 43 miles.

As if to leave no room for any possible doubt, the Company invited, on Tuesday last, a number of gentlemen to go "up the line," on the occasion of the first regular inspection by the government Engineer of the completed portion of the road. We had the good luck to find ourselves among the fortunate guests of the Company and contractors, and in justice to them we feel bound to give our readers a short account of what

happened to his safe-keeping by affectionate wives, gentle sweethearts and *sorrowing* friends, or else the speed might no doubt have been greatly increased!

Here we found some more old acquaintances: Mr. Brunelle, Mr. Briere and several others, all delighted to greet and welcome their Sherbrooke friends.

Our train soon after *overwent a revolution* on the Company's turn-table at this point, and we found ourselves comfortably seated at a sumptuous table, at the *other end* of our turned car. Dr. Gilbert presided. In due *course*, our amiable chairman proposed a toast to the President of the road, speaking feelingly of his indomitable energy in connection with this enterprise. The Hon. Mr. Robertson made a suitable reply, and concluded by saying that, before two years had elapsed, he and his friends would make another excursion of this kind as far as Kennebec. The chairman also proposed a toast to Mr. Gaurreau (Mr. Go-over-road!) who said he hoped his report about this road would be as favorable as that he made on the North Shore Railway, in which he is himself deeply interested. A third toast was proposed to the enter-

prise, which was over 500 feet in length and 65 feet high, at the centre, surface of the water below to the bridge. The average height is 40 feet. It is built of strong, square and well selected lumber, which has been adjusted with precision. The work certainly reflects great credit upon the contractor, though the cost does not exceed \$2,500.

It can only be used temporarily, as the Company contemplates to fill up part of the deep "hollow" and span the river by means of a permanent bridge. At Dudswell-Corner, we were met by Mr. Wm. Lothrop, who presided with the party to Weedon. He gave us abundant proof of the joy felt by the people out there in their fondly cherished hope realized. It seemed to us as the inhabitants we met on the way younger and fresher, when they so long looked for "iron horse" amidst.

At the Gould-road crossing, we saw two new houses, one of which had been erected for a hotel and the property of J. B. Delude, Jr., of Weedon.

Between this point and the terminus, the road passes over the site of the first house ever built in Weedon by the late Mr. Biron, the veteran of that Township, some 29 years ago. He little imagined, even when he died, that the fiery locomotive would so near a period, make her appearance on this spot, which he had first traversed on snow-shoes, through the forest.

At the crossing, Mr. J. E. Cotter of Weedon, got on board the train and gave us a very interesting account of the first establishment and progress of that township. He was highly of the prospects now in store for its inhabitants.

We reached Lake-Weedon at half past twelve, after stopping half an hour at different places, so that the whole distance was travelled in less than two hours, at a speed of over 20 miles an hour. Not a very bad rate for a *new* road! And it must be borne in mind that we had a very careful driver—Mr. David Finn,—fully alive to

the country. This huge trussle work is over 500 feet in length and about 65 feet high, at the centre, from the surface of the water below to the top of the bridge. The average height is over 40 feet. It is built of strong, substantial and well selected lumber, which seems to have been adjusted with perfection. The work certainly reflects great credit upon the contractor, though the total cost does not exceed \$2,500. This will only be used temporarily, as the company contemplates to fill up part of this deep "hollow" and span the two sides by means of a permanent bridge.

At Duds-well-Corner, we were joined by Mr. Wm. Lothrop, who proceeded with the party to Weedon. He also gave us abundant proof of the general joy felt by the people out there at seeing their fondly cherished hopes at last realized. It seemed to us as though the inhabitants we met on the way looked younger and fresher, when they saw the so long looked for "iron horse" in their midst.

At the Gould-road crossing, we noticed two new houses, one of which intended for a hotel and the property of Mr. J. B. Delude, Jr., of Weedon.

Between this point and the actual terminus, the road passes over the ruins of the first house ever built in Weedon, by the late Mr. Biron; the veteran pioneer of that Township, some 29 years ago. He little imagined, even when he died, that the fiery locomotive would, at so near a period, make her appearance on this spot, which he had first reached on snow-shoes, through the forest.

At the crossing, Mr. J. B. Côté, trader of Weedon, got on board of the train and gave us a very interesting account of the first establishment and progress of that township. He spoke highly of the prospects now in store for its inhabitants.

We reached Lake-Weedon at about half past twelve, after stopping over half an hour at different places, so that the whole distance was travelled in less than two hours, at a speed of over 20 miles an hour. Not a very bad rate for a new road! And it must be borne in mind that we had a very careful driver, —Mr. David Finn,—fully alive to the importance and value of the lives committed to his safe-keeping by affectionate wives, gentle sweethearts and sorrowing friends, or else the speed might no doubt have been greatly increased!

Here we found some more old acquaintances: Mr. Brunelle, Mr. Brière and several others, all delighted to greet and welcome their Sherbrooke friends.

Our train soon after overtook a revolution on the Company's turn-table at this point, and we found ourselves comfortably seated at a sumptuous table, at the other end of our turned car. Dr. Gilbert presided. In due course, our amiable chairman proposed a toast to the President of the road, speaking feelingly of his indomitable energy in connection with this enterprise. The Hon. Mr. Robertson made a suitable reply, and concluded by saying that, before two years had elapsed, he and his friends would make another excursion of this kind as far as Kennebec. The chairman also proposed a toast to Mr. Gauvreau (Mr. Go-over-road!) who said he hoped his report about this road would be as favorable as that he made on the North Shore Railway, in which he is himself deeply interested. A third toast was proposed to the enter-

*Quebec Central Railway.

TRIP TO WEEDON.

Our readers are, of course, aware that the name of the late "Sherbrooke, Eastern Townships and Kennebec Railway Company" has been changed into the above. It is a decided improvement. But it is far from being the only one achieved of late, by the Company and their smart, active and plucky contractors, Messrs. Bowen and Woodward. Whilst many supposed that they had suspended work until next spring, they were grading, cutting, banking, laying ties and rails, and all of a sudden they announced to the wondering public that, on and from the 1st day of March instant, they would run a daily train between Sherbrooke and Lake-Weedon, a distance of 43 miles.

As if to leave no room for any possible doubt, the Company invited, on Tuesday last, a number of gentlemen to go "up the line," on the occasion of the first regular inspection by the government Engineer of the completed portion of the road. We had the good luck to find ourselves among the fortunate guests of the Company and contractors, and in justice to them we feel bound to give our readers a short account of the

Sherbrooke
New 3
MARCH 4
1875

CITIZENS INSPECT Q. C. R. BUILDING

Welcomed by General
Manager and Officials
of Company

MAGNIFICENT OFFICE BUILDING
NOW COMPLETED—ATTRAC-

TIVE QUARTERS FOR

Q. C. R. COMPANY

Several hundred of Sherbrooke's citizens with their wives and families visited the palatial new offices of the Quebec Central Railway on Wellington Street and Stratford Square on Saturday afternoon in response to a general invitation to the public issued by the General Manager and officials of the Company.

The magnificent suites of offices were thronged for two hours with interested visitors who were shown over the building by the officials and staff, and who apparently took a great delight in conducting their guests through the elaborately furnished and luxuriously fitted rooms. Many comments of admiration and surprise were heard as the visitors passed along the spacious corridors with their marbled walls and mosaic-tiled floors and up the wide staircases to the first and second floors on which are situated handsomely appointed offices, where every convenience for the public and every comfort for the staff has been provided. Such expressions as "nothing to equal it outside Montreal," and "fine enough for government offices," were frequently heard.

The large top floor of the building was converted into a concert and reception room. Prof. Sawdon's Orchestra furnished delightful music all the afternoon and the Company very thoughtfully provided refreshments for the visitors, which included among their number the most distinguished residents of the city.

Among the officials who assisted the General Manager, Mr. J. H. Walsh, at the "New Year's Reception," were, Messrs. E. O. Grundy, General Freight and Passenger Agent; J. Farquhar, General Roadmaster; J. Fortin, Superintendent; T. J. McGuire, Accountant; W. S. Fry, Treasurer; W. B. Moy, Car Accountant; M. A. Hawkins, Purchasing Agent; and J. T. Morrell, Engineer.

SPOKE INTO DICTAPHONE

The following is a verbatim report of Judge White's speech spoken into the dictaphone on Saturday afternoon in the office of Mr. E. O. Grundy:

The citizens of Sherbrooke have assembled today, the 3rd. day of January, 1914, to attend the opening of the new building of the Quebec Central Railway Company, which is one of the most beautiful, in fact the most beautiful, in the City of Sherbrooke, for the purpose of offering their congratulations to the Company and especially to the General Manager, J. H. Walsh, Esquire, and they wish him and the Company many years of great prosperity.

Sherbrooke
Daily Record
January 5
1914

evokes memories of past glories

With the consent of the Board of Transport Commissioners, the Quebec Central Railway has announced its intention of ending all passenger service between Sherbrooke and Quebec City. Today the last train is scheduled to arrive here from the ancient capital.

This will mark the end of nearly a century of train travel.

The first train of what was then known as the Eastern Townships and Kennebec Railway reached here in October 1874.

Although, in recent years passenger traffic has steadily declined, this was not always so.

In the golden age of railroading before the prominence of highway travel, the Quebec Central Railway formed a main artery between Quebec City and the New

By KEN BARTLETT
(Special to the Record)

England States.

The story of the railway goes back to 1869 when the old Eastern Townships and Kennebec Railway received its first charter. Railway building in the early years appears to have been very slow. In 1875 the line's present name came into being. In succeeding years branch lines were built from Tring Junction to Megantic and from Beauce Junction (now called Vallee Junction) to St. George and in later stages to Lake Frontiere.

Incidentally it was the original idea to extend this latter branch-known as the Chaudiere Subdivision-to join up with the Temiscouata Railway at Cabano. The construction of the Transcontinental Railway through this

same territory made the projected Q.C. line impractical. After the Quebec Bridge was completed a branch line was extended from Scotts to the Canadian National line near Charny. In 1926 the railway took over the Boston and Maine road between Sherbrooke and Newport Vt.

Although the railway has long been sustained by the revenues of its freight business-notably forest products and asbestos; nevertheless, passengers were important in early days.

Until the early thirties, the line in conjunction with U.S. roads operated a through sleeping car service between Quebec City and Boston and New York. Over the years a

Last train is today

The Quebec Central Railway Co. announced yesterday that the last trips of their passenger trains between Sherbrooke and Quebec City will be made today.

After the discontinuation of the trains, buses will be operated between the two points by the Quebec Central Transportation Company, replacing the discontinued trains.

It is therefore suggested to the public that those interested in these services consult the Quebec Central Transportation timetables or their agents for additional information.

number of important personages travelled this route. A number of U.S. Presidents took this line to Quebec.

William Howard Taft, for instance regularly travelled to his summer home at Murray Bay. The last U.S. Chief Executive to Journey over the Q.C.R. was Franklin Roosevelt. In 1936 he rode from Megantic to Quebec.

Oldtimers tell a number of amusing stories. Shortly after the turn of this century a portly gentleman stepped off his private car onto the local Grand Trunk Station platform and began taking a constitutional.

There must have been something incongruous about this top hatted gentleman, the very model of sartorial perfection, and above all adorned by a glittering display of diamond sparklers, just walking alone and talk-

ing to a group of overalled car-knockers and baggagemen. The gentleman's name was Diamond Jim Brady. There was also the time President Theodore Roosevelt, rather than dine alone, invited several railway officers, including my father, to eat with him.

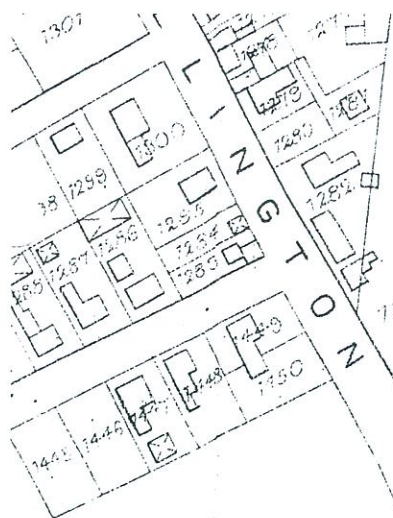
The Old Rough-Rider, long known for his strenuous habits and enormous appetites, was in rare gastronomical form. He devoured nearly a whole roast of beef on one course alone; but several dishes and desserts followed and his visitors lost what appetites they might have had by just watching "Terry" eat.

Although the Quebec Central route to Quebec is not the shortest, it does provide a more interesting panoramic view than the route through Richmond and Victoriaville. Leaving Sherbrooke one journeys up the St. Francis Valley to Lake Aylmer; thence through the Asbestos country to height of land at East Broughton. From an elevation of about 1250 ft. the line descends to the Chaudiere Valley and thence to the St. Lawrence Valley to Levis and Quebec.

But now passenger rail service having had its place in the history of the Townships, exists only in the memory of its older people. And we believe these glimpses are treasured.

SHERBROOKE

PRE-1881



Grand

Trunk
1244

CONNECTICUT
AND PASSUMPSIC
RAILWAY
1247

LIGHT ST.
GAS WORKS
Shardroffe
Gas & Water
Co.

RAILWAY
GRAND
CO. B TRUNK

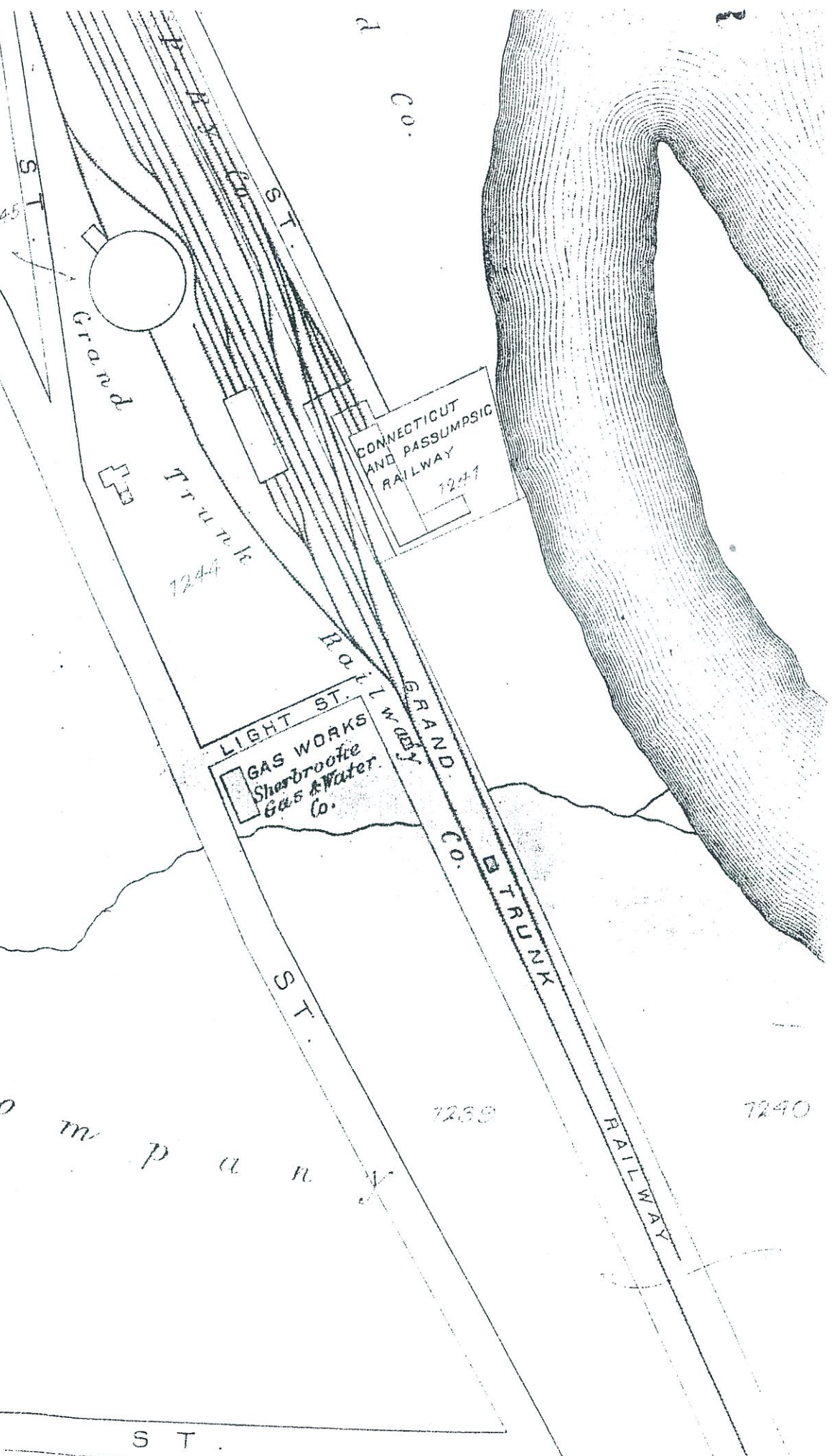
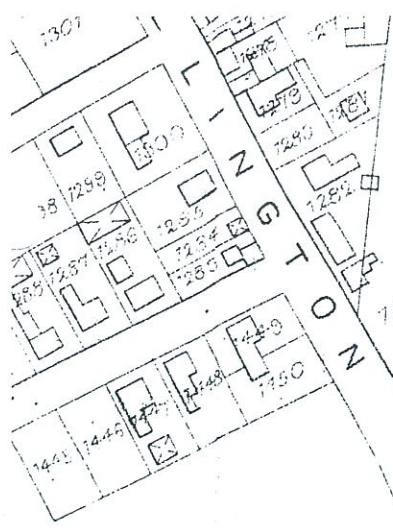
S T.

C o m p a n y

1238

1240

S T.



Co.

Grand Trunk
1244

CONNECTICUT AND PASSUMPSIC RAILWAY
1247

LIGHT ST.
GAS WORKS
Sharbrooke
Gas & Water
Co.

Grand Trunk
Co. TRUNK

ST.

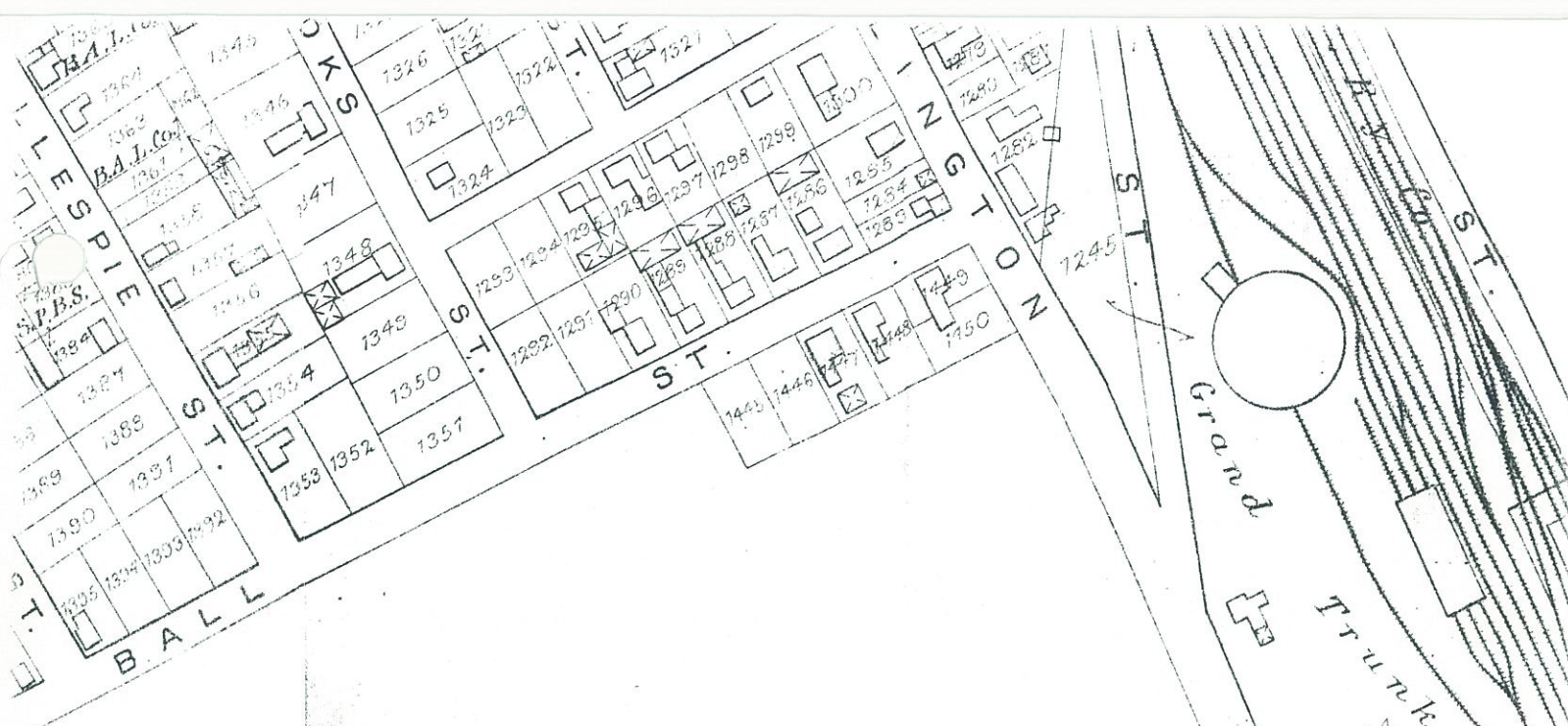
Company

1239

1240

RAILWAY

ST.



Land
Company
1244

G A L T
S T.

LIGHT ST
GAS WORK
Sherbrooke
Gas & Water
Co.

L'ACTION
CATHOLIQUE
NEWSPAPERS

STE SABINE

Bénédictio d'une cloche.

12/24
1909

Ste Sabine, Bellechasse, 22. — Dimanche après-midi dans l'église de Ste Sabine a eu lieu la touchante cérémonie de la bénédiction d'une cloche. Elle fut présidée par M. l'abbé Proulx, curé de S.-Magloire. Le beau chant que l'on exécuta et la parfaite organisation qui n'a cessé de régner pendant toute cette cérémonie font grand honneur à notre zélé curé, M. G. Mercier. Une grande foule assistait à cette bénédiction. Nous avons remarqué de S.-Magloire, MM. Jos. Fournier, marchand, Narcisse Lapointe et le Dr Louis Corriveau, de S.-Philémon: M. Louis Turgeon, agent des Terres, et plusieurs autres de Ste Sabine et d'ailleurs. Le sermon de circonstance a été prononcé par M. l'abbé R. Lagueux.

Les nombreux amis de M. Mercier ont généreusement répondu à l'appel que leur avait fait M. le curé et la collecte a été très belle. La nouvelle cloche qui du haut du clocher de Ste Sabine convoquera les paroissiens à la prière, a été acquise des RR. PP. Jésuites. Elle était autrefois à la chapelle de Manrèse, aujourd'hui l'église de N.-D. du Chemin.

Le Québec Central.

Les paroissiens de Ste Sabine

December 24
1909

Accident de Chemin de Fer

**UN TRAIN DU QUÉBEC CENTRAL
VOIT SA LOCOMOTIVE TOMBER
EN BAS DE LA VOIE.**

L'express du Québec Central qui part de Lévis à 3.30 heures p. m. a failli subir un gros accident hier après-midi à S. Joseph de Lévis. Il passait un peu plus haut que les moulins Edouard Ruël lorsque la locomotive buta sur un obstacle qui la fit sauter à côté de la voie avec le tender. Heureusement l'ingénieur eut la présence d'esprit d'arrêter sa locomotive ce qui empêcha le train d'être entraîné en bas des rails.

On a téléphoné immédiatement à la gare de Lévis pour faire venir une autre locomotive qui a accroché le train par en arrière et l'a fait passer par Chaudière Jonction et l'embranchement de S. Henri en route pour Sherbrooke.

M. Jos. Fortin, surintendant du Québec Central qui était à Lévis se rendit lui-même avec une équipe d'hommes à l'endroit du déraillement et a surveillé le travail du débaillement.

Après quelques heures de travail la locomotive et le tender ont été réinstallés sur la voie et sont revenus à Lévis pour reprendre le service. On se perd en conjectures sur l'intention de ceux qui auraient placé cet obstacle sur la voie ferrée, si toutefois la chose a été faite avec intention.

La compagnie du Québec Central a montré beaucoup de dévouement au public en faisant diligence pour que les voyageurs partis sur l'express de Sherbrooke soient retardés le moins possible dans leur voyage.

November 3

1910

COURRIER DE THETFORD MINES

THETFORD MINES, 5.—M. et Madame E. Dumoulin, de St-George de Beauce, étaient de passage à Thetford Mines, chez M. E. Carreau, N. P.

—Nous sommes heureux d'apprendre l'acquiescement de M. Alphonse Huard, ancien citoyen de cette ville, accusé d'avoir enlevé la somme de \$128.00 à un nommé F. Côté. Ce procès qui a eu lieu mercredi devant les assises criminelles, a soulevé la curiosité populaire. M. Huard avait pour défenseurs MM. Girouard, Beaudry et Girouard. Nos félicitations à M. Huard.

M. J. E. Lambert, de Montréal, était de passage ici, jeudi, le 3 novembre.

—Nous aurons sous peu une grande soirée dramatique et musicale donnée par notre cercle National. La pièce à l'affiche sera "Les Pistons Rouges". Nos amateurs nous promettent une belle représentation.

—Au théâtre Elite la représentation de la bataille Jaffries-Johnson a fait salle comble à chaque soir. Outre cela, nous pouvons jouir d'un très beau programme de musique et de chant.

—L'express de Québec a détaillé mercredi, près de St-Joseph de IAvis, ce qui a occasionné un retard de près de quatre heures. Les autorités du Québec Central ont vite-ment envoyé un train de secours qui a réussi à mettre en marche l'express en détresse qui n'arriva ici que vers les 10 heures.

—M. E. Carreau, N. P., était de passage à Broughton, jeudi dernier.

—On continue les travaux de nos chemins sur la rue Notre-Dame. Il aurait été préférable de faire ces améliorations l'été dernier, car les derniers mauvais temps ont rendu nos chemins en très mauvais état.

—M. Alphonse Huard, de Lambton, était de passage ici, dimanche dernier.

—M. R. Légaré, de Montréal, surintendant de la Clo-Singer Sewing Machine, était de passage ici.

—M. Jos. Bourque et M. Marcus Archambault, sont de passage à Black Lake.

November 5 1910

La Patrie

Central

A BEAUCRE JUNCTION

Nous détachons de l'"Eclaireur"
Beaucerville, la communication sui-
vante:

insieur le rédacteur.

Le conseil de la municipalité de
aucc Junction se propose de s'a-
dresser bientôt à la Commission des
Affaires Publiques pour une foule
de griefs contre le Q. C. R. Il y a
si longtemps qu'à la suite d'accidents
terribles on a logé des plaintes au-
près de la compagnie. Nous n'avons
encore que la réponse qu'on peut avoir
des autocrates. Mais nous sentons
l'espoir depuis qu'un gouverne-
ment paternal a doté notre provin-
ce de cette bienfaisante commission.
Des faibles qui gémissaient depuis
si longtemps sous la botte des grosses
corporations sans vergogne, vont en-
fin respirer!! Ça va être l'aurore
d'une nouvelle sur bien des
points de la province.

En effet, jusqu'ici, M. le Recteur n'en avait pas de justice pour les petites propriétés, comme pour les petites municipalités et Dieu sait que l'on a multiplié à l'endroit des transmissions et des successions. Prenons, par exemple, l'héritage des enfants de chaumière qui sont imputables à la négligence et à l'ignorance des compagnons, et que les parents des victimes amènent en justice, c'est la même affaire qui se répète partout. On doit à ce sujet des réclamations, entre les deux personnages chargés de régler le tout, suivant l'usage d'un pays ou d'un autre.

[illegible]

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice" and "The Hon. Mr. Justice".

1. The first part of the document is a list of names and their corresponding addresses. The names are listed in the left column, and the addresses are listed in the right column. The names are: John Doe, Jane Smith, and Bob Johnson. The addresses are: 123 Main St, 456 Elm St, and 789 Oak St.

au public, en attendant les décisions
de la commission.

Et j'entends mettre en garde non seulement ceux qui voyagent en voiture de Ste-Marie à St-Joseph, mais les centaines de personnes qui, chaque jour, attendent les trains à l'importante gare de la Jonction de Beauce.

Il y a en effet, en face de la gare, à l'entrée du pont de fer, un "monument" pour qui on chercherait vainement un nom dans aucune langue.

Il est d'un style lourdaud, qui rappelle nettement son architecte, tant il est vrai que le style, c'est l'homme.

Ca relève de l'architecture toscane autrefois en honneur pour les prisons et que le Québec Central adopte avec force préférences pour toutes les hideuses baraques dont il agrémenté nos villages.

C'est une batisse dont on nous a gratifiés il y a environ trois mois et qui a beaucoup fait parler d'elle depuis. Elle sert de réceptacle à un réservoir destiné à fournir l'eau aux engins.

Jusqu'ici, ça va :

Mais là où le grotesque fait place
au tragique c'est quand on considère
le site choisi.

En supposant qu'on aurait voulu faire expressement pour constituer un assemblée de premier ordre, on aurait jamais si bien réussi ! Toutes les conditions semblent réunies pour créer un danger public redoutable, et qui, à la faveur de récentes alertes est justement redouté par tous ceux dont l'attention est attirée sur ce point.

Il y a à peine trois mois que ce rétrogradé se la est déjà, en deux circonstances, des passants n'ont échappé à une mort affreuse que grâce à l'intervention habile, héroïque même d'un des associés de la maison Avard & Nadeau.

Je comprends que le danger n'est
pas dans son ensemble et les
différents aux points des demi-cercles de
détachement qui volent sous leur
couverture les grands pro-
jets de la corporation et Amé-
rique. Une déception, pas seulement
pour eux. De leur, les donna-
nt pas pour partie de vie et sans autre
raison, au hasard.

... des plus simples moyens
pour les faire connaître et de
les faire connaître à tous les
membres de la communauté et à
tous les citoyens de la ville.

[illegible]

ture ne peuvent, par le temps le plus
clair, apercevoir l'engin à cause de
la mesure en question qui offre un
obstacle absolu à la vue depuis le
moment qu'ils ont dépassé le coin du
magasin jusqu'à la minute peut-être
 fatale où le sabot du cheval heurte
le rail.

Et alors c'est la mort!
Et si la bicoque obstrue la vue, c'est
le empêche aussi d'entendre, sur
tout quand le vent n'est pas dans
une direction favorable, et quand le
vacarme de la manœuvre dans le
cours vient annihiler tout bruit du
train, même celui de son passage sur
le pont.

Celui qui est le plus coupable dans la construction de ce "hors-d'oeuvre périlleux" appartient à la classe de ceux à qui il faut pardonner beaucoup... et nous n'insistons pas à son sujet.

Mais qu'il ait été enlaidi dans
pareils moments d'oubli par les hom-
mes du bureau chef, pourtant, mieux
cotés au point de vue cérébral, c'est
ce qui nous dépasse!

Si ces messieurs ont pensé plus long que leur nez, s'ils trouvent cette première accusation trop sévère, alors il ne nous reste plus qu'à le ranger dans la catégorie de ceux qui se font un jeu de la vie de leurs semblables. Ils ne peuvent échapper à ce dilemme. Si encore c'était leur premier faux pas! Mais il y a, en outre, le casse-tête de la route Jacob, dont on se plaint depuis tant d'années! Et que dire donc de la dynamite que pendant si longtemps on a gardée sans précaution aucune dans l'ancienne remise des engins, à trente pas d'une rangée de maisons habitables?

Si ces messieurs ont un mot d'excuse à faire valoir, je m'engage à donner dans vos colonnes la traduction française la plus loyale à leur prose. Mais ils n'en feront rien: c'est un petit gouvernement sans opposition qui n'est pas susceptible de l'attention publique!

Quand on cause raison et pruden-
ce à ces hommes, ils nous parlent de
la grande variété des accidents sur le
Graben-Central.

« Mais d'un autre côté, croit énormément au service militaire ce qu'il rapporte du grand Napoléon. C'est ainsi que comme les personnages les plus illustres peuvent avoir de même de contact avec les hommes de génie ».

Les accidents sont rares, et l'expliquer, ce n'est pas si facile. Mais ça ne s'explique pas d'observer les lois.

plus élémentaires de la prod
La vie humaine est chose inco
rablement précieuse; elle ne se
chète pas avec des sous rouge
on ne saurait trop la protéger

Si les accidents sont rares, que le Québec Central dispose plus superbe personnel d'emploi puisse exister, des hommes feraient honneur à n'importe quelle grande compagnie par leur vigilance, leur zèle, leur dévouement jusqu'au sacrifice, des hommes formés par le regretté M. Steele, à s'effrayer de "gentleman" et d'homme de devoir. C'est ainsi que naguère encore nous avons vu, au départ d'un convoi de notre gare, ce brave Louis Dawson se mettre à deux doigts de la mort pour sauver un pauvre homme qui allait s'engouffrer sous les roues d'un train.

Les voilà les véritables sauveurs.
les vrais facteurs de cette rareté
d'accidents, dont on se gourme à si
bon marché dans les hautes sphères
de l'administration.

Mais, on devrait leur faciliter la tâche, à ces braves employés. On ne devrait pas multiplier les périls sur leur chemin. On devrait dégager les abords des gares importantes, comme ça se fait partout, au lieu d'en faire un véritable culbutois de foires à chevaux.

On remarque qu'à Beauce Jonction surtout, la gare a déjà le grand désavantage d'être sise sur une courbe, ce qui rend la manœuvre des trains plus difficile et plus périlleuse.

Si on avait prêté l'oreille aux sages conseils des bons vieux employés de la compagnie, de ceux qui ont appris à la bien servir en la servant longtemps, on n'aurait pas à la légère braqué ce réservoir à l'entrée du pont. On n'y aurait mis qu'un abri pour la pompe, et on aurait installé le réservoir sur la côte du M. Paul Giguère. Il n'y aurait pas eu de danger pour personne et on aurait disposé d'une forte pression d'eau pour arrêter l'incendie de cet dernier, et tous les incendies à venir sur un rayon de plusieurs milliers de pieds.

En attendant, M. le rédacteur
que la décision de la Commission
des milieux parisiens vienne nous
rendre justice, je vous remercie de
votre gracieuse hospitalité, tant en
mon nom qu'en celui de tous les
contributeurs de notre important vi-
lage.

Voire aussi.

AURELE NADEAU

QUINQUINA FOURNIER

En vente chez W. Bruner & Cie
chez L. E. Martel, pharmacien, Qu.
May.-sa.—523

December 10, 1910

Déraillement sur

L'Action Sociale
3 Juin 1911
le Q. C. R.

**PRES DE S. EVARISTE.—SEPT
WAGONS HORS DE LA VOIE.—
AUCUN PASSAGER N'A ETE
BLESSE.**

S. Evariste, 3.—A cinq milles au nord de S. Evariste Station, en allant à S. Ephrem, le train de 8.30 heures A. M., No 21, en destination de Québec, a déraillé hier; cinq chars chargés de bois et les deux chars de passagers ont quitté la voie, quand la locomotive et deux autres chars ont continué leur route un peu plus loin. Les chars à bois ont été projetés avec force et renversés. Aucun des passagers, qui étaient nombreux, n'a été blessé, non plus que le personnel du train, à l'exception d'un serre-frein, M. G. Fortin, qui a été légèrement blessé à la main gauche.

Les conducteur et ingénieur étaient MM. Grant et Buckanam. Le conducteur a aimablement mis à la disposition des passagers, des chars à marchandises qui, heureusement, se trouvaient tout près sur la voie d'évitement et a pu ainsi conduire ses passagers à la station voisine pour, de là, se rendre à Tring Junction, et prendre en temps leurs trains respectifs.

Un autre train spécial venant de Courcelles acheva de porter secours aux naufragés et la voie sera libre dans le courant de la journée, en sorte qu'aucun train ne souffrira de retard, grâce à la promptitude d'action des employés du Québec Central qui a tout mis à l'oeuvre pour éviter tout désagrément.

Des dépêches ont immédiatement été envoyées aux familles des passagers, afin de les tirer d'inquiétude.

On ne connaît pas encore au juste la cause de l'accident.

L'Action Sociale

3 Juin 1911

Deux déraillements

July 6 1911

Disraeli, 7.—Spécial.—Le Québec Central joue de malheur.

Durant la nuit de mardi, vers les deux ou trois heures, deux trains de marchandises allant à une grande vitesse, de Disraeli à Coleraine, donnèrent l'un sur l'autre, et deux chars de l'un des trains laissèrent la voie et roulèrent sur eux-mêmes et se brisèrent en aiguillettes en bas du remblai qui, à cet endroit, est élevé de quinze à vingt pieds.

A cette heure un seul homme se trouvait sur le char renversé, heureusement, il en fut quitte que pour des égratignures au bras et quelques contusions à une jambe.

Mercredi matin, vers huit heures, un autre train chargé de bois de pulpe, pour laisser la voie libre à un train de passagers, prit la voie d'évitement qui conduit aux scieries de la Broughton, déraila et sept chars tombèrent à côté de voie qui est brisée sur une longueur de deux cents pieds.

July 6 1911

Le Pacifique *L'Action Social.* Canadien

**OBTIENT DES INTERETS DANS LE
QUEBEC CENTRAL DONT LA DI-
RECTION PASSE DE LONDRES
AU CANADA.**

8/25/1911

Sherbrooke, 25.—Spéciale.—L'arrangement entre le Québec Central et la Compagnie du Pacifique Canadien, d'après lequel le Pacifique obtient des intérêts dans le Québec Central, a été définitivement complété par Sir Thomas Shaughnessy, hier.

Cet arrangement va amener la direction du Québec Central de Londres au Canada.

Le contrat est d'un caractère provisoire et sujet à la ratification des actionnaires du Québec Central et de la Législature. Il n'y aura qu'un changement dans l'administration du chemin de fer local et les officiers actuels resteront en fonctions : toutefois, on ne peut s'empêcher de constater que la compagnie du Québec Central reçoit un appui considérable par le fait que le Pacifique y est intéressé financièrement.

Les débentures de la compagnie seront parmi les mieux cotées sur le marché de Londres.

La direction du Québec Central propose de développer et d'augmenter les intérêts de la compagnie à travers la magnifique vallée traversée par la voie et les améliorations projetées en vue de la servir mieux à l'exécution aussi bien que la Législature aura sanctionné l'arrangement.

August 25
1911

Le Québec Central et le C. P. R.

L'Action — Souverain

LE RECENT ARRANGEMENT EST
BLÂME A L'ASSEMBLEE ANNU-
ELLE DES ACTIONNAIRES A
LONDRES. 10/19/1911

Londres, 19. — Spécial — Edward
Dent a présidé hier, à l'assemblée an-
nuelle de la Quebec Central Railway
Company.

Le rapport du trésorier qui accu-
se une augmentation des recettes sur
l'année dernière et un surplus de
\$160,515, a été adopté.

Au nom d'un groupe d'actionnai-
res de la compagnie, Langham Reed
a déclaré qu'il n'était pas content de
l'arrangement survenu en vertu du-
quel le C. P. R. avait obtenu le con-
trôle du Québec Central pour une
période de 99 ans.

L'Action Souverain

October 19 1911

S. CAMILLE

De retour.

S. Camille, Belledune, 26.—M. le curé, qui était allé se faire soigner à l'Hôtel-Dieu, à Québec, nous est revenu le 21 du courant, complètement rétabli. Durant son absence de plus de deux mois, c'est M. l'abbé Lemieux, vicaire à S. Ephrem de Beauce, qui a desservi notre paroisse, et ce, avec un dévouement remarquable dont les paroissiens lui sont reconnaissants. M. l'abbé Cloutier, prêtre retiré à S. Fabien, est venu aider M. le curé pour quelque temps.

Travaux.

Les travaux de construction du couvent sont commencés depuis quelques jours et sont poussés avec célérité.

—Les travaux d'agrandissement et de finition de l'église doivent commencer la semaine prochaine. C'est M. Méthivier, entrepreneur, de S. Damien, qui a cette entreprise, et nous n'avons aucun doute qu'ils seront faits aussi vite que bien sous un tel entrepreneur.

—Il y a beaucoup de constructions dans le village dans le moment. Une manufacture de portes et chassais se construit sur les terrains de M. Joseph Labrecque, une boutique de charbon et forge sur les terrains de la fabrique, MM. Joseph Breton, Joseph Roy et Joseph Tardif se sont bâtis des résidences sur les terrains de M. J. Arthur Leclerc, et un bon nombre d'autres doivent commencer ces jours-ci et prochainement.

Incendie.

La semaine dernière, un incendie s'est déclaré dans la grange de M. Wolfe, entrepreneur des travaux du Québec-Central, et tout a été consumé. M. Wolfe déplore la perte de 6 chevaux, 15 tonnes de foin, avoine, harmaïs, bref, il fait une perte de plus de \$100 000. Pas un sou d'assurance. Mais cela n'a pas eu pour effet de retarder les travaux de prolongement de la ligne, car le jour même, plusieurs cultivateurs étaient chez M. Wolfe lui offrant leurs chevaux.

Divers.

M. Leclerc a acheté la propriété de M. M. Paquet dans le village d'Avis à ceux qui désiraient acheter ou louer.

—Le colon L. D. Marcotte est allé à Québec par affaires.

—Nous remarquons avec plaisir que plusieurs résidents du village ont fait faire des trottoirs sur la devanture de leur propriété. Espérons que cet exemple sera suivi par tous les autres, ce qui aura pour effet d'embellir le village et d'éviter aux piétons le désavantage de patrouiller dans la boue lors des mauvais temps.

—En attendant de passer à S. Camille ces jours-ci, M. M. Workill, ingénieur-consultant, et Hawkins acheteur pour le Québec-Central.

—Les examens préparatoires à la Première Communie, qui commencent depuis une semaine, se poursuivent cette semaine. Ils sont suivis par une cinquantaine d'enfants. Nous espérons que tous pourront subir ces examens d'une manière satisfaisante.

—Les nombreuses connaissances de M. Georges Gifford apprendront avec peine qu'il est gravement malade. Il est tombé malade à S. Fabien de Paroisse, ces jours derniers, un spécialiste de Québec a dû monter à son chevet, et bien, on le descendait à l'Hôtel-Dieu de Québec couché sur un matelas. Nous formons les vœux pour le retour à la santé de cet homme de bien.

MAY 28
1914

Le retour du Cardinal

DE SHERBROOKE A LEVIS

Le passage du S. G. Mgr Larocque, cardinal Begin revenant de Rome, dans le rayonnement de la pourpre cardinalice, a laissé partout comme un sillon de gloire pure et fait éclater en tous lieux un concert unanime de bien-aimantes réjouissances.

Mais c'est surtout depuis que Son Eminence a repris pied sur le sol américain, à New-York, vendredi dernier, et encore davantage depuis qu'elle est entrée sur le territoire de la patrie canadienne, à Sherbrooke, hier matin, que ces manifestations se sont accentuées de façon remarquable.

Le train qui amenait notre vénéré cardinal de New-York à Sherbrooke était en retard de près de deux heures, et la coquette capitale des Cantons de l'Est a eu le plaisir de se voir couronnée à renouer à la solennelle réception, dont elle eût voulu honorer le nouveau prince de l'Eglise, enfant du Canada.

Forcé lui fut de se borner à profiter des quelques rapides minutes que voulut bien lui consacrer le bienveillant cardinal, descendant de son wagon particulier sur le quai de la gare, entre l'arrivée du train de New-York et le départ de celui de Lévis.

Ayant en tête son digne évêque, S. G. Mgr Larocque, la population catholique de Sherbrooke s'empres- sa d'entourer, nombreuse, le vénérable archevêque de Québec, à qui des centaines de fidèles : hommes, femmes, enfants, membres du clergé ou des communautés religieuses, personnages laïques ou gens d'hum- ble condition, furent présentés, au cours de cette réception improvisée, et qui voulut bien bénir avec effusion cette foule qui l'acclamait, pieuse et ravie.

Mais bientôt ce fut le départ, pré- cipité à cause de l'heure tardive, cinquante minutes après le mo- ment indiqué par l'horaire, et d'en- thousiastes acclamations saluèrent longtemps le train qui s'éloignait à toute vapeur.

Dans le wagon-palais "Sher- brooke", gracieusement mis à la disposition de Son Eminence, de- puis New-York jusqu'à Lévis, par la compagnie du Québec-Central, et dont l'agent général des voya-

geurs, M. Grundy, voulut faire les honneurs, depuis New-York jus- qu'à Sherbrooke, puis le gérant général en personne, M. Walsh, ac- compagné du surintendant, M. For- lin, de Sherbrooke à Lévis, S. E. le cardinal-archevêque de Québec of- frit une généreuse hospitalité à tout un groupe de distingués com- pagnons de voyage. C'étaient, outre son secrétaire, M. l'abbé Hallé, S. G. Mgr Labrecque, évêque de Chi- coultimi, Mgr John A. Lyons, Vicai- re général de Wilmington, Del., MM. les abbés Boffard, cure de S. Malo de Québec, Thibault, de S. François-Xavier de Fraserville, L. St. A. Lindsay, directeur de la Nouvelle-France, Myrand, curé de Ste-Anne d'Ottawa, Bourgeois, cu- ré d'Arville, R. L. A. Sherbrooke, S. G. Mgr Larocque se joignit à la compagnie, ainsi que Mgr Tanguay et MM. les abbés Simard, Gervais, Bernier, Richard, du diocèse ou du Séminaire de Sherbrooke, le R. P. G. Charlebois, Provincial des oblats de la Province de Québec, et M. Amédée Denauff, secrétaire de la Ligue de la Presse catholique de langue française au Canada et des Etats-Unis, et qui était allé à Sherbrooke déposer aux pieds de Son Eminence les hommages filiaux de cette association, ainsi que ceux de l'Action Sociale, qu'il représen- tait également. MM. Walsh et For- lin, officiers de la compagnie du Québec Central, voulurent aussi faire partie de l'escorte d'honneur du Cardinal, et tout le temps de ce voyage de retour, comme à l'occa- sion du départ, se montrèrent d'une courtoisie parfaite et témoignèrent au Cardinal et à ses hôtes la plus obligeante urbanité.

Dès que le convoi qui ramenait Son Eminence eût pénétré dans le diocèse de Québec, au Lac-Noir, dans Mégantic, ce fut, à chaque sta- tion, une réunion nombreuse de fi- dèles acclamant l'archevêque bien- aimé, à son passage triomphal et se précipitant à genoux pour recevoir la bénédiction que le paternel pon- tife distribuait largement à tous, du haut de la plateforme de son wagon-salon, y ajoutant parfois quelques bonnes paroles de grati- tude et d'encouragement, très brè- ves, hélas ! car le convoi ne pou- vait faire, au grand regret de tous,

à village et paroisse, le couvent avec leurs élè- vés, les corps des marguilliers et tous les paroissiens de Ste-Marie tressaillent d'allégresse à la douce pensée du prompt et fortuné retour de leur Pontife et Père bien-aimé. Tous, entonnant le cantique de la gloire et de la louange, l'Alleluia de reconnaissance, l'hymne de la vénération et de l'amour, s'incli- nent devant votre personne sacrée et implorent votre paternelle bé- nédiction.

Par une faveur insigne de la compagnie du chemin de fer Qué- bec Central, pendant quelques mi- nutes, nous posséderons votre Eminence, puis, par la pensée et le cœur, nous vous accompagnerons jusqu'à la noble cité de Laval, où des ovations grandioses, des dé- monstrations inoubliables et des solennités ravissantes et sublimes attendent l'illustre nouveau Prince de l'Eglise du Canada.

J. E. FEUILTAULT.

Curé.

C'était déjà fort invitant, on l'a- vouera, que ce salut cordial en- voyé de loin ; mais combien plus l'était encore le spectacle ravissant qui s'offrit aux regards des voya- geurs quand le train atteignit la station de Sainte-Marie !

Toute une section du vaste quai de la gare avait été convertie, au moyen d'un immense velum, de ri- ches tentures de draperies et de feuillage, en un grand pavillon à ciel ouvert, au parquet revêtu de riches tapis, aux parois garnies des inscriptions les plus heureuses, et au fond duquel se détachaient, d'un côté le trône empourpré où devait monter le Cardinal, "le Père que nous acclamons", et de l'autre côté, une estrade réservée aux prélats de sa suite.

Encadrant ce magnifique "taber- nacle", aux splendeurs royales, se massait une foule compacte, venue

June 24
1914

Travaux du Québec-Central.

Les travaux de prolongement de la ligne du Québec-Central sont poussés avec beaucoup d'activité. Les contrats pour les dix milles restant à faire pour se rendre au Lac des Anglais ont été accordés la semaine dernière, et M. P. J. Wolf a obtenu les premiers 3 milles, M. Chs Howard, fils, trois milles, et M. Léo Moissette, deux milles.

Ces travaux devant être finis pour le premier janvier prochain, va sans dire que les contracteurs ne doivent pas perdre de temps. Aussi la Compagnie a commencé la construction du hangar pour le fret et de la station de St. Camille, et le tout devra être fini, me dit-on, dans six semaines. ~~Les hommes travaillent à ces~~ constructions. Cette semaine, les poteaux et la ligne de télégraphe doivent être posés et tout devra être prêt pour que les trains voyagent régulièrement bientôt.

Divers

October 14

1914

L'EMBRANCHEMENT DU QUEBEC-CENTRAL

M. Ant. Galipeault ministre des Travaux Publics doit signer ce matin un important contrat avec la compagnie de chemin de fer du Québec Central. Ce contrat prévoit à la construction d'un embranchement de cette ligne à partir de Scott Junction jusqu'à St-Jean Chrysostôme, et de là jusqu'au pont de Québec.

Cette dernière partie de la section ne sera pas comprises sur le contrat que le gouvernement et le Québec Central signeront mais c'est une entreprise qui sera bientôt exécutée.

Depuis longtemps l'on pensait à la réalisation de ce projet de faire passer le Québec Central sur le pont de Québec, d'où il se rendrait à Québec où serait alors le terminus et la signature de ce contrat laisse prévoir qu'avant longtemps l'on verra les trains du Québec Central se rendre directement à Québec. Le contrat que nous mentionnons ne concerne pour le moment que la distance entre Scott et St-Jean-Chrysostôme, car à ce dernier endroit les trains du gouvernement fédéral ont une voie ferrée qui conduit sur le pont de Québec et il sera facile pour la compagnie du Québec Central de faire un arrangement avec le gouvernement ou la commission des chemins de fer afin d'obtenir la permission de passer sur cette ligne pour atteindre le pont de Québec.

La distance entre Scott et St-Jean Chrysostôme, est d'environ vingt milles et l'exécution de ce contrat apportera de l'ouvrage pour les ouvriers de la région de Québec.

JUNE 22
1921

L'Action Catholique

L'HON DR BELAND ET LE QUEBEC CENTRAL

9/22
9/24
LE DEPUTE DE BEAUCE AUX
COMMUNES, EST VENU A
QUEBEC, HIER, POUR ASSIS-
TER A L'INAUGURATION DE
LA NOUVELLE LIGNE DU QUE-
BEC CENTRAL, DE SCOTT AU
PONT DE QUEBEC

L'honorable docteur Béland, député de Beauce aux Communes, était en ville. Il était venu à Québec pour inaugurer avec M. J. Walsh, gérant-général du Quebec Central, la nouvelle ligne du Quebec Central de Scott au Pont de Québec, ligne qui sera ouverte à la circulation au commencement d'octobre. Cette nouvelle nouvelle est de nature à faire plaisir aux gens de Québec, aussi bien à ceux de la Beauce, de Mégantic, de Sherbrooke et de tous les cantons de l'est.

Pour ceux qui doivent voyager par le Quebec Central, on sait ce que cela veut dire. Plus d'ennui de la traverse, soit le matin ou encore le soir à l'arrivée du train de Sherbrooke : parfois en hiver, par suite d'un retard de cinq minutes, les passagers devaient attendre une heure pour un bateau, etc. Ceci disparaîtra enfin avec le nouveau service, qui commencera en octobre, pour le public.

L'honorable H.-S. Béland, ancien ministre des Postes et le dévoué député de la Beauce, qui s'intéresse non seulement à son comté, mais aussi à Québec et à tout le district, a beaucoup travaillé pour obtenir cette grande amélioration de la part du Quebec Central pour le public de Québec et des comtés par où passe ce chemin de fer, et dans son travail il fut bien aidé par son bon ami, M. John Walsh, le gérant-général de la dite compagnie.

Les gens de la Beauce seront fiers en apprenant qu'enfin leur désir tant souhaité, est aujourd'hui un fait accompli, et non une vaine promesse.

L'Action Catholique
September 22,
1921

L'ENTREE DU QUEBEC CENTRAL A QUEBEC

Brillant banquet offert au gérant général, M. Walsh par la Chambre de Commerce pour célébrer cet événement.

Les hommes d'affaires de Québec, les représentants de la province et de la ville de Québec ont offerts, hier soir, leur gratitude à M. J.-H. Walsh, gérant général du Québec Central; à M. Grant Hall, président de ce chemin de fer, et à ses directeurs, au cours d'un banquet au Château Frontenac.

Les principaux citoyens de la ville avaient répondu avec empressement à l'invitation lancée par le Conseil de la Chambre de Commerce et plus de deux cents convives se pressaient autour de l'hôte distingué auquel ils voulaient apporter leur témoignage d'estime et de reconnaissance. A la table d'honneur, aux côtés du président, M. J.-H. Fortier, président de la Chambre de Commerce, on remarquait, outre M. J.-H. Walsh, S. Ex. le lieutenant-gouverneur, sir Chs Fitzpatrick, S. H. le maire Sanson, les honorables J.-E. Caron, J.-C. Kaine, F. Carrell, E. Dennis, le consul américain, M. Frank Hall, vice-président du C. P. R. et président du Québec Central, le major C.-T. Power, le brig.-général Tremblay, Hon. J.-E. Roberge, MM. F. Stocking, Ed.-F. Tanguay, lieutenant-col. Papineau, A.D.C. sir G. Garneau, J.-T. Ross, A.-J. Welch, A.-T. Banks, L.-P. Turgeon, H. Oswald, secrétaire du Québec Central, P.-T. Legare, commandeur de l'Ordre de St-Grégoire-le-Grand.

Un groupe de citoyens de la Beauport était venu se joindre à ceux de Québec et comprenait: MM. Le Morin, C.R., Ed. Fortin, Aug. Pacaud, Lin. Vachon, E. Lagaveux, W.-T. Bradey et Henri Renaud.

SANTÉ

A la fin du banquet, M. J.-H. Fortier, après que les convives eurent salué le Roi, proposa la santé de l'hôte, M. J.-H. Walsh. Il prononça un intéressant discours dont nous donnons un résumé substantiel:

Excellence,
Messieurs,

LE TRANSPORT DU FRET SUR LE QUEBEC CENTRAL

UN SERVICE QUOTIDIEN DES
TRAINS DE FRET A QUEBEC
SERA INAUGURE LE 1er DE
CEMBRE

Maintenant que les trains du Québec Central arrivent et partent à l'heure du Palais à Québec et que les autorités de ce chemin de fer ont choisi notre ville comme terminus de leur ligne, de nouvelles améliorations seront faites pour améliorer dans le service des passagers et de transport.

Le Québec Central transporte une région très développée et qui, tous les jours, progresse davantage. Les relations d'affaires entre Québec et Sherbrooke amèneront une augmentation du transport du fret: c'est pourquoi les membres de la Chambre de Commerce se sont rendus, hier après-midi, en délégation auprès de M. J.-H. Walsh, le gérant général pour lui demander un service quotidien pour le transport du fret. Actuellement les trains de fret arrivent à Québec trois fois par semaine seulement.

M. Walsh a reçu la délégation avec complaisance et a promis que le 1er décembre prochain un service de trains réguliers et quotidiens sera inauguré pour la cité de Québec.

" Lorsque l'initiative intelligente de J.-H. Walsh et de ses collaborateurs a finalement soudé Sherbrooke à Québec par des liens d'acier, j'estime que ce geste a une valeur politique indéniable et que c'est une bonne action canadienne. Elle veut dire entre autres choses, que la vaillante population de la frontière sud-est réalise clairement le principe de la solidarité nationale et qu'elle entend travailler avec énergie à la grandeur du Canada: elle proclame la ferme volonté de la province de Québec de se développer selon ses glorieuses traditions, en conservant jalousement son originalité française et britannique, gage d'une prédestination à la fois intellectuelle et matérielle; elle arrache à la concurrence étrangère les produits de notre agriculture, de nos mines renommées, de nos forêts inépuisables, et demande à la coopération nationale de lui aider à en extraire tout le profit possible.

M. Walsh dit à Québec: " Voici un filon merveilleux qui plonge dans les trésors du patrimoine ancestral. Nous en extrayons les produits les plus variés d'une nature riche et prodigue de ses dons. Voyez les fruits de nos champs, de nos troupeaux, de nos bois. Remarquez la merveille de cette sous-minérale dont nos mines d'amiante fournissent au monde 95% de ce qu'il utilise pour des fins variées que la science et l'industrie multiplient continuellement. Nous avons encore d'autres richesses, entre autres le cuivre, que nous vous apporterons en temps et lieu. Nous voulons que nos compatriotes tirent tout l'avantage commercial possible de ces produits naturels, qu'ils en multiplient la valeur par le génie de nos artisans, qu'ils les expédient aux quatre coins du monde afin que les produits ouverts du Canada portent sa renommée sur tous les points de l'activité humaine."

" Il me semble que l'union plus étroite de Sherbrooke à Québec et l'expérience d'hommes de talent comme M. Walsh sont un stimulant et un encouragement pour les champions du port national de Québec. Encore une fois, Québec tient pratiquement la clef de la situation ferroviaire du Canada. La province de Québec ne fait pas perdre d'argent au pays dans l'administration de ses sections provinciales des chemins de fer nationaux. Le grand tronçon interprovincial qui relie Winnipeg à l'Atlantique ne serait plus à charge si l'on utilisait enfin cet outil merveilleux avec le maximum de rendement dont il est capable. Que l'on applique à

(Suite à la page 9)

November 4
1921

LE LAC FRONTIERE

Le train est entré en gare au Lac Frontière à 11.30 heures. Long voyage, dont un seul incident et a rompu la monotonie, c'est la rencontre de ce juif, qui m'a laissé au moment le plus intéressant de notre conversation.

Le Lac Frontière n'a pas encore d'existence civile ni religieuse. Il fait partie de la paroisse de Ste-Lucie. Cependant le Lac Frontière a une jolie chapelle, et le presbytère, dont la construction achevée et qui n'aura pas coûté très cher, sera commode, convenable.

Toute la vie du village sort du moulin de la Compagnie Howard. Si celle-ci prospère, le village prospère, si elle décline, le village décline. Actuellement la crise sévit ici comme ailleurs, mais les gens ne sont pas dans la misère; ils souffrent seulement d'un peu de gêne; qu'ils ressentent vivement parce qu'elle contraste avec l'aisance dont ils ont joui, ces années passées.

Voulez-vous avoir une idée du bon esprit des paroissiens du Lac Frontière? Le dimanche, quand le prêtre entonne l'"Asperges", il n'y a pas un seul homme ni un seul jeune homme à la traîne sur le porron; tous sont dans l'église. Au sermon personne ne bouge pour aller "voir aux chevaux." Ce qui est encore plus rare, le dernier Evangile s'achève, dans la paix, on n'entend pas descendre les escaliers, battre les portes comme si une soudaine panique s'était emparée des fidèles.

Je ne crois pas qu'on puisse décerner un tel certificat à plusieurs paroisses, même en ville, où l'on se croit... si avancé et civilisé quand

Incendie à 1916 la Basse-Ville

DESTRUCTION DES BUREAUX... DU QUEBEC CENTRAL

L'édifice du Québec Central, situé près de la traverse Québec et Lévis, a été détruit par le feu hier après-midi, vers deux heures. Le feu, causé probablement par une fournaise, s'est répandu avec une rapidité telle qu'à l'arrivée des pompiers, il n'y avait plus d'espoir de sauver l'édifice.

A part les bureaux du Québec Central, ceux qui ont souffert du feu sont M.M. Jean Rancourt et Cie, E. Labrie, C.-H. Jackson et Co., L.-J. Roberge, Lévis Ferry Co., A. T. Boisseau, J.-T. Harrower, et le Dr Henri levers.

Plusieurs des occupants de ces bureaux perdent une foule de documents et de papiers de valeur qu'ils n'ont pu sauver. On a pu heureusement sauver tous les bagages qui se trouvaient dans la partie inférieure de l'édifice.

Les pertes, qui se chiffrent à environ \$10,000, sont couvertes par les assurances. L'édifice sera reconstruit aussitôt que possible.

LES BUREAUX DE LA CIE DE LA TRAVERSE

Les bureaux de la Compagnie de la Traverse qui se trouvaient dans l'édifice qui a été incendié, hier après-midi, sur la rue Dalhousie, ont été transportés dans l'édifice voisin et sont maintenant établis au-dessus de la salle d'attente de la Traverse, No. 181, rue Dalhousie.

1916

Frontière. Le dimanche, quand le prêtre entonne l'Asperges, il n'y a pas un seul homme ni un seul jeune homme à la traîne sur le parson, tous sont dans l'église. Au sermon personne ne bouge pour aller voir aux chevaux. Ce qui est encore plus rare, le dernier Evangile s'achève, dans la paix, on n'entend pas descendre les escaliers, battre les portes comme si une soudaine panique s'était emparée des fidèles.

Je ne crois pas qu'on puisse décrocher un tel certificat à plusieurs paroisses, même en ville, où l'on se croit... si avancé et civilisé, quand souvent les mœurs menacent de retourner à la sauvagerie.

Vous voyez que mon premier contact avec les gens du Lac Frontière m'a causé une très favorable impression. Je ne pense pas, à voir l'attention des auditeurs, leur empressement à venir à l'église, que cette impression se modifie.

LES BLASPHEMATEURS

Je vois par les journaux que des membres du Cercle catholique des voyageurs de commerce sont allés demander une législation plus efficace contre le blasphème, et que l'hon. M. Taschereau les a reçus très favorablement. Déjà les commis-voyageurs du Cercle Ste-Marie de Beauce ont fait imprimer et afficher l'Avis Public suivant :

GARE AUX BLASPHEMATEURS !

"Ils sont passibles d'une amende de cinquante piastres, ou d'un emprisonnement avec ou sans travaux forcés, de six mois, ou des deux peines à la fois, d'après les articles 238F, 239 du Code Criminel, dont voici le texte :

Article 238 F.—Est réputé vagabond, libertin, désœuvré ou débauché quiconque fait du tapage dans les rues, chemins, grandes routes, places publiques, ou tout près, en criant, en jurant, ou en chantant, ou en étant ivre, ou en gênant, ou en incommodant les passants paisibles.

Article 239.—Tout vagabond, libertin, désœuvré ou débauché est, sur conviction ou par voie sommaire, passible d'une amende n'excédant pas cinquante dollars, ou d'un emprisonnement, ou d'un travail forcé, de six mois ou plus, ou des deux peines à la fois.

Voilà un avis que l'on pourrait afficher avec profit un peu partout. Votre très humble serviteur.

E. V. L., ptre.

devons reconnaître cependant les arrestations de ce genre rares. A la vérité, on laisse à nos citoyens non seulement le soin d'annoncer le blasphémateur, mais plus celui de le citer en justice de réclamer la peine due par la loi à la violation de la morale publique. On explique assez comment il est que les dénonciations pour blasphème soient si rares alors. Le crime lui-même est si fréquent. Pour que la répression soit suivie efficacement il semble que la dénonciation jugée suffisante, motivée devrait suffire pour la justice prenne alors à sa poursuite de la cause. Il est à craindre que, à l'initiative et aux frais publics, la dénonciation du blasphème reste à peu près nulle, à moins l'exemple courageux que donnent les voyageurs de commerce ne ve des imitateurs.

Il est à souhaiter que la prise par l'Association catholique des voyageurs ait pour effet d'effrayer promptement les prophètes que nous devons tous subitement subir un peu par en chemin de fer, dans les sur les places publiques. Nous remercions sincèrement ces vaillants qui se déclarent les ennemis ductibles des mauvaises pratiques. Leur geste mérite le plus haut encouragement.

LE CATHOLICISME A LA DE BENO

Sous ce titre, M. Jacques ville fait, dans "L'Action Française" du 23 janvier dernier, une remarquable synthèse suivante de la situation du catholicisme à la fin de Benoît XV.

Il serait téméraire de vouloir esquisser en quelques lignes l'état de l'Eglise catholique au terme de pontificat de Benoît XV. Mais n'est-il pas reconnu que la situation est très forte, beaucoup plus forte qu'elle n'avait été de bien longues années ?

Dans une remarquable étude sur l'Europe nouvelle et le catholicisme, M. René Pinon est arrivé à des conclusions qui peuvent se résumer ainsi : le catholicisme est un des vainqueurs de la guerre. On peut dire que le catholicisme a profité. La chute du tsarisme, la chute des Hohenzollern ont été un coup aux deux régimes d'Etat les plus hostiles à l'Eglise catholique et la luthérienne. La résurrection de la Pologne, la résurrection du catholicisme en Europe orientale. La résurrection de l'Irlande ajoute à l'Occident l'élément catholique. En France, le Centre catholique est devenu le Centre du gouvernement. Et en Alsace, le retour de l'Alsace à la France a entraîné l'anticléricalisme ancien. La chute des Habsbourg a entraîné la chute de l'Autriche.

pareilles niaiseries. Sans lui répondre, l'inspecteur envoie un é-

Déraillement sur le Québec 4/15/1920 Central

**L'EXPRESS DE SHERBROOKE
SAUTE HORS DE LA VOIE A
ST-ANSELME. HIER MIDI. —
AUCUNE PERTE DE VIE ET
AUCUN BLESSE**

Du correspondant de l'Action Catholique
St-Anselme, 15. — L'express du
Québec Central venant de Sher-
brooke en entrant en gare à Lévis
à 1.30 heures p. m., a déraillé hier
midi à un mille et demi d'ici. Voici
comment les choses sont arrivées.
Le train venait de quitter la gare
de St-Anselme. Il était alors 12.30
heures, lorsque, dans une courbe,
les passagers ressentirent un choc
formidable. Ceux-ci comprirent
aussi tôt que le train venait de dé-
railler. C'était en effet ce qui ve-
nait de se produire. Tous les wa-
gons étaient hors de la voie. Seule
la locomotive était restée sur la
voie. On peut s'imaginer la scène
qui se produit toujours de ces cir-
constances là. Heureusement cet
accident au train s'est produit sous
d'autres accidents. Il n'y a eu aucu-
ne perte de vie et aucun blessé. Les
passagers en furent quittes pour un
choc et une fièvre peur.

Aussitôt que l'excitation premiè-
re fut passée on organisa le sauve-
tage si on peut parler ainsi. Les
employés du train se montrèrent
très courtois et s'empressèrent pour
aider les passagers à se tirer de ce
mauvais pas.

Le surintendant du Québec Cen-
tral, M. Reed, qui était à bord du
train s'est mis à la disposition des
passagers ainsi que le conducteur
du train M. Grant et le serrefrein
M. Marcoux.

Ce travail préliminaire aura une
heure. Plusieurs passagers dont
quelques prêtres qui se rendaient à
la journée diocésaine des Oeuvres
à Québec, ont continué leur voyage
en voiture. Les autres ont attendu
que le train fut remis sur la voie,
ce qui n'a été fait que vers 5.30
heures. Ce train n'entra en gare à
Lévis, que pour le bateau de 6.45
heures p. m.

On croit que la cause de ce dé-
raillement est un écartement des
rails.

April 15

1920

LETTRE DU LAC FRONTIERE

L'Action Catholique

Lac Frontière, 13 février 1922.

Mon cher Directeur,

Le train qui m'a amené ici quitte la gare de Lévis à 6.20 heures, c'est le Québec-Central. Au départ, il était rempli, mais sur tout le parcours il a laissé tant de monde qu'à la fin, nous étions une poignée, tous canadiens-français, excepté un seul qui était juif.

Je ne m'en étais pas aperçu du premier coup d'oeil; ensuite j'ai eu des doutes. J'ai donc été lui adresser la parole, et il m'a répondu d'un ton nasillard: "I am a Jew!"

Or, je venais de lire dans Jérôme Tharaud le portrait d'un juif de l'Ukraine, et celui-ci ne lui ressemblait pas, loin de là!

Le juif de l'Ukraine, d'après cet auteur, a le dos voûté, la poitrine creuse, les mains fébriles, toujours agitées, qui semblent avoir plus de dix doigts pour saisir et argumenter; il fait partie d'un peuple maigre, affamé, crispé, tordu, courbé en six, sous le poids de sa destinée, qui pousse partout sa defroque, sa souquenille noire et boueuse, s'en va à longues enjambées du marché à la synagogue, de la synagogue au marché, à la chasse d'un maigre profit, s'arrête soudain pris de frayeur — une feuille est tombée, une mouche bourdonne, un chien hurle à la lune — et puis, reprend sa course, jetant les yeux à droite, à gauche, palpant de ses longs doigts gelés la visibilité et l'invisibilité.

C'est le Juif légendaire, le Juif des pièces de théâtres, le Juif de la complainte, le Juif vieux comme le monde.

Mais ce n'est pas de Juif, là, que j'ai vu de tant les yeux. Les temps n'avaient pas changé ses habits, ils étaient un peu plus courts, un peu plus serrés, les boutons de ses vestes se trouvaient plus haut, le long de ses cuisses et glorieux tire-boudons, sa barbe n'était pas inculte, et ne pendait pas dans ses poils de multiples grappes de laine à prier.

Nous étions un bel homme aux traits réguliers, avec des grands yeux et un nez droit, sans une lèvre déviante de son trait et un menton baschant je dirais le travail. Ses dents étaient plus blanches que les autres, et il avait un air de jeunesse. Une jeune fille m'a dit: "C'est un bon garçon — je ne suis pas sûre que sa pensée était en s'entretenant."

chesses, son or, comme un moyen de règne et de puissance.

Sans les avoir les, sans même soupçonner leur existence, ce Juif venait de me répéter une affirmation des fameux "Protocols"—document étrange, que l'on dit être au faux, et dont on retrouve la substance dans les livres juifs et jusque sur les lèvres du plus incroyant des Juifs. Lui s'occupe du moyen, d'autres poursuivent le but. Adviennent des difficultés, ce juif-ci, sera encore avec les autres qui attendent le Messie.

Il est intéressant de parler ainsi avec les gens, et constater jusqu'à quel degré les idées remuées par les intellectuels pénètrent dans les masses.

LE LAC FRONTIERE

Le train est entré en gare au Lac Frontière à 11.30 heures. Long voyage, dont un seul incident et a rompu la monotonie, c'est la rencontre de ce juif, qui m'a laissé au moment le plus intéressant de notre conversation.

Le Lac Frontière n'a pas encore d'existence civile ni religieuse. Il fait partie de la paroisse de Ste-Luce. Cependant le Lac Frontière a une jolie chapelle, et le presbytère, dont la construction achemine et qui n'aura pas coûté très cher, sera commode, convenable.

Toute la vie du village sort du moulin de la Compagnie Howard. Si celle-ci prospère, le village prospère, si elle décline, le village décline. Actuellement la crise se fait ici comme ailleurs, mais les gens ne sont pas dans la misère; ils souffrent seulement d'un peu de gêne, qu'ils ressentent vivement parce qu'elle contraste avec l'aisance dont ils ont joui ces années passées.

Veulez-vous avoir une idée du bon esprit des paroissiens du Lac Frontière? Le dimanche, quand le prêtre entonne l'"Asperges", il n'y a pas un seul homme ni un seul jeune homme à la traîne sur le parterre, tous sont dans l'église. Au sermon personne ne bouge pour aller voir aux chevaux. Ce qui est encore plus rare, le dernier Evangile s'achève, dans la paix, on n'attend pas descendre les escaliers, à battre les portes comme si une soudaine panique s'était emparée des fidèles.

Je ne crois pas qu'on puisse décerner un tel certificat à plusieurs paroisses, même en ville, où l'on se croit si avancé et si civilisé.

February 18,

1922

L'Action Catholique

LE QUEBEC CENTRAL A QUEBEC

Sept. 19
1921

**LE SERVICE SERA INAUGURE
LE 2 OCTOBRE. — LE TRAIN
DE NUIT DU GRAND TRONC**

M. McTier, vice-président du Pacifique Canadien, était de passage dans notre ville samedi, et, au cours de la soirée, il a annoncé que les trains du Québec Central commenceront le 2 octobre prochain à faire le service par le Pont de Québec et la Gare du C. P. R. au Palais.

Le train de nuit du Grand Tronc commencera aussi, à la même date, son service, en partant de la gare du Palais et traversera le pont de Québec pour se rendre à Montréal par la rive sud.

Les travaux de construction de la voie ferrée qui permettra aux trains du Québec Central de se mettre en communication, de la Beauce, avec la ligne du Transcontinental seront bientôt terminés et la voie sera en opération le 1er octobre.

Cette nouvelle sera sans aucun doute reçue avec plaisir par le public voyageur et par tout le public de cette ville qui souhaite depuis longtemps voir s'établir à Québec la gare terminus.

September 19
1921

Courriers de la Province

ST-SEBASTIEN

EN VISITE

9/22/1921

St-Sébastien, Beauce, 17.— Le Révérend Père Paul Desjardins, de l'ordre des Dominicains, ainsi que sa vénérable mère, Madame Charles Desjardins, de Montréal, chez M. Linère Jacob et chez M. Philippe Proteau. Chez M. L. Jacob, Mme Gédéon Létourneau, de Dawson E. U.

NOCES D'OR

M. et Mme Noé Mercier, ainsi que M. et Mme Philippe Proteau ont célébré avec éclat, à peu de distance d'intervalle, le 50^{ème} anniversaire de leur mariage. Ces événements assez rares méritent une mention particulière. Qu'on me pardonne d'être trop bref à ce sujet. Les circonstances ne m'ont pas permis de m'enquérir des détails supplémentaires. Ces noces ont dû être une répétition des noces de Cana, puisque M. le curé présidait à la fête, d'abord chez M. Noé Mercier, puis chez M. Philippe Proteau en compagnie du R. Père Desjardins. On ne dit pas s'il y a eu miracle par exemple. Si le miracle a manqué, c'est sans doute que le vin n'a pas manqué, là, en raison de la sobriété exemplaire de tous les heureux convives, ce qui n'a empêché personne de bien s'amuser.

Baptême

Un fils chez M. Oscar Roy, un petit ange que les anges du ciel se sont empressés de baptiser aussitôt après l'annonce baptismale.

Mariage

Le 30 août, M. Victor Dallaire, de St-Ludger, conduisant à l'autel Mlle Elmira Bergeron de cette paroisse. Après le mariage célébré chez la père de la mariée, les nouveaux époux sont partis en voyage de noces à Québec, à St-Anne de Beaupré où les meilleurs vœux leur ont suivis.

Accident

Nombreux sont ceux des voitures qui se sont payés le luxe d'être venues à l'Exposition de Sherbrooke et même à celle de Québec. On rapporte plusieurs accidents d'automobiles, et on le devine facilement. L'un d'eux, j'en relaterai un ici en particulier, survenu hier. En revenant de Sherbrooke, l'auto de M. Alfred Fillion fut frappée de si près, par un train à East Angus. Le train a projeté Mme A. Fillion sur la voie ferrée et le mécanicien a pu, heureusement, arrêter la locomotive assez vite pour éviter une catastrophe et l'empêcher de devenir une malheureuse victime. On dit même que les roues de la locomotive ont froissé le chapeau de Mme Fillion. L'émoi fut grand.

September 22

1921

L'Action Catholique

**CHEMIN DE FER
QUÉBEC - CENTRAL
CHANGEMENT DE CE-
DULE ET DE STATIONS
DES
TRAINS-PASSAGERS**

**A partir de dimanche,
le 2 octobre, 1921.**

Le Chemin de fer du Québec-Central annonce un changement d'horaire dans le service des trains à partir de dimanche le 2 octobre, date à laquelle les trains Nos 1, 2, 5 et 6 arriveront et partiront de la gare du Palais à Québec au lieu de Lévis.

LAISSANT LA GARE DU PALAIS

Le train No 2, 7.20 hrs. A. M. tous les jours excepté le dimanche pour Portland et toutes les stations locales sur la ligne centrale et la division de Chaudière.

Le train No 6, 3.00 P. M. tous les jours pour toutes les stations locales sur la ligne directe New-York, Boston et tous les points de la Nouvelle Angleterre. Ce train fera le raccordement à Tring Junction pour les Stations sur la division de Mégantic, tous les jours excepté le dimanche.

ENTREE EN GARE AU PALAIS

Le train No 1, 2.35 P. M. tous les jours venant de Sherbrooke, New-York et tous les points de la Nouvelle-Angleterre. Le train No 5, 10.00 P. M. tous les jours excepté le dimanche de Portland, Sherbrooke et toutes les stations locales.

DE LA GARE DE LEVIS

Le train No 30, 6.30 P. M., tous les jours excepté le dimanche pour Valley Jct., et Lac Frontière.

ENTREE EN GARE A LEVIS

Le train No 33, 10.55 A. M. tous les jours excepté le dimanche de Lac Frontière et Mégantic.

September 30
1921

QUEBEC CENTRAL

AVIS

Avis important du Chemin de Fer Québec Central aux passagers en destination de Portland, Boston, et tous points de la Nouvelle-Angleterre venant de la Rive Sud du Chemin de Fer National du Canada.

A l'avenir les passagers changeront de char à la jonction Charny d'où communications seront faites avec les chemins de fer Québec Central et Boston et Maine.

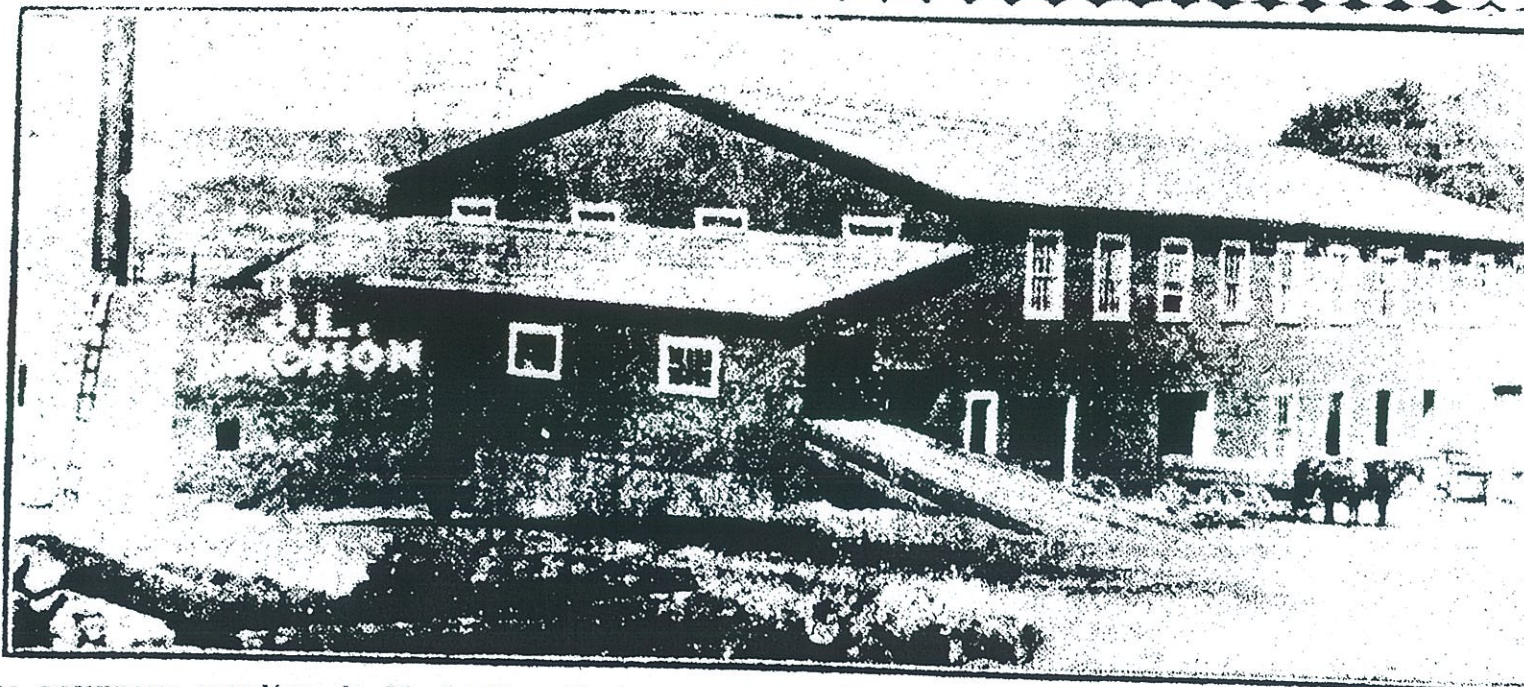
Des billets directs seront émis par les agents du Chemin de Fer National et le bagage expédié jusqu'à destination.

Les inspecteurs de Douane Américaine seront sur les trains pour l'examen de bagage, colis, etc.

MARCH 4 1922.

MARCH 4
1922

A ST-JOSEPH DE LA BEAUCE



Les nouveaux moulins de M. Linière Vachon, à St-Joseph de la Beauce qui seront bénis dimanche prochain, le 14 août. Une superbe statue du Sacré-Cœur sera bénite le même jour et installée bien vue dans le corps principal de l'édifice. Cette statue est le don de tous les employés de M. Vachon qui veulent mettre leur travail aussi bien que leur vie sous la protection du Cœur Sacré de J. Que ce Divin Cœur veuille bien bénir cette nouvelle entreprise et la sauver d'une nouvelle épreuve.

VACHON

August 11
1922



Photographies prises, ces jours derniers, lors de l'inondation à St-Joseph de la Beauce. On voit quelques maisons du village, près de la station, qui ont été inondées.

4/18/1928

Apr' 18 1928

(Photo Cloutier)

L'Action Catholique

Un accident de train de St-Evariste; un mort

St-Evariste, 2. — (Hébert) — Un homme a été tué et un autre blessé lors d'un déraillement d'un convoi de Québec à St-Evariste, le samedi soir, à deux milles de la station de St-Evariste, dans le comté de Frontenac. Les victimes sont : Tancrède Cloutier, 47 ans, de Vallée Jonction, tué instantanément, et Philias Brault, de Sherbrooke, respectivement chauffeur et mécanicien de la locomotive.

La tragédie est survenue à la suite des pluies torrentielles qui ont miné considérablement une section de la voie, formant sous elle un ruisseau de 46 pieds de longueur et de 12 pieds d' profondeur.

MM. Cloutier et Brault étaient à bord de la première de deux locomotives qui traînaient un lourd convoi de wagons de marchandises. En arrivant à l'endroit que les eaux avaient vaincu, la première locomotive dérailla et tomba dans la ruisseau. M. Cloutier eut le temps de sauter, mais il fut écrasé sous l'énorme masse de la locomotive. Son compagnon, M. Brault, se blessa à la tête et aux mains. La deuxième locomotive était demeurée sur la voie. La tragédie survint vers 8 h. samedi soir.

Ce n'est que le lendemain que le cadavre de M. Cloutier fut retiré dessous la locomotive. M. Cloutier était l'époux de dame Emmélie Labbé de Vallée Jonction. L'enquête du coroner, le Dr B. Chabot, a été tenue hier après-midi et un verdict de mort accidentelle a été rendu.

M. l'abbé Dubord, vicaire à St-Evariste, et M. le Dr Azarias Roy, aussi de St-Evariste, se rendirent sur les lieux de l'accident. En attendant de transporter M. Brault à l'hôpital de Sherbrooke, il fut conduit chez un ami, M. Gagnon.

Nos condoléances à Mme Cloutier et à la famille en deuil.

A l'Ecole navale royale



● Jacques-Joseph Bleau, 19 ans, de Québec, P.Q., vient de graduer à l'Ecole navale royale canadienne près de Victoria. Il attend sa nomination comme aspirant de marine à bord d'un vaisseau de la marine royale canadienne. Il est le fils du capitaine J.-M.-A. Beau, de 490, rue St-Cyrille, Québec. Un de ses frères fait partie de l'armée de réserve.

L'Action Catholique 2 Aout 1943

L'Action Catholique August 2 1943

S. CAMILLE

De retour.

S. Camille, BeBechassa, 26.—M. le curé, qui était allé se faire soigner à l'Hôtel-Dieu, à Québec, nous est revenu le 21 du courant, complètement rétabli. Durant son absence de plus de deux mois, c'est M. l'abbé Lemieux, vicaire à S. Ephrem de Beauce, qui a desservi notre paroisse, et ce, avec un dévouement remarquable dont les paroissiens lui sont reconnaissants. M. l'abbé Cloutier, prêtre retiré à S. Fabien, est venu aider M. le curé pour quelque temps.

Travaux.

Les travaux de construction du couvent sont commencés depuis quelques jours et sont poussés avec célérité.

—Les travaux d'agrandissement et de finition de l'église doivent commencer la semaine prochaine. C'est M. Méthivier, entrepreneur, de S. Damien, qui a cette entreprise, et nous n'avons aucun doute qu'ils seront faits aussi vite que bien sous un tel entrepreneur.

—Il y a beaucoup de constructions dans le village dans le moment. Une manufacture de portes et châssis se construit sur les terrains de M. Joseph Labrecque, une boutique de charbon et forge sur les terrains de la fabrique, MM. Joseph Breton, Joseph Roy et Joseph Tardif se sont bâtis des résidences sur les terrains de M. J. Arthur Leclerc, et un bon nombre d'autres doivent commencer ces jours-ci et prochainement.

Incendie.

La semaine dernière, un incendie s'est déclaré dans la grange de M. Wolfe, entrepreneur des travaux du Québec-Central, et tout a été consumé. M. Wolfe déplore la perte de 6 chevaux, 10 tonnes de foin, avoine, bled, etc. Bref, il fait une perte de plus de \$100 000. Pas un sou d'assurance. Mais cela n'a pas eu pour effet de retarder les travaux de prolongement de la ligne, car le jour même, plusieurs cultivateurs étaient chez M. Wolfe lui offrant leurs chevaux.

Divers.

M. Leclerc a acheté la propriété de M. M. Paquet, dans le village. Avis à ceux qui désiraient acheter ou louer.

—Le colonel L. J. D. Margus est allé à Québec par affaires.

—Nous remarquons avec plaisir que plusieurs résidents du village ont fait faire des trottoirs sur la devanture de leur propriété. Espérons que cet exemple sera suivi par tous les autres, ce qui aura pour effet d'embellir le village et d'éviter aux piétons le désavantage de patiner dans la boue lors des mauvais temps.

—Enfin le passage à S. Camille ces jours-ci, M. M. Morkill, ingénieur consultant, et Hawkins acheteur pour le Québec-Central.

—Les examens préparatoires à la Première Communion, qui ont commencé depuis une semaine écoulée, continuent cette semaine. Ils sont suivis par une cinquantaine d'enfants. Nous espérons que tous pourront subir ces examens d'une manière satisfaisante.

—Les nombreux connaissances de M. Georges Gifford apprendront avec peine qu'il est gravement malade. Il est tombé malade à S. Fabien de Paroisse, ces jours derniers, un spécialiste de Québec a dû monter à son chevet et bien, on le descendait à l'Hôtel-Dieu de Québec couché sur un matelas. Nous formons les vœux pour le retour à la santé de cet homme de bien.

M. Wolfe.

May 28 1911

innipeg, Man.; Jan. 1904 to
stant agent and operator at
in British Columbia; Aug.
1914, Travelling Freight
B.C.; Feb. 1914 to Aug.
Freight Agent, Vancouver,
8 to Feb. 1921, chief clerk,
Department, Vancouver,
to Oct. 1922, City Freight
ver, B.C.; Oct. 1922 to
ity Freight Agent, Calgary,

on State, a lecturer on the
onal Ry. staff, gave an
C.N.R. as a great public
the school for the Blind,
ct. 21.

ornton, K.B.E., Chairman
Canadian National Ry.,
tion of the Central Ver-
end of September, during
at the Chamber of Com-
dinner at Rouse's Point,
spoke at a dinner of the
shippers Advisory Board,
He was present during
cent Baltimore and Ohio
ageant at Baltimore, Md.,
al, Oct. 18, for Halifax,
the site of the railway's
here. A Montreal press
25 stated that he had
following a request from
ernment to the Canadian
would leave for Mexico
to spend about a month
National Railways of
ng recommendations on
can Government.

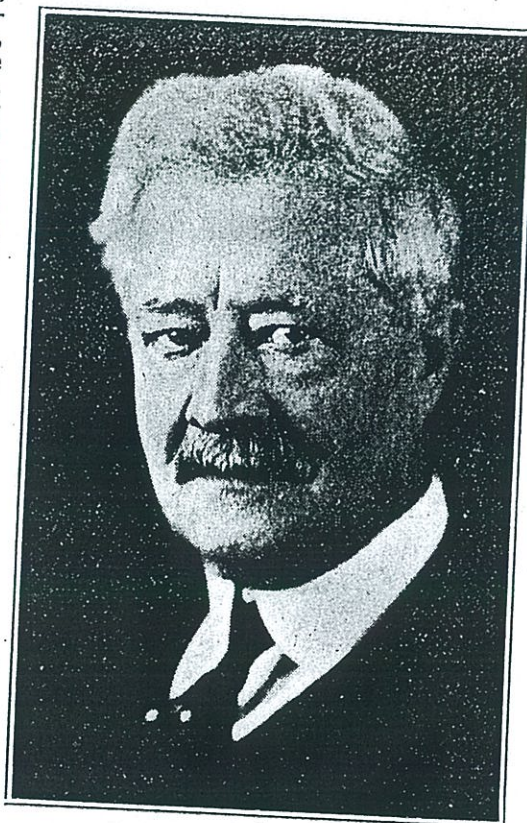
, Press Representative,
Canadian Pacific Ry., Win-
Alberta Press Associa-
ting at Calgary, Oct.

General Agent, Union
Toronto, addressed the
Historical Society there
Lake City. Southern
Columbia River Auto-
during which he showed
slides illustrating a
westward.

h, who was on Sept. 8
lent, Quebec Central
rters at Sherbrooke,
o retains his former
Manager, was born at
2, 1860, and educated
rcial Academy. He
vice Sept. 1876, since
to Dec. 1878, junior
real, Ottawa & Occi-
Jan. 1879 to Dec.
ket clerk, same road,
Dec. 1880, Travelling
Quebec and Montreal;
1881, Auditor, Levis
Levis and Quebec;
885, Auditor, Quebec
ooke; July 1885 to
eight and Passenger
erbrooke; Jan. 1906
Manager, same road,
13 to Aug. 1927,
Manager, same road,
1901 to Dec. 1910,
t, Temiscouata Ry.;
date, also President,
married Miss Mary
ne 20, 1887, and has

American Railway Association, Mechanical Division, Officers, Etc.

L. K. Sillcox, formerly General Superin-
tendent Motive Power, Chicago, Mil-
waukee & St. Paul Ry., having, on his
appointment as Assistant to President,
New York Air Brake Co., resigned his
position as Chairman of the American Rail-
way Association's Mechanical Division,
and of its general committee, has been
succeeded automatically as acting Chair-
man by the former Vice Chairman, G. E.
Smart, Chief of Car Equipment, Canadian
National Ry., Montreal. A Vice Chair-
man will be appointed by the general
committee at a meeting to be held on
Nov. 16, when the vacancy on the general
committee caused by Mr. Sillcox's resig-
nation will also be filled.



John Henry Walsh.
Vice President and General Manager, Quebec Central
Ry., and President, Temiscouata Ry.

The Division's committees for the cur-
rent year include the following officials of
Canadian and allied railways:—Arbitra-
tion, J. Coleman, Assistant to Chief of Car
Equipment, Canadian National Ry., Mon-
treal. Prices for labor and materials,
H. H. Boyd, Assistant Chief Mechanical
Engineer, Canadian Pacific Ry., Montreal.
Car construction, W. A. Newman, Mechani-
cal Engineer, Canadian Pacific Ry., Mon-
treal. Brakes and brake equipment, W.
H. Clegg, Chief Inspector, Air Brake and
Car Heating Equipment, Canadian Na-
tional Ry., Montreal. Design of shops
and locomotive terminals, J. Burns, Works
Manager, Canadian Pacific Ry., Montreal.
Loading rules, E. J. Robertson, Superin-
tendent, Car Department, Minneapolis, St.
Paul & Sault Ste. Marie Ry., Minneapolis,
Minn. Locomotive design and construc-
tion, C. E. Brooks, Chief of Motive Power

Railway Finance, Meetings, Etc.

The Canadian National Ry. manage-
ment continues to make progress in retiring
issues of securities which have been stand-
ing in the way of unified accounting on the
system. The settlement earlier in the year
of the Grand Trunk Pacific 4% debenture
matter, and the Canadian Northern 5% in-
come charge convertible debenture stock,
and the Grand Trunk Jct. Ry. 5% bond,
proposals, dealt with herein under other
sub-headings, indicate that the manage-
ment, backed by the Dominion Govern-
ment, is bending every effort to getting the
accounting for the system on a proper
basis. Where there is physical unification,
but necessity for two or more sets of
accounts is present, innumerable difficul-
ties present themselves.

Canadian Northern Ry.—Holders of
Canadian Northern Ry. 5% income
charge convertible debenture stock are to
meet in London, England, Nov. 15, to
consider the scheme sanctioned by the
Canadian Government, the Canadian
National Ry., investment bankers, and
shareholders' representatives, for the re-
tirement of this issue. The securities were
issued in London in 1910-12 at prices
varying from 95 to 106, and are to mature
in 1930 at par. The total issue is about
\$25,000,000. The scheme to be considered
contemplates retirement of the debentures
in May 1928 at 94, and as the arrangement
has been approved by the holders' com-
mittee, the trustees for the holders
(British Empire Trust Co.), prominent
Canadian financial houses, and the Dom-
inion Government and the Canadian
National Ry. management, its adoption is
considered a foregone conclusion. Ratifi-
cation by the Dominion Parliament is
necessary, but as the Government supports
the scheme, this will doubtless be secured.
No interest has been paid on the deben-
tures since 1914.

Grand Trunk Jct. Ry.—An Ottawa press
dispatch of Oct. 18 stated that Sir Henry
Thornton, President, Canadian National
Ry., had advertised in England an offer of
settlement to holders of Grand Trunk Jct.
Ry. Co. 5% mortgage bonds, of which
there are said to be \$938,360 outstanding,
maturing Jan. 1, 1934. The terms are
reported to be that the bonds will be
redeemed on Jan. 1 at 99, and that holders
must signify assent to the proposal by
Dec. 1.

Newfoundland Ry.—The Newfoundland
Board of Railway Commissioners' Chair-
man issued a comparative statement
recently of the railway, steamship and
dockyard earnings for the years ended
June 30, as follows:—earnings, 1927,
\$3,057,840.18; 1926, \$3,009,290.19; ex-
penses, 1927, \$3,675,485.44; 1926, \$3,-
753,087.57; deficit, 1927, \$617,645.26;
1926, \$743,797.38.

American Association of Railway Ticket
Agents, after concluding its annual meeting
at Washington, D.C., visited Montreal,
Oct. 20 and 21, travelling in two special
trains. The trains were met by E. F. L.
Sturdee, Assistant General Passenger Agent;
R. Johnston, Assistant General Passenger
Agent, and R. G. Amiot, District Passenger
Agent, Canadian Pacific Ry.; E. C.
Elliott, General Passenger Agent, Canadian

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

August 1914

Quebec Central Ry.—We are advised officially that the betterment, etc., for this year will consist of the renewal of from 12 to 15 miles of 85 lb. rails; the rails released will be treated and placed on sidings or branch lines to replace 70 lb. rails; ballasting and other permanent betterment

MARCH 1928

Quebec Central Ry.—We are advised officially that the betterment, etc., for this year will consist of the renewal of from 12 to 15 miles of 85 lb. rails; the rails released will be treated and placed on sidings or branch lines to replace 70 lb. rails; ballasting and other permanent betterment

with other railways. (March 1929, pg. 124.)

Quebec Central Ry. has installed a 70-ft. steel turntable at St. George station, which will greatly facilitate the operation of trains on the Chaudiere branch.

Two wooden truss covered bridges over the Tomifobia River, between Ayers Cliff and Boynton, on Newport Subdivision, have been replaced by through steel girder bridges, classed as Cooper's E-50, and built by Dominion Bridge Co. A number of trestles on the division are being reinforced to permit of the operation of the company's heaviest locomotives between Sherbrooke and Newport, and to avoid the necessity of double heading heavy trains with lighter locomotives, which has been necessary owing to the limited capacity of the bridges and other structures.

Quebec, Saguenay and Chibougamau Ry. — Canadian Railway and Marine World is advised officially that the bridge over the Saguenay River was completed at the end of Oct. 1929, and that track-laying on the bridge and on the completed grading to the Peribonka River was gone on with, until work was stopped for the season at the end of November. Ties, rails, etc., are on the ground ready for re-starting work in the spring. This railway is under construction from Riverbend, Ile Maligne, to the Grande Peribonka River, 25 miles, and on to Mistassini. A description of the bridge across the Saguenay River was given in Canadian Railway and Marine World for Nov. 1929, pg. 702.

Flood Damages to Eastern Railways.

Canadian Railway and Marine World for Dec. 1927 gave, on pg. 706, particulars then available as to damage done by floods to railways in Quebec, the Maritime Provinces and the New England States. We have since received a copy of the report made by A. B. McNaughton, Superintendent, Portland Division, Montreal District, Canadian National Ry., which, though somewhat late, is given below, as showing how seriously traffic was interfered with, and how quickly it was restored under great difficulties.

Rain commenced to fall over the Sherbrooke and St. Hyacinthe Subdivisions about 7 p.m., Nov. 2, working in an easterly direction, with the result that at 6 a.m., Nov. 3, excessive rain was falling over the entire division and continued until about 7 p.m., Nov. 4. During the day of Nov. 5, water commenced to recede but at this writing, Nov. 30, rivers are still considerably above normal at various points. At a great many places on the division the water courses were unable to cope with the tremendous amount of water, with the result that numerous washouts occurred.

At 6.20 a.m., on Nov. 4, when train 11 was at about mile 154, the culvert gave way, allowing mail car and baggage car to drop into the opening. There were no serious personal injuries; the train baggage-man and express messenger were slightly shaken up. The water was so high that it was impossible to do anything at the time and on the morning of Nov. 5, Island Pond auxiliary was despatched to reraill the equipment. The mail car was at the bottom and had been washed about 100 ft. down stream from the right of way, and considerably damaged by having come in contact with stones and trees. The baggage car was also at the bottom of the washout and down stream about 50 ft. One half of one side and one end had been torn away and was down stream, all sills were broken off at the bolsters. This car was lifted out at 12.15 p.m., carried down the track to one side and burned. The rerailling of mail car was considerably handicapped due to the fact that it was down stream at least 100 ft., standing in an upright position with trucks completely buried in sand and water. Reraillment was effected at 4 a.m., Nov. 6.

No. 493, leaving Portland, Me., 12.01 a.m., Nov. 4, was tied up at Gilead and no passenger trains operated on Berlin Subdivision on Nov. 4. On Nov. 5 we operated a passenger train from Portland to Gilead and return, leaving Port-

Joliette. No. 34, which tied up at Danby, as extra 5289 at 9.12 a.m., left Danby and arrived Montreal 1.10 p.m. Way freight was operated Montreal to St. Rosalie and return.

On Nov. 5, no. 44 was annulled, no. 16 operated Montreal to Sherbrooke and no. 21 was operated between Montreal and Coaticook. No. 11 left Richmond 11.14 a.m., and arrived Montreal 3.10 p.m., this train being no. 15's train which was tied up at Richmond on morning of Nov. 4. Trains 23, 24, 37 and 38 operated as usual. No. 17 ran Sherbrooke to Richmond where train was annulled and operated as no. 43 to Montreal, arriving at 8.23 p.m. No. 34-14 was operated as far as Coaticook, arriving at the latter point one hour and 58 minutes late. Oil-electric service was resumed between Richmond-Sherbrooke-Coaticook with the arrival of no. 605 at Richmond 9.00 a.m. Way-freight service operated between Montreal and St. Hyacinthe and Richmond to Sherbrooke. No. 493, due out Nov. 3, left Richmond 6.15 p.m. and passed St. Lambert 1.55 a.m. Passenger trains via Drummondville and Danville Subdivisions were operated via Joliette. There was, however, a train operated as no. 1 from Drummondville to Montreal passing St. Rosalie at 7.35 p.m. and arrived Montreal 8.30 p.m.

On Nov. 6, no. 116 was run Montreal to Coaticook and no. 117 to Montreal arriving Coaticook 58 minutes late and Montreal 55 minutes late. No. 34-14 ran through to Island Pond, arriving Island Pond 3.20. No. 33 was run from Richmond, arriving Montreal on time. Trains destined via the Drummondville and Danville Subdivisions were operated via St. Rosalie. No. 480 ran Montreal to Sherbrooke.

On Nov. 7, nos. 16 and 44 were consolidated at St. Rosalie, Quebec section operated via St. Rosalie, and no. 16 ran to Island Pond, arriving 2 hr. 15 min. late. No. 34-14 operated through to Island Pond, no. 17 left Island Pond on time and arrived Montreal 1 hr. 15 min. late. First no. 11 was made up at Richmond, connecting with no. 601 from Sherbrooke, and arrived Montreal 40 min. late. Second no. 11 left Island Pond 2 hr. 20 min. late and arrived Montreal 3 hr. 35 min. late. Nos. 480 and 481 operated. Manifest trains nos. 473, 474, 475 and 476 were operated.

Following the floods and washouts from Nov. 3, the main line between Montreal

result that numerous washouts occurred.

At 6.20 a.m., on Nov. 4, when train 11 was at about mile 154, the culvert gave way, allowing mail car and baggage car to drop into the opening. There were no serious personal injuries; the train baggage-man and express messenger were slightly shaken up. The water was so high that it was impossible to do anything at the time and on the morning of Nov. 5, Island Pond auxiliary was despatched to rerail the equipment. The mail car was at the bottom and had been washed about 100 ft. down stream from the right of way, and considerably damaged by having come in contact with stones and trees. The baggage car was also at the bottom of the washout and down stream about 50 ft. One half of one side and one end had been torn away and was down stream, all sills were broken off at the bolsters. This car was lifted out at 12.15 p.m., carried down the track to one side and burned. The rerailing of mail car was considerably handicapped due to the fact that it was down stream at least 100 ft., standing in an upright position with trucks completely buried in sand and water. Rerailment was effected at 4 a.m., Nov. 6.

No. 493, leaving Portland, Me., 12.01 a.m., Nov. 4, was tied up at Gilead and no passenger trains operated on Berlin Subdivision on Nov. 4. On Nov. 5 we operated a passenger train from Portland to South Paris and return, leaving Portland 8.45 a.m., arriving South Paris 11.27 a.m., left 12.55 p.m., arriving Portland 2.20 p.m. We operated another passenger train leaving Lewiston 8.35 a.m., arriving Lockes Mills 10.22 a.m., left 10.45 a.m. and arrived Lewiston 2.00 p.m. On this same date we operated a way freight, Portland to South Paris, with merchandise cars, leaving Portland 2.25 p.m. and arrived South Paris 8.35 p.m. On Nov. 6, no. 14 was run from Bethel to Portland, and nos. 117 and 116 between Portland and Bethel. We are now operating passenger service between Portland and Bethel.

On Canadian territory our first interruption was no. 34, leaving Montreal Nov. 3, and reached Danby at 2.50 a.m., Nov. 4, where it was tied up owing to washouts east. The second no. 34 with Quebec passengers on Nov. 3 was operated via St. Rosalie Jct. No. 44, Nov. 4, was operated to St. Rosalie Jct., and returned as no. 41. In addition we operated no. 43, St. Rosalie Jct. to Montreal. Trains 23, 24, 37 and 38 were operated as usual. Trains destined via Drummondville and Danville Subdivisions were operated via

trains via Drummondville and Danville Subdivisions were operated via Joliette. There was, however, a train operated as no. 1 from Drummondville to Montreal passing St. Rosalie at 7.35 p.m. and arrived Montreal 8.30 p.m.

On Nov. 6, no. 116 was run Montreal to Coaticook and no. 117 to Montreal arriving Coaticook 58 minutes late and Montreal 55 minutes late. No. 34-14 ran through to Island Pond, arriving Island Pond 3.20. No. 33 was run from Richmond, arriving Montreal on time. Trains destined via the Drummondville and Danville Subdivisions were operated via St. Rosalie. No. 480 ran Montreal to Sherbrooke.

On Nov. 7, nos. 16 and 44 were consolidated at St. Rosalie, Quebec section operated via St. Rosalie, and no. 16 ran to Island Pond, arriving 2 hr. 15 min. late. No. 34-14 operated through to Island Pond, no. 17 left Island Pond on time and arrived Montreal 1 hr. 15 min. late. First no. 11 was made up at Richmond, connecting with no. 601 from Sherbrooke, and arrived Montreal 40 min. late. Second no. 11 left Island Pond 2 hr. 20 min. late and arrived Montreal 3 hr. 35 min. late. Nos. 480 and 481 operated. Manifest trains nos. 473, 474, 475 and 476 were operated.

Following the floods and washouts from Nov. 3, the main line between Montreal and Portland, Me., was only fully opened up by closing gap at Gorham, 1.50 a.m., Nov. 11.

Rain fell for the 24 hours prior to Nov. 17 over the division, which caused numerous streams to rise above normal, but no trouble was experienced on our main line. We did, however, have another washout on Danville Subdivision between Danville road overhead bridge and yard limit board, at the same point where trouble was experienced on Nov. 3, but in the latter case the washout was approximately 900 ft. long as against 570 ft. previously. As soon as the water receded sufficiently we put in crib work and filled in with ballast, again opening traffic on Danville Subdivision to Richmond at 7 p.m., Nov. 18, the first train operating over it being oil-electric no. 688, leaving Richmond at 7.45 p.m.

January 1928
FLOODS

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

Rock Island, Ont. — A Hudson, Ont., press

QCR

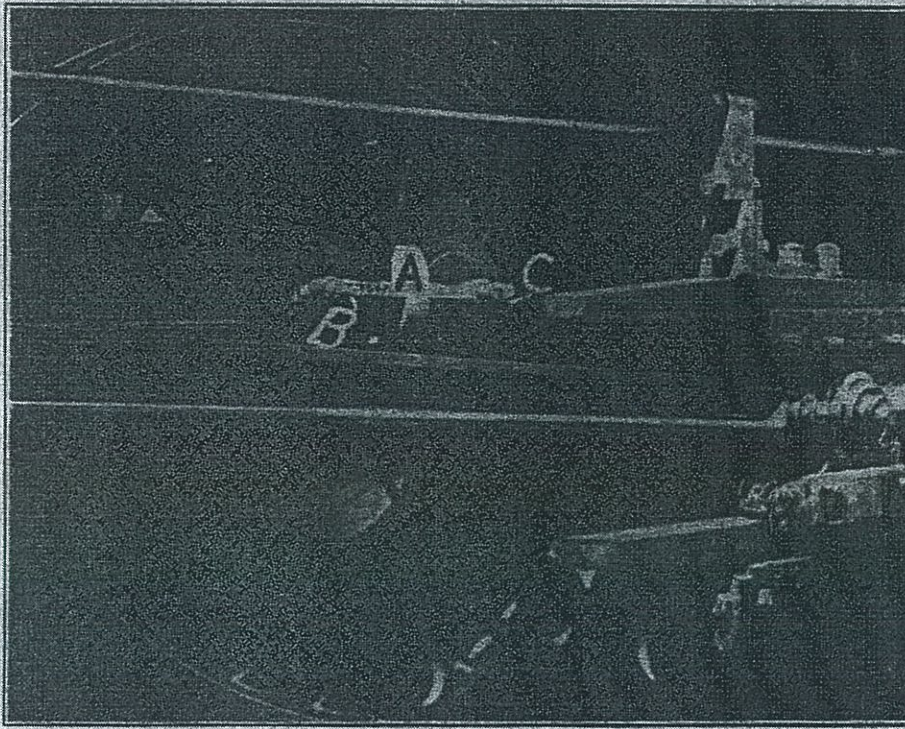
MARCH 1928

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

August 1914

Device for Tightening Crank Pin Collars.

The accompanying illustration shows a device used at the Quebec Central Ry. shops, at Sherbrooke, Que., in connec-



Device for Tightening Crank Pin Collars.

tion with the securing of locomotive crank pin collars. The top and bottom arms of the portion A, which go over and under the side rod, near the end, are flanged at the ends. The set screw B, with square head, passing through the threaded hole in the end of portion A of the device, as shown at the left, presses against the outside of the side rod, while the piece C, passing through the threaded hole in the other end of portion A, as shown at the right, has a square head, and a screw driven point, to engage the slot in the head of the crank pin collar bolt, or set screw, which extends through the crank pin, and is secured by a nut on the inside. With the device set up as shown, a wrench is used on the head of the screw driver C, and, on account of no effort being required to keep the end of the driver C in the slot in the head of the crank pin, the crank pin collar can be tightened up very quickly and thoroughly. We are indebted for this information to E. M. Green, Locomotive Foreman, Q.C.R.