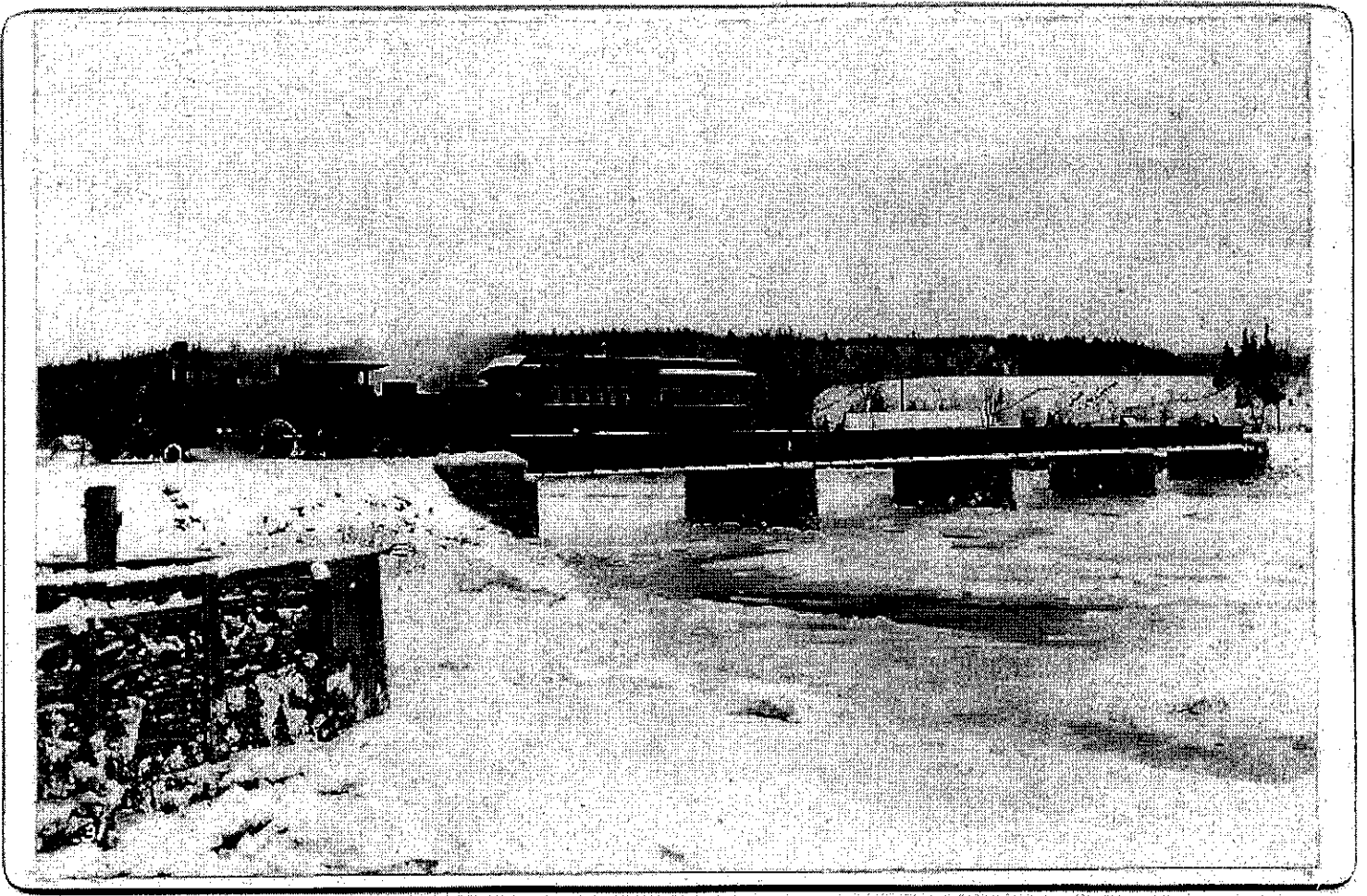


QUEBEC  
MONTREAL  
&  
SOUTHERN  
RAILWAY

C. H. RIFF 2013

vol 1

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QMAS

## MONTREAL AND SOREL RAILWAY.

The Montreal and Sorel Railway received its charter June 30th, 1881 with the appointed task of building a railway from a connection with the Grand Trunk Railroad at St Lambert to the confluence of the Richilieu and St Lawrence Rivers at Sorel, Quebec. The route was along a flat and level terrain. Its capital was set at \$750,000.00, most of which was probably held by the promoter Armstrong. Historians have pointed out that all the capital was "fictional", but a London bond issue was not fictional. £150,000.00 of bonds were sold on English bond market. Armstrong had the railway completed to the west bank of the Richilieu River by April 1882. Across the river in Sorel proper sat the Southeastern Railway, a child of the Connecticut and Passumpsic Rivers Railroad whose southern terminus was White River Junction, Vermont. A temporary lease was made of the Montreal and Sorel to the Southeastern system. A proposal to lease the M&S to the Grand Trunk the following year fell through. The railway closed down in 1884. It did not operate for years. In 1888 the Grand Trunk operated a small suburban service between Montreal and Longueuil.

The Quebec Public Works in a report dated August 8th, 1888 sanctioned by an Act of the Legislature a subsidy of \$2,500.00 per mile to the Montreal and Sorel to be used in the prescribed manner.

1. Payment for the sections of land already acquired.
2. To pay the labours who built the railway.
3. Purchase rolling stock to operate the railway.

The Board of Directors of the railway appointed a committee composed of Messrs. R. Prefontaine, F. X. Choquette and C. N. Armstrong whose purpose as trustees was to employ the Government money as outlined by the Quebec Government. It was to be used to settle all the claims against the railway that had been an obstacle to the operation of the railway in the past.

December 17th, 1888 the Provincial Engineer with the Quebec

## MONTREAL AND SOREL

Department of Public Works reported that the road on this distance was in good running order, and that a considerable improvement had been made. The roadbed had been raised in several places from four to five feet, a great many ties had been replaced, new ballast had been laid along the whole line and stations had been built in all parishes except Vercheres; so that on the whole, although the ballasting had not been completed on the section between St Lambert and Vercheres, the works were in sufficiently good order to allow the running of trains in safety on the whole length of the railway at a speed of 25 to 30 miles per hour. The Company had regular trains running between St Lambert and Sorel. This report allowed the running of regular trains. It was later disclosed that a sum of \$85,522.00 had been advanced by the Banque du Peuple of Montreal to the official trustees on the authority of a letter written by the Premier of the Province dated July 6th, 1887. This was to settle the accounts of the railway then under seizure by the Sheriff. a further sum of \$17,749.00 was claimed by the trustees. The total sum of \$103,272.00 as paid by the Government to the trustees. With a proposed extension now planned to Levis the company was trying to raise financial assistance from both the Provincial and Federal Governments. While the railway was asking for money; the Government of Quebec once again received many complaints from the public about the service and operation of the trains. The Government Engineer would state that while repairs were promised more repairs still had to be made. Then on September 9th, 1889 the Government of Quebec and Inland Revenue were involved in a legal battle with the Montreal and Sorel Railway. The Government had taken out a seizure of part of the railway for the recovery of provincial taxes.

## GREAT EASTERN

The Great Eastern Railway was chartered May 17th, 1882 to construct a railway from the Village of Dundee in the County of Huntington to Levis on the south shore of the St Lawrence River opposite Quebec City. Its charter gave it the power to acquire the Montreal and Sorel Railway. in the fall of 1886 some track laying was completed. The Great Eastern built two small portions. one between Yamaska on the Southeastern-Montreal & Atlantic to St Francois du Lac a little over six miles. The other from Nicolet to the junction with the Grand Trunk at St Gregoire seven miles. The contractor claimed that an omnibus service had been organized to carry passengers between Nicolet and St Francois du Lac. He futher told the Montreal Daily Witness that trains would be running between Nicolet and Montreal by September 1st, 1887. Built by the Great Eastern, the railway did not operate, in fact some of the rails were lifted shortly after completion. By 1895 the subsidies on the Great Eastern were declared lapsed with only the two small portions built.

## ATLANTIC AND LAKE SUPERIOR RAILWAY

Atlantic and Lake Superior Railway was incorporated April first 1893 to acquire the Baie des Chaleurs Railway in the far east of Quebec's Gaspé, the Great Eastern Railway, the Ottawa Valley Railway and the Montreal Bridge Company. It was the intention to construct a railway stretching from the Gaspé Peninsula along the length of the St Lawrence River to Montreal, then through the Ottawa Valley to Sault Ste Marie, Ontario and a connection with the American railroads across the border in Michigan.

An agreement was entered into between the Great Eastern and the Atlantic and Lake Superior Railways April 16th, 1894. The agreement was made between A&LS President Thibaudeau and Charles N. Armstrong the contractor of the Great Eastern.

Late in 1897 the Atlantic and Lake Superior purchased from the Canadian Pacific the line between Sorel and Yamaska which included a bridge over the Yamaska River and acquired the Government Subsidy of \$50,000.00. The charter gave it running rights over the Intercolonial Railway between Levis and Matapedia.

The Quebec Government told the A&LS that it would not get a subsidy for building a new railway between Montreal and Sorel. The Atlantic and Lake Superior was required to purchase the Montreal and Sorel Railway. <sup>1898</sup>Maor Prefontaine went to England in 1898 to raise capital. The Railway and Shipping World questioned this whole scheme for the Atlantic and Lake Superior involved the construction of a Eight Million Dollar bridge across the St Lawrence River at Longeuil. It seemed to be an unnecessary accessory for the Montreal and Sorel Railway already had running rights over the Grand Trunk's Victoria Bridge.

The Montreal and Sorel was still in extremely bad condition physically and financially. The Sequestrator of Sorel A. A. Taillon entered into a contract November 30th, 1892 with a syndicate composed of the Honourable Louis Tourville, Zoel Leduc, Joseph Mizael Fortier and H. Beauchemin for the repair and operation of the Montreal and Sorel. The syndicate would receive up to \$100,000.00 in consideration for repairing, equipping and putting the whole forty-five mile railroad in regular operation of the M&S. By November 1893 the Government Engineer once again reported that the repairs were satisfactory to allow the reimbursement of monies to the syndicate to an amount of \$70,000.00. This new syndicate called the old Montreal and Sorel the new South Shore Railway, even though it would receive a charter under this very new name a few years later.

### SOUTH SHORE RAILWAY

The new South Shore Railway was incorporated October 5th, 1896 to once again build a railway from Beauharnois to Levis, from a point on the Canada Atlantic at or near Valleyfield. In a Sheriff's Deed August 29th 1894 the syndicate, later to be known as the South Shore had acquired the Montreal and Sorel. Then in another Sheriff's Deed of August 29th, 1899 the Great Eastern was sold to Mayor R. Prefontaine and a few months later December 6th, 1899. Prefontaine sold the Great Eastern to the South Shore Railway.

When the South Shore acquired the Montreal and Sorel Railway in 1894 it's intention for the railway to connect Montreal and the Intercolonial Railway at Levis. It would have been not only more direct than the Grand Trunk line from Richmond but along the St. Lawrence plain there would be minimal grades. The only problem would be the large rivers that entered the St. Lawrence River would require large and long bridges. To this end the South Shore completed the large Sorel bridge across the Richilieu River, at a cost of \$150,000.00 with promised provincial aid. Then a major problem, the Intercolonial Railway suddenly and surprisingly moved west. The ICR had purchased the Drummond County Railway, it now had its own direct railway line between Levis and Montreal.

## SOUTH SHORE RAILWAY

The South Shore by the summer of 1900 had placed into operation the section from Sorel to Yamaska. This section had been built by the Richilieu, Drumondville and Arthabaska Railway, had become a part of the Southeastern, then the Canadian Pacific, and then the Great Eastern Railway but it had not been operated for many years. The roadbed had to be raised by the South Shore some three feet and all the culverts and bridges were fully replaced by the South Shore. At Yamaska where two earlier bridges in succession had been carried away by ice, the South Shore built a new steel bridge,

The Great Eastern Railway sold its remnant right of way from Yamaska to St Gregoire to Mr Prefontaine and hence to the South Shore in early 1901.

The South Shore ~~found~~ then found a surprise; for its railroad was being offered for sale by the Sheriff August 15th, 1901, by virtue of a writ-from the estate of the late J. Armstrong. President Choquette told reporters that he "did not know how what did not exist could be sold". He went on to remind the reporters that almost ten years earlier the South Shore bought all the properties of the Montreal and Sorel Railway under the hammer. The South Shore bondholders had acquired ownership of the Montreal and Sorel by purchasing its bonds and the legal Sheriff's sale.

## UNITED COUNTIES RAILWAY

The united Counties was chartered March 30th, 1883 to build a railway from Richelieu Village to Sorel by Honore Mercier and three other members of the Quebec Legislative Assembly. While it was allowed a number of grants and subsidies work did not start. Work started on the United Counties at St Hyacinthe in 1893 a decade later. The railroad received its first locomotive and a couple of passenger cars. The first locomotives were very small engines, both former Canadian narrow guage relics. The local newspaper raised the question why the tea-kettle was lettered in English when the little train ran through a French speaking counties. September 9th 1893 the first timetable was issued for the section from St Hyacinthe to St Angele on the Central Vermont. There were two trains in each direction.

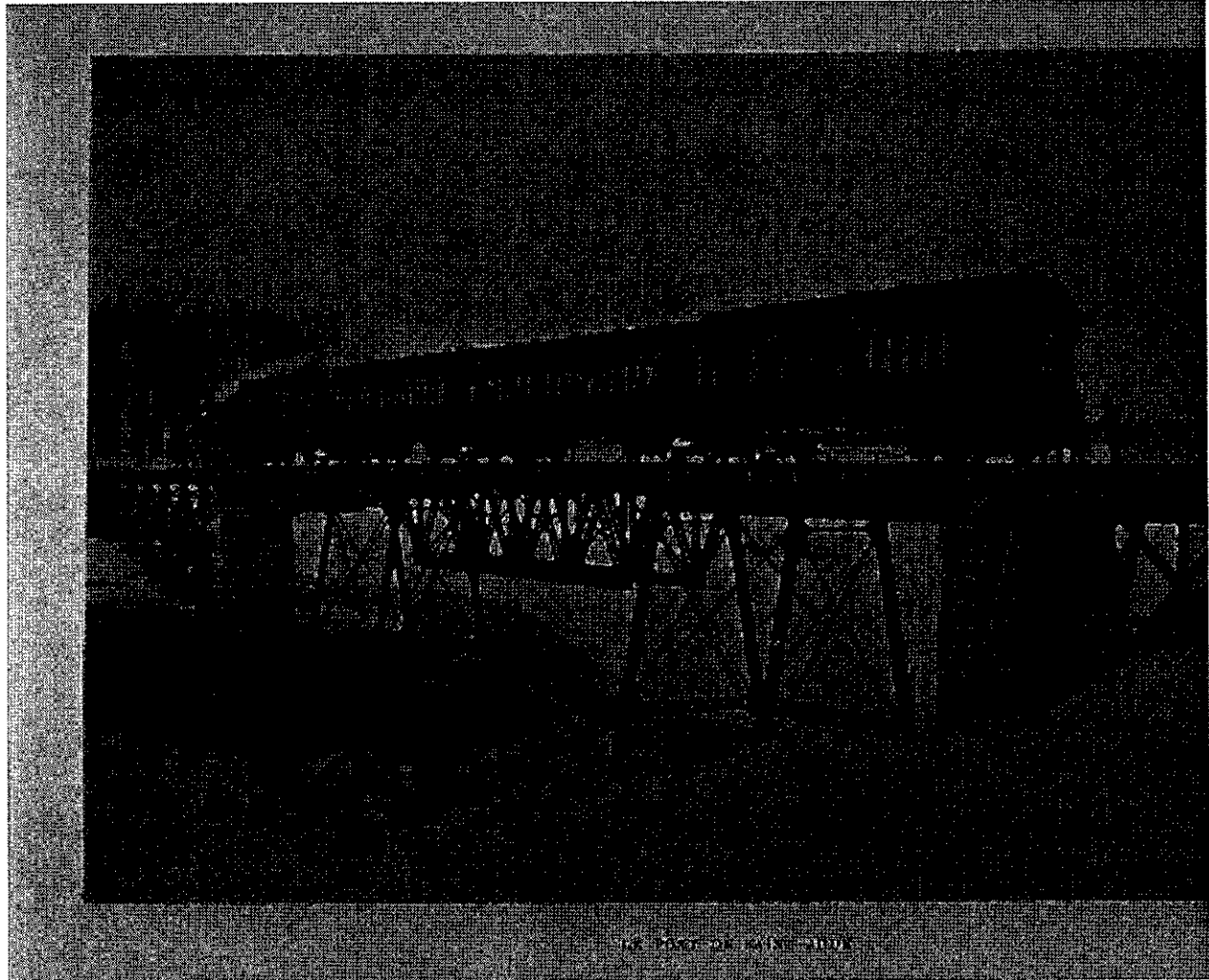
		Passenger	Mixed
Leaves	St Hyacinthe	7:30 AM	4:00 PM
Arrives	St Angle	8:30	5:35
Leaves	St Angele	8:45 AM	8:00 PM
Arrives	St Hyacinthe	9:50	9:15

November 23rd, 1893 an excursion was operated under the patronage of Cercles Agricoles over the new extension to Iberville. The United Counties by making a connection with the Central Vermont formed a round about route between St Hyacinthe and Montreal.

Work started on an extension north to Sorel and by September 17th 1895 the company had sixty miles of railway stretching from the Central Vermont at Iberville to a junction with the Montreal and Atlantic-Canadian Pacific at Bellevue Junction with running rights over the M&A directly into Sorel. Two years later that section of the Montreal and Atlantic between Sorel and Bellevue Junction and Yamaska was acquired by the Atlantic and Lake Superior.



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The timetable for train service on the United Counties in 1895.

Mixed	Passenger		Passenger	Mixed
	6:30 AM	Sorel	8:30	
	8:30	arrive St Hyacinthe	6:25	
2:00	8:40	leave	6:12	12:00AM
3:40	9:45	Iberville	5:30	10:40
	11:15	Montreal	4:05	
		via C.V.R.		

### EAST RICHILIEU VALLEY RAILWAY

The East Richilieu Valley Railway was incorporated in 1890 to build a railway from a point in the County of Missiquoi to a point on the Grand Trunk between St Hilaire and St Hyacinthe. The intended junction was to be at a point called Noyan where connection could be made with the Canada Atlantic. The route of the charter would run for approximately half of its length right beside the United Counties. A sensible compromise was effected; The East Richilieu Valley would use the tracks of the United Counties between St Hyacinthe and Iberville and the United Counties in turn would be given rights over the East Richilieu Valley line from Iberville to its southern terminal. The contractor of the ERV was Mr C. D. Maze of Montreal who was also the President of the United Counties Railway. Work started in 1894 at Lacolle and Henriville. In 1897 work was completed on track from Henriville to Iberville. The ERV was treated as a subsidiary of the the United Counties. The twenty-two miles of railway were opened for traffic on December first 1898.

The Railway and Shipping World reported in December 1899 that the United Counties had been secured in the interest of the Rutland Railway, at that time a Vanderbilt interest. The Vanderbilt lines were expanding into eastern Canada. The Rutland was coming north to Montreal. The Toronto Hamilton and Buffalo had reached Toronto, and the St Lawrence and Adirondack from Utica had also reached Montreal. and they were even linked with a railway in far off Cape Breton. They were even considered a suitor for Booth's Canada Atlantic. The Railway and Shipping World stated that the United Counties had been built for political purposes and that its financial situation had become so involved that it had passed into the hands of the Bank of St Hyacinthe. The Manager of the Bank had to make a trip to England to make arrangements with the bondholders. While this was happening another new railway company was formed, the Quebec Southern with headquarters at Montreal. The Rutland was to have a majority of its representatives on the Board of Directors.

The Rutland Railroad while one of the oldest of New England railways had only emerged from many years of control by the Central Vermont. It was in the process of building an independent railway north from Burlington Vermont to Rouses Point, New York. An extension was planned from Alburg, Vermont north three miles to Noyan Junction, Quebec. Rails to Noyan Junction would provide the Rutland with a direct connection with both the Canada Atlantic and the United Counties-East Richilieu Valley Railroads. The Rutland through these connections had a direct route to Sorel on the St Lawrence River, the City of Montreal, via the Canadian Pacific at Iberville; and the Ottawa Valley and far off Georgian Bay through the then independent Canada Atlantic. The Rutland in conjunction with the United Counties entered into negotiations with the Intercolonial Railway (which itself had recently acquired its own Montreal to Quebec route) would be able to interchange freight from the entire Canadian Maritime Provinces at St Hyacinthe. Grain and lumber traffic would flood the Rutland.

The ERV was also in trouble and the trade press reported that it was talking to the Grand Trunk. The EVR had about one hundred cars of hay a week. The population in its region was small. The Rutland obtained the ERV for \$125,000.00

The Rutland in 1899 built into Canada three and a half miles under the charter of the Rutland and Noyan Railway. As the Rutland started to gain control of the United Counties it asked for a provincial bonus to allow it to expand the wharves at Sorel.

## QUEBEC SOUTHERN RAILWAY

The United Counties was sold January 25th, 1900 under the judgement of creditor Arthur Ledoux. The purchaser was George Casmir Dessaulles of the Bank of St Hyacinthe for \$193,000.00. Four months later in April, the East Richilieu Valley Railway was sold to a Mr Bernier for \$125,000.00. Then both of these railways were sold to the Quebec Southern July 7th, 1900, by the Bank of St Hyacinthe. The company had received its charter that very same day. The Quebec Southern Railway was incorporated by Frank D. White and Hiram A. Hodge of Rutland, Vermont, and Georges Dessaulles of the Bank of St Hyacinthe and G. Hugh Semple of Montreal. The Rutland was to have the majority of representatives on the Board of Directors. The President of the QSR was H. A. Hodge and Vice President and Treasurer F. D. White, both of the Rutland.

The Quebec Southern Railway assumed control and management of the East Richilieu Valley Railway and the United Counties Railway on September 1st, 1900. The Rutland entered into an agreement with both the Quebec Southern and Canadian Pacific Railways November 1st, 1901 which gave the Rutland running rights over the QSR and the CPR via Alburgh, Noyan and Iberville. This agreement would last sixteen years.

Early in 1902 the Rutland Traffic Manager H. A. Hodge resigned his position in Vermont to devote all his energies to being President of the Quebec Southern. Hodge saw great plans for the northern extension. Hodge allowed the railway to get involved in Armstrong's earlier plans. the Montreal Bridge Company. In his post of President of the QSR proposed building a Montreal to Longueuil bridge over the St Lawrence River. At this time there were four different promoters vying for either charter rights or

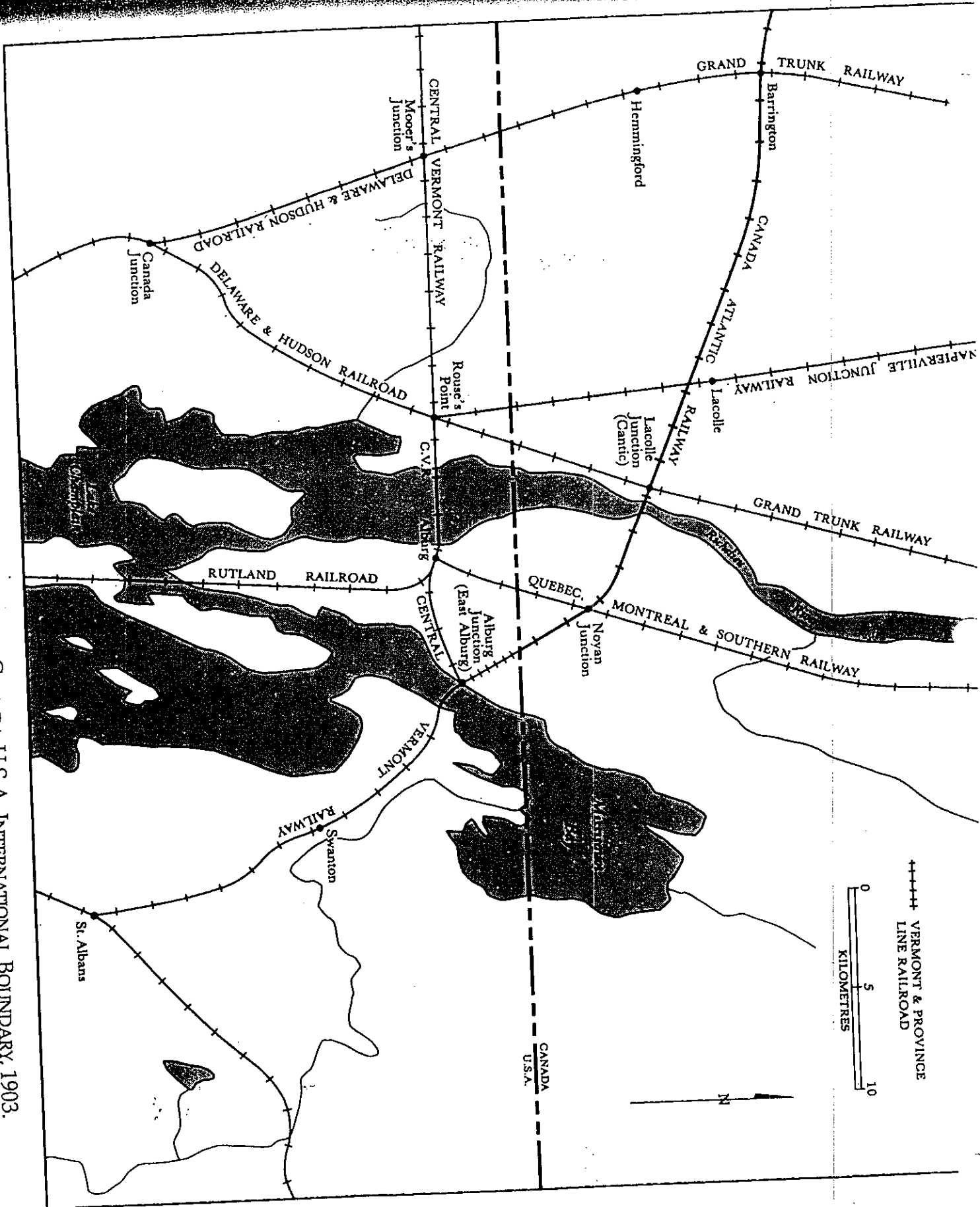
extensions of time on old charter rights. All were rejected by the Governments, the St Lawrence was an important navigable river. Hodge became the principal promoter of the Montreal Subway Company. Plans were prepared for a subway under the St Lawrence River. It would start at the South Shore yards at Longueuil tunnel under the river and St Helens Island and emerge to a central passenger terminal at a central point in the east end of Montreal. The promotion called for two concrete tubes, each twenty-seven feet wide and twenty-one feet high with one tube carrying a double track railway and the other tube for teams and pedestrians. The solid concrete and masonry tubes were to be lined with white enameled tiles.. The motive power would be naturally electric locomotives. During July and August 1902 a number of successful drill bores were made to test the bed of the St Lawrence River. It seems like an extensive proposal for a minor Montreal railway.

Armstrong's Great Eastern did not get an extension of time for its charter in 1902, for in eleven years it had built only eleven miles of railway.

January 24th, 1902 the Quebec Southern and South Shore lines were amalgamated into a larger Quebec Southern Railway. In the last session of the Dominion Parliament the titles of the old Montreal and Sorel-Great Eastern were vested in the South Shore first.

The Quebec Southern line to Quebec City now sat at St Francois du Lac waiting for a bridge to allow it to cross the St Francis River to Nicolet and further connection with the isolated old portions of the Great Eastern lying dormant around the GTR at St Gregoire. The Quebec Southern and the South Shore Railways while owned by the same group until late 1901 when the Quebec Southern took over the management and operation of the United Counties and the East Richilieu Valley Railroads. The Quebec Southern did not have the necessary legal power to use its own name and had to use both its name and the South Shore name.

2.22. CANADA ATLANTIC RAILWAY CONNECTIONS AT THE CANADA-U.S.A. INTERNATIONAL BOUNDARY, 1903.



When the Rutland established a direct train service between Montreal and Boston and New York it entered into competition with three other routes. The long established Grand Trunk-Central Vermont, the Grand Trunk-Delaware and Hudson and the Canadian Pacific-Boston and Maine. The Rutland stated that it would cut if necessary its rate to 75 cents to get its share of traffic. This comment inflamed the Grand Trunk management and they stopped the QSR's South Shore trains from running rights over the GTR Victoria Bridge to the GTR's Bonaventure station. The Quebec Court of Appeal decided against the Quebec Southern. While the South Shore had had an agreement with the Grand Trunk C. M. Hays refused to be bound by the agreement that it had not been authorized by the directors of the GTR.

During the summer months the Quebec Southern ran a suburban train service between Montreal and Longueuil until the St Lawrence froze over and an ice road went into use across the river.

January 20th, 1903 the Quebec Southern employees on the section struck the railway. The railroad had not paid its employees their wages. Traffic was suspended south of Sorel except for the Rutland trains between Noyan Junction and Iberville Junction. The Rutland had to provide its own signal men on this small section. The railway from St Lambert to Nicolet was not affected by the strike.

At the annual meeting of the South Shore at its St Sacrement Street offices in Montreal September 16th, 1902 when an incident took place. There sat President Hodge, Vice President A. L. Meyer, Secretary-Treasurer F. D. White and other directors. Webb, Clement, Choquette and Moore were in the middle of company business when lawyers appeared suddenly appeared that claimed they were representing a New York group that claimed to represent the majority of the stock holders. The advocates stated that Meyer did not have the authority when the bulk shares in the South Shore were traded and the subsequent amalgamation of the South Shore with the Quebec Southern. President Hodges held that these new gentlemen had no standing at the meeting. The pretenders stormed out and held their

own annual meeting. The New York syndicate elected there own Board of Directors and named 157 St James Street, Montreal as there head office.

While the QSR was fighting with the old South Shore shareholders to have the amalgamation squashed four other legal actions were laid against the Company. The creditors were the Rutland Railroad, G. Hall Coal, J. N. Greenshields and the Bank of St Hyacinthe. The Bank had obtained a writ of seizure against the South Shore for \$56,247.00.

During 1902 the long bridge over the St Francis River was completed. It was nine hundred feet long, seven spans, with another nine hundred feet of fill at the west end.

The strike of the employees came to an end March 27th, 1902 when the employees received their wage arrears. The creditors pounding at the door wanted a receiver appointed by the courts

The issue about the two Board of Directors claiming control of the South Shore was resolved when the Court of Appeal March 1904 handed down its descision in favour of President Hodge and the Rutland group.

March 20th 1904 the Exchequer Court appointed G. C. Dessaulles of the Bank of St Hyacinthe as receiver of the Quebec Southern. J. M. Duff took formal possession of the railway as the trustee for the bondholders. The principal creditors of the QSR were Standard Trust, the Hochelaga Bank, the Rutland Railway and Hanson Brothers. That summer of 1904 the tenders were opened by the Exchequer Court for the purchase of the Quebec Southern, in whole or in part. The largest bid was for \$500,000.00 from the Bank of St Hyacinthe. The Court felt that the amount of the bids to be inadequate and it expressed the opinion that it would to sell the entire railway as a package. The trains continued to operate under receiver Dessaulles until the second of November 1905 when tenders were again opened by the Court.

The Court now decided to accept the bid of Senator Beique for \$1,051,000.00 for the entire railway system. There were two other declined bids from the Grand Trunk and the New York Central railways.

## QUEBEC MONTREAL AND SOUTHERN RAILWAY

The Quebec Montreal and Southern Railway was incorporated July 13th 1906 with the purpose to acquire the Quebec Southern, the United Counties and the East Richilieu Valley railroads. The incorporators were David Wilcox of New York, Abel Culver of Albany, L. Beigne and George F. Hartt of Montreal, and the Honourable Rodolphe Lemeux of Ottawa. These railways were now the property of the historic Delaware and Hudson Railway.

Why did the Delaware and Hudson decide to expand into Canada? In the April 19th issue of Railway Age the question is answered. The Delaware and Hudson passenger traffic on its northern division was extremely heavy due to the number of summer resorts. The railway was forced to acquire a large passenger car fleet. The railroad could develop additional passenger traffic on longer trips using the large inventory of passenger cars by hauling tourists to Quebec City, to winter resorts. The D&H had many pulp and paper mills along its own lines and the supply of pulpwood was starting to fall short of the mills requirements and to keep these industries on its lines the QM&S wood aid in transporting pulp south from the St Lawrence valley. On both sides of the St Lawrence River for hundreds of miles to the Gulf of St Lawrence were large tracts of forests. The pulp was delivered to numerous small ports, loaded on small boats that could deliver the pulp to Sorel. The D&H also desired a short and direct line to Quebec City and in particular the massive Quebec Bridge. Work was progressing on the large bridge. A great number of railroads would be centered around the bridge, the Canadian Pacific, the Grand Trunk, Canadian Northern, the Quebec Central, the Quebec and Lake St John and the Intercolonial Railways. All could deliver raw materials to the Delaware and Hudson and the D&H could deliver coal to them.

The Delaware and Hudson ordered on behalf of the QM&S seven 4-6-0 ten-wheelers from the Montreal Locomotive Works. These engines were unique to Canada, for they had the large wide Wooten firebox's that

could burn D&H anthracite coal. It should be remembered that the Delaware and Hudson had started out as a coal company and the transportation industry grew from the coal trade.

In 1907 the QM&S relaid thirty-two miles of light 56 pound rail with 80 pound steel rails. Early in 1907, the contract for the section Pierreville to Fortierville was given to contractors O'Brien and Mullarkey. The QM&S considered to build a more direct line from Concreteur to Yamaska by-passing Sorel. Sorel quickly reminded the railway that Sorel had given the railway a civic bonus many years ago. The idea was dropped.

The building of the many segments that constituted the QM&S had not only dashed many railroad dreams but also ruined the Bank of St Hyacinthe. The Bank collapsed in 1908, and it blamed the advances that it had made to the railways and the heavy cost of litigation before the Exchequer Court. The litigation regarding the Quebec Southern would continue to 1911.

The Quebec Montreal and Southern laid 48.5 miles of track in 1908 from Pierreville to Fortierville and a junction with the tiny short lumber railway; the Lotbiniere and Megantic. This little railway ran inland from a St Lawrence pulp port to connections with both the Intercolonial and Grand Trunk railroads. The only work that needed doing in 1909 was the completion of the large bridge over the Nicolet River. The entire Quebec Montreal and Southern was opened from Montreal to Fortierville on June 14th 1909.

The combination of train routings were very queer. The Rutland still maintained those running rights over the old Quebec Southern, now the QM&S, to Iberville Junction to reach the Canadian Pacific. Rutland trains then ran over the CPR to Windsor Station. The QM&S freight trains had to run from Rouses Point to Lacolle, then over a short stretch of Grand Trunk, to Noyan Junction, passing those Rutland trains, where they then

could turn north over there QM&S to their Sorel terminal. The QM&S passenger trains to Sorel and Fortierville ran out of the Grand Trunk Bonaventure Station over the Victoria Bridge to home rails at St Lambert.

A serious wreck occurred at 6:45 the morning of April 29th 1909 on the QM&S at Iberville Junction. The Rutland Express running New York to Montreal was fifteen minutes late and trying to make up time was coming fast at a high speed when it ran into an open switch. The Express took the switch into the engine terminal smashing into the roundhouse where three locomotives and a boxcar were standing. One locomotive was almost totally destroyed and the boxcar splintered into kindling wood. The fireman on the wrecked locomotive had a broken leg and another trainman was badly scalded.

## NAPIERVILLE JUNCTION RAILWAY

Shortly after the Delaware and Hudson launched the Quebec Montreal and Southern Railway it turned its directions to another railroad to gain access to Montreal, the Napierville Junction Railway.

Construction was undertaken by the Pacific Construction Company. The Delaware and Hudson Railway purchased all rights and privileges on April 9th, 1907 for \$615,680.50. the railway extends from the D&H railhead at Rouses Point, New York 28.35 miles northwest to a point of intersection with the Canadian Pacific and the Massena Springs Branch of the Grand Trunk. This junction point near St Constant Quebec was given the name Delson from the Delaware and Hudson name. Negotiations were held to obtain trackage rights over the Grand Trunk between Delson and St Lambert and Montreal. D&H and QM&S started to use this routing while still allowing the Rutland to use their tracks.

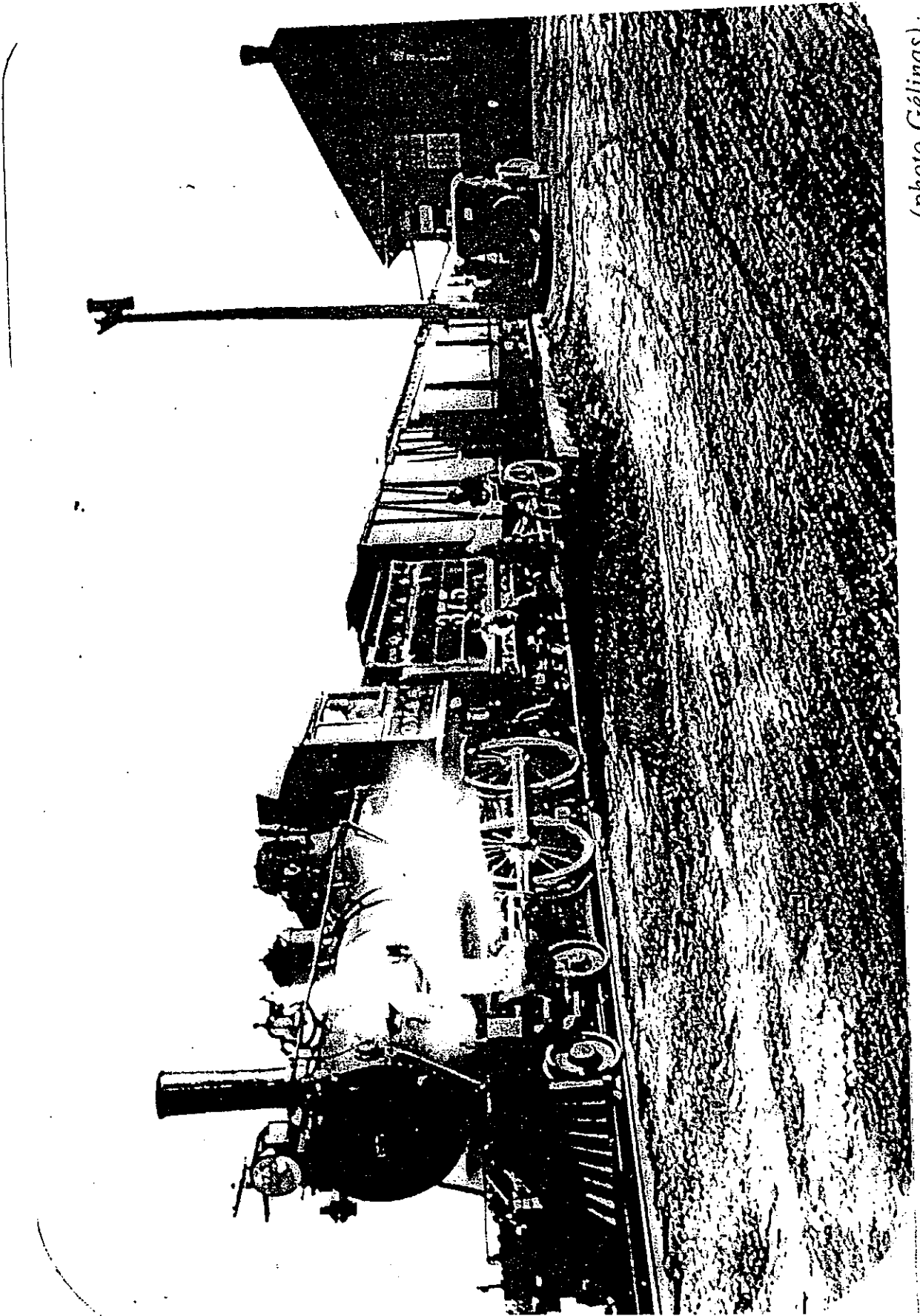
In the fall of 1916 the locomotive house on the Chambly Road Longueil was destroyed by fire. The QM&S built a new locomotive house at St Lambert. The new structure was a two stall building seventy-four feet long and twenty-seven feet wide at the front and fifty-four wide at the back

Extreme cold in January and February had railroad cars frozen to the very steel rails. Coal was not moving north, factories were forced to close for lack of heat and energy. A coal famine so severe that it almost crushed the home moral during the Great War. Schools and hospitals had no coal for heat. War workers were coming home to freezing houses. Steam engines broken down and not repaired during the war caused unusual situations of the lending of locomotives from a great variety of American railroads to the Canadian railroads. The Delaware and Hudson coal trains were given the priority over passenger trains. They were given a clear track and the D&H engines ran through Delson directly on to the CPR right into Montreal.

October 1st 1917 a major change was made in the handling of both Rutland Railroad and Delaware and Hudson trains in and out of Montreal.

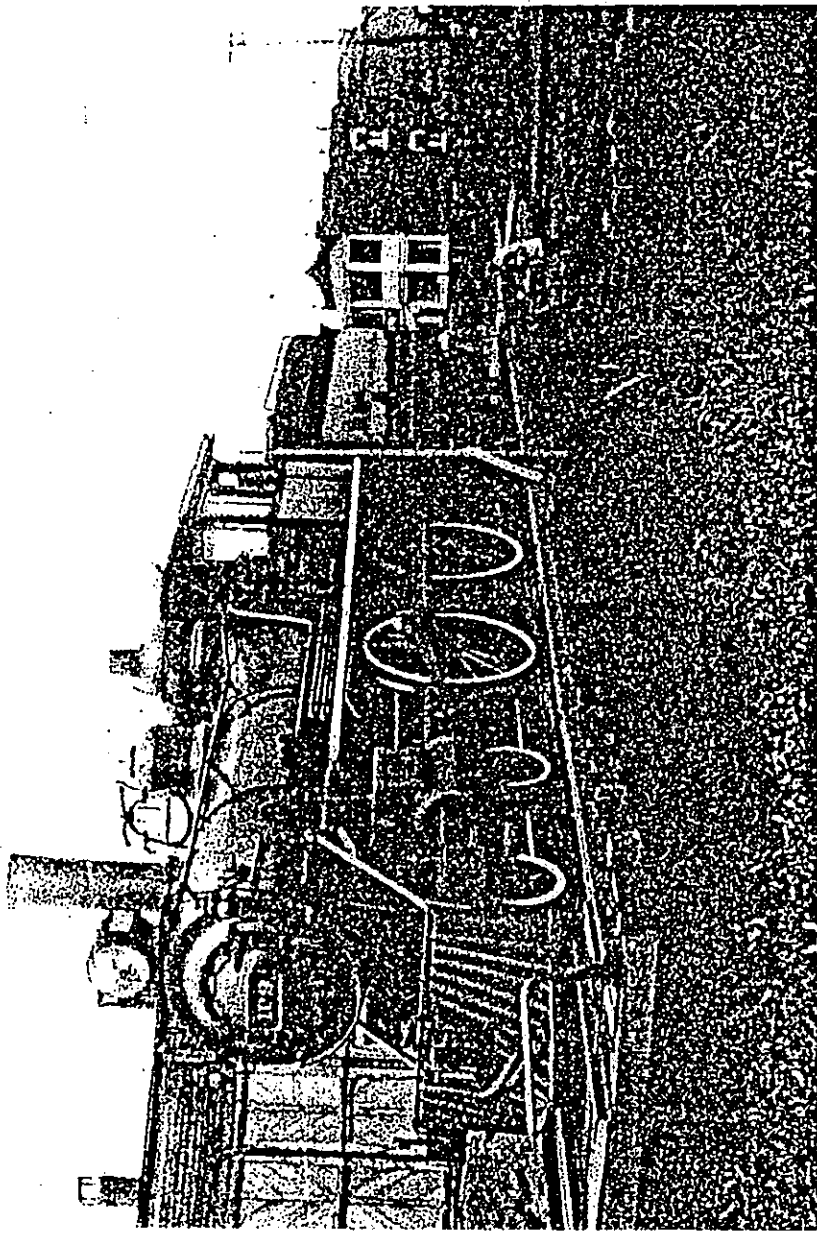
The Rutland's route north to Alburg had been for seventeen years run over its Rutland and Noyan to Noyan; then over the QM&S to Iberville Junction; hence over the Canadian Pacific to Montreal's Windsor Station. The Rutland's would now switch to the more direct route at Alburg to the Grand Trunk Railway through St Johns , St Lambert, the Victoria Bridge and the GTR Bonaventure station.

The Delaware and Hudson stopped running over the Grand Trunk for instead on that October 1st 1917 the D&H trains ran over its own Napierville Junction Railway to Delson. There the D&H trains were switched on to the Canadian Pacific Railway and traveled over the CPR to its Windsor station. D&H passenger engines were serviced at the CPR Glen Yard at Westmount. Freight trains traveled to the Delson interchange yard where the locomotives were turned on a return loop, and returned to the United States.



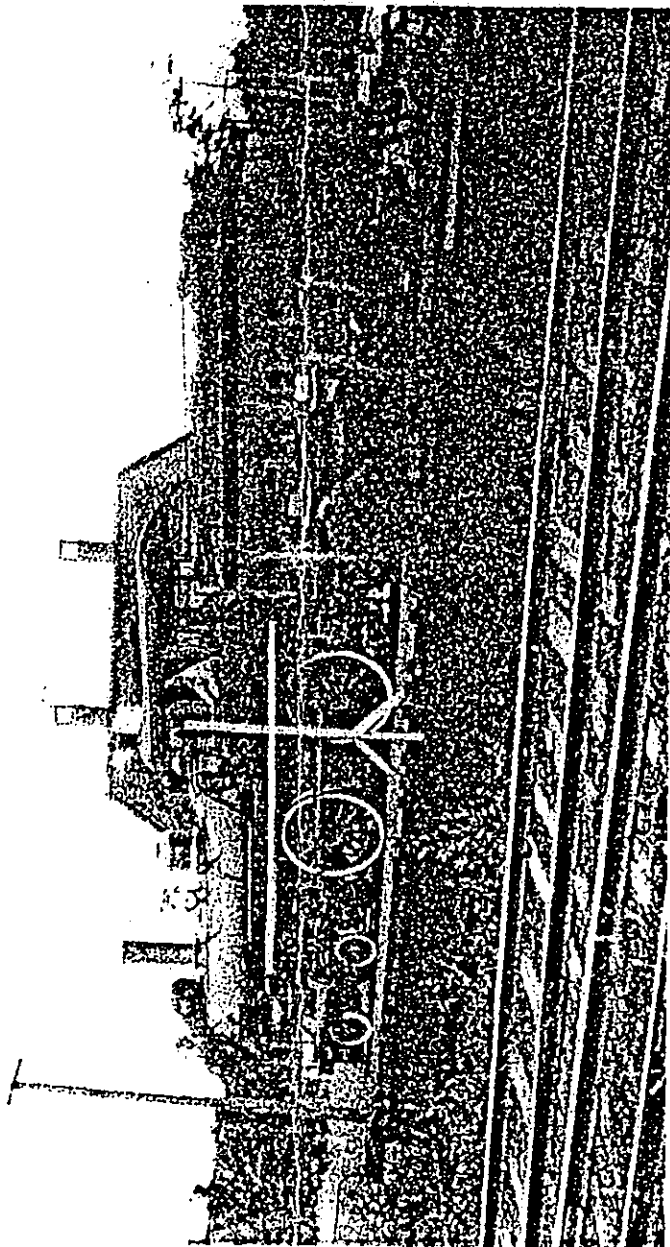
(photo Gélinas)

1900 Store Dr



able at St Lambert.

21785 Shore Dr.



Two old Dickinson Moguls were sent to the QM&S in 1917. The following November in 1918 six more of the ancient Dickinson tea-kettles arrived on the QM&S.

The huge Quebec Bridge was completed in 1917 and the Delaware and Hudson in a press dispatch from Quebec on July 9th, 1918 the Delaware and Hudson would not extend its line from Fortierville to Quebec City until after the war and the matter of the issue of a joint Quebec terminal is settled.

In an Order of the Railway Commissioners issued October 1st 1918 allowed the QM&S to operate its mixed and freight trains over the Grand Trunk (CAR) between Noyan Junction and Lacolle Junction. This allowed QM&S trains from Sorel and Iberville to run over the GTR to lacolle Junction and then run over its own railway the napierville Junction to the D&H engine terminal at Rouses Point.

During the Great War the operating results of the D&H's Canadian operations were distinctly better than on the railroads in the United States.

Part of this increase was attributed to the operation of through passenger trains over its own line- the Napierville Junction rather than the Grand Trunk Railroad. QM&S improvements were attributed to the movement of bituminous coal routed north and a heavy southbound movement of hay and pulpwood. Both the Napierville Junction and the QM&S had decreases of 24% and 26.5% in freight revenues respectively in the years following the war.

During the early twenties a few improvements were made in the property of the QM&S. The station at Contrecoeur was replaced after a fire destroyed the original station in 1923. An extension was made to the company's wharf at Sorel in 1925. Only one of the roads ten-wheelers was repaired and superheated at Montreal Locomotive Works

## QUEBEC MONTREAL AND SOUTHERN MOTOR RAILCARS

### The Canadian Geese

The Quebec Montreal and Southern in 1922 ordered a motor railcar from Ledoux-Jennings Limited. The Montreal had built a few cars for the Canadian National and the Quebec Central Railways. The car was powered by a Reo six cylinder 50 horsepower engine. The single car No. 50 was placed in service September first 1922 for use between Montreal and Sorel making two roundtrips on Tuesday, Thursday Saturday and Sunday as trains 52, 53, 54 and 55. The car ran between Montreal and Fortierville 109.69 miles on Mondays, Wednesdays and Fridays as trains 50 and 51. The trips amounted to a daily average of 200 miles. The schedule of the trains were as follows:

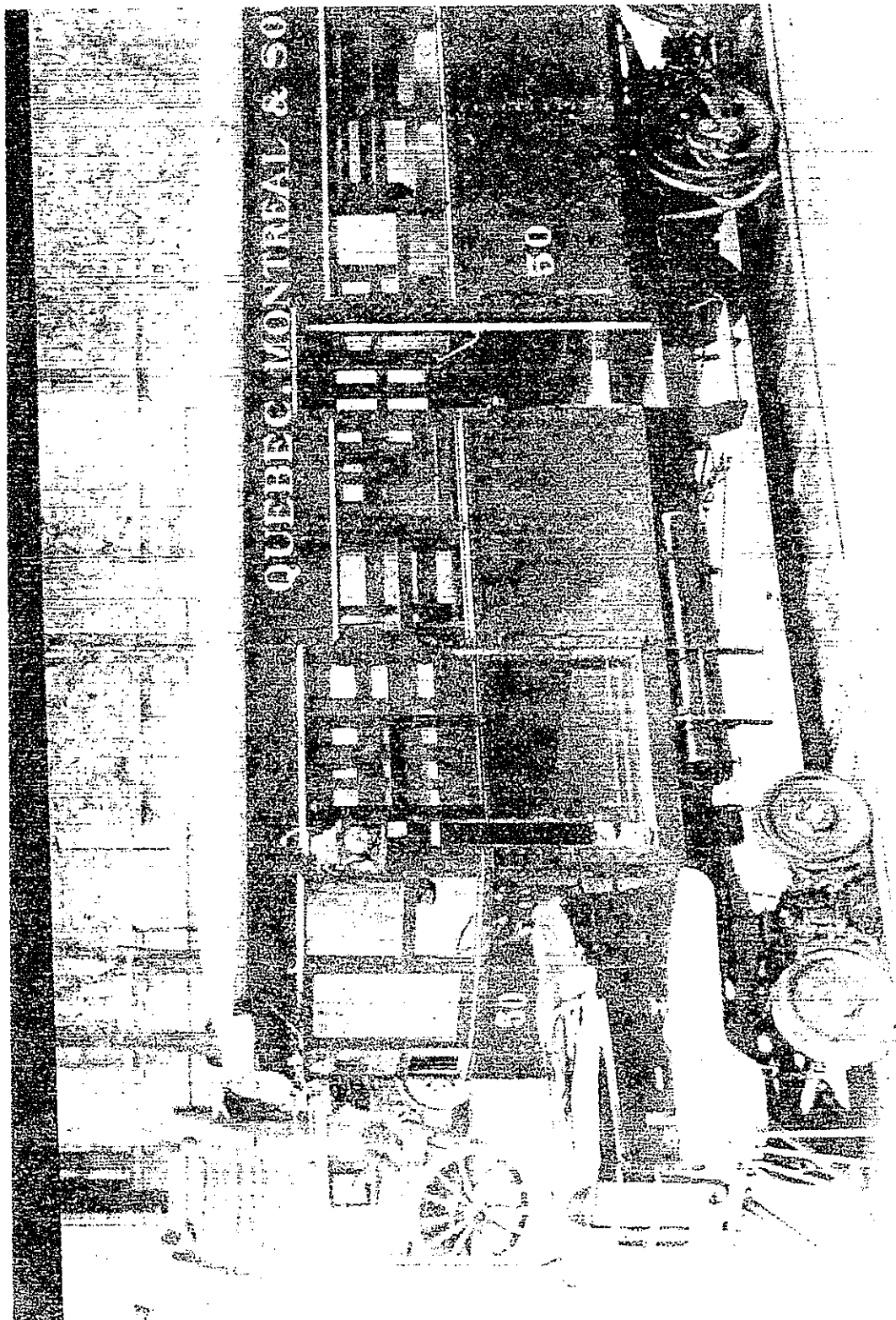
Trains 50	51	52	53	54	55
8 AM		8 AM	Leaves Montreal	12:40 PM	
		10:15AM	Arrives Sorel	3:00 PM	
			Leaves Sorel	10:50 AM	4:10 PM
	6:50 PM		Arrives Montreal	1:14 AM	6:50 PM
1:00 PM	1:20 PM		Fortierville		

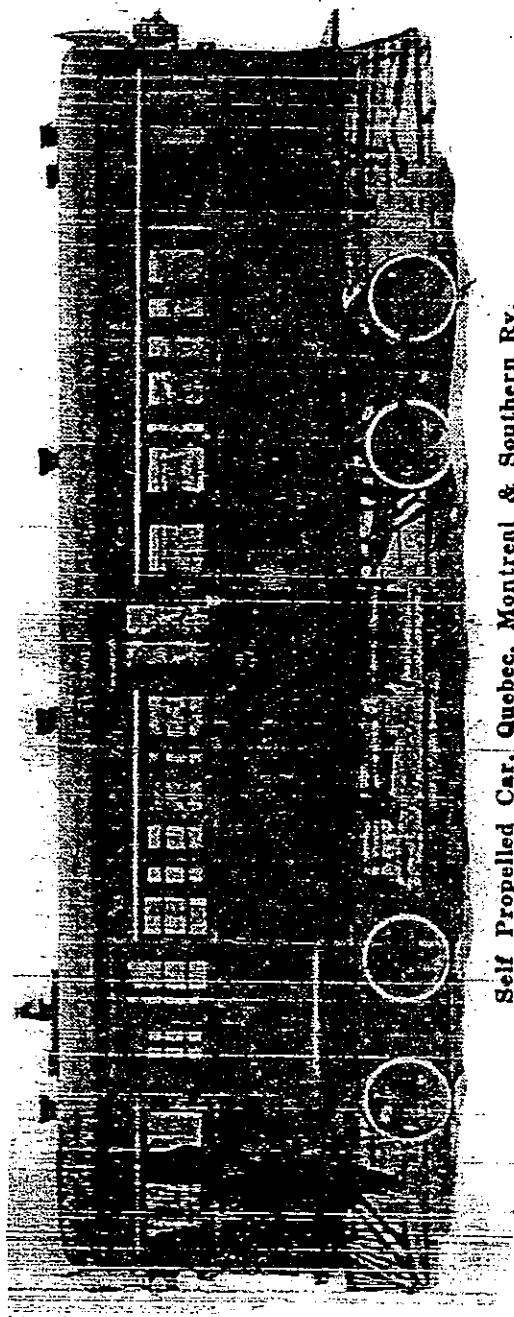
The scheduling highlights a part of the economies the railway realized and the car only needed two employees to operate the train service. The railway was satisfied with its operation and ordered two additional motor cars from the same builder. While simuler to the first car the arrangement at the front end was different. The car body came out to enclose the engine with only the radiator protruding. Car 51 was delivered April 4th 1923 and car 52 delivered April 12th.

Car 50 and 51 were operated on trains 50 and 51 from St Lambert

to Fortierville, 109 miles, three days a week, and as trains 52 and 53 St Lambert to Nicolet, 76 miles, three days a week. There was no longer Sunday service.

Car 52 operated on train 60, Sorel to Noyan Junction, 86 miles, and train 61, Noyan Junction to Sorel. This train also ran daily except Saturday and Sunday. All these QM&S railcars were removed during the winter and replaced with heavier trains.





Self Propelled Car, Quebec, Montreal & Southern Ry.

1928 was a year of contrasts for early in September 1928 Delaware and Hudson President L. F. Loree while visiting Quebec City was at first misquoted by newspaper reporters as saying that the to Quebec City would be completed shortly. Later Loree explained that the charter rights still exist but that was it. Then the gravel pit at Mount Johnson just north of Noyan Junction reduced its operations and the QM&S revenues fell by 14%.

A Bill was introduced in the House of Commons on March 1st 1929 by the Minister of Railways and Canals to authorise the Canadian National Railways to buy the entire Quebec Montreal and Southern track and trains. In moving the first reading of the Bill the Minister stated that along the railway there was an area embracing a population of 85,000 people served exclusively by the QM&S. He told the House that the railway carried 650,000 tons of freight annually. The Bill was read a first and second time and was referred to the committee on railways, canals and telegraph lines. When the Bill was before the Committee on March 12th Sir Henry Thornton, Chairman and president of the Canadian National Railways provided the details about the history of the railway and the reasons for the Canadian National's proposed purchase of the company for six million dollars. The price was based upon the cost of reproduction less depreciation, of all the equipment to be acquired is \$1.9 million and of the railway exclusive of equipment \$4.2 million dollars. Amongst the equipment valued at \$1.9 million dollars were 1181 steel framed boxcars with a value of \$1.1 million. The purchase price of the railway, exclusive of the equipment was therefore \$21,500.00 a mile, a figure the CNR felt extremely low. The major asset that the railway offered the CNR was access to the Sorel industrial area. The talk of using the route to double track before the committee had to be utter nonsense, as the CNR owned three railway routes between Montreal and Quebec City, two on the south shore and one on the north shore. The QM&S as a fourth had to make the purchase a political decision first. The committee passed the Bill and ordered it to be reported to the House of Commons without amendment. The CNR acquired the QM&S authorized by Bill Number 72 Chapter 15 of the session of 1929.

Effective at 12:01 AM. July 15th, 1929 the Quebec Montreal and Southern became the QM&S Division of the Montreal District of the Canadian National Railways. The QM&S Shore Division, St Lambert to Fortierville became the Sorel Subdivision, Levis Division, Quebec District. A. L. Currie previously the General Superintendent of the QM&S was appointed the Assistant Superintendent of the Levis Division. The QM&S Southern Division, Bellevue Junction to Noyan became the Iberville Subdivision, Portland Division, Montreal District with the operations directed from Richmond, Quebec.

The Canadian National Railways acquired fourteen locomotives, 1441 freight cars, 17 passenger cars, 18 work-cars and three motor rail cars. Five of the steam locomotives were scrapped immediately and of the other nine; although they were taken into the CNR locomotive roster, they were all scrapped by 1932. The three motor cars were sold to the Temiscouata Railway in May 1933.

1930 the Canadian National discontinued rail service between St Hyacinthe and Noyan; fifty miles, and between Becquets and Fortierville 4.7 miles. Rails were pulled up on the East Richilieu Valley Railway between Noyan and Iberville in 1936; and between Iberville and St Hyacinthe in 1938.

Canadian National Railways oil electric car No. 15836 was placed in service between Montreal, Sorel, Nicolet and Victoriaville in 1930. At the beginning of 1932 the route was changed to Montreal, Sorel. Nicolet to St Leonard Junction. The steam trains between Nicolet and Victoriaville having been cancelled.

The Board of Transport Commissioners issued an order on March 4th, 1939 authorising the Canadian National Railways to abandon the portion of the Sorel Subdivision between Fortierville and St Gregoire a distance of 27.25 miles. This was the portion built by the QM&S in 1909. At a hearing on this application for abandonment held at Three Rivers on January 24th, the CNR told how the territory served was devoted wholly to farming and dairy pursuits. There were no industries of any consequence existed; outside

of a few butter and cheese factories. The territory was well served by Highway transport. Scheduled passenger service had been discontinued when the CNR took over the line in 1930 and in May 1934 an embargo was placed against the acceptance of both L.C.L. and carload freight traffic. In 1935 only a few special trains were operated over the line and final train operation took place on October 26th 1935.

In his judgement Mr Wardrope stated that the reason for the cessation of operation by the applicant along this portion of the railway was the fact that the traffic offered was so negligible that operation was not warranted. Further that the Board of Railway Commissioners files had nothing; or was there evidence that during the last ten years that any one of the villages had made an application to the Board to restore train service. Even when the railway was in operation farm produce moved by truck to the major cities of Quebec.

The Delaware and Hudson opened a unique two storey rubble stone station at Lacolle Quebec on the Napierville Junction Railway November 17th 1930.

The D&H freight trains from Rouses Point, New York, for decades had terminated their runs at Delson Quebec In 1950 the Delaware and Hudson freight trains after running through the switch at Delson ran over the Canadian Pacific Railway to terminate their runs at the all new St Luc Yard..

## MONTREAL AND SOREL

No. 2      4-4-0      Hinckley      1845      13x20      60"

ex Connecticut River "Holyoke"; ex Vermont Central No.43  
"Bolton" rebuilt Taunton 1862; ex S. S.& C. "Waterloo".  
sold to Pontiac Pacific; to Great Northern of Canada No. 1

No. 3      4-4-0      Baldwin      1851      14x22      62"      Acquired      1884

ex Vermont Central "Michigan" as 0-8-0, rebuilt into 4-4-0  
"Ascutney"; ex Q.M.O.&O ; ex Canada Atlantic No. 4  
"Casselman"; sold to Pontiac Pacific No. 1 1887, X 1894

## GREAT EASTERN

No. 4      4-4-0      Portland      16x22      66"      Acquired      2-1891

ex St Lawrence and Ottawa No.5 ,ex Canadian Pacific No. 324

## UNITED COUNTIES-QUEBEC SOUTHERN

No. 100      4-4-0      Kingston      1876      11x18      39"      Acquired      1893

ex Lake Champlain & St Lawrence Junction; ex Southeastern  
No. 19 "St Pie", built as narrow guage, converted 1881

No. 101      4-6-0      Avonside      1872      11x18      42"      Acquired      1992

ex Toronto Grey and Bruce No.12 "Syndenham" narrow guage,  
to Canadian Pacific No. 161 in 1884 converted standard guage.

No. 102      4-4-0      Danforth      1879      17x24      63"

ex Canada Central No. 3

No. 103

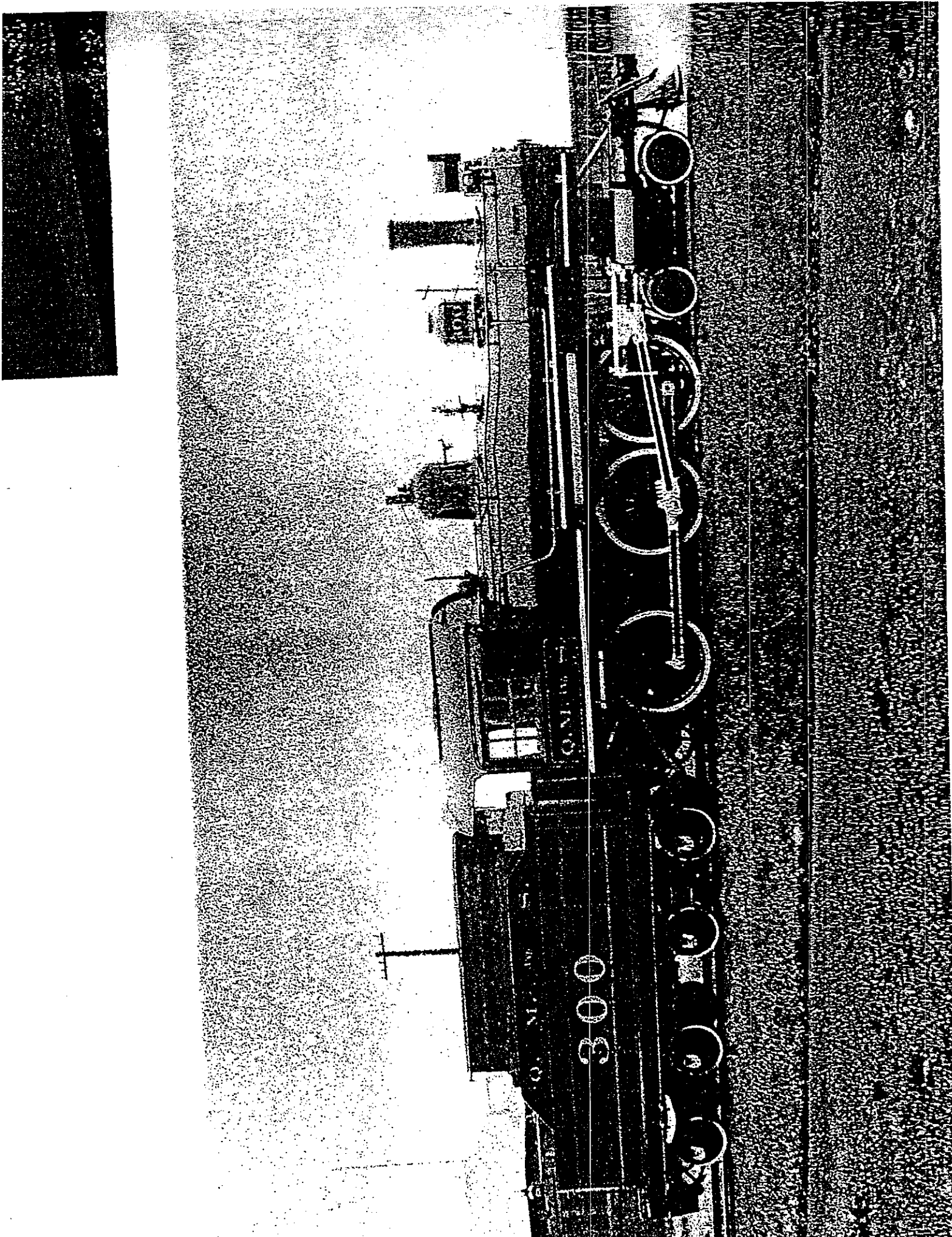
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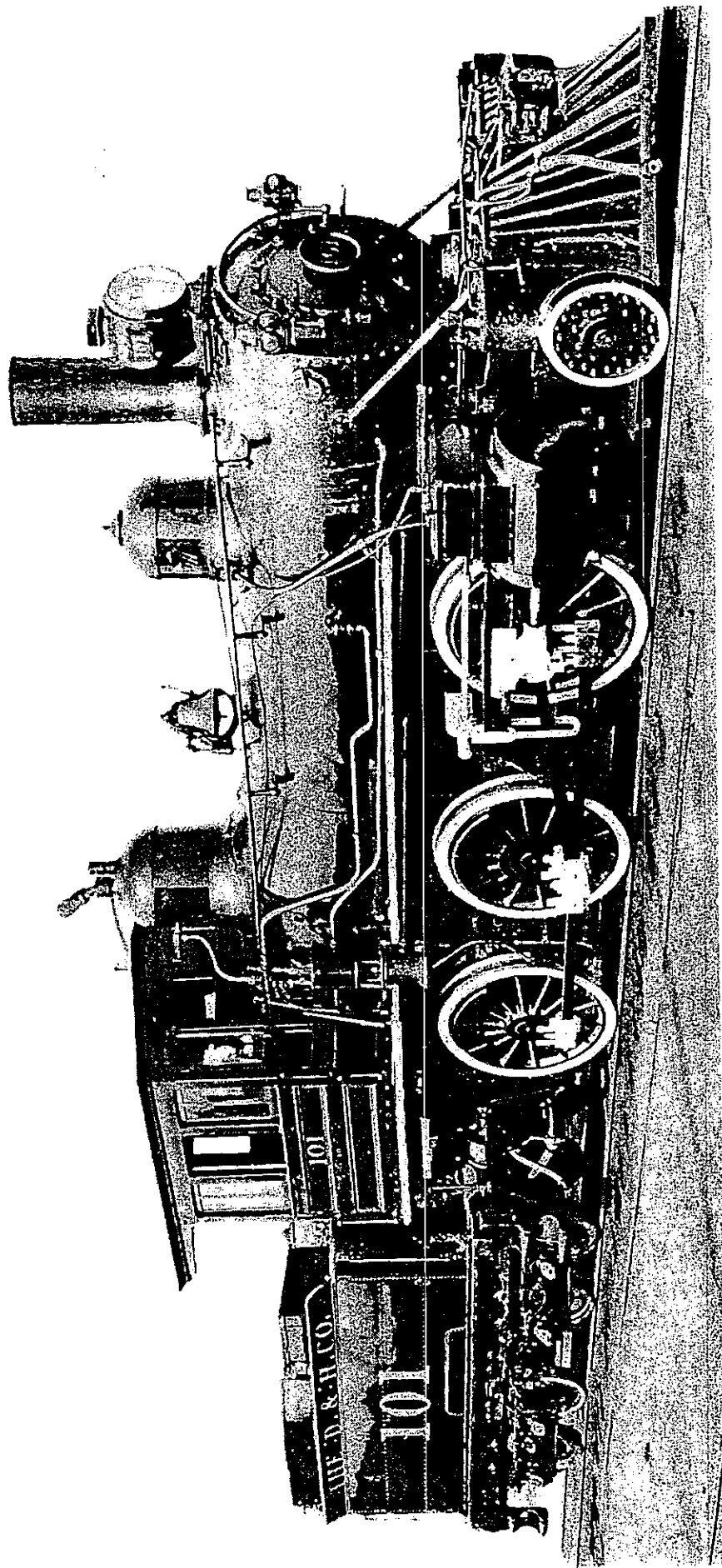
No. 105      4-4-0      Portland      1873      Acquired      11-1899

ex Grand Trunk 377, ex Grand Trunk 100 (1898)

No. 106      4-4-0      Dubs      1882      17x24      62"      Acquired      1-1901

ex Canadian Pacific 229





#### DELAWARE & HUDSON RAILROAD

Class C-1-I, was one of 6 engines built between 1889-1891 by the Dickson Works. These 104300 pound engines developed a tractive effort of 17709 lbs. and were equipped with

the Stephenson valve motion. Engines in this series were numbered 75, 91, 93, 99, 101, and 112. Builder's numbers were 693, 789, 791, 793, 795, and 813. The class C-1-I moguls

NO. 101

were one of several different styled 2-6-0 types on the D&H, the class C-1-M being shown on the opposite page. Delaware & Hudson RR. Photo.

# LOCOMOTIVES OF THE QUEBEC MONTREAL AND SOUTHERN

No.	Type	Builder	Date		Acquired	Disposition
200	4-6-0	Montreal	1907	21X26	63"	1907 CNR 1202
201	4-6-0	Montreal	1907	21X26	63"	1907 NJR 201
202	4-6-0	Montreal	1907	21X26	63"	1907 NJR 202
203	4-6-0	Montreal	1907	21X26	63"	1907 CNR 1203
204	4-6-0	Montreal	1907	21X26	63"	1907 CNR 1204
205	4-6-0	Montreal	1907	21X26	63"	1907 CNR 1205
206	4-6-0	Montreal	1907	21X26	63"	1907 NJR 206
110	2-6-0	Dickson	1890	18X24	57"	1908 X 1-1919
61	2-6-0	Dickson	1890	18X24	57"	1917 X 1-1919
111	2-6-0	Dickson	1890	18X24	57"	1917 X 1-1919
59	2-6-0	Dickson	1890	18X24	57"	11-1918
64	---	-----	-----	-----	----	-----
70	2-6-0	Dickson	1890	18X24	57"	11-1918
75	2-6-0	Dickson	1890	18X24	57"	11-1918 X 1929
79	2-6-0	Dickson	1890	18X24	57"	11-1918 CNR 503
91	2-6-0	Dickson	1890	18X24	57"	11-1918
93	2-6-0	Dickson	1890	18X24	57"	11-1918
109	4-4-0					
375	4-4-0	Dickson	1883			11-1918 X 1929
150	2-8-0	D&H		20X26	57"	X 6-1930

No.	Type	Builder	Date	Acquired	Disposition
300	4-6-0	Baldwin	9-1897 19X24	62" 9-1927	CNR 1453 Acquired from Canadian Pacific #381,481
301	4-6-0	Baldwin	9-1897 19X25	62 10-1927	CNR1454 Acquired from Canadian Pacific #386,486

NAPIERVILLE JUNCTION acquired from QM&S

201	4-6-0	Montreal	1907 21X26	63"	12-1919	D&H560
202	4-6-0	Montreal	1907 21X26	63"	12-1919	D&H534
206	4-6-0	Montreal	1907 21X26	63"	12-1919	D&H 561
914	2-8-0	Schnectdady	1905 25X30		X	1951
1089	2-8-0	Alco	1914 25X26		X	1951
4050	B-B	Montreal	1950			
4051	B-B	Montreal	1950			

CANADIAN NATIONAL acquired from QMS

503	2-6-0	Dickson	1890 18X24	57"	1929	X	6-1930
1202	4-6-0	Montreal	1907 21X26	63"	1929	X	12-1930
1203	4-6-0	Montreal	1907 21X26	63"	1929	X	6-1931
1204	4-6-0	Montreal	1907 21X26	63"	1929	X	4-1931
1205	4-6-0	Montreal	1907 21X26	63"	1929	X	4-1931
1453	4-6-0	Baldwin	1897 19X24	62"	1929	X	6-1930
1454	4-6-0	Baldwin	1897 19X24	62"	1929	X	6-1931
	2-8-0	D&H	20X26	57"	1929		

# QUEBEC MONTREAL AND SOUTHERN

## RAIL MOTOR CARS

No. 50      Ledoux-Jennings, Montreal      Sept. 1,1922      Reo T-6    50 HP  
Capacity 26 passengers, to CNR 15704, 1929;  
to Temiscouata Railway No. 1, 5-1933.

No. 51      Ledoux-Jennings, Montreal      April 4, 1923      Reo T-6    50 HP  
Capacity 30 passengers, to CNR 15705, 1929;  
to Temiscouata Railway No. 2. 5-1933.

No. 52      Ledoux-Jennings, Montreal      April 12, 1923      Reo T-6    50 HP  
Capacity 30 passengers, to CNR 15706, 1929;  
to Temiscouata Railway No. 3, 5-1933

# QUEBEC MONTREAL AND SOUTHERN

## PASSENGER CARS

Passenger Cars                      4, 8, 10, 17 to 25

Combination                        1, 2, 6, 9, 14, 15

## Quebec Montreal and Southern

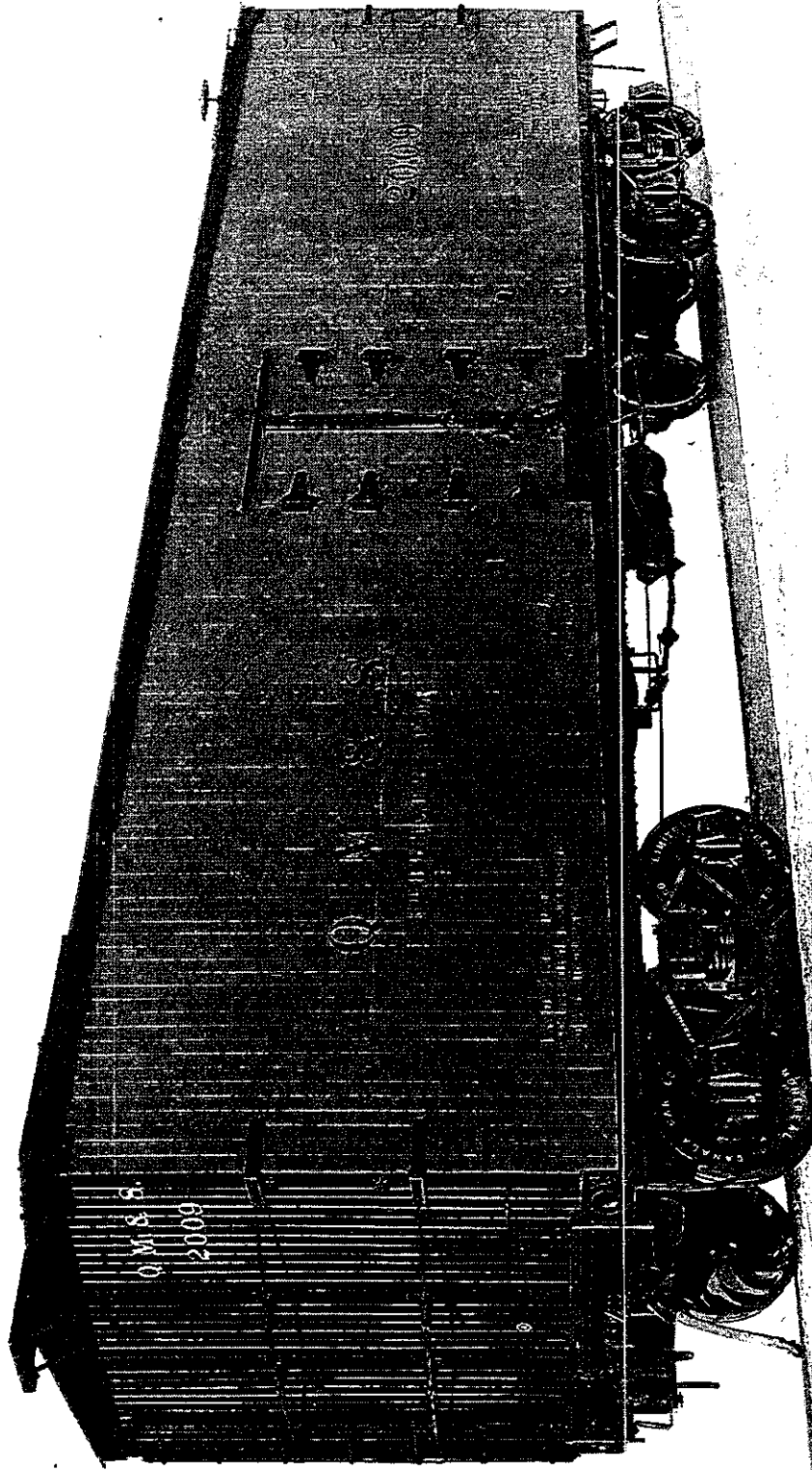
## Freight Cars

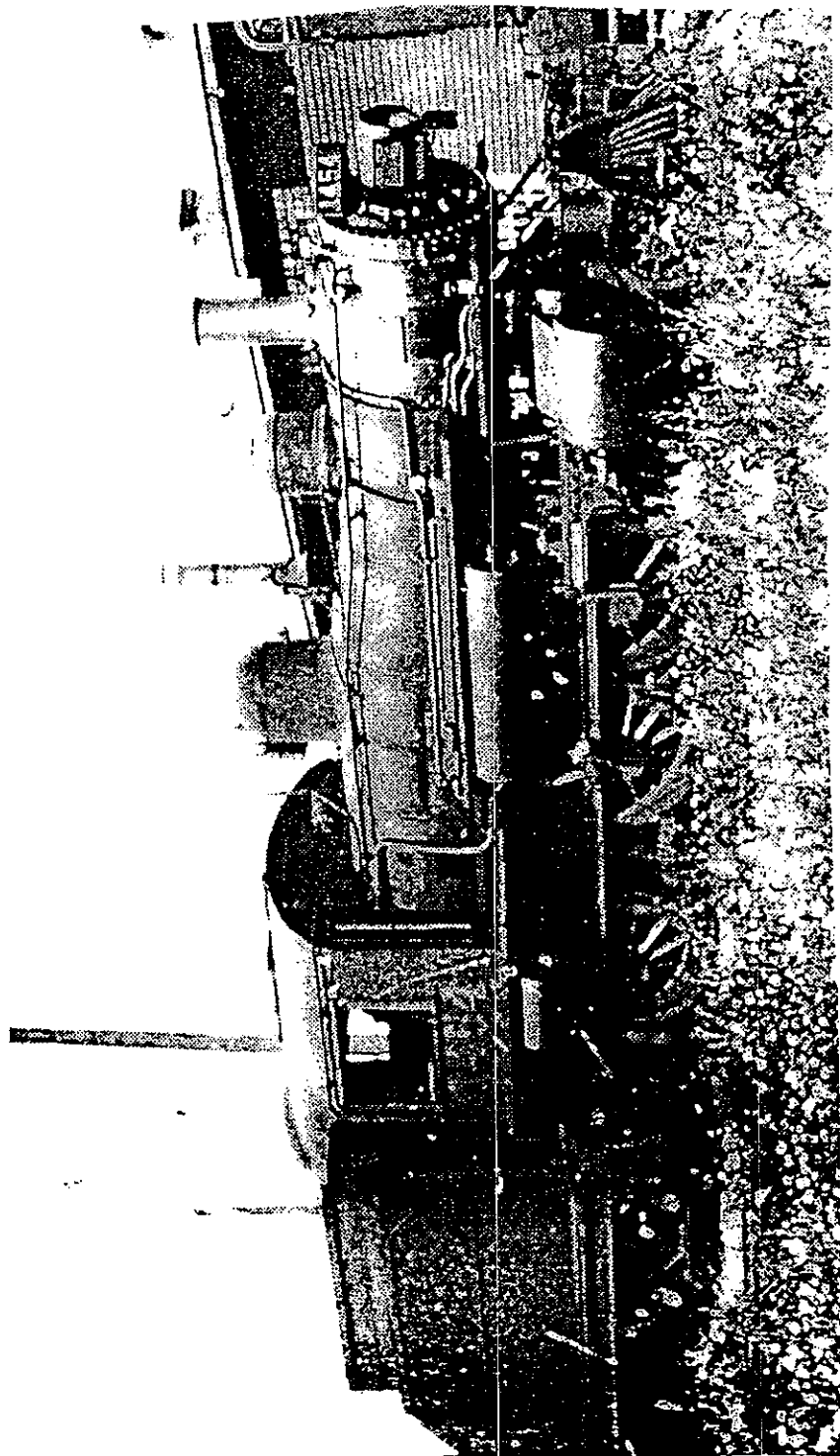
	Numbers	Type	Length		Capacity
86	1000 to 1089	Stock Car	37' 4"	Steel Underframe	60,000
3	2000 to 2002	Refrigerator	36' 9"	Steel Underframe	60,000
7	2003 to 2009	Refrigerator	36' 9"	Steel Underframe	60,000
40	3000 to 3039	Flat Car	37' 4"	Steel Underframe	60,000
1281	4000 to 5399	Box Car	37' 1"	Steel Underframe	60,000
35		Work Flat Cars			

## QUEBEC MONTREAL AND SOUTHERN

## Road Equipment

Number	Type
1	Steam Shovel
5	Wrecking Crane
10	Pile Driver
12	Bullock Rapid Unloader
15	Miscellaneous
18	Water Tank Car
19	Water Tank Car
20	Snow Plow
21	Snow Plow
23	Flanger
25	Caboose
26	Caboose
27	Caboose
28	Caboose
36	Miscellaneous
46	Miscellaneous
B-1 to B-9	Boarding Cars





## SOUTH SHORE RAILWAY

### QUEBEC SOUTHERN

### QUEBEC MONTREAL AND SOUTHERN RAILWAY

#### COLLISIONS AND DERAILMENTS

January 10, 1898	St Lambert, South Shore and GTR
February 28 1905	Sorel, Quebec Southern
April 3, 1905	Iberville, Quebec Southern
April 29, 1909	Iberville Junction, Rutland train crashed through switch into enginehouse.
December 14, 1920	Yamaska Bridge
April 28, 1921	St Hyacinthe Yard
April 24, 1921	
January 26, 1924	Fleury
August 5, 1924	Sorel
November 27, 1927	Ste Madelaine
October 19, 1928	

### NAPIERVILLE JUNCTION RAILWAY

#### COLLISIONS AND DERAILMENTS

September 14, 1911	Brossard Junction, rear end collision between GTR extra 2426 and D&H 208
January 24, 1912	Delson
January 25, 1945	Delson

## ST LAMBERT

JANUARY 10, 1898

Two men were killed in a collision between the Grand Trunk and the South Shore train at the station at St Lambert on January 10th 1898. The South Shore train pulled by engine No.3 normally would run up to the mainline with the Grand Trunk, go through the switch, then back into the St Lambert station to discharge its passengers. The engineer claimed the rails were slippery this winter day and could not stop his engine in time to prevent colliding with the coach and tender of Grand Trunk of engine No. 89 that was just pulling into St Lambert.

## DELSON

JANUARY 26, 1912

The Delaware and Hudson mixed train running south on the Napierville Junction Railway on January 26th 1912 near Delson when a broken axle on a freight car caused the derailment of a number of coal cars and also derailed the passenger coach. There were twenty-five passengers in the coach at the time of the derailment. The most serious injury was a broken leg of one of the passengers. The train consisted of eight coal cars, a baggage car and the coach. The train was travelling from Delson to Rouses Point. when the fifth car jumped the track and pulled the other cars off the track.

## YAMASKA

DECEMBER 14, 1920

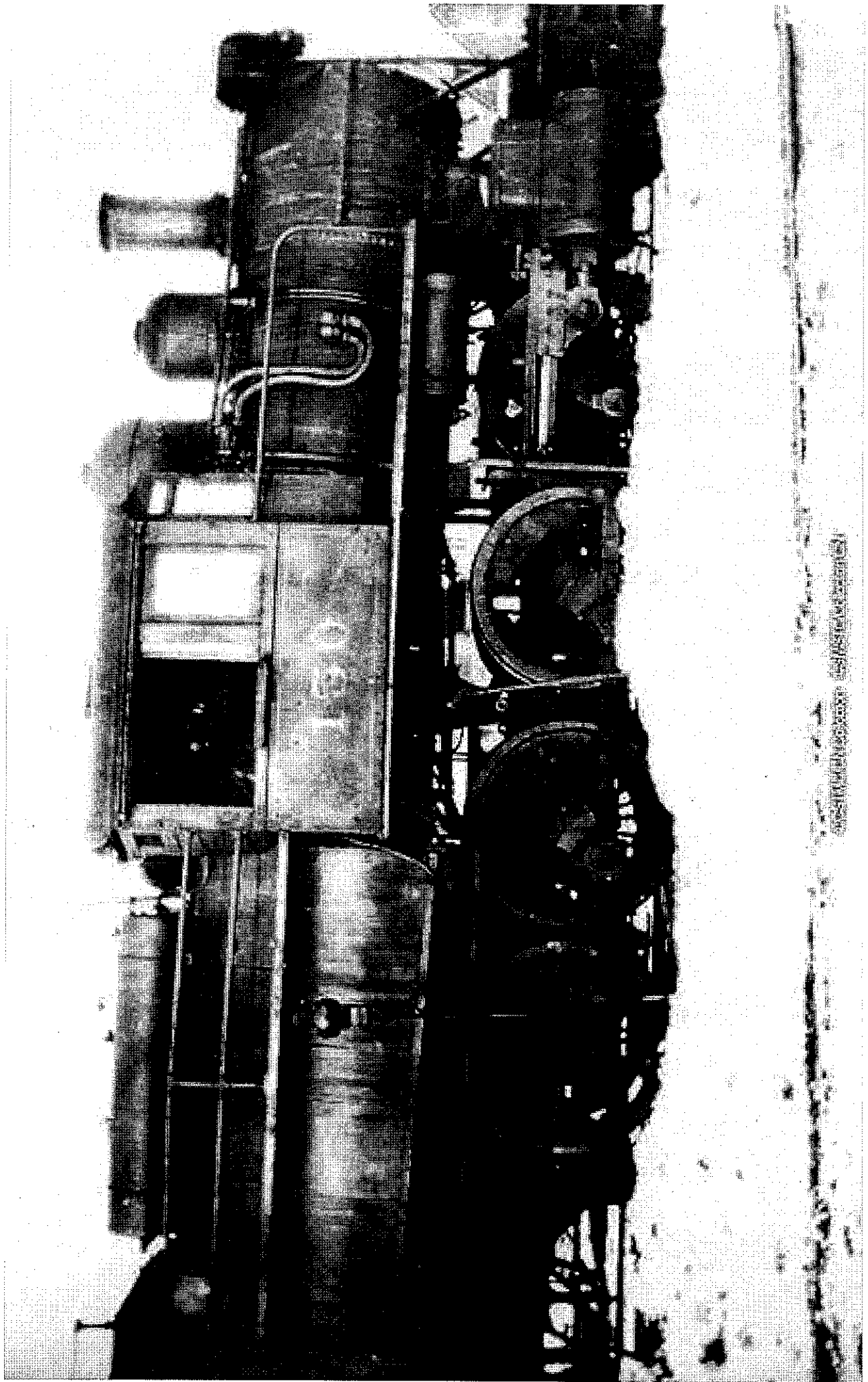
Express messenger Henri Perotte, an Express Messenger, died when working on the QM&S train, between Yamaska and St Gerard, the baggage car tipped over on a small bridge one mile west of Yamaska on December 14th 1920. The express car rolled down the embankment, while the other three passenger cars and the engine stayed on the track.

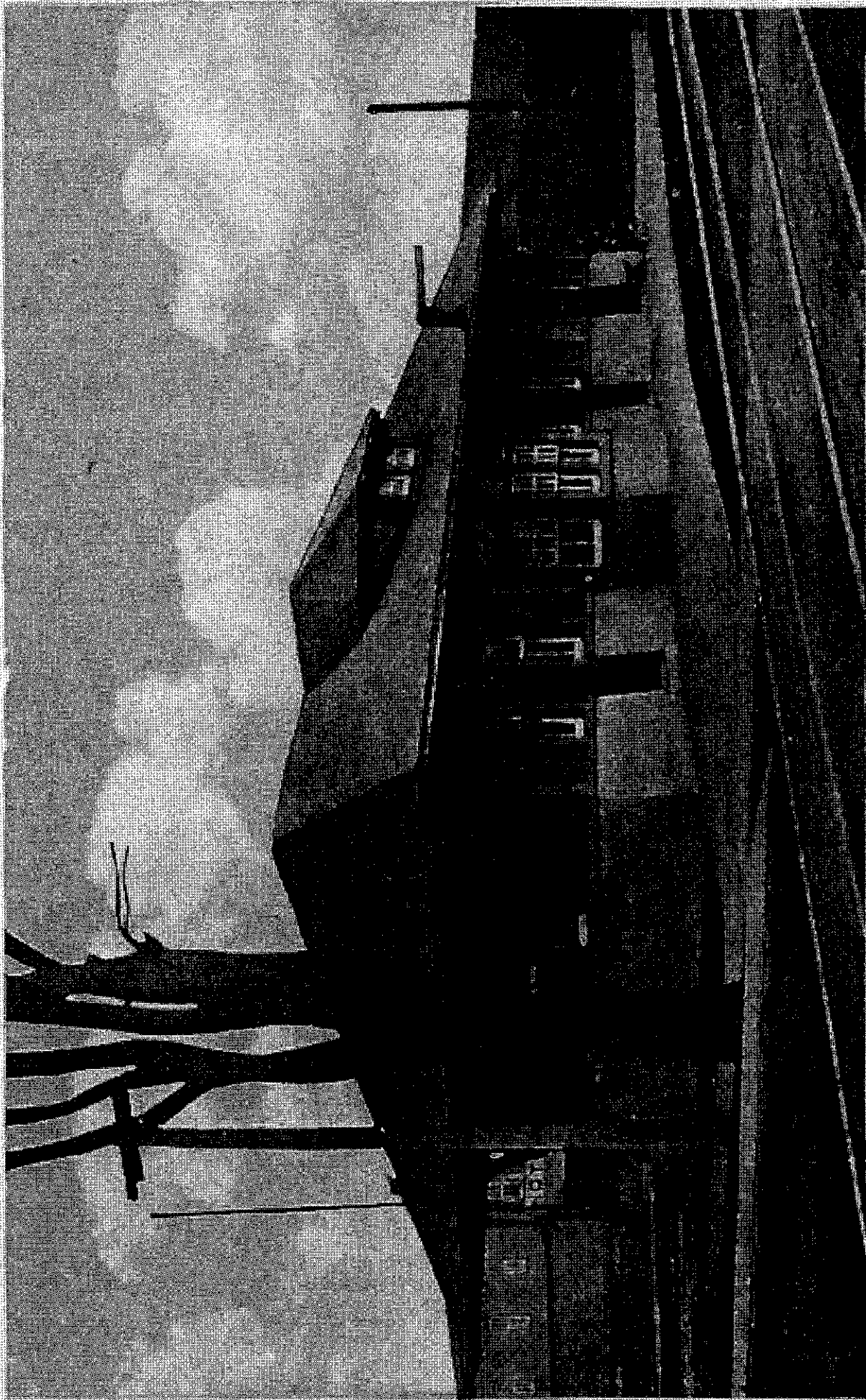
# The construction of the QM&S-

St Lambert to Sorel	1882	Montreal and Sorel
Sorel to Yamaska	1875	R. D. & A
	1880	Southeastern
	1887	Canadian Pacific
	1897	Atlantic and Lake Superior
Yamaska to St Francois	1886	Great Eastern
St Francois to Pierreville	1902	South Shore-QSR
Pierreville to Nicolet	1908	QM&S
Nicolet to St Gregoire	1893	Great Eastern
St Gregoire to Fortierville	1908	QM&S

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Sorel to Bellevue Jct		trackage rights
Bellevue to St Hyacinthe	1895	United Counties
St Hyacinthe to St Angele	1893	United Counties
St Angele to Iberville	1893	United Counties
Iberville to Noyan	1898	East Richilieu Valley
Noyan to Alburgh	1899	Rutland and Noyan





STATION DU CHEMIN DE FER Q. M. & S. SOREL, QUE.



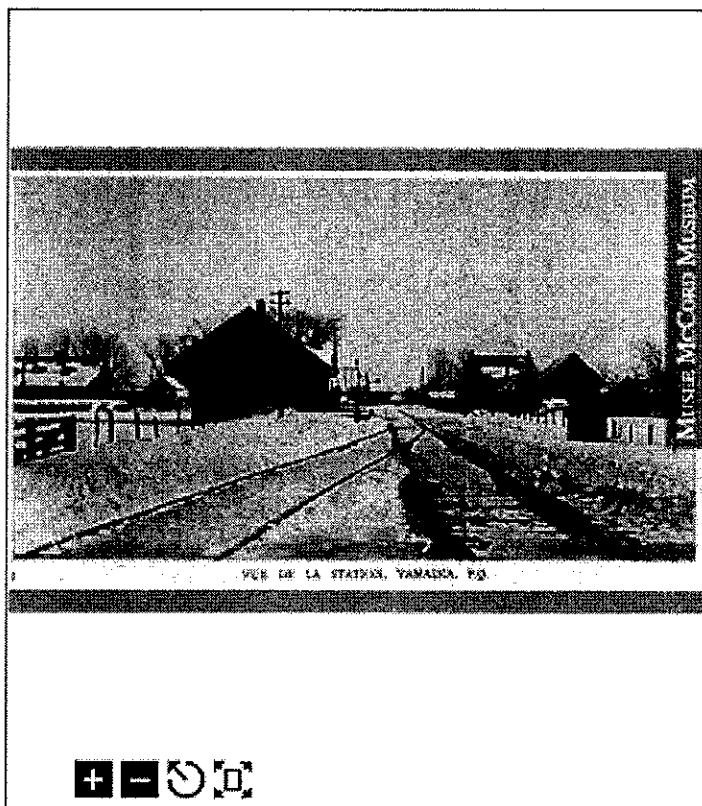
Sorel



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## Railway station, Yamaska, QC, about 1910



Photograph

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About 1910, 20th century

Silver salts on paper mounted on card - Gelatin silver process

6 x 10 cm

Gift of Mr. Stanley G. Triggs

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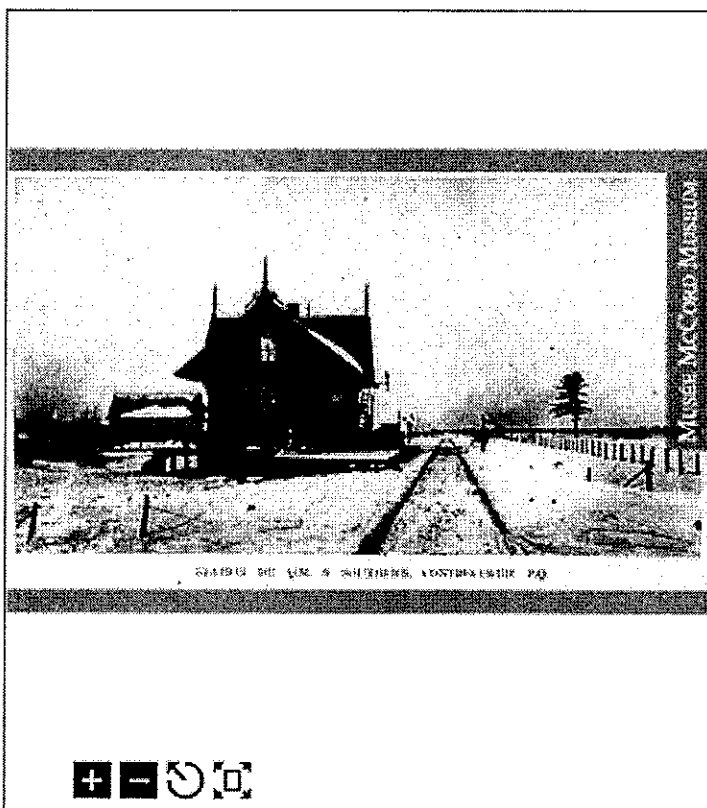
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## Q. M. & Southern Railway station, Contrecoeur, QC, about 1910



**Photograph**  
Q. M. &  
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*Railway station, Contrecoeur, QC, about 1910*

Anonyme - Anonymous

About 1910, 20th century

Silver salts on paper mounted on card - Gelatin silver process

6 x 11 cm

Gift of Mr. Stanley G. Triggs

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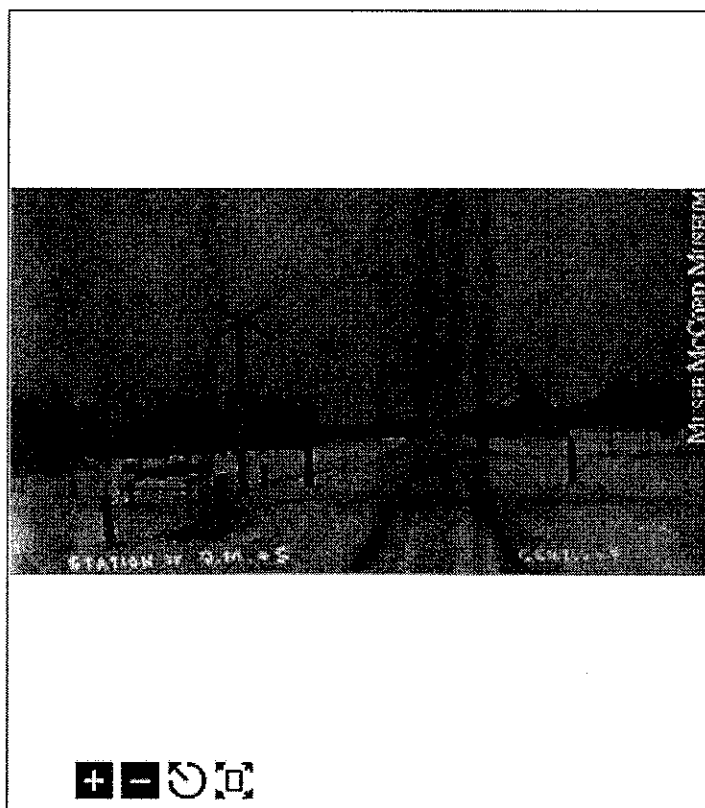
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## Q.M. & Southern Railway Station, Gentilly, QC, about 1910



### Photograph

*Q.M. &  
Southern  
Railway  
Station,  
Gentilly, QC,  
about 1910*  
1905-1915,  
20th century  
Silver salts on  
paper mounted  
on card -  
Gelatin silver  
process  
7.4 x 12.8 cm  
Gift of Mr.  
Stanley G.  
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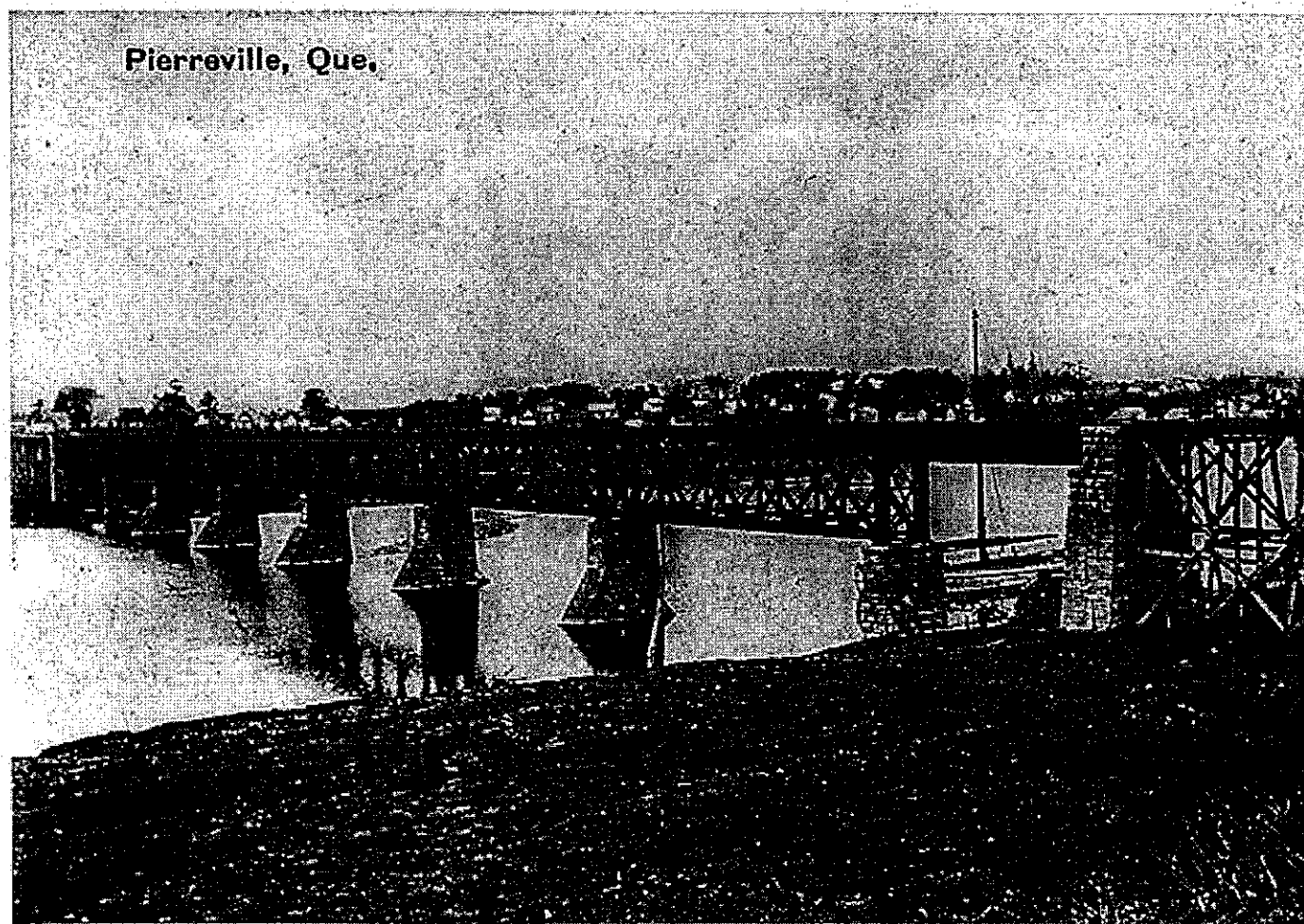
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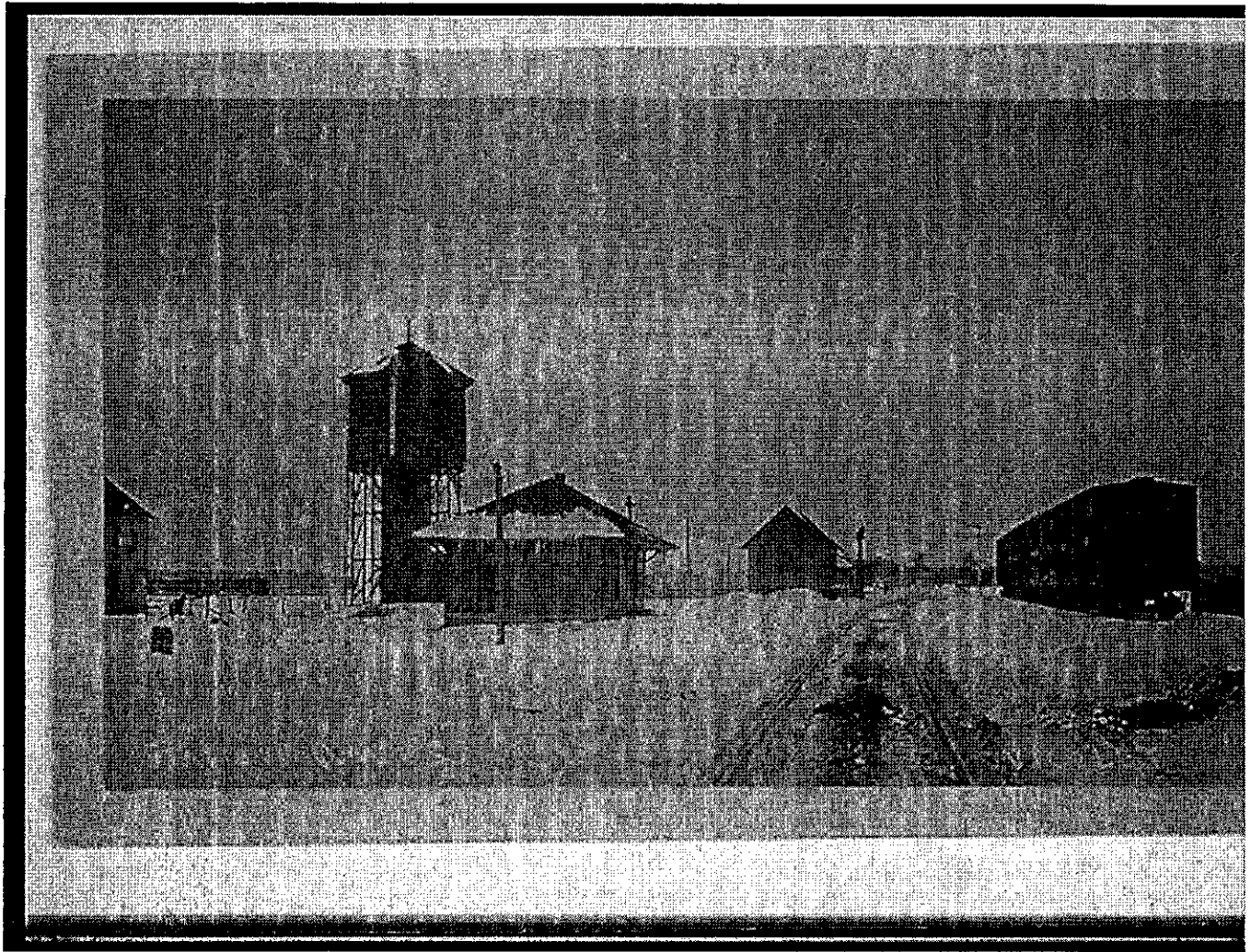
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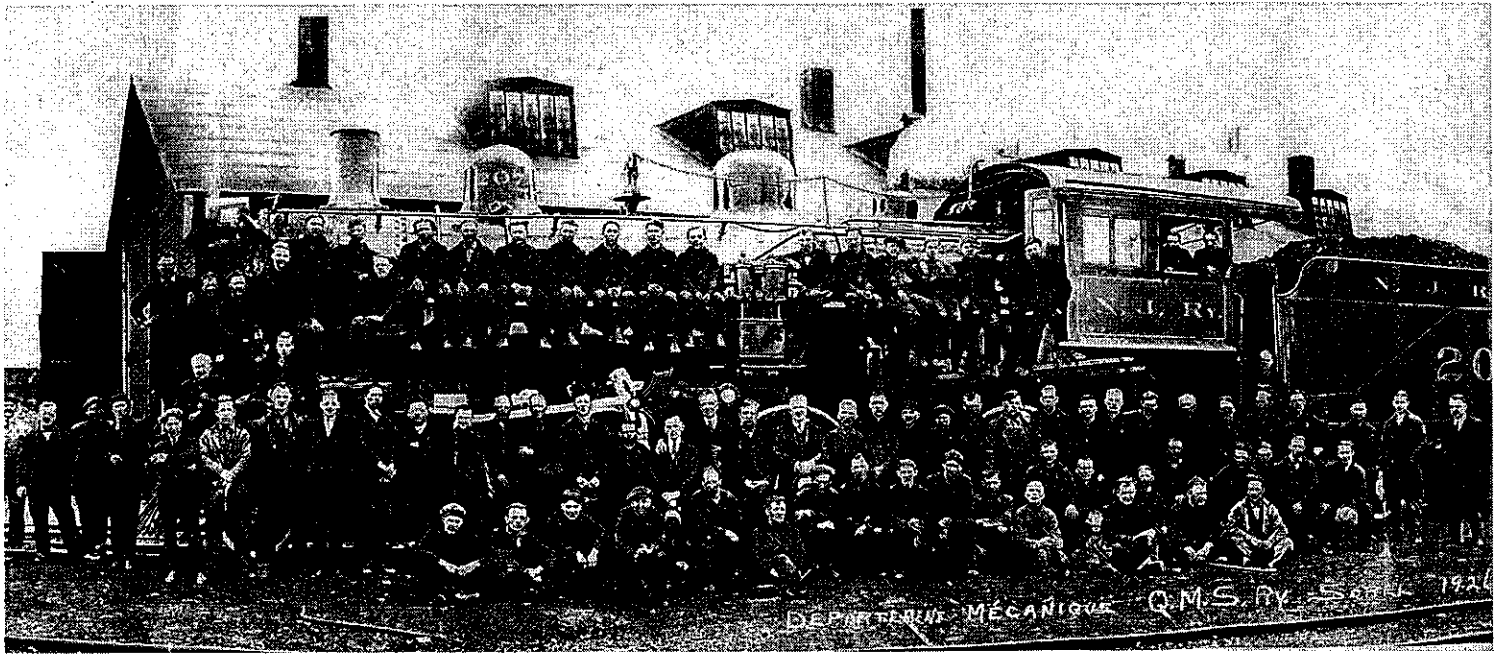
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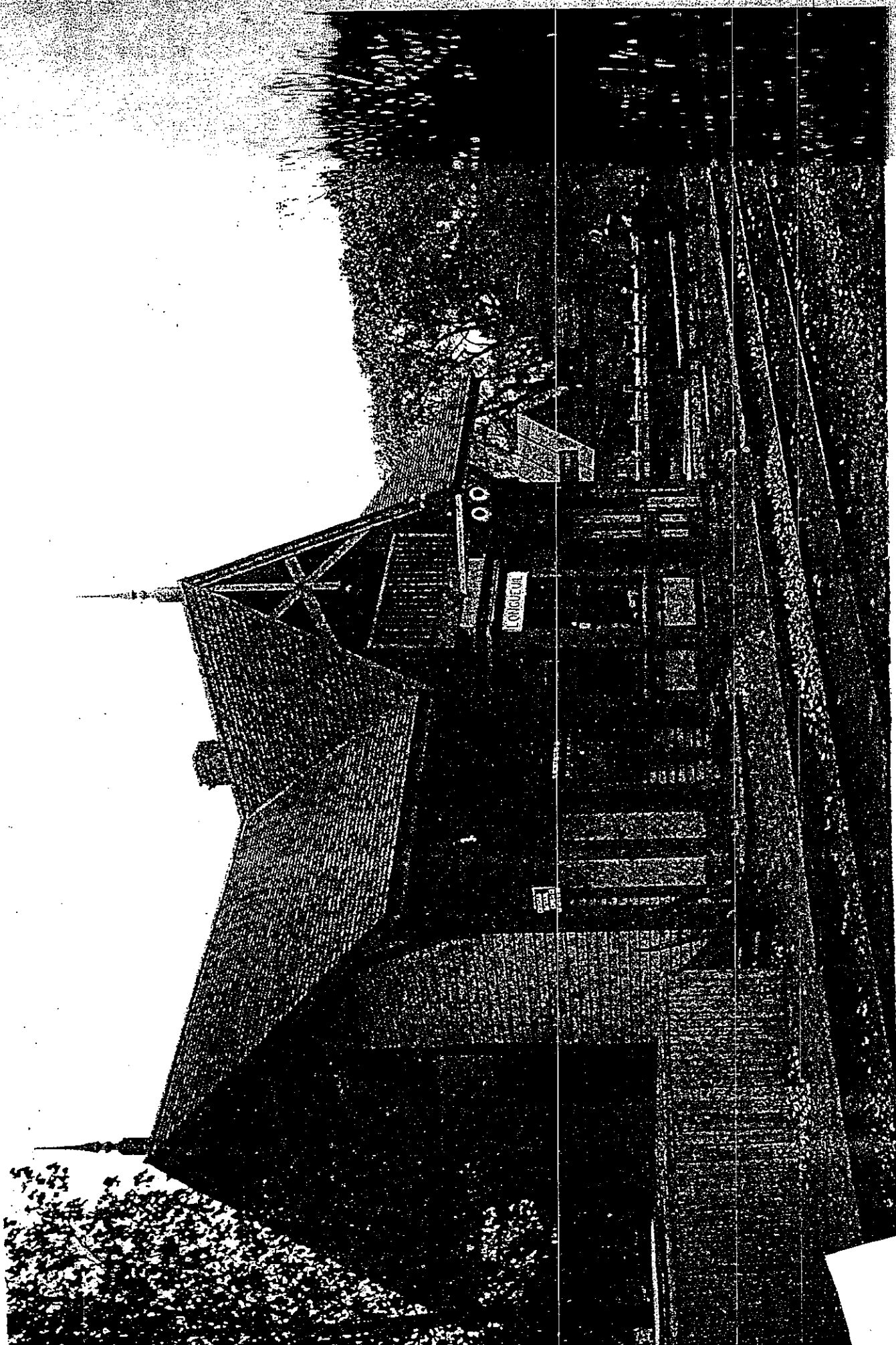
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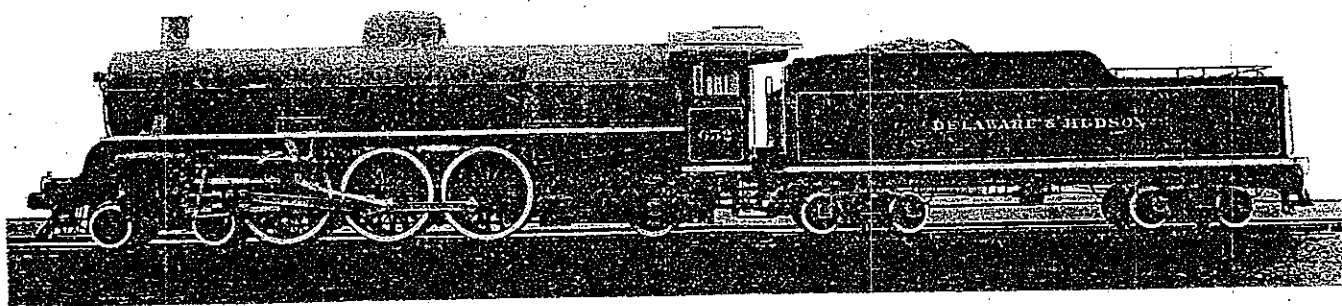




Q u o s I s l e t







Delaware & Hudson 4-6-2 Type Locomotive Built in Many Respects After the British Pattern of Locomotive Design

# D. & H. Pacific Type Locomotive

*Built with streamline effect similar to British designs—Auxiliaries located below the boiler to secure low center of gravity*

**T**HE Delaware & Hudson recently placed in passenger service a 4-6-2 type locomotive, the general exterior appearance of which is similar in many respects to the general design of passenger locomotives used in de luxe train service in Great Britain. This locomotive was built at the Colonie, N. Y., shops of the railroad and is now being used in passenger-train service between Troy, N. Y., and Montreal, Que. It has a tractive force of 41,600 lb.; the drivers are 73 in. in diameter; the cylinders are 22 in. in diameter and have a stroke of 28 in. The boiler operates at a pressure of 260 lb. and it is hoped that tests with this locomotive will result in steam temperatures of 700 deg. F.

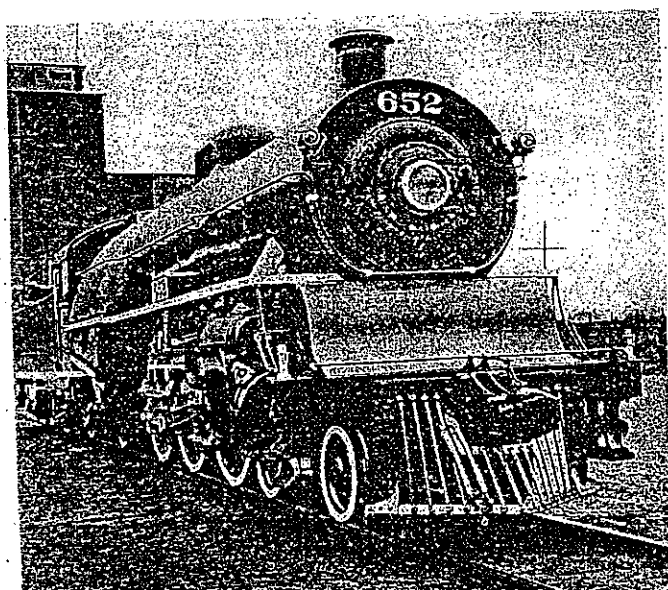
The total weight of the locomotive in working order is 283,300 lb., of which 185,300 lb. is carried on the drivers, 45,000 lb. on the engine truck and 53,000 lb. on the trailer truck. This weight on the drivers, divided by the tractive force, gives a factor of adhesion of 4.45. The engine has a light weight of 254,500 lb.

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Railroad	Delaware & Hudson
Type of locomotive	4-6-2
Builder	D. & H. (Colonie, N. Y., shops)
Service	Passenger
Cylinders, diameter and stroke	20 in. by 28 in.
Valve gear, type	Walschaert
Valves, piston type, size	12 in.
Maximum travel	7 in.
Outside lap	1-½ in.
Exhaust clearance	3/16 in.
Lead in full gear	¼ in.
Weights in working order:	
On drivers	185,300 lb.
On front truck	45,000 lb.
On trailer truck	53,000 lb.
Total engine	283,300 lb.
Tender	160,500 lb.
Wheel bases:	
Driving	13 ft.
Total engine	34 ft. 10 in.
Total engine and tender	74 ft. 8 in.
Wheels, diameter outside tires:	
Driving	73 in.
Front truck	33 in.
Trailing truck	45 in.



DELAWARE AND HUDSON RAILWAY  
COLLISIONS AND DERAILMENTS

April 26, 1900	Worcester, New York
April 23, 1900	Swackhaner, Pa.
April 17, 1900	Harkness, NY.
June 13, 1900	Port Henry
July 18, 1902	Binghampton, NY.
July 19, 1902	Harpersville, NY.
July 24, 1902	Putham, NY.
September 2, 1902	Glen Falls,
August 1, 1903	Coopersville
February 10, 1904	Plattsburg
April 16, 1904	
August 4, 1905	Sidney
August 18, 1905	Fort Edward
November 3, 1905	Dyes, NY.
December 1, 1905	East Windsor
January 31, 1906	Delanson, NY.
July 5, 1906	Ballston, NY.

Source Railway Age

C. H. Riff

ROYAL AND PRESIDIAL SPECIAL TRAINS OVER C. RIFF  
THE DELAWARE AND HUDSON RAILWAY  
NEW YORK TO MONTREAL

PRESIDENT FRANKLIN D ROOSEVELT

JULY 31, 1936 FDR left Campobello Island via Canadian Pacific from St Stephens New Brunswick to McAdam, the CPR to Megantic Quebec. Quebec Central from Megantic to Quebec City. Did not leave by the QCR. Must have gone south, via CPR-D&H south.

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JUNE 12, 1939 The 1939 Royal Train. King George travelled to the United States to visit with President Roosevelt. He left Hyde Park on the NYC to Albany. The Delaware and Hudson provided a double headed 4-6-2's to pull the train to Delson, Quebec. CPR 2850 coupled on for the run to Sherbrooke. Quebec Central north to Charny.

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SEPTEMBER 16, 1944      The second Quebec Conference held at Quebec. No details.

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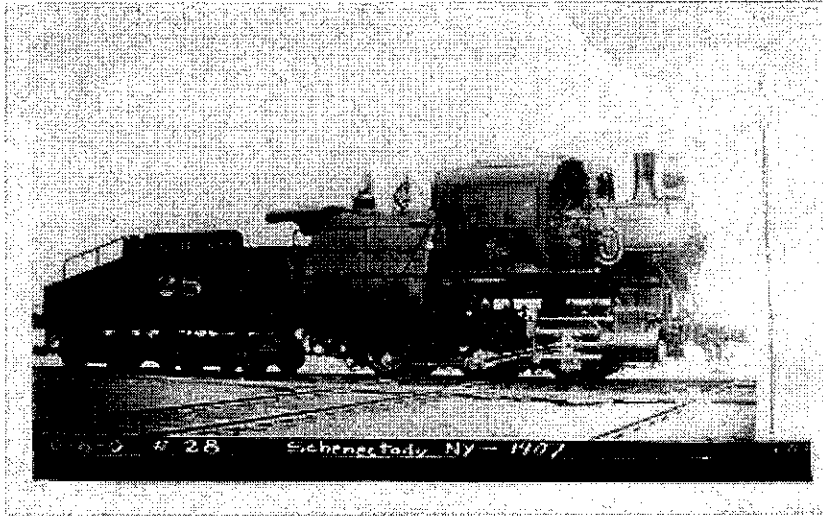
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Built by the Dickson Manufacturing Company in 1902, builder #1300.

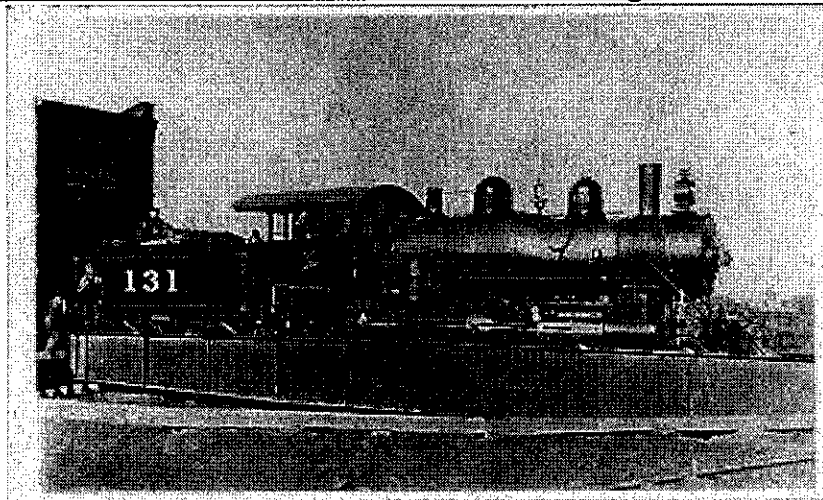
Scrapped in April, 1935.

Posted by [Ken](#) at 9:46 AM No comments:

Labels: [Delaware and Hudson](#) , [Dickson Manufacturing Company](#) , [Steam Locomotive](#)

SATURDAY, MAY 12, 2007

### Delaware & Hudson Railroad Steam Locomotive #131



At Whitehall, New York, about 1900.

Built by the Schenectady Locomotive Works in 1895, builder #4293.

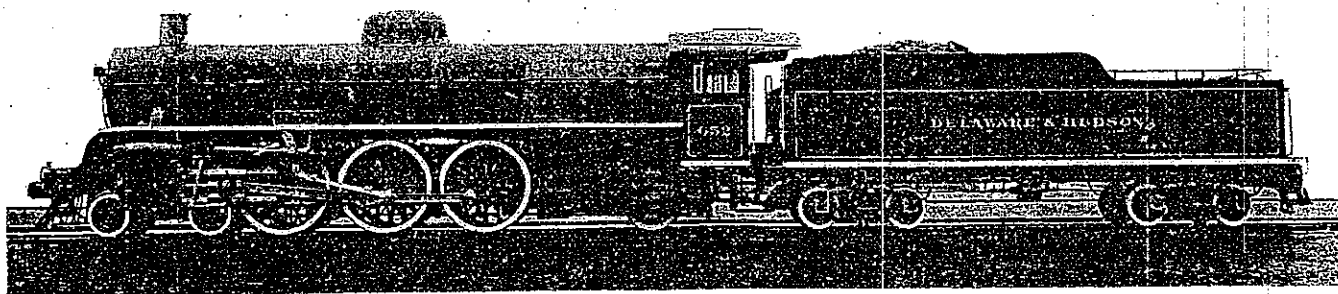
Scrapped in June, 1924.

Posted by [Ken](#) at 9:33 AM No comments:

Labels: [Delaware and Hudson](#) , [Schenectady Locomotive Works](#) , [Steam Locomotive](#)

FRIDAY, MAY 11, 2007

### Delaware & Hudson Railroad Steam Locomotive #390



Delaware & Hudson 4-6-2 Type Locomotive Built in Many Respects After the British Pattern of Locomotive Design

# D. & H. Pacific Type Locomotive

*Built with streamline effect similar to British designs—Auxiliaries located below the boiler to secure low center of gravity*

THE Delaware & Hudson recently placed in passenger service a 4-6-2 type locomotive, the general exterior appearance of which is similar in many respects to the general design of passenger locomotives used in de luxe train service in Great Britain. This locomotive was built at the Colonie, N. Y., shops of the railroad and is now being used in passenger-train service between Troy, N. Y., and Montreal, Que. It has a tractive force of 41,600 lb.; the drivers are 73 in. in diameter; the cylinders are 22 in. in diameter and have a stroke of 28 in. The boiler operates at a pressure of 260 lb. and it is hoped that tests with this locomotive will result in steam temperatures of 700 deg. F.

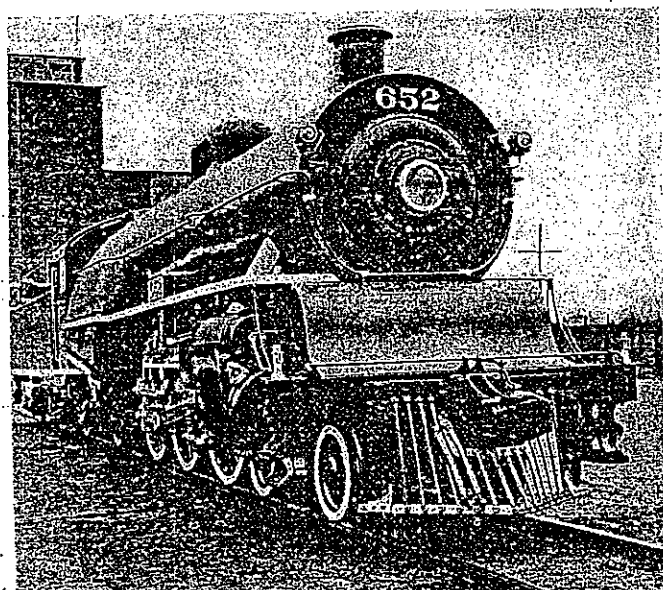
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Total engine and tender	74 ft. 8 in.
Wheels, diameter outside tires:	
Driving	73 in.
Front truck	33 in.
Trailing truck	45 in.



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Canadians. Save on your trip to  
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## Quebec Railway Stations

### Napierville



### Canadian National Railway

Photo: Don Wallworth, ca. 1961

### Related railways

- *Canadian National Railway*

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# Longueuil Diversion

EARLY IN NOVEMBER, the Canadian National Railways announced plans for the relocation of a portion of its tracks on the South Shore of the St. Lawrence River, opposite Montreal, almost completing the "belt line" linking C N lines south of the Island. The newly-announced plans, to be implemented within the year, will open up a new industrial zone of some 4,500 acres, and will also permit the elimination of twenty-one level crossings through the residential areas of the municipalities of Jacques Cartier and Longueuil. The accompanying map shows that portion of the Sorel Subdivision to be abandoned "A" to "B" and the alignment of the substitute line "C" to "D" through the new industrial zone. The new line will connect with the St. Hyacinthe Subdivision about mid-way between St. Hubert and St. Bruno.

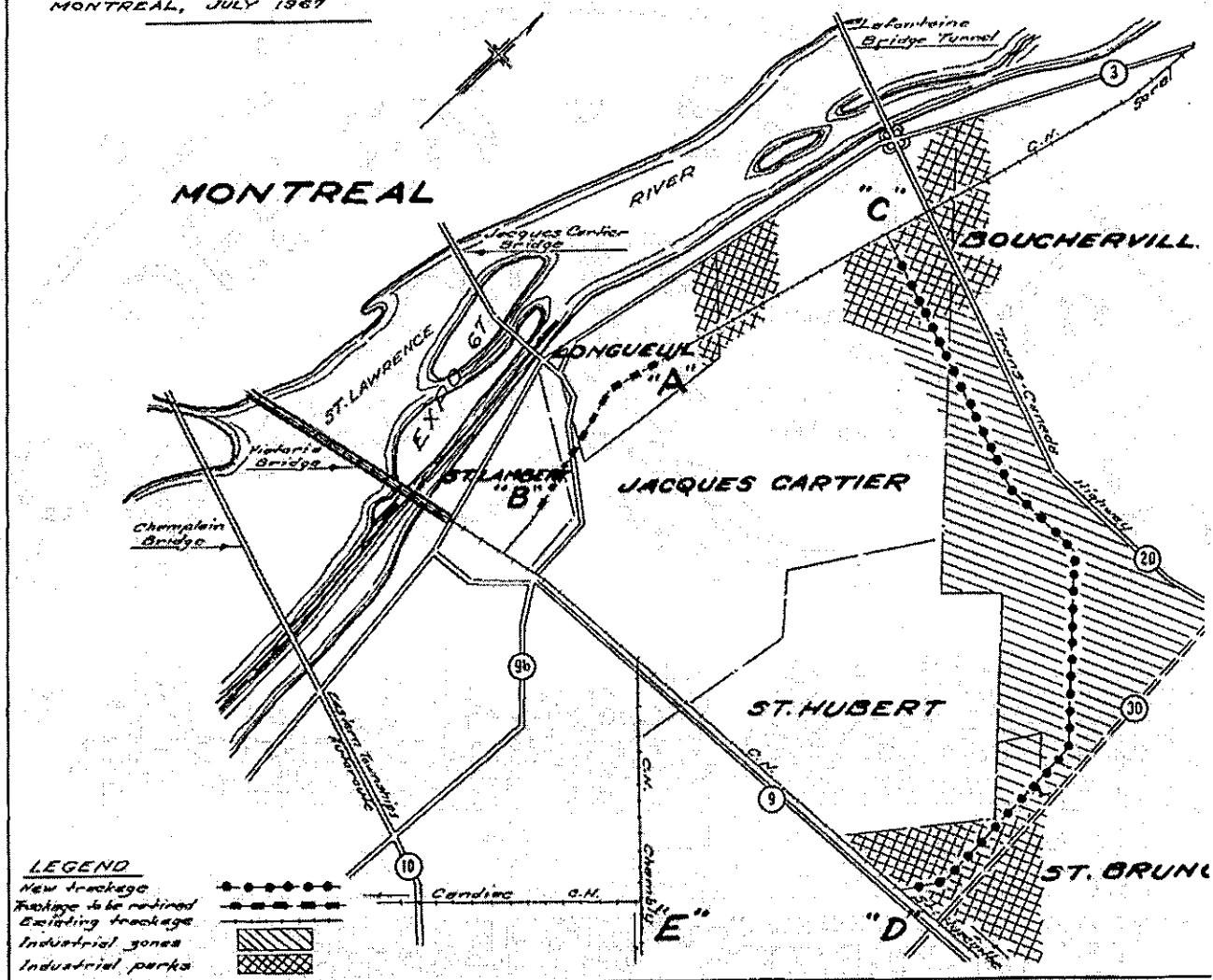
The announcement concerning this major change in the Montreal railway picture, was made at a press conference in the Queen Elizabeth Hotel by Messrs J.A. McDonald, CN Vice President, J.L. Moisan, Regional Manager of Industrial Development and Alex Olynk, Manager of the Railways' Champlain Area.

The line to be abandoned, part of the C.N.'s Sorel Subdivision, was, prior to 1929, a section of the Quebec, Montreal and Southern Railway, one of the Delaware and Hudson R.R. Co.'s holdings in the southern counties of Quebec. The line had its beginnings in a series of legal and political controversies during the closing years of the nineteenth century - adequately described in the CNR History "Towards the Inevitable". By 1900, trains were running from St. Lambert to the St. Francis River; rails were slowly extended eastwards to the vicinity of Fortierville; and the line was only about 45 miles short of its goal, a connection with the National Transcontinental Line at Charny. The D. & H. controlled the line between 1904 and 1929, when it was sold to the Canadian National System, together with its motive power and rolling stock. Its acquisition accounted for the only camelback-type locomotive to appear on the C.N. motive power roster, an ancient 2-8-0 that saw little, if any, service under National operation.

There were two daily (ex. Sunday) passenger trains until about ten years ago, between Montreal, Sorel and DesOrmeaux. One was operated for many years by diesel-electric unit car 15837, (of C.R.H.A. Excursion fame). The other run, nicknamed "The Shad Flyer" (-see "The News Report" of December 1957 - "The Shad Flyer" by Lorne Perry), was usually powered by C.N. 5529, one of the K-class Pacifics.

In his speech, Mr. Olynk pointed out that there is now no passenger train service on the line to be abandoned, and therefore the local population will not be inconvenienced by the diversion. That portion of the Sorel Subdivision between Longueuil, point "A", and point "C", the beginning on the new line, will still be used as a spur, ensuring existing industrial establishments of continued CN services.

**DIVERSION OF TRACK  
BETWEEN  
ST. LAMBERT AND JACQUES CARTIER  
MONTREAL, JULY 1967**



The construction of this new line, together with the relocation of the Rouses Point Subdivision a few years ago (opened January '59) will almost complete a "belt line" around the south of Montreal from Laprairie in the southwest to Boucherville in the northeast. No mention was made of the logical completion of this "belt" between "D" (the new junction near St. Bruno) and "E", Castle Gardens, where the Rouses Point Sub. now joins the Granby Subdivision, the former Montreal and Southern Counties Railway electric line to Chambly, Marieville and Granby.

The three CN spokesmen, in making announcement of the impending change in trackage, indicated that planning and negotiations had been going on for the past two years, and that the total bill for the improvements would run in the vicinity of 1.3 million dollars. All expressed their thanks for the cooperation and support which the railway had received since the inception of the project - known as the "Longueuil Diversion" - by the six municipalities involved.