

THE
BOSTON AND
MAINE,
QUEBEC
RAILWAY
DIARY

C.H. RIFF

During the month of September both freight and passenger traffic over this division of the Boston & Maine Railway were exceptionally heavy. The month's business was probably the largest ever handled at the Rock Island and Derby Line station. Shipments of hay and potatoes were especially large. Twenty-one cars—loading and unloading—were in the yard Tuesday. This is pretty good evidence that business is not at a standstill.

October 5, 1899



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

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

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

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

RAILWAY WRECK.

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

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

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

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

Homey Marton, brakeman, head bruised and back injured.

One passenger injured, not named.

October 4
1900

FATAL RAILWAY WRECK.

Three lives were lost in a wreck at the diamond near Lennoxville early Tuesday morning. At this point C. P. R. crosses the Grand Trunk track over which the B. & M. reaches Sherbrooke and the collision was between a north-bound B. & M. and an eastbound freight on the C. P. R. Flagman Charles McLaughlin who was on duty at the time, had arranged the semaphores so as to give the right of way to the Canadian Pacific. A few seconds before the wreck he heard the approaching Boston & Maine train and ran out on the track with his lantern to stop it. He was unseen and had to jump for his life. The two trains met almost square on the diamond the C. P. R. being perhaps a matter of a second ahead of the B. & M. The C. P. R. was a large mogul the B. & M. engine a light one. The damage to the former was comparatively small, but the B. & M. engine and tender were totally wrecked. The accident occurred at 4.35 a. m. Engineer Remi Plante of the C. P. R., saw the flagman come out of the flag station and run up the track with a lantern to flag the Boston & Maine train. He was certain that they would stop, but when he saw them coming it was too late. The fireman and brakeman jumped out of the engine. He applied the emergency brakes, and after doing all he could, jumped but then the trains collided. The boiling water came pouring over him, and the whole of his body was badly scalded.

The three occupants of the B. & M. cab met immediate death. They were: John Folsom, engineer, Newport; Nap. Berard, fireman, Newport; W. E. Cousins, brakeman, West Derby, Vt.; Folsom leaves a wife and two children. From the position of the bodies when taken out several hours after the wreck it was apparent that the men were unaware of approaching disaster. All were pinned where they were standing.

A coroner's inquest was held Tuesday evening, the blame for the accident being placed upon the dead engineer.

Stanstead Journal

MARCH 14
1904

A fusee signal, thrown from a delayed freight train, setting a semaphore signal at "danger" has just been reported to the Passumpsic division officials of the Boston & Maine railroad. Wednesday night a train crew reported that the semaphore at Passumpsic gravel pit stood at "danger," but as that track is not used in winter instructions to disregard the signal were issued. An investigation was made by the section men, and it was discovered that a fuse thrown from a delayed freight train had struck in such a position as to burn off a wire controlling the semaphore arm, and set the danger signal.

Stanstead Journal

MARCH 11 1909

A Boston & Maine engine backed off the end of the track at the "fit," near the Newport roundhouse, Tuesday. Engineer Creaser and fireman Cummings were both injured more or less seriously. The engineer, having received the signal to back, went beyond the safety point, and the tender slid off dragging the engine down. The place where the accident occurred is being filled in with scrap cinders, etc., thus providing for track extension.

Stansted Journal
January 18 1917

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

Stanstead Journal

MAY 26, 1927

PROPOSED NEW STATION

Construction Work Begun—May be
Ready Early in July.

Preparation for the new passenger station at this place are being pushed with vigor. Excavation for the basement was completed early this week.

Plans show a brick-faced building 25x54 ft., with a 3x13 ft. extension in front of the office to provide for an outlook to the tracks in all directions.

As already noted in this paper the general waiting room, 19x26, will occupy the central portion of the building, running across from street to track frontage, with entrance doors and two windows on each side.

The ladies' room 13 ft. 2 in. x 14 ft. 9 in., will occupy the south-west corner of the building, with entrances from both street and general waiting room, and will be provided with modern conveniences.

The office will have three windows on the track frontage, two at the west end and one at the east end of the north projection. It will have but one entrance, that from the general waiting room. Express and baggage rooms are provided for at the east end of the building with independent entrances from the track frontage. Back of these rooms is a hallway, across which are the stairways to basement and attic, toilet, etc. The building will have sufficient glass, properly proportioned, to assure a pleasing appearance from any viewpoint. Details of wall construction, beginning at the outside, show: first, four inches of Scott brick, one inch air space, one layer of tar paper, 1 layer matched boards 2x5 studding, another layer of matched boards, and another layer of building paper, while the interior will be covered with Gyprock. Such construction should provide for comfort in both winter and summer.

The building will have a platform on both sides and both ends, with overhanging roof, and will rest upon a cement foundation 27 in. thick. The bottom of the basement will be concreted, and the heating equipment will be up-to-date, with coal chute from the "track front."

Cement work is already under way and it is said the new building will be ready for occupancy in about six weeks.

The location is only a few feet from the International boundary, and from Derby Line may be conveniently reached via Baxter Avenue.

Quebec Central Railway officials were here again on Tuesday, the party including: J. H. Walsh, general manager; G. D. Wadsworth, assistant general manager; O. K. Bartlett, superintendent; R. G. Amlot, general freight and passenger agent; A. H. Bradford, general accountant; F. H. Hibbard, chief engineer; W. J. Notbrown, trainmaster; W. S. Jessamin, superintendent of dining cars.

NAMING THE NEW STATION

There is, unfortunately, in this community a conflict of opinion concerning the order in which the names of the Three Villages shall appear on the new railway station at Rock Island. It may be safely said that people are less concerned with the actual letters on the building than they are with indexing in telegraph directories, railway, Pullman and sleeping car tariffs, etc. While the officers of the Quebec Central Railway Company have promised to safeguard the interests of all three villages by indexing each separately, in alphabetical order, it is not felt that all transportation and telegraph companies can be depended upon to follow this lead. The Railway Company, having apparently made certain promises without consulting all the parties, now wants the conflicting interests to come to an agreement among themselves. One thing is apparent, the names of all three villages cannot come first. What is needed under the circumstances is a broader community spirit. The question should be: In what order will the business and industrial interests, and general convenience of the whole community, be the better served. All of the villages are interdependent one upon the other. Sentiment should not be allowed to sway one's better judgment. Whatever is for the real interest of the community as a whole will be the best in the long run. One thing, however seems plain: Everyone should be careful of any move which might in any way inconvenience or handicap our industrial interests, for they are the real life of the whole community.

Stanstead
Journal

November 15

1928

The Quebec Central Railway's engineers have been investigating the possibilities of placing the Three Villages on the main line by a direct line to Tomifobia, but it proves not to be practicable, according to the findings of the engineers, who came here to ascertain what could be done. Doubtless a tunnel of more than a mile in length would be necessary for a practical solution of the problem and this seems to involve too large an outlay. A sanguine citizen said: "Of course the road will overcome the obstacles because of the actual saving to the company, as they now build railroads anywhere."

MARCH 15, 1928

Stanstead Journal

(STANSTEAD) QUE., THURSDAY, DECEMBER 20, 1928

LAST TRAIN NEXT SATURDAY

After That Station at Stanstead Will be
Closed as Passenger Depot

The mid-day passenger train service on the Stanstead extension is being continued over Saturday, December twenty-second, to comply with a regulation of the Canadian Railway Commission which requires ten days' clear notice before cancellation. After this week, the Stanstead station will be closed as a passenger depot, all regular trains thereafter operating to and from the new passenger station to be known as Rock Island, Stanstead and Derby Line. Consequent upon this change the south-bound train at mid-day now leaving the new union station at 11.11 a. m., will leave at 11 25; north-bound, this train will leave the union station at 1 10 p. m. The existing freight service will be continued at the present Stanstead station, in charge of a caretaker agent, under the jurisdiction of the agent at Rock Island, Stanstead and Derby Line station.

November 20, 1928

FIFTY YEARS IN RAILWAY WORK

H. A. Beerworth has Served Same Road Under Four Different Ownerships

H. A. Beerworth, for many years agent of the Boston & Maine Railroad at Stanstead, now with the Quebec Central Railway there, is just now rounding out his fiftieth year of railway service. During this time he has served the same road under four different ownerships. It was with the old Passumpsic Railway that he began, in 1879, as assistant to William T. Knight, then agent at Smith's Mills (now Tomlinville). In 1882 after three years' service at Smith's Mills, Mr. Beerworth was appointed station agent at Passumpsic, Vt., and was there when the road passed to the Connecticut River Railroad, then to the Boston & Maine interests.

In 1893, after eleven years' service at Passumpsic, Mr. Beerworth came to this place as agent of the Boston & Maine railroad at the old station which for many years served the Three Villages, succeeding E. A. Roddy here at that time.

When the Stanstead extension was built some thirty years ago, Mr. Beerworth was appointed agent at that place, and remained agent there until that station was closed for passenger service a few days ago.

In the earlier years of his service, railways were using wood for fuel and he assisted in handling hundreds of cords of wood for refueling engines, which were then small affairs with four driving wheels, hardly comparable with the big locomotives of today with twice the number of driving wheels and vastly increased power.

Then, box-cars were of ten tons capacity (400 bushels corn); now they are of fifty tons capacity, or 1000 bushels of corn. Then cars were coupled by the old link and pin method, and it was not unusual to hear of crushed fingers and hands. The modern couplings and safety air brakes of today mark a vast forward stride in railway improvement.

In Mr. Beerworth's early days of railroading employees worked from twelve to twenty hours a day, at wages as low as one dollar for twelve hours or more. Now the eight-hour day is the limit, and the increase in salaries has kept pace with the reduction of working hours.

Railway regulations require the retirement of employees at the age of seventy. Mr. Beerworth is now seventy-five, and the oldest man in the service of the Quebec Central railway, but on account of his long and creditable service he has been permitted to remain as agent at Stanstead until the closing of the passenger station there. Furthermore he will continue in the employ of the Quebec Central, in connection with the freight service there, the company having provided a small, but comfortable two-room office for him at the freight warehouse across the tracks and a few rods below the abandoned passenger station.

When seen by the Journal man Monday Mr. Beerworth seemed much pleased with the consideration shown him by the company, as well as with his good fortune in other respects. All his life he has enjoyed excellent health and during his fifty years' railway service has been only a few days ill.

JANUARY 3, 1929

On Monday, October 30, I was at the Beebe Junction station in order to board the train for Sherbrooke, to attend to some business I had there, and what a sight greeted me. At first I thought there was an excursion, and I applied at the wicket for an excursion ticket, and when being told that there was no excursion I began to inquire, and, believe me, it wasn't long before I was told. Years ago when camp meeting time came around, there were such crowds, when our dear boys departed us to serve their country, there were such crowds, when trains used to run to Newport in the afternoons, there were such crowds, and the man who tells me that the railroad is hard hit, is all wet, for the Windsor station in Montreal had nothing on this Monday morning; everybody was gay, although there were a few sullen faces, but, I suppose they could not help it for if I remember right, some were there before they ever thought of going to the station. As the train made its way to Sherbrooke, crowds were getting on at every stop, and upon arriving in Sherbrooke again I was greeted with a tremendous crowd. Honestly, you folks who missed it should have done all in your power to be on that train. Why, all of the newspapers are bearing the headlines with the word Beebe attached to it; everybody is talking Beebe, and above all we are a few who live in Beebe, so what in h— do you expect us to do about it? Tell me and I will thank you for the time used in answering. I believe that I will remain in Beebe, that is, if the police, and prelates, mayor and councillors allow me to, for it is pretty, and all are as friendly as—.

AGGIE CROW.

Stamford JOURNAL

November 2, 1933

WATER TRIPS BY RAIL

Passengers On Quebec Central Railway
Thrilled By Flood On M. V. R. Section.

By the calendar the winter ends this week. Its back was broken nearly two weeks ago, and since the big thaw people are beginning to think it may not have been such "a wonderful winter for snow after all. The snow was very light and, without moisture, refused to pack. Winds kept it on the move except in places favorable to drifts. There it was piled high, and if a shortage were threatened at any time more snow came.

High water toward the week-end blocked highway traffic in some places, and some damage is reported. The worst accident near this place was reported from Libbytown, Friday, when a valuable span of horses were swept away and drowned in the "Nigger" River.

Ice has been going out of the Temiscouia River almost continuously some days, as it is broken up in different sections.

The stream cleared below this place Friday, and the Quebec Central Railway provided passengers with the thrills of a water trip by rail that afternoon. Flats were flooded and highways approaching bridges inundated, leaving these structures on islands, as it were. In some respects the Mississippi River was still more spectacular. Some of the bridge floors cleared the water by only a very few inches, and in one case ice was pounding against the sides of a long bridge. At Capleton several houses appeared as on islands.

From the train three automobiles were seen marooned on the flat beyond the Huntingville turn. They had been there since the night before, and the conductor told of the imprisonment of several people atop one of them for several hours before they could be rescued by a boat. This was one night when railway officials might safely thumb their noses at motor competition.

Near the Comstock bridge, a short distance above Lennoxville, the track became submerged. This afternoon train was not completely vestibuled, and looking downward between two cars gave one the feeling of being held in midstream, with the water rushing down on all sides. The track was not to be seen, but the only "current" was that made by the half submerged wheels of the cautiously crawling train. Traffic over the rural highway bridge at Lennoxville was suspended and the structure heavily "anchored," but railway service over the southern branch of the Q. C. R. was maintained practically without interruption. The New York sleeper northbound did not come through Friday, so that luxury had to be dropped from the southbound train Sunday night. The high water above Lennoxville was caused by an ice jam a little farther down. Commenting on former floods at that point, Mr. A. L. Fuller, local Q. C. R. agent, told of one which set fire to a building there. This was a lime-shed, and the blaze was started by slacking lime when the water came above the floor, but the damage was not serious. Mr. Fuller thought that might have been thirty-five years ago.

On Sunday night road men, with plows and trucks, succeeded in smashing through the last remaining blocked section on the Government Road, that between Massawippi and Bessette Corner, and by Tuesday hard surface roads were nearly all bare.

Secondary roads were left high up until scrubby but have been improved.

MARCH 19,
1936

Stanstead Journal

TALK ON BUS TRANSPORTATION

"The Quebec Central bus service was started in 1931, and ever since that date we have tried our very best to increase and better the service offered the public," said Clarence Blake of the Q. O. Ry., in a very interesting talk on bus transportation at the meeting of the Boundary.

Going back to the start of bus service by the Q. O., Mr. Blake traced its development since then, speaking of the way in which it supplemented train service, and of the efforts of the company to continually improve service in spite of handicaps.

"Since the days of the river boat, pony rider and stage coach, transportation has gone a long way in keeping pace with a progressive world, but every mode of transportation has experienced difficulties at each stage of advancement in the forms of competition, inflated costs and restrictions imposed by governing bodies. Nevertheless, most forms of transportation have survived and have played an important part in the progress and development of our Dominion and this continent in particular.

"Several letters of commendation on our service have been received, but this one is a little different: 'I enclose my check for \$4.95 in payment of error of one of your employees. I thank you for your courtesy to me and I enjoyed my trip over your line. I may go again next August but I warn you in advance that I will not pay for any errors, conscience or no conscience.'

"During the war many services were curtailed due to restrictions placed by

the Transit Controller and our inability to service existing equipment and purchase replacements. During the past season, however, the greater part of our equipment has been replaced by the modern type of coach available and the few remaining units have been completely reconditioned so that this summer it will be possible to re-open all routes with the most modern equipment the company can obtain.

"In 1947 the total number of passengers carried in all our bus services was nearly 300,000. When you consider that many routes are operated only during the summer period, it will be realized that our operations have grown since the inception of the service with one bus. Next month we will have 18 busses with maintenance garages located at Sherbrooke and Valley Junction, also equipment and a staff of trained personnel which practically makes possible the rebuilding of a bus.

"No. 2, a G. M. O. coach, which started running to Rock Island in 1932, was later dubbed "Old Nellie" by Customs and Immigration officers; but "Old Nellie" no longer exists—she is being replaced by a 1948 Twin Coach and, while horses, trains, cars and airplanes all have their rightful place in the travel scheme, I believe you will agree with me that busses too have a place and are here to stay."

Mr. Blake informed his listeners that additional bus service between Sherbrooke and the Boundary would be started soon, and that it was the policy of the Q. O. to do everything they could to give as good and complete service as the patronage permitted.

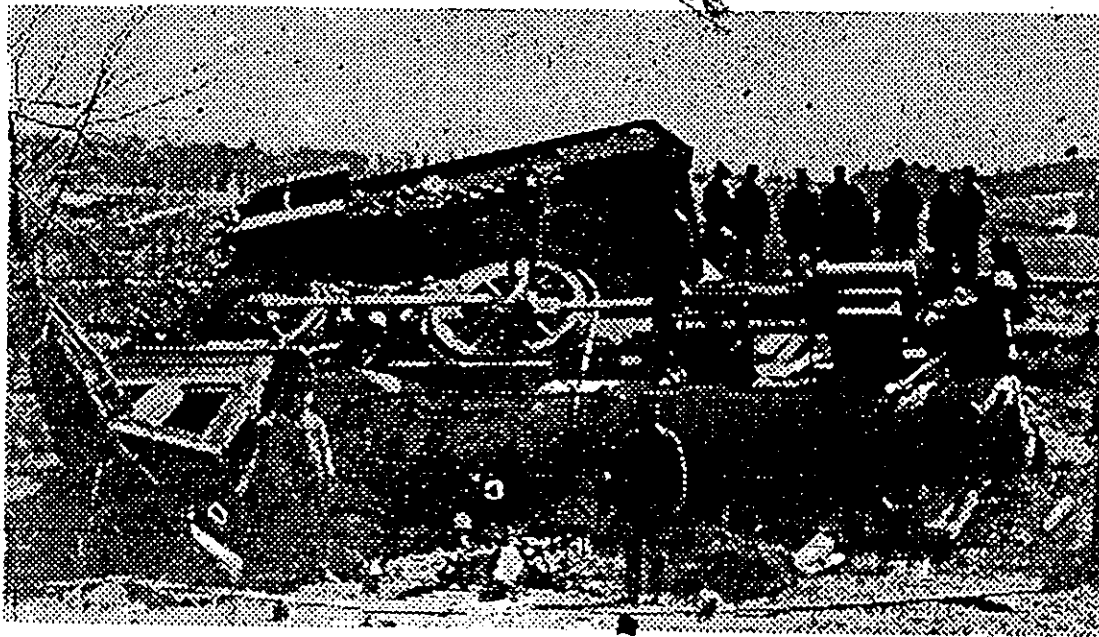
Clarence Blake was introduced by Gordon Petrie, and thanked for his talk by Phillip Duetin. The visiting Rotarians present at this meeting were Ernest Scott of Newport, and Duncan Shanahan of Westmount.

The next meeting of the Club will be held at the Del Monte Hotel, Monday, April 12, and will be Ladies Night. The speaker will be W. L. Payne, director of the motion picture bureau of the Canadian Pacific Railway. Mr. Payne's talk is titled, "From Utharm to Utharm," and deals with the scenery of Canada, illustrated with some very beautiful pictures.

April 8
1948

Stanstead Journal

Tomifobia, April 8, 1895—



Fifty-five years ago Saturday—on April 8, 1895—this Boston and Maine Railroad locomotive, No. 427, was derailed by a large rock which had fallen on the track at Tomifobia, then known as Smith's Mills, and two young men, Felix J. Rooney, 34, and Louis A. Emerson, 19, died next day in hospital in Newport, Vt. This is the sole accident on the line, now part of the Quebec Central, in which a life has been lost. August 9, 1916, a minor derailment occurred near the same place. This photo of the wrecked locomotive was found on the farm of Benoit Côté by his brother Léon, our correspondent. It was taken by Omer Martel of Rock Island and among those seen (left to right) are Lee Jenkins, of Rock Island; Milton Reed of Newport; Ward Brainerd, Henry Smith, H. W. Merrill, Timothy Brainerd, Clyde Brainerd and Albert Beerworth, all deceased, and Nathan Beerworth of Lennoxville. The tenth and last person is unidentified.

April 6 1950



Journal photo.

OLD R. I. STATION TO GO

Old eyesore or historical landmark, depending on your viewpoint, but to most of the community a bit of both, the old Rock Island railway station's days are numbered.

This morning Frank Finch of Beebe, who has used it as a storehouse for waste products for the past two or three years, confirmed that he was surrendering his monthly lease on the structure of the Quebec Central Railway Company within a few weeks.

It is reliably reported that a private individual is to purchase the heavy wooden building from the company and demolish it, leaving the site clear.

Located atop the hill approaching Prospect Park and West Park beyond, residents of the neighborhood seem to agree that the old building does not add beauty to the neighborhood. It lies diagonally opposite the home of Mayor Walter I. Simoneau who is known to hold no admiration for it.

A. L. Fuller Recalls History Of Old Depots and 'The Spur'

(With the prospect of the old Rock Island railway station being removed, The Journal this week asked Mr. Fuller, retired agent of the Quebec Central Railway Co. at Rock Island, to write this sketch to highlight the railroad history of this community.)

By A. L. FULLER

With financial reorganization daily tooted up and down "The Spur." Then the First World War shook the earth and "The Spur" felt the tremor.

In 1926 the Quebec Central acquired the Massawippi Valley road. The depression was upon us all and the railways suffered with others. The passenger service to Stanstead was discontinued, for a substantial cash payment to the Village of Stanstead.

About 1934 the station building was sold to the late Sidney Prangle, who razed and removed it. At Rock Island decay compelled the renewal of the freight sheds, and at the same time a new passenger station was erected at the lower level. This did away with the Spur engine, and all main line trains came to Rock Island.

"Gas buggies" were on the way, and with them came the highway coaches, and the steam trains were crowded out and forced to take a back seat.

What is to be the next move? Who can tell? We hear the throb of the motor overhead.

After Eighty Years Of Service Buses Will Replace Trains

The final passenger rail link between the Border Community and the outside world will cease to exist on December 9 when the Quebec Central Railway, operating between Newport and Sherbrooke, take off their two trains a day and replace them with buses.

This brings to an end 80 years of rail service starting in 1871, when the line was opened linking North Derby with Lennoxville, connecting with the Grand Trunk Railroad. The connecting link between Rock Island and Stanstead was completed in 1896 when Allen Dalzell, now living in retirement in Beebe, was appointed its first agent. This marked the climax of the rail service in the Border communities when the three towns of Rock Island, Stanstead and Beebe all had direct connection.

Soon after the turn of the century, with the advent of road transport, a decline set in which resulted in the discontinuance of the passenger service between Stanstead and Rock Island in 1929. At this time the Rock Island sta-

tion was renamed, Rock Island, Stanstead and Derby Line. Mr. A. L. Fuller, now retired and living in Rock Island, was agent at this time.

With the improvement of roads and automobiles, passenger service from Rock Island continued to decline until in 1935 it became necessary to take off the trains from Rock Island, thus leaving Beebe to serve the whole district.

Earlier this year it became apparent that the rail link between Newport and Sherbrooke via Beebe could not be made to pay from a passenger point of view and accordingly the Quebec Central applied to the Board of Transport Commissioners for discontinuance of the line, the service to be replaced by the company's buses.

This request has been granted and on December 9 the final passenger rail link with the Border Villages will come to an end and be replaced by additional buses. Prior to this time information as to the new bus schedules will be made public.

NOVEMBER 29, 1951

Quebec Central Seeks To Discontinue Stanstead Line

The Quebec Central Railroad presented a request to the Stanstead Council on Monday night for the discontinuance of their branch line from the junction at Rock Island to the end of steel west of the village. Due to contracts and obligations existing between the railroad and the village this question will require further study and accordingly, a committee consisting of Mayor Struthers, and councillors R. Perkins and R. Major was set up and will report back to the August meeting.

Mayor Struthers outlined the history of the railroad from the time of its origin up to the present, showing briefly what the village had done to make it possible and what contracts had been entered into. According to Mr. Struthers the Village of Stanstead made a deposit with the Eastern Townships' Bank of \$17,000 towards the railway in 1896. They provided the right of way, paid for construction of the line, paid for the erection of the station and the supply terminus.

The committee will make a complete study of the contracts existing with the Quebec Central

Railway, especially those in force since passenger traffic was discontinued in 1928, and will make a full report on August 2.

Another petition was received at this meeting regarding the Stanstead Park. This one asked that the park be maintained as a driving track and public recreation area. Approximately the same number of names were affixed as to the original petition. A committee headed by Councillor J. Maheux and consisting of councillors J. Beasse and J. Rodrigue, was named to make arrangements for a public meeting to take place within the next month dealing with the entire park problem.

Councillor L. Winter reported that the complete fire truck required for the village, with all necessary equipment, would cost \$11,912.70, and that the fire hall necessary to house it would cost approximately \$10,000. A Provincial grant is being sought to cover part of this expense and as soon as it is known how much can be expected, the question of obtaining this new equipment will be brought before the public in the form of a vote.

The tax rate was levied for the coming year and will remain at 15 mills for urban and 13 mills for farm properties.

The deeds will be completed as soon as possible for the completion of Carthier Street and St. Joseph Boulevard, and sewers will be installed on St. Joseph Boulevard north from Pierce Avenue, making this new area available for building. Sidewalk construction is also to be undertaken on the north end of Main Street where it required raising up on the east side.

July 8 1954

Stanstead Council Proposes Terms For Discontinuance Of Railroad Line

Proposals for the discontinuance of Stanstead's railroad were discussed at the council meeting on Tuesday night when four officials of the railroad company were on hand to hear the terms of settlement as agreed upon by the council and to explain the situation from their point of view. Representing the Quebec Central Railroad Company were, A. Hand, superintendent; C. Blake, general passenger and freight agent; Mr. Benoit, his assistant, and Mr. Comeau, company engineer.

The demands of the Stanstead

Council, if they could be called demands, were presented by councillor Beasse, and were that the Quebec Central Railroad reimburse Stanstead in the sum of \$5,500 and return the right-of-way of the line from Rock Island to Stanstead. They also asked that the Railroad enter into a contract regarding delivery of freight in the village and that they establish an adequate bus terminal.

No Services Discontinued

Mr. Hand, superintendent of Quebec Central, explained that part of the things asked were already in force. Freight deliveries, in less than carload lots, had been in effect for many years and was at present being handled by Emalie Transport of Beebe from the Beebe freight shed. The bus terminal was in the Grenier Store, which was the best the company had been able to find. Mr. Blake pointed out that the Company had tried to find someone in Stanstead who would take a ticket agency and run a bus terminal, but as yet they had been unable to do so.

In a discussion of freight deliveries, Mr. Hand said that only very little carload lots had been handled through Stanstead for many years and that it would actually be an advantage to have this come to Rock Island as the rate was 17 cents per ton less. The Stanstead Co-operative, Stanstead College and the Ursuline Convent were the only ones now using the rail line for carload lots and the difference in rate would actually mean a saving to them. Less than carload lots would continue to be delivered as usual by truck.

Line Never Profitable

Questioned as to whether the line was actually losing money, Mr. Blake said that the freight handled over the line did not begin to meet maintenance costs and that it was extremely doubtful if the line had ever shown a profit since it was built. Mr. Hand said that abandonment of the line would not discontinue any of the services in effect, but would merely transfer them to Rock Island.

Mr. Hand said that he could not, off hand, see the grounds for the demand of a reimbursement of \$5,500 to the village as their contract to deliver freight was not being discontinued, merely shifted from Stanstead to Rock Island. However he intimated that the question would be considered when the council presented their demands in writing. This the council agreed to do in the near future.

built, in the late 1890's, the village of Stanstead through a bond issue raised \$17,000 and supplied the right of way from Rock Island. When passenger service was discontinued in 1928 and later, when the freight sheds and station were discontinued, some cash settlement was effected with the railroad. The balance of this investment is what the council now hopes to receive as the line is being discontinued entirely. A feeling exists in some quarters that the village is losing a certain incentive to future industrial development when the line is taken up. Heavy industry, especially, would not be inclined to locate where there were no rail facilities available.

September 9
1954

Railroad Era In Stanstead Ends With Agreement Between Company And Council

Stanstead's railroad situation was cleared on Tuesday night when the Village Council accepted

a settlement of \$589 from the Quebec Central Railway and granted permission for the spur from Rock Island to Stanstead to be discontinued.

Negotiations have been going on for more than a year between the village and the Railroad Company, which asked permission for discontinuing the line on the grounds that it was no longer economically feasible to maintain it. An equal service is being offered through the stations at Rock Island and Beebe.

It was stated by the Quebec Central Railroad that since the time the Stanstead line was established in the late 1890s that it had never been a paying proposition and that for the past 20 years it had been used for nothing

but the occasional carload lot of coal and feed. Passenger service had been discontinued and replaced by buses many years ago.

In a survey of the contracts between the village and the railroad company, the Council estimated in September of last year that a settlement of \$5,500 would be necessary from the railroad to satisfy the contract obligations. However, further study reduced this figure to \$589.

The figure of \$589 was acceptable to the railroad and now permission has been granted by the village for the line to be torn up, bringing to a close Stanstead's direct rail connection after some 60 years.

Dump Question Progressing

A report to the Council on a new dump location indicated that additional land could be purchased from the Ursuline Convent just west of the present dump and served by the present road. Further negotiations are to be carried on and it is expected that the new location can be made available for use in the very near future.

Traffic Violations Pay Off

The report of the police committee showed that \$156 had been paid in fines for speeding and parking violations in the Village of Stanstead during the past month.

Authorization was given by the Council at the August meeting for the village constable to impose fines for speeding and parking violation in an attempt to control motorists who are inclined to use the level Main Street as a speedway. The report indicated that all fines imposed had been on out-of-town motorists.

Sewer Extension Sought

A delegation asking that the sewer system be extended from Stanley Street to Park Street to take in several new buildings failed to receive any direct promise for the near future. It was pointed out that it was purely a matter of finances and that no allowance had been made in the budget for this year. The matter was left in the hands of the sewer committee.

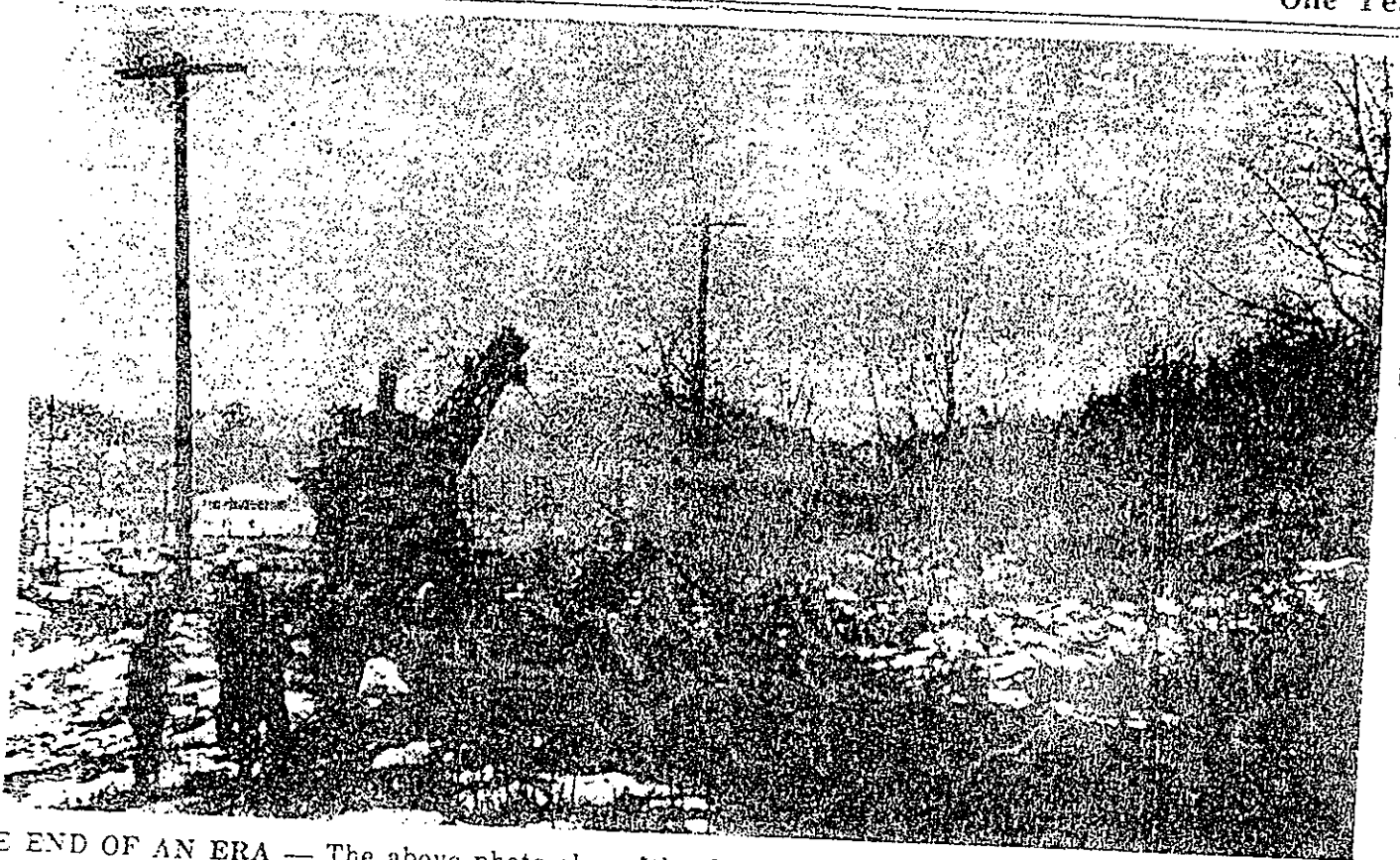
September 8
1955

Stanstead's Rail Link Nearly Gone

By the end of the week there will be little left of Stanstead's railroad except a road bed. For more than a week a gang of Quebec Central men have been dismantling the track and removing the ties; by this morning rails had been removed from the site of the old Stanstead station to a point about 100 yards short of the junction with the Rock Island-Beebe line.

No one has so far shown any interest in the old road bed, which many feel could be made into an alternative road from lower Rock Island to Stanstead.

November 24 1955



END OF AN ERA — The above photo shows the first section of rails being removed from the line between Rock Island and Stanstead. This marks the end of an era which started more than a hundred years ago with the struggle of the citizens in this area to have rail connections with Montreal and Boston. Stanstead, of course, will be served by rail from Rock Island, but highway transport superseded the importance of the railroad many years ago. (Photo By Lafond)

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

(Continued from Page 1.)

line to the Upper Town abandoned.

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

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

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

An Outstanding Achievement

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

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

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

JUNE 1
1926

NORTH DERBY SCENE OF WRECK LAST EVENING

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

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

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

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

JUNE 4, 1926

B. & M. ENGINE BROKE DOWN.

A record in lateness which is remarkable, even for the Boston & Maine Railroad, which has had a great deal of practice in running behind schedule on its northern division, was established last night, when the southbound Boston & Maine express, which leaves Sherbrooke at 9.15 p.m., daylight saving time, had lost over four and a half hours before it had travelled fifteen miles.

The cause of the delay was a breakdown in the driving gear of the engine, which occurred between Capleton and North Hatley. After some difficulty in getting in communication with the headquarters at Littleton, N.H., orders were received to send to Sherbrooke for assistance, and an extra engine was sent out, which pushed the train to North Hatley, where it changed its position to the head of the disabled train and pulled it for the rest of the journey.

A wreck which occurred on Friday morning when fourteen freight cars were derailed at a point some distance south on the line delayed the morning trains of the Boston and Maine some five and a half hours, while the afternoon train due to arrive in Sherbrooke at 2.45 p.m. daylight saving time, did not reach there until about five o'clock.

JULY 9 1923

~~CONFIDENTIAL~~
JUNE 21 1924
SELECT STATION SITE AT
WOODLAND BAY.

The Boston and Maine officials have selected the site of the new station at Woodland Bay (Perkins Point) Lake Massawippi. This will be just north of Castlewood.

Cottage holders have received advice from the secretary of the municipality that the valuers will visit the place on June 21st to value the properties. There has been a good deal of complaint with regard to the values placed on the cottages last year.

JUNE 21, 1924

ECONOMY ON B. & M.

The morning train on the Boston & Maine which is used by campers coming into Sherbrooke has been running quite late this season. Inquiry reveals the fact that in the interests of economy the engine and crew have been taken off the spur line at Stanstead and the through train runs to Stanstead, leaving the Pullman cars at the junction, before proceeding to Stanstead.

This is something new in the way of railway economy.

July 3, 1925

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

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

NEWPORT, Vt., Nov. 14 (Special) — It is learned here, on what appears to be good authority, that negotiations are well advanced by which the Canadian Pacific Railway will take over a portion of the Boston and Maine Railway.

The report here is to the effect that the C. P. R. will lease the line from White River Junction or Wells River north.

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

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

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

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

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

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

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

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

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

C.P.R. REFUSED TO MAKE ANY ANNOUNCEMENT

(Associated Press Despatch)

MONTREAL, Nov. 14

Questioned as to whether there was any truth in the report that the Canadian Pacific Railway was going to lease a part of the Boston and Maine Railway, general offices of the Canadian Pacific here stated that they had no announcement to make.

November 14
1925

B. & M. LEASE OF INTEREST ALONG LINE

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

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

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

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

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

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

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

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

November 17, 1925

HEREFORD LINE CLOSES DOWN ON SUNDAY

Service on the Hereford Railway will be discontinued on Sunday next, and there is no definite prospect of any solution by which the service will be provided for the section of country affected.

There is a quantity of pulpwood at St. Malo, about eighty cars, and a large quantity of lumber at Sawyerville. It is said some provision may be made by which these will be taken out.

The service, passenger and otherwise, however, stands to be suspended on November 1st.

Though the Hereford Railway received subsidies from both the Federal and provincial governments, there does not seem to have been any conditions attached in the way of operation in perpetuity. This may prevent either government from stopping in and taking over the road.

The directors of the Hereford Railway Company, have been performing a purely nominal duty since the road was under M.C.R. lease. They are said to include two or three members of local law firms and two American directors.

It is probable that should anything tangible develops in the way of a solution the Hereford Railway board of directors would be called together to deal with the matter.

Suggestions of a bus line service via highway as a substitute for train service have been heard, but this would hardly be practical in winter.

The outlook for the early provision of rail service is not very good and it is probable that the people affected will have to bestir themselves in order to bring this about.

October 28, 1925

QUEBEC CENTRAL RAILWAY TOOK OVER BOSTON AND MAINE LINE TO NEWPORT AT 12.01 THIS MORNING

Change Which Was Officially Announced by Mr. J. H. Walsh, General Manager of the Quebec Central Railway, a Short Time Ago Became Effective at 12.01 O'Clock This Morning. New Timetables Became Effective Immediately Upon Change of Ownership. Q. C. R. Will Continue to Render Efficient Service of Past. Several New Locomotives and Passenger Equipment Purchased by the Quebec Central Company.

Two very important local transportation changes became effective at 12.01 o'clock this morning, when the Boston and Maine line from Wells River to Newport was taken over by the Canadian Pacific Railway and the line from Newport to Sherbrooke was taken over by the Quebec Central Railway.

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

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

It has also been pointed out that the Boston and Maine employees have been invited to join the service of the Quebec Central Railway and continue in their former positions. The matter of the Quebec Central Railway taking over this district has been under consideration between the officials of the two lines for some time past. The official announcement was made, however, by Mr. Walsh on Thursday, May 13th, at a gathering which was attended by Mr. Grant Hall, president of the Quebec Central Railway, Mr. J. H. Walsh, general manager, and a large number of officials of the Quebec Central and Boston and Maine Railways, and was received with very great interest.

History of Company

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

The road was originally chartered as the Sherbrooke, Eastern Townships & Kennebec Railway, on which construction was commenced from Sherbrooke in the year 1870, the name being changed under a new charter to the Quebec Central Railway in 1876, and completed to Valley Junction in 1880, which is the nucleus of the present system.

The first venture in extension was the purchase in 1891 of the Lewis and Kennebec Railway, operating from Valley Junction to the Upper Town of Lewis, which was taken over and through train service established on May 23rd of the same year. The desirability of an entrance at the Lewis waterfront soon manifested itself and a connecting link was constructed from a point north of Carrier Junction to what is now the Canadian National Railway at Hurlock Junction, being completed in 1900. This line was operated into

JUNE 1, 1926

B. & M. FREIGHT RAN OFF TRACK NEAR CAPELTON

**No One Injured—Wrecker Going
to Aid Jumped Track at Or-
leans, Vt.—Traffic Held Up
for Eleven Hours.**

An extra freight, leaving here at nine o'clock last night, ran off the track between North Hatley and Capelton, four cars plunging into the Massawippi River.

A call for assistance was sent and a wrecking crew was dispatched to the scene of the wreck, to clear the track for the night passenger trains.

On the way, however, the wrecking train ran off the track at Orleans, Vt., thus causing an additional wreck.

After several hours of work, the wrecker was placed on the tracks and proceeded on its way. Three hours' work was necessary before the track was open to traffic.

The mixed train from Newport, scheduled to arrive here at nine p.m. was held up eleven hours, arriving here at eight a.m. this morning.

Passengers of the New York train were transferred around the wreck, but the passengers on the other trains were held up until the track was cleared.

The wreck was caused by the recent rain, which had washed away the soil from under the ties, causing a rail to buckle under the weight of the train.

April 30 1926

APRIL 30
1926