

Canadian Railway and Marine World

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The Quebec Central Railway Shops at Sherbrooke.

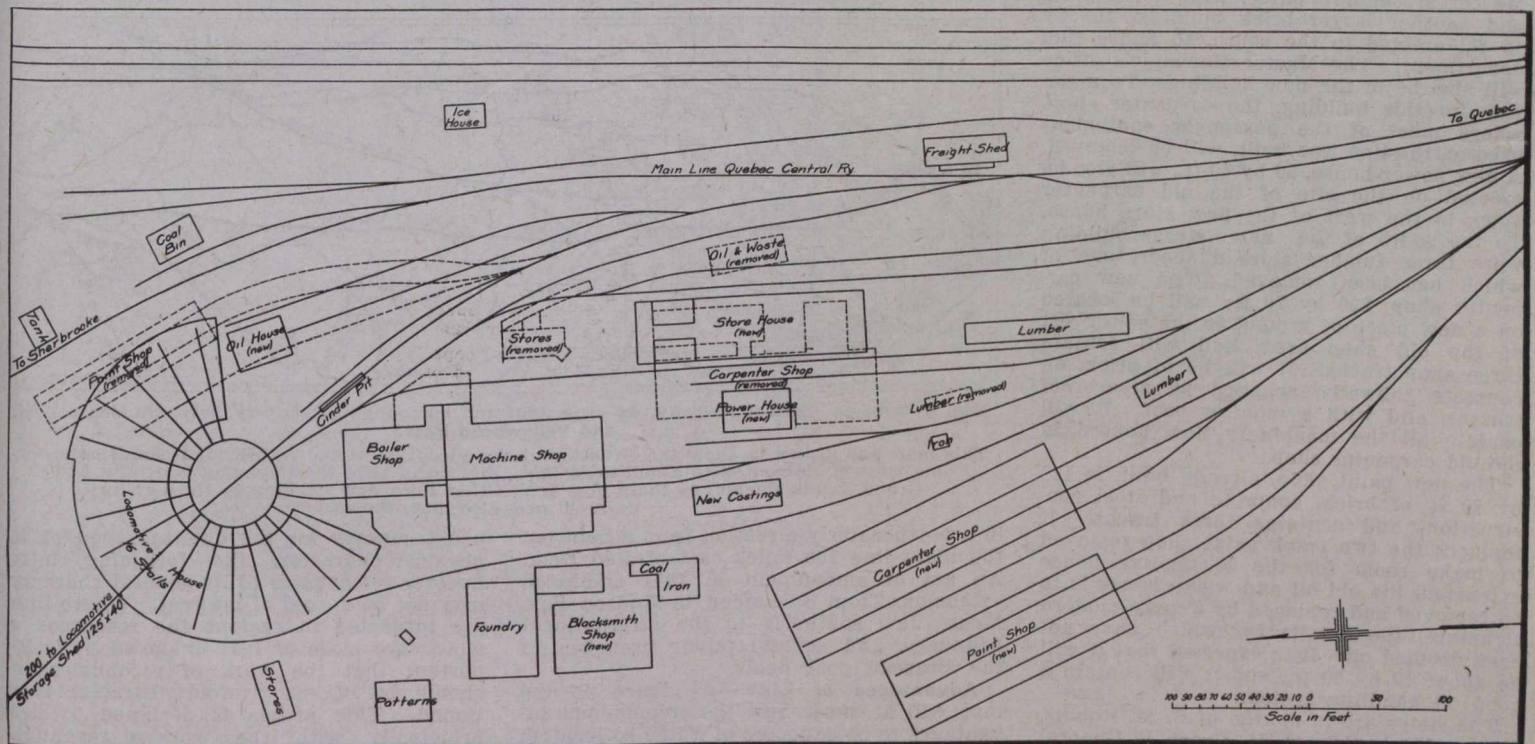
During the past year, extensive alterations and additions have been made to the Quebec Central Ry. shops at Newington, a suburb of Sherbrooke, Que. A plan of the old and new arrangements is given herewith, the former buildings being shown in dotted lines, while the remaining buildings of the old arrangement, and the recently, or to be, constructed buildings, are shown in full lines. The arrangement now will involve a quite complete layout, such as is seldom to be seen on such a short line.

The Quebec Central Ry. is a subsidiary unit of the C.P.R., retaining its entire organ-

ter and other farm products are made. It also opens up rich spruce forests. Consequently, most of the company's traffic is produced on its own line, and the various commodities are handled almost entirely in car load lots, most of the trains operating solid from the loading point to the transfer point, for distribution to various markets in Canada and the United States. To handle this traffic, the company has 35 locomotives, 1,067 freight cars, and 46 cars of passenger equipment of all kinds. All the repairs to this equipment are handled at the Newington shops, and the majority

being much smaller than usual practice dictates. The inner wall radius is 45 ft. and the outer 115 ft., giving a stall depth of 70 ft. In the centre is a 66 ft. steel turntable, which only provides a distance of 12 ft. from the edge of the turntable pit to the inner wall of the locomotive house, which, in consequence, does not provide sufficient room for locomotives between the turntable and locomotive house. The small diameter of the locomotive house makes the stall width at the outer wall very roomy, with lots of working space.

The new layout has included a 5 stall ad-



Old and New Layouts in the Quebec Central Railway Shops.

ization, with complete operating staff, with headquarters at Sherbrooke, from which point the line runs northerly to Levis, opposite the City of Quebec, with two branch lines, one of which leaves the main line at Tring Jct., connecting with the C.P.R. Montreal-St. John, N.B., line at Megantic, the other leaving the main line at Valley Jct., and running northeasterly to St. Sabine, from which point the line is being extended gradually towards the New Brunswick boundary. This gives a total mileage of 253.

It is claimed that nearly 85% of the world's asbestos supply comes from the section of Quebec traversed by this line, and practically all this tonnage is handled by the Q.C.R., other lines only touching the fringe of the asbestos field. Valuable copper mines, producing a high grade of copper ore, extensive granite and lime copper ore, extensive granite and lime copper works, and pulp and paper manufacturing industries, are also located on the Q.C.R., and in addition the northern section passes through a rich agricultural country, from which extensive shipments of cheese, but-

of the passenger and freight cars on the line have been built in these shops, a policy which has been found advantageous in keeping the shop output uniform through all the seasons.

From the fact that a large part of the freight traffic can be handled in train loads of full capacity, from time to time the company has had to add to the motive power by large capacity freight locomotives, for the maintenance of which the old shops were taxed to the limit. In consequence of this, it was decided to remodel the old shops, retaining such parts of the old layout as could be profitably utilized in the new scheme, and building a number of new ones to replace the removed ones and to extend the shop capacity. From the accompanying plan it will be seen that of the old layout the only larger buildings to be retained are the locomotive house, machine and boiler shop, and foundry. The locomotive house, formerly of 11 stalls, is rather unique from the viewpoint of modern practice, the radii to which the inner and outer walls have been struck

dition on the east end of the locomotive house, necessitating the removal of the old paint shop, which stood in the way of this extension. An additional depth of 5 ft. was given the new stalls, making them 75 ft. deep, so as to handle the larger new locomotives. The locomotive house is a wooden frame structure, sheathed in iron, on concrete foundations, with three rows of wooden columns, supporting a galvanized iron roof. The flooring is concrete, as are also the pits. There are driving wheel and engine and trailing drop pits, with jacks, and in the new addition there are two inspection pits. The old building was heated by stoves, but the new layout provides for steam heating of the whole building. The smoke jacks are of wood. To the rear of the locomotive house there is a locomotive shed, 125 by 40 ft., which existed in the old layout.

The boiler and machine shop, which remains as before, was the nucleus of the shop area, formerly being a packing factory, which was bought by the railway, and the main building of the plant converted