

QUEBEC CENTRAL

INDUSTRIAL RAILWAYS

Water tanks

Beauceville	
Black River	1916
Boynton	
Breakeyville	
Carbonneau's Tank	1918
Coleraine	1920
Dudswell Jct. (2)	1924
Corselles	
Lambton	
Lac Frontiere	1916
Leeds	1918
Loubier's Tank	
Newington	
North Hatley	
Ste. Cecile	
Ste. Justine	1917
St. Alselme	
St. Camille	1915-1917
St. Gerard	
Scotts Jct.	1920
Tring Junction (2)	
Vallee Jct (north and south)	

Coal Plants

Beauce Jct. (chute)	
Carrier Jct. (shed)	
Coleraine (chute)	
Newington (chute)	
Pointe Levis	1906
Ste. Justine	1907
St. Camille	1915-1917
Stanstead (pocket) (B&M)	
Thedford Mines	
Tring Jct. (tower)	
Vallee Jct (chute)	1918

Wyes

Carrier Jct.	
Diamond Jct (CNR)	
Marbleton	
St. Gerard	
Scotts Jct.	
Tring Jct.	
Thetford Mines	1954
Walsh	

**INDUSTRIES SERVED BY THE QCR
INCLUDING INDUSTRIAL LOCOMOTIVE ROSTERS
(Formerly INDUSTRIAL SPURS)**

A number of feeder and industrial railways have been located along the tracks (right-of-way ?) of the Quebec Central. These numerous industries have been grouped by the type of products they produced. If locomotives were used at these industrial sites, a roster is included. Thus the initial list has been grouped and alphabetised - DRM

FORESTRY**Breakeyville - J. Breakey and Company****Breakey Lumber Company****Chaudiere Valley Railway Company**

In 1846 Hans Denaston Breakey and his brother Charles-King obtained timber rights along the Chaudiere River and built a mill at the point known today as Breakeyville. The company floated logs from the upper reaches of the Chaudiere to its mill each spring for over a century. The dramatic Chaudiere Falls originally, and later an electric power plant precluded the use of the river as direct means of transporting the logs to the St Lawrence River. According to the Railroad Gazette a ten mile railway had been built as early as 1891 between Breakey's Mill and the St Lawrence River as part of the still born Quebec and Boston Air Line that the Boston and Maine held the franchise. The company secured a charter for the Chaudiere Valley Railway Company in 1898 that allowed it to build from the site of the Quebec Bridge up the Chaudiere to the QCR at Scotts. The Department of Transport tells us:

"This railway was projected about a spur already in existence and used by the Breakey family for transporation of lumber from their mills at Breakeyville to Chaudiere Basin. The spur was sometimes known as Breakey Railway . and sometimes as the Chaudiere Valley Railway"

The railway ran a line from Breakey's Mill north across the Grand Trunk - Intercolonial Railways then descended the cliff to arrive at Chaudiere Basin - the point where the Chaudiere River joins the St. Lawrence River close to the base of the Quebec Bridge. Wood was delivered by river to the mill where it was either sawn or debarked. Finished wood was delivered to either the GTR -ICR (and later the CNR) at Joffre or it had a connection with the

Quebec Central at a point called Anderson siding, one mile north of its station, where there were sidings capable of holding 140 cars. Otherwise pulpwood was loaded into its cars and pulled to Chaudiere Basin where it was loaded into barges and shipped to its principal customer the pulpwood paper mill at Trois Rivières.

The floods of 1886, 1896, 1912, 1917, 1939 and 1948 were disastrous to the company, as the floods carried the wood past the mill. After the flood of 1948 the company lost 35,000 cords of wood estimated at more than \$80,000. After 1948, the wood was shipped by rail and truck directly to the mill. The Canadian National rebuilt the railway from Joffre to the mill and provided switching service over the spur. The rest of the line was abandoned around 1949.

The railway was unique for its use of wood-burning locomotives. It is believed that the first locomotive acquired was an old Intercolonial Railway engine. The second engine acquired was an old Portland engine built in 1872 for the Grand Trunk. It was acquired in 1902. It remained on the line and used in spring on the tracks around the river basin when the track at these points was very unstable due to its light weight. This engine was acquired by the Canadian National Railways in 1949 and became, as GTR No. 40, a key element of the famous Museum Train. The locomotive today resides at the National Museum of Science and Technology in Ottawa. A small saddletank engine was acquired in 1923. The company acquired Quebec Central engine 31 in March 1937. It also was converted to a wood burner. In the late forties, the Canadian National and the Chaudiere Valley maintained an interlocking plant at Joffre (near Charny).

Locomotives used on the site:

37	4-4-0	Phoenix Foundry (Fleming)	ex Intercolonial No 37
	16x24 60"	7-1868 #8	Sold via J.H. Beatty, 1882.
40	4-4-0	Portland	1872 #233
			ex GTR 129 (2), 40, 362, acquired in 1903; acquired by the CNR in 1949, to become part of the CNR Museum Train; then donated to the Canadian Museum of Science and Technology, Ottawa.
1	0-4-0T	MLW (Q-313)	4-1923 #64203
31	4-4-0	CLC	1-1908 #800
	18x24 63"		New, for Denaston Breakey
			ex QCR 31, acquired in March 1937 after being converted into a woodburner at the QCR Newington shops. Scrapped in 1950.

Carter Brook Junction - Carter Lumber Company

An eight mile railway ran from Carter Brook Junction situated ; between St. Sabine and St. Camile, on the Lac Frontiere branch. East to the St John River on the Maine Boundary. Very little is known about the line, but the abandoned railway complete with locomotive and rolling stock was still intact in 1942.

Locomotives used on the site:

---	----	No data	<i>The last mystery in the Quebec Central Story.</i>
			Built east to the Maine Border
			The company owned a locomotive which still existed in 1942 according to QCR engineer Earl LaVallee.

Daquaam - Edouard Lacroix Ltee.

Madawaska Company

A short one mile railway was operated by Eduard Lacroix Ltee. His Company was founded at St. Georges in 1911, built a lumber mill, at Daquaam around 1917 to exploit the vast timber area of northern Maine. The spur ran from his mill to the Daquaam River, a tributary of the St John just before it enters Maine. Lacroix has achieved fame for the railroad he built east of Lac Frontiere in the Allgash Region of Maine that was abandoned intact and in a form still survives in 2015.

Locomotives used on the site:

13	4-4-0	CLC	7-1890 #389	ex QCR 13, acquired in 1923
	17x24 62			
15	4-4-0	Rhode Island	1895 #	ex QCR 15, acquired in 1920; was converted into a wood burner then sold to the Dominion Lime Company in 1926.
	17x24 62"			
1	4-6-0			Used on the Eagle Lake and West Branch in Maine Preserved.

**Dudswell Jct - Brookbury site - Leigh Martin Sawmill Railroad
Gilbert Lumber Company**

After the Maine Central stopped running trains over the Hereford Railway in 1925 Leigh Martin had a small sawmill at Brookbury four miles east of Dudswell Junction. The sawmill was unique as it had the only waterwheel in the area. Martin decided that he needed a railway siding. Using an old battered Ford Model T converted for use on the railway replacing the rubber tires with flanged wheels. The Model T pulled a small four wheel lorry. The car pulled lumber from the mill along the four mile line across the old Maine Central covered bridge across the St Francis River where it ran beside a siding on the QCR. The lumber was loaded into boxcars. Two very small turntables allowed the motive power to be turned at both ends of the line. This operation ran from 1926 until around 1938, when the railway, sawmill and the bridge were dismantled.

'Locomotive' used on the site:

--- Model T Ford

Used between 1926 and 1938

**East Angus - Brompton Pulp and Paper Company
St Lawrence Pulp and Paper Company
Domtar Paper, Cascade Paper Company**

A pulp mill was built in Westbury Township in 1882 by William Angus. The town that grew up around the mill still owes its name to him - East Angus. The Quebec Central built a one mile spur to the mill at this time.

In 1891 Angus along with his associates W. B. Ives and F. P. Buck, built a paper mill adjacent to his pulp mill. The company was called Royal Pulp and Paper Company. It was sold to Brompton Pulp and Paper in 1907. A larger mill was built in 1910 when the Brompton Pulp and Paper Company gained possession of the property. The company also owned a mill on the Grand Trunk at Bromptonville, west of Sherbrooke. At the time of World War I the company expanded its facilities at East Angus and a new mill was built on the east side of the St Francis River. A steel bridge was used to span the river. In the late twenties St Lawrence Corporation took over the Brompton Company until the former was merged with Domtar in 1961.

The Quebec Central built and owns the one mile spur from the mainline to the paper mill but due to the light rails QCR engines seldom venture down the hill to the mill on the banks of the river. The paper company has switched the mills on both sides of the river.

Locomotives used on the site:

54	4-4-0	Rhode Island	1-1872	ex GWR, GTR 54, acquired September 1901
4	2-4-2T	MLW (Q-127)	2-1911 #47809	New, for Brompton Pulp & Paper Co.
25	0-6-0T	Manchester		acquired from Winston Bros
4	0-4-0T	MLW (Q-371)	7-1930 #68524	ex Electro-Metallurgical, Welland, acquired 1948
--	GE 44 ton	General Electric	3-1952 #31332	

Megantic - Megantic Pulp Company

In 1893 the Megantic Pulp Company built an industrial railway from its pulp mill miles north of Megantic to a connection with the Canadian Pacific. When the Quebec Central built its line in 1895. The majority of the track was abandoned except for a spur that left the mill on the banks of the Chaudiere and ran up to the Quebec Central.

Ste. Marie de Beauce - Quebec & St Maurice Industrial Company / Brown Corporation

A mill built by B. C. Howard & Company around 1908 was sold to The Quebec and St Maurice Industrial Company represented by William Robinson Brown of Berlin, New Hampshire. In 1908 the mill shipped 25-30 cars of pulpwood a day to New England. Flooding in 1917 and 1922 caused considerable damage and the mill was dismantled in 1929. The mill was switched by a venerable 0-4-0.

Locomotive used on the site:

HARD ROCK MINING and SMELTING

Beebe Junction - Stanstead Granite Quarry Electric Ry. Stanstead Granite Quarries Limited

A four mile spur was built around 1897 from Linesboro, directly on the international boundary, northwest to the company's quarry at Graniteville. Prior to World War I, the Boston & Maine switched the spur, but around 1920 the spur had overhead trolley wire strung up. The company acquired two motorized flat cars that hauled flatcars and gondolas filled with granite from the quarry to the B&M - QCR interchange. The QCR switched the cars to the cutting sheds at Beebe. The company acquired one flat-motor car No. "1000", from Canadian Nitro Products of Toronto. The car equipped with automatic brakes, was a peculiar affair in that the operation required the use of a system of mirrors. The motorman sat in the centre of the cab and was unable to lean out to see switching signals. The second motor car came from the Lewiston, Augusta and Waterville and was box freight motor car. The spur was dismantled around 1950.

Locomotives used on the site:

1000	— ?	Flat Motor	ex Canadian Nitro Products, Toronto
514		Box Freight Motor Laconia Car Company 1915	ex Lewiston Augusta & Waterville Street Railway. Nee ? Androscoggin & Kennebec Railway No. 514
----	----	Pull Flat Motor	ex Slate Mine, Poultry, Vermont.
		center cab	

Lime Ridge - Dominion Lime Company

The limestone deposits in the Dudswell area were one of the early goals of the Quebec Central. The railway built a 2.5 mile spur into the area from its Marbleton station in 1877. This spur had such excessive grades that an engine could pull only twos from the quarry at a time. The Dominion Lime Company received on May 18th, 1887 a charter enabling them

"to manufacture and deal in lime, and to construct a railway from the mainline of the Quebec Central Railway at a point in the Township of Dudswell County operated by the said Company and said line of railway so as to connect the same with the Grand Trunk Railway, Quebec Branch, at some point in the counties of Richmond or Athabaska"

The charter was given to W. B. Ives, F. P. Buck, J. R. Woodward the QCR general manager, and W. M. Angus representing the East Angus Pulp Mill. It was to be one element, in a number of railroads that were chartered to provide the Boston, Concord and Montreal an entrance into the Province of Quebec. The other railways involved were the Hereford Railway, the Wolfe and Athabaska, the Upper Coos Railroad of New Hampshire, the Upper Coos Valley.

The Dominion Lime had laid 4.2 miles of track by November 9th, 1889 when it was sold to the Hereford Railroad Company. The Hereford, in turn, had been operated by the Upper Coos Railway (New Hampshire) since November 1888. The Upper Coos and Hereford companies were all leased to the Maine Central Railroad on July 22, 1890.

The Dominion Lime Railway connected the Dudswell Lime and Dominion Lime quarries at Lime Ridge with the Quebec Central at Dudswell Junction. The Upper Coos and Hereford connected with the CPR at Cookshire then ran south across the border to connect with the Maine Central's Portland - St. Johnsbury line at Quebec Junction.

The first three miles, built by Messrs. Gordon and Loomis were completed in August 1887. Two large lime kilns were also built at this time. The completed railway was inspected in December 1887. Besides serving the Dominion Lime Company's plant it also served the Dudswell Lime Company where it connected for only a few months with the QCR's Quarries Branch that ran from Marbleton. The railway was worked by equipment of Quebec Central in its first years. 1918 Brompton Pulp & Paper had controlling interest in Dominion Lime. In 1937 it acquired full control but in 1949 sold its interests.

The Maine Central during the summer months ran a through Portland - Quebec Pullman car over this route. The MEC built a station, a gallows turntable, and a three-stall roundhouse at Lime Ridge to serve the needs of the branch.

By 1923 the Maine Central found the line extremely unprofitable, it lost \$1,639,359 in 1923 alone. In September 1925, the MEC entered into an agreement with the Hereford to cancel the lease effective November

1st 1925. On that last date the Maine Central took away all their rolling stock and other equipment and ceased to operate the line.

In March 1926 the Ministry of Railways and Canals of Canada petitioned the Board of Railway Commissioners to order the Hereford Railway to re-establish service over the line. The independent Hereford had neither money nor equipment to oblige. Protracted legal proceedings ensued. The Minister entered suit to sell the Hereford by tender, with the intent of re-establishing service. The Canadian National tender was accepted, even though the CNR did not connect with the branch in Canada. For this reason, the CNR tender was withdrawn and the Hereford was sold to the CPR May 25th, 1927. The CPR immediately abandoned two sections, Brookbury to Cookshire, and Malvina to the International Boundary near Beechers Falls. The Canadian Pacific then rented the portion from Dudswell to Lime Ridge to the Dominion Lime Company, by now a subsidiary of Brompton Pulp and Paper. The Dominion Lime started operations with a second-hand Quebec Central engine **15**, but ? in 1955 it acquired a secondhand Whitcomb diesel.

Locomotives used on the site:

15	4-4-0	Rhode Island	12-1895 # 3094	acquired from Ed. Lacroix 1925
	18x24 62"			ex Quebec Central number 15.
---		Whitcomb	6-1937 #60002	ex U.S. Naval Ammunition Depot, Iona Island NY

Little Megantic Granite Area

A number of spurs have served a number of the granite quarries in the Little Megantic area between Saint-Samuel Station and St Sebastian on the Megantic Subdivision. At each of the quarries, the stone was loaded directly into railway cars which hauled by means of a hoist and cable over a standard gauge inclined spur that connected the quarries with the Quebec Central.

The Frontenac Quarries had a 1,700 foot spur off the Megantic line at milepost 43. The quarry was first operated as Lacombe and D'Allaire until 1917 when it was purchased by the Megantic Granite Company. It was reorganized in 1929 as the Frontenac Quarries Ltd. A 55 h.p. single drum steam hoist was used to haul railway cars up the steep siding from the quarry.

The Megantic Granite Company had another quarry that was served by a quarter-mile railroad spur from milepost 44. This was torn out around 1925.

Silver Granite Company opened its quarry in 1924. A half mile spur connected the quarry with the Quebec Central at milepost 45.

Moulton Hill - Moulton Hill Mining Company

In the early eighteen-nineties the company built a tramway 4,800 feet long that ran from its copper mine to the Quebec Central siding, eight miles north of Sherbrooke. The cars loaded with 7000 lbs of ore descended by gravity. A cable host returned the empty cars to the mine.

Ste. Cecile - Fitzgerald Quarry Company

A one mile spur ran north from Fitzgerald siding, MP48 on the Megantic Subdivision, across the highway to a granite quarry. The spur was pulled up around 1920.

Weedon - East Canada Smelting Company

This company maintained a smelter at Weedon processing copper and pyrites from a mine a number of miles to the east. In 1912 a Bleichert Aerial tramway 19,500 feet long was built from the smelter adjacent to the QCR mainline to the mine. The fall in the price of copper brought an end to the operation in 1921.

ASBESTOS

Asbestos is a fibre as well as a mineral that can be spun and woven into a cloth or it can be pounded into a powder for use as cement. It resists fire and moisture. It is one of the best insulators discovered. Asbestos was discovered in Quebec in 1875 but it was not identified for several more years. Railway construction crews have been credited with the discovery of asbestos. There does not seem to be any evidence to support this claim, the

engines did set a large number of fires. In one day alone forty miles of brush fires were burning along the railway tracks. These fires destroyed many forests in the region, the discovery of new veins was facilitated by the weathering of the mineral on the surface. In the first year fifty tonnes of asbestos was mined, by 1885 it had increased to 1,400 tonnes and in 1966 1,336,566 tonnes. The majority of asbestos mined today in the world originates in the Eastern Townships.

In the early years of the century there were numerous small asbestos producers, they amalgamated over the years until in 1926 there were four major corporations actively involved in mining. They were Asbestos Corporation, Bell Asbestos, Johnston's Company and Quebec Asbestos.

In the early years the mineral was mined by hand and hauled to the mill in small carts. The first mine railways were twenty-six inch gauge using one tonne dump cars hauled by men and horses. The larger mines built railways in forty-two inch and standard gauge widths. The hauling was accomplished with small ten- and twelve-ton Jenckes engines. "The first introduction of these small locomotives was made by Mr. George Smith in 1895, who used in their construction two cylinders from an old hoisting engine in connection with gearing motion." Engines of this type were built for the asbestos industry by Jenckes Machine Company of Sherbrooke.

Asbestos Corporation

In 1909 King, became a part of Amalgamated Asbestos Corporation, a firm created to operate the King, Beaver, British Canadian and Fraser Companies properties. In 1912 the Amalgamated Asbestos Corp. became Asbestos Corporation of Canada which in turn became Asbestos Corporation Ltd in 1925 when seven other mining companies merged.

Company histories in existence before the formation of the Asbestos Corporation are found under the separate names, as are their locomotive. An Asbestos Corp. Locomotive summary is below:

3 Jenekes and 2 steam locomotives	from King Mine in 1912
3 steam locomotives	from British Canadian in 1912
2 steam locomotives	from Belmina in 1912
3 steam locomotives	from Black Lake Consolidated Asbestos in 1926
2 steam locomotives	from Pennington Asbestos in 1926
1 steam locomotive	from Bennett-Martin Asbestos in 1926

Black Lake - The Black Lake Consolidated Asbestos Asbestos Corporation

The company operated a mill between 1909 to 1924 at Black Lake. A small narrow gauge mining railway was owned by the company. It owned a small Montreal Locomotive Works engine. The company suspended operations in 1924 and two years later became part of the holdings of the Asbestos Corporation.

Locomotives used on the site:

1	No data
2	No data
3	0-4-OT MLW (Q-147) 10-1910 #42531 narrow gauge

Black Lake - American Asbestos Company British Canadian Asbestos Company (?) Asbestos Corporation

The American Asbestos started mining a property at Black Lake in 1903. By 1907 the company owned three narrow gauge locomotives and sixty 4-ton dumping cars, used to haul rock and waste about a two mile system.

The mill was located along the QCR mainline and the railway switched the mill siding. The British Canadian Asbestos took over the property in 1908 and became a part of Amalgamated Asbestos in 1909 which became a part of the property of Asbestos Corporation.

The company used electric locomotives in its pit from 1920 until at least 1945.

Locomotives used on the site:

The Company owned three narrow gauge engines in 1907.

Black Lake - Lake Asbestos Corporation

Between 1955 and 1958 Black Lake was drained and the River Becancour was diverted. About 31 million cubic yards of alluvium was dredged from the 483 acres of the lake bottom. A short spur was built in 1956. The company used a trackmobile to switch the mill.

Coleraine - Asbestos Mining and Manufacturing Company Belmina Consolidated Asbestos Company Asbestos Corporation

Asbestos Mining and Manufacturing started mining in the Wolfestown area around 1907. The company built a three mile railway from its mine to Coleraine. The adjacent Belmina Asbestic Company merged with Asbestos Mining around 1909 to form the Belmina Consolidated Asbestos Company. The company obtained a brand new Montreal Locomotive Works saddle tank engine in 1910. The company closed down a few years later and its assets were acquired by Asbestos Corporation in 1912.

Locomotives used on the site:

--	0-6-0	unidentified	
---	0-4-0T MLW (Q-97)	3-1909 #45924	new for Belmina Consolidated Asbestos
1	GE 44 Ton	General-Electric	9-1951 #31026

Coleraine- Bennett-Martin Asbestos & Chrome Mines Company - Vimy Ridge Mine and Normandie Mine sites. Asbestos Corporation

Bennett-Martin Asbestos & Chrome Mines Company was organized in 1917 to develop the Vimy Ridge Mine on the top of King Mountain. In 1919 construction started on a six mile steeply graded and sharply curved railway. The railway ran from Coleraine Station on the QCR mainline. The work was completed by 1920, only to be bankrupt January 9th, 1924. The assets were acquired by Asbestos Corporation in 1926 and it continued to operate the Vimy Ridge Mine until the early fifties.

The Vimy Ridge Mine was phased out of production and the adjacent Normandie Mine opened in 1955. The asbestos company added two miles of railway to reach the new mine on the west slope of the same mountain. The railway had eight miles of track. There were one and a half miles of five percent grade as the line twisted up the side of the mountain. The company stationed a General Electric 65-ton diesel, acquired in 1951 and a snowplow for use on this small railway. Two daily round trips were run until abandoned in the late eighties. Locomotives at the Vimy Ridge Mine:

Locomotives used on the site:

	0-6-0			No data
1	GE 65Ton	General-Electric	9-1951 #31026	New
2	GE 65Ton	General-Electric	3-1952 #31333	New; ex Johnson's acquired 1965; sold to Bell Asbestos 1965

Coleraine - Windsor Asbestos Company

Windsor Asbestos erected a mill Lot 4 range II Township of Coleraine in 1916. The company constructed a railway spur three miles long connecting the mill with the Quebec Central at Coleraine.

Disraeli - Disraeli Asbestos Company

The Disraeli Asbestos Company developed an asbestos mine at Beeches Lake, west of Disraeli: A three and a half mile railway was graded in the summer of 1908 and the rails laid the following summer. It connected with the Quebec Central one mile south of Disraeli and ran north-east to a mill built in September. The mill never operated and the rails were taken out prior to World War I.

Locomotive used on the site:

unidentified

East Broughton - Broughton Asbestos Fibre

The firm had a mine at East Broughton in 1907. The company owned a narrow gauge engine and fifteen 5-ton cars that brought rock from its pit to the mill. The company owned a standard gauge engine but was closed down in the nineteen-twenties.

Locomotives used on the site:

one standard gauge engine
--- 0-4-0T

sold to Bell Asbestos 1907
narrow gauge

East Broughton - Carey Canadian Mines Limited

Carey Canadian Mines was a company formed in 1955 to mine a deposit near Summit of the Quebec Central just north of East Broughton. Open pit mining began in 1958. The Phillip Carey Company controlled the company as it did the Quebec Asbestos Company.

Locomotive used on the site:

--- GE 45 Ton General Electric 2-1942 #15158 ex Byre Ordinance Army Supply Base, Norfolk, Virginia, acquired March 1955 via Andrew Merrilees.

East Broughton - Quebec Asbestos

This company was formed in 1916 from the properties of Ling Asbestos, Frontenac Asbestos and Eastern Townships Asbestos. The company was controlled by Phillip Carey Company. The company used a standard gauge electric railway in its pit. In 1929, the company acquired the Montreal Mine and the company connected both its properties with a two mile electric railway. The company acquired a number of streetcars from Sherbrooke in 1938. One car was converted into a mine locomotive and the other cars were sold to Halifax during World War II. The mine was phased out in the fifties as the new Carey mine started into production.

Locomotives used on the site:

--- Electric ex Sherbrooke Street Railway No 1
--- Electric ex Sherbrooke Street Railway No 23
SSR no. 22 and 29 sold to Halifax Street Railway

Frontenac Asbestos

Locomotive used on the site:

Shay No data

East Broughton - Robertson Asbestos Regent Asbestos Pennington Asbestos Asbestos Corporation

Robertson Asbestos started mining a property three-quarters of a mile from the Quebec Central siding of Noel milepost seventy-one in 1909. The company built a one mile spur and was initially equipped with two small locomotives.

The company became Regent Asbestos in 1916 and in June 1918 became known as Pennington Asbestos. Pennington Asbestos purchased Quebec Central engine 14. The engine was later sold to the Quebec Railway Light & Power in 1923. The company filed bankruptcy in January 1925 and the following year its assets were acquired by Asbestos Corporation.

Locomotives used on the site:

1	0-4-0T	MLW (Q-9)	5-1909 #45927	New, for Robertson Asbestos
2	0-4-0T	MLW (Q-113)	6-1909 #46570	New, for Robertson Asbestos
14	4-4-0	CLC	7-1890 #387	ex Quebec Central No. 14, acquired 1920; sold Quebec Railway Light & Power as QRL&P No. 10 in 1923. Scrapped in 1928.

Robertsonville - Flinkote Mines Limited

Flinkote Mines began an open pit asbestos mine in 1946. A one mile spur connected the mill with the Quebec Central just south of Robertson. It was close to the old Robertson Asbestos Mine.

Thetford Mines - Bell Asbestos Mines Ltd.

Bell Asbestos Company started asbestos mining at Thetford in 1888 when it acquired a property from the Boston Asbestos Packing Company. The properties of this company were adjacent to the Quebec Central station.

In the early years of the industry only the long fibre material was cobbled out. In 1890 George R. Smith took over the management of Bell Asbestos. Smith was the first to realize the necessity of mechanical separation of the short fibres. The company built a mill in 1894 devoted to the modern mechanical procedures. This included the development of a modern transportation system of the rock. Originally transportation was provided by horses and oxen hauling stone-boats. At first small wooden dump cars running on 18-inch gauge tracks were hauled by men and horses. In 1892 a small hoist and vertical boiler were mounted on a four-wheel flat car, the hoist engine being belted to one of the flat car axles. The success of this experiment pointed to the need for a wider gauge track. In 1895, Smith built a geared saddle tank engine at its mill. The frame and accessories were built by Bell, the boiler was supplied by Jenckes Machine Company of Sherbrooke at a cost of only \$1,500. The pistons were a pair of Copeland & Beacon's hoisting engines, the frame of which was broken, the drum removed and the engines drawn together, forming a saddle for the boiler to rest on where the drums shaft passed through. The diameter of two drive wheels was a small 36 inches. The wheel base was 4 feet six inches. It had 7x 12 " cylinders with an overall length of fourteen feet. The extreme height was just under ten feet. The engine weighed 15,000 lbs. The tanks has a capacity of 240 gallons. There was a 10 inch pinion on the engine shaft, which meshed with a 30 inch gear on the forward driving axle. The hauling capacity on the level was over 1450 tons with a top speed of twelve miles an hour it could haul 3 ton ore cars. Steam-activated brakes were applied to all four wheels. Shortly after the first went into service the pinion and gear drive was changed to a Reynolds chain drive. This engine was extremely successful because of the sharp curve and steep grades it could negotiate. The company built 170 4 ton four wheeled wood dump cars to handle both rock hauling and waste removal. This small geared engine led the Jenckes Machine Company to build a number of engines, at least two for Bell; as well it built engines for other companies, King had three of them built. These small geared locomotives were known as "Smith System".

The narrow gauge system was used to carry bagged asbestos from the mill to sheds adjacent to the QCR. Direct interchange occurred between narrow gauge and standard gauge cars until 1906 when a standard gauge siding connected the QCR directly to the mill. A Forney engine was acquired from the New York Elevated Railway. Shortly afterwards it was decided that the tailings disposal system would also use standard gauge equipment. Additional equipment was acquired, an engine from East Broughton, and three 30-ton gondolas. The Bell open pit was roughly 1000 feet by 600 feet. The rock was broken using drills. The broken rock was handled by three locomotive cranes into six yard cars. The cars were then pulled in four car trains to the main haulage tunnel. This tunnel, built in 1913, replaced the earlier cable derrick system was 1100 feet long and ran under the mainline of the Quebec Central and emerged 500 feet behind the QCR station - the gradient in the tunnel was between 9.86 and 11.22 per cent. The cars laden with rock, ore and waste were hauled by a cable from the pit to the surface then over a wooden trestle to either the mill or the waste disposal sites. Asbestos bearing rock was crushed, the asbestos fibres removed, leaving the tailings which were transported to waste dumps.

In 1917 all the available dumping area on the Thetford River had been covered and it was necessary to erect a bridge to permit dumping on the north side. This bridge was a steel structure 300 feet long with dual gauge rails. The main bents and girders were material salvaged from the south section of the first Quebec Bridge that collapsed in 1907.

The locomotive cranes used in the pits were standard gauge and in 1922 it was decided to replace the 42 inch gauge pit railway with an entire standard gauge operation. A couple of the Jenckes engines were converted to standard gauge and lasted until 1929. Additional engines were acquired from the St John Dry Dock company, Montreal Locomotive Works and the Michigan Central Railway. At the same time modern air dump cars replaced the old wooden cars in tailing removal.

In the early forties the company sank two shafts to remove ore, the pit had become so deep that removal of ore by rail became impossible. The company also started to use Linn haft-track trucks until the company converted from open pit to underground mining in December 1951.

In 1951 the company acquired its first diesel electric engine and purchased an additional diesel in 1965 when the last steam engine was scrapped.

In 1951, it was decided to use several dump cars and 6 tonne electric locomotive, acquired from Quebec Asbestos, to haul one from No. 2 shaft to rock plant for crushing.

Locomotives used on the site:

---	0-4-0	built Bell Asbestos		18" gauge four wheel flatcar with a hoist engine belted to one to the rear axles.
1	0-4-0T	Bell Asbestos-Jenckes Machine Co.	42" Gauge	
	7x12 33"			Scrapped in 1922.
2	0-4-0T	Jenckes	1900	42" Gauge
	7x12 33"			
3	0-4-0T	Jenckes	1900	Converted from 42" to Standard Gauge
	7x12 33"			Scrapped in 1929
4	0-4-0T	Jenckes	1900	
	7x12 33"			
5	0-4-4			Standard Gauge Forney; acquired 1906 ex New York Elevated Railway
6	0-4-2T	Porter		Acquired 1922 from Zelnicker Supply, East St Louis
	7x12			
7	0-4-0T			Acquired from Broughton Asbestos circa World War I, converted from tender engine to saddletank by Bell
8	0-4-0T	Vulcan Iron Works		Acquired from St John Drydock, 1922
9	0-4-0T	Vulcan Iron Works		Acquired from St John Drydock, 1922
10	0-4-0T	MLW (Q-327)	3-1924 #65438	New, for Keasbny & Mattison Co.-Bell Asbestos
11	0-4-0T	Vulcan Iron Works	1928	
12	0-6-0	MCCR-St Thomas		Probably from the MCRR 8537-8543 series; purchased through S. D. Miller of Montreal from the Michigan Central, St Thomas Ontario
1	GE 44 Ton	General-Electric	9-1951 #31026	New; sold to Dupont 1976
2	GE 64 Ton	General-Electric	3-1952 #31333	Acquired from Asbestos Corporation in 1965 for Johnson's Company
B	Electric 6 Ton	Goodman		ex Quebec Asbestos

Thetford Mines -Johnson Company

The pioneer Andrew Johnson started mining asbestos at Thetford Mines in 1878. The company had two mines one at Thetford Mines and the other at Black Lake. The company used six cable-way derricks to hoist rock from the pit, until 1929 when a new mill and inclined railway was built at Thetford Mines. After 1930, rock was loaded by 2 1/2-ton steel cranes and dumped into 7 1/2-ton steel cars which were hauled by a Vulcan gas-electric locomotive to the foot of the incline. Two cars at a time, were hauled up the incline. At the crest the cars were dturtped into cars of the surface railway. At Black Lake the company used a steam locomotive to pull cars from the pit to the mill located adjacent to the Quebec Central Railway.

The company owned an unusual assortment of locomotives over the years. In 1900 the company obtained a brand new 42-inch gauge Heisler geared locomotive. In 1904 company received from Canadian Locomotive a geared Heisler built under license. In the late twenties the company received a gas-mechanical and two small

steam engines. In the forties trucks replaced the pit railways and in 1952 a GE diesel replaced steam locomotives in the switching of freight and tailings.

Locomotives used on the site:

1	0-4-0T			No data
2	Heisler Heisler	1900	#1064	New, 42" gauge; sold to R.W. Potter
3	Heisler CLC	6-1904	#626	New, for The Johnson Co.
4	0-6-0	CPR-	#342	ex CPR 6113, acquired 1927
5	0-4-0T	MLW (Q-358)	8-1928 #67651	New, for Johnson Co.
6	0-4-0T	MLW (Q-365)	5-1929 #67969	New, for Johnson's Co. of Thetford Mining
1	B GM	Vulcan	5-1930 #4090	New, gas-mechanical
---	GE 65 Ton	General-Electric	3-1952 #31333	New, to Asbestos Corporation 1965; Sold to Bell Asbestos in 1965

Thetford Mines - King Mine

Asbestos Corporation

In 1878 the King Brothers timber merchants of Quebec City began to mine asbestos in 1878. Around the turn of the century, when the asbestos industry mechanized it started using a small narrow-gauge railway in its pit and to haul waste to disposal areas. Between 1900-1919 the company acquired four narrow gauged geared engines, and one standard gauge locomotive. According to the *Sherbrooke Daily Record* the company by 1901 had purchased narrow gauge engines from the Jenkes Machine Company of Sherbrooke. These were of the Smith system, pioneered by Bell Asbestos, using as its basis a hoisting engine mechanism. In 1910 the company owned five narrow gauge engines, four geared and one standard connection.

In 1909 the King Mine became a part of Amalgamated Asbestos Corporation, which in 1912 became Asbestos Corporation of Canada, which in turn became Asbestos Corporation Ltd in 1925

Locomotives used on the site:

1	0-4-0T Jenckes	1900	New
2	0-4-0T Jenckes	1900	New
3	0-4-0T Jenckes	1900	New
4			No data
5			No data

Thetford Mines - Roger Miller and Sons

The company owned a few locomotives that were used in the Thetford Mines Area. In 1928 the company removed the twenty feet of overburden prior to the Asbestos Corporation mining the site. The firm was involved in a number of large public works throughout Canada.

Locomotives used on the site:

1	0-4-0T MLW (Q-154)	10-1911 #49491	New, for Roger Miller & Sons
2	0-4-0T MLW (Q-154)	10-1911 #49492	New, for Roger Miller & Sons
8	0-6-0	Baldwin	

I: QUEBEC CENTRAL DERAILMENTS AND COLLISIONS

August 30th, 1874

A rail train and a gravel train collided on the SET&K near Mulvena's later Newington.

December 17th, 1874

A construction train was pulling a string of flatcars north with about seventy workers riding the open cars. The flatcars derailed on the Big Hollow or Basin trestle north of present East Angus along the St Francis River. The men were dumped 45 feet down on to luckily the snow banks at the bottom of the bridge.

May 31th, 1882

A construction train running tender first hit cattle two miles south of Weedon.

January 20th, 1883

Engine number 1 ran off the tracks two miles south of St. Henedine.

February 12th, 1885

June 30th, 1885

The express train number 2 as a result of flooding crashed through a culvert near Beauce Junction.

April 21th, 1887 The Quebec Central station at St Francis, Beauce (later Beauceville) was totally burned down. The fire being caused by the inability of the driver to stop the locomotive on entering the station. The result was that it ran to the end of the rails then the engine turned over fire to the station.

July 1st, 1892

QCR engine and six cars derailed and landed in the Lake Aylmer at Garthby.

October 28th, 1894

Two construction trains collided on the Megantic Branch at St Evariste.

January 15th, 1900

The Boston Express derailed two miles north of Beauce Junction. The first and second class coaches and the Pullman left the tracks.

October 3rd, 1901

A major collision one mile north of Thetford Mines when the north and southbound passenger expresses collided. Four lives were lost and engines 18 and 19 were wrecked.

March 10th, 1903

The night express derailed at Disraeli. The engine, mail and baggage car left the track and nearly ended up in the Lake Aylmer.

August 3rd, 1903

A light engine ran into the rear of a train at Thetford Mines demolishing the caboose.

September 5th, 1904

The northbound passenger express crashed through a washed out culvert during a severe rainstorm one mile south of Tring Junction. Passenger Edward Bosse of Quebec was killed.

At the same time a freight train ran into another washout just north of Thetford Mines.

November 21st, 1904

A rear end collision between two freight trains occurred just north of Thetford Mines at Fortiers Mill. Engineer Varney was injured but fireman Edward Gillander was killed. The cause was improper flagging.

July 3rd, 1905

The mixed train leaving Sherbrooke derailed after crossing the St. Francis River sending the engine and one car over on their sides.

January 10th, 1906

A collision between a QCR freight and a Maine Central train. Both were given the right of way with the result that the MEC engine ran into the QCR engine at Dudswell Junction.

March 19th, 1908

Engine 31 while running 15 miles south of Levis, just north of St Henry, derailed sending No. 31, Engineer Hall and fireman Spry down an embankment.

June 30th, 1908

Engine 31 was running backwards with ten empty passenger cars heading for St.Sammuel on the Megantic line. The train after picking up religious pilgrims at St.Sammuel was bound for the Catholic Shrine of Ste. Anne de Beupre, a very common QCR excursion destination. The engine 31 derailed only four miles after leaving Tring Junction killing Engineer Parfrement.

October 15th, 1909

A ballast train when three miles north of St.Georges derailed sending the engine over in the process. One fatality, a young labourer Valere Hebert.

June 3rd, 1911

Five miles north of St. Evariste station QCR train number 21 going to St. Ephrem derailed sending five pulpwood cars and two passenger cars off the tracks.

July 6th, 1912

QCR van derailed and rolled over three times near East Angus with Conductor Gagnon and brakeman Wintle unharmed. Intense heat had expanded the rails.

July 21st, 1912

Dudswell Junction, a head on collision occurred when the way freight with engine 26 heading north from Sherbrooke pitched into engine 31 while Engineer Spry was weighing cars on the track scales at the south end of Dudswell.

February 12th, 1913

A rear end collision took place near East Broughton when the second section of No.76 freight was stalled about one mile south of Williams Siding when it was suddenly run into by the first section of train No. 14. Engineer Coogan was on engine No. 16 on train 14 when it went down the embankment.

August 4th, 1913

As the QCR passenger train from Quebec was coming into the Sherbrooke Union Station (GTR) at 9:25 PM on its own track the rear truck of the baggage car derailed sending the car off its track and hitting the standing Boston and Maine engine.

November 13th, 1913

Conductor A. Cliche was killed at Scotts when the rear part of extra freight engine number 27 from Levis was left on grade north of town. The brakes failed and the rear portion quietly rolled down hitting the conductor as he stood at the rear of his train while engineer charlie Wright was switching the pulp mill.

November 24th, 1913

An engine jumped the track at East Angus.

February 23rd, 1914

Extra freight train no.44 left Sherbrooke in the mid-afternoon of February 23, 1914. It arrived at Dudswell Jct. about 4:20 PM. The engine was to be located at the small square enclosed water tank south of the Dudswell Jct. station. Fireman Simons got off the engine while it was approaching the tank. He ran alongside the engine until the tank was reached. Simons realized there wasn't room to pass, between the engine and the tank, he attempted to get on, but it was too late, and he was caught between the tank and the engine

April 21st, 1914

The Quebec Central passenger train left the mainline and ran into some cars containing pulpwood at Old Tring Siding. The Engineer was William Hall.

February 23rd, 1916

Cumberland Siding between St. Georges and Morriset on the new Chaudiere line, was the scene of a derailment that injured four crewmen, Duncan Ross, D. Murray, J. Grant and J. Labbie.

January 4th, 1918

Two freight trains met head on about one mile north of East Angus. Both engines were badly smashed and four or five cars from each train went down the embankment killing about one hundred sheep.

May 21st, 1918

South of Coleraine station nine cars were derailed.

January 13th, 1920

The Quebec Express due at Sherbrooke at 9:00 PM derailed at Frenchette's Curve between Weedon and Marbleton owing to what was believed was the spreading of the rails. Two passenger cars, the dining car and the front of the Pullman car ran off the track.

April 20th, 1922

The QCR south bound passenger derailed one mile south of Vallee Junction when the train hit a washout.

February 26th, 1923

Train No.5 ran off the rails once again at Frenchette's Brook. The five passenger cars all left the track, the baggage and mail cars rolled over on their sides, the 2nd class coach was partly tipped over and the first class coach and diner went off the rails, but remained standing on their trucks without being damaged. Although there were thirty passengers on the train no one was injured.

March 12th, 1923

Train 35 after leaving St Georges de Beauce derailed on an embankment. While the engine, tender and mail car derailed first it was the first and second class coaches that not only were derailed but they tumbled thirty feet down the slope. The oil lights in the cars then ignited the wreckage. While many escaped three passengers did not. A Madame Placide Lessard, Real Lessard and Marie-Anna Roy perished. The Quebec Central as a result of this wreck modified all their passenger cars with electric lighting and steel underframes and steel sheathing. It was the largest lost of passengers on the Quebec Central.

May 12th, 1925

Derailement of train No.2 at Weedon.

1934

Albert H Whitcomb had started his railway career with the Boston & Maine February 2nd, 1903. Thirty one years later to the day he died in the yards of the QCR at Tring Jct. Whitcomb had been the engineer of the first Quebec Central train over the Massawippi Valley in 1926. He had been assigned to trains No.429 and 428 which were operating between Tring Jct and Courcelles. The trains were run during 1934 as part of a large logging operation conducted by Breaky Lumber. Trains would be backed down to Courcelles to load pulpwood.

Preparing to start his run, the engineer went to the Tring Jct. engine house to get his engine. After oiling the locomotive he moved it towards the coal chute and spotted the tender under the chute. Fireman "Bunny" Dunn scrambled onto the tender to enable the fireman to fill the front part of the tender. Meanwhile on the adjoining track a double-headed freight extra from Courcelles was passing through the Tring yard, Engineer Edward Riff waved at Whitcomb as they passed. Dunn asked that the engine be moved ahead so to fill the rear of the tender. Not receiving a reply, Dunn looked down at the cab to find it unoccupied, further investigation revealed that Whitcomb was lying on the track injured. It appears that he had leaned out of the cab window when a stick of pulpwood sticking out of a car caught his overalls, pulled him out of the cab by the braces and threw him under the train. The crew of the 60-car extra didn't know of the incident. Whitcomb was fatally injured. Dunn administered first aid, then permission was quickly given to run a special ambulance train to the Newington station where an ambulance was waiting. Whitcomb died that night.

June 25th, 1935

St Georges de Beauce

June 4th, 1936

East Angus

May 20th, 1940

A derailment occurred to a freight train at milepost 103.4 just north of Vallee Junction due to the frost coming out of the ground. There was a soft embankment and the uneven settlement of the track. It was the mixed train north pulled by one of the 42 class Kingston engines.

July 1st, 1940

Train No.6, the Quebec - Sherbrooke passenger train derailed just south of the St. Gerard wye. The engine, baggage car and three coaches all left the track. It came to a quick stop and although some track was torn up no employees or passengers were injured.

July 15th, 1940

A derailment occurred at St Gerard at MP 41.06, train No.6 the Quebec to Sherbrooke passenger train. The engine, baggage car and three coaches all left the track. It came to a quick stop and although some track was torn up no persons were injured.

July 31st, 1943

July 1943 the Russians had stopped the German armoured columns at Kursk. German U-Boats blockaded the lower St Lawrence River. On Canadian Pacific lines extra trains of wheat for Russia were running to Canada's Atlantic ports. A derailment on the CPR west of Megantic led the QCR into the battle. The little engines from Kingston, the only ones allowed on the Megantic subdivision's light rail, double-headed extra wheat trains from Quebec to Megantic. Back forth, back and forth 29 and 41, 37, 45, 42 and 43 double-headed, all that the Port of Quebec and CPR could give them. The rains came Saturday night July 31st, 1943. The train of the northbound extra 37, was composed of two engines 2-6-0 37 leading and 4-6-0 45. On the lead engine was engineer Philias Brault, fireman Tancrede "TIBE" Cloutier and on engine 45 Frank Harvey and Napoleon Boulanger. At 8:00 PM, two miles north of St Evariste, the rains had washed out a section of track 40 feet long and 12 feet deep. Engine 37 hit the washout and fell, burst like a bomb. Engine 45 stopped just on the edge. Fireman Cloutier was killed. It took the better part of a week to clean up the derailment.

Sherbrooke Daily Record August 2nd, 1943 p. 2

December 14th, 1944

A faulty rail caused the derailment of the Sherbrooke to Quebec City passenger train five miles north of East Angus along the banks of the St Francis River at the Westbury Dam. The engine tender, two coaches and parlour cafe car all left the tracks. Nine people were injured, but none seriously.

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February 5th, 1947

Engineer Atkins was the engineer and Edgar Doyon were running on a northbound Lac Frontiere to Quebec train No 13-22. Too much ice had built up at the road crossing at Bra, Engine 1108 hit the ice and derailed to one side of the track and the tender went on the other side of the track.

March 10th, 1947

Sunday afternoon, Engineers George Lyford and boarded their double-headed northbound freight extra no.878. The train consisted of two D-10s, QC 878 and CP 885, forty freight cars of asbestos. The train left Vallee Jct. aware that a freight to Levis was on the track ahead, rolling through Ste. Marie de Beauce. They thought they had the right of way, that the wayfreight had left Scotts Jct. At Scotts Jct No.79, the wayfreight to Levis, had stopped and was unloading merchandise. Station agent J. A. Lambert received a message from Ste. Marie de Beauce that extra 878 was on its way. Conductor Carter was in the station and agent Lambert gave him a copy of the order to clear the line, and then he went outside to deliver the order to the head-end crew. The stationary train was just about to move in compliance with its new orders. In the cab of 878 the train was running along the flat Chaudiere River valley, Engineer Lyford knew that just north of Scotts Jct the train faced a grade. All engine crews knew they had to get a run at that hill. The line makes an S curve coming into the station at Scotts Junction. At the last moment they hit track torpedoes but ever then they thought the wayfreight train had left. Around the curve they came and there still in the station was No.79. Unable to see the train until the last minute. The two D-10s crashed and ripped into the caboose. The crash was so unexpected that none of the railway workers were unable to jump to safety.

Lachance, the railway carpenter who had boarded the caboose of No.79 to travel to a job a few miles down the line at St. Anselme. At a speed of 20 mph the two engines hit the caboose with such power that the caboose burst, throwing Lachance out to safety. The engines immediately derailed and crashed into the station. Agent Lambert had just delivered orders to the engine crew and was just re-entering the station when the station collapsed.

Brakeman Alphonse Cloutier was entering the station and instantly killed. Station agent Lambert and Charles Carter were both in the building when it was demolished but escaped with minor injuries.

December 24th, 1955

Christmas eve, the mixed train from Megantic stopped at Tring Junction for passengers. Then the train left on the scheduled time. A light snow was falling, engine 948 picked up speed, and just as the train rounded the curve by the Plywood Plant to find a work extra stopped on the main line. The crew of the work train jumped to safety, but the mixed train hit head on. Brakeman Jean-Real Vachon was killed. Quebec Central Railway employees erected a tombstone at the site of the collision.

II: Massawippi Valley Derailments and Collisions

August 11th, 1871

The first accident on the Massawippi Valley occurred when the mail train went through a culvert at Ayers Flats (Ayers Cliff). The engine had passed over safely, but the tender dropped down and the mail and express cars were wrecked.

September 19th, 1872

A collision took place between Lennoxville and Sherbrooke on the section with the three rails. A broad gauge Grand Trunk passenger train ran into the rear of a Passumpsic freight. The Pay Car on the rear of the train was smashed.

October 16th, 1880

The southbound mail train ran into the rear of a freight during a dense fog.

June 21th, 1889

The mixed train due at Sherbrooke at 6:00 o'clock was standing on the mainline at the Eutis Station, the engine was detached doing some shunting around the copper mill, when a special freight which had been following the mixed from Newport came dashing along smashing into the passenger car attached at the rear of the mixed. There were quite a number of people in the car but luckily no one was injured.

August 3th, 1893

A collision two miles north of Newport between the B&M's Stansted Train and a CPR train that had been diverted over the Massawippi due to construction work on the latter's line. The "Polywog" was running tender first with a car of butter and a combination passenger car.

March 12th, 1894

Engineer McDuffee had taken train 18 out of Sherbrooke at 8:30 PM and upon reaching Capelton at 8:48 PM saw the red order board at the station. Conductor Robinson was told that their train was to meet No. 11 northbound at Capelton. After boarding passengers, loading mail and baggage, it was decided to pull to the south switch to allow the north bound to take the siding. As No. 18 pulled up to the switch they saw the headlight of train No. 11 approaching. Engineer Mowrie on No. 11 saw the southbound as he came around the curve, he slammed on the air brake and threw the engine into reverse but it was not enough, at ten miles per hour, it crashed into the southbound. Later Mowrie claimed he thought that the track was slippery from the dust from the adjoining chemical works, although he only had three cars.

April 8th, 1895

The Boston and Maine southbound night express pulled by engine 427 ran into a large rock just north of the Smith Mills station. The rock has down to the right of way probably because of the frost coming out of the ground. The engine hit the rock and was thrown to the side. Engineer F. J. Rooney and fireman "Kit" Emerson were killed. A stone monument was erected at the site that remains to this day.

March 17th, 1896

An eighteen-car mixed train derailed at Smiths Mills. The two engines and sixteen cars loaded with pulpwood were scattered about, only the baggage car and coach remained on the rails.

August 5th, 1897

The Stanstead Branch train derailed near Beebe Plain.

April 26th, 1899

The Stanstead Branch train derailed near Beebe Plain. The train was running tender first with a combination baggage-passenger car. The tender was thrown across the track.

October 4th, 1900

The Stanstead Branch train collided with a single light engine NO. 89 north of the North Derby, Vermont crossing. Engine 89 was proceeding to Lennoxville to assist in hauling a heavy southbound train. The Stanstead train ran through to Newport once a day and 89 was not aware it was on the track ahead. Fireman A. Bowker was killed on the south-bound Stanstead train.

August 11th, 1901

The southbound express of the B&M was wrecked one and a half miles north of Capelton station. A severe rain storm that night had weakened a culvert. When the engine passed over the bridge, the bridge gave way. The engine had passed over safely but QCR baggage cars trucks fell through into the creek. Other cars, a QCR first class coach, a B&M first class coach and two Pullmans were derailed.

March 15th, 1904

Boston and Maine engine 754 was pulling a northbound freight, stopped at the Lennoxville station at 4:35 AM, received its orders and proceeded down the Grand Trunk tracks. It reached the Grand Trunk-Canadian Pacific diamond crossing when at the same moment a Canadian Pacific eastbound freight pulled by CPR 991 made the same crossing.

The collision killed B&M engineer John Folsom and two other members of his crew. B&M 754 had been built by Manchester Locomotive in 1889. CPR engine 991 was a North British 4-6-O built only a year before in Scotland. It was renumbered CPR 530 and would later work on the Dominion Atlantic as their number 530

December 5th, 1906

A Boston and Maine freight train derailed at the same diamond crossing at Lennoxville once again closing the CPR and GTR main lines.

March 3rd, 1908

The mail train from St Johnsbury ran into an extra northbound freight leaving Newport for Sherbrooke. The van and a freight car were demolished on the trestle across the lake.

January 4th, 1909

The driving rod on the northbound mail train broke then flayed and demolished the locomotive cab.

December 31st, 1912

April 13th, 1914

A number of cars jumped the track on the North Hatley bridge over the end of Lake Massawippi and piled up at the bridge and the road crossing.

August 9th, 1916

A major rainstorm caused the right-of-way to be washed out at Smiths Mills or Tomifobia. When a double-headed freight train from Sherbrooke to Newport arrived at 3:00 AM, a portion of the train was taken first to Beebe Junction. On returning one of the engines on the double-header began to sink through the track. The other was uncoupled and escaped to safety.

September 7th, 1917

A number of cars derailed at Massawippi.

February 3rd, 1920

A freight train on the B&M heading south of Beebe Junction derailed thirty-one cars. No persons were injured.

April 29th, 1926

The Boston and Maine extra freight train ran off the track between North Hatley and Capelton and four cars plunged into the Massawippi River. Oddly, the wrecking train, sent from Lydonville to assist was derailed at Orleans, Vermont.

June 4th, 1926

Only a few days after the Quebec Central took over control of the Massawippi Valley four cars derailed, two being empty B&M coaches, at North Derby.