

QUEBEC
CENTRAL
TRANSPORTATION

ville; Valleyfield-Oremstown; Montreal-Lachenaie; Joliette-Lachute; Louisiaville-St. Alexis; Montreal-St. Mathias; and Montreal-Rigaud.

Quebec Central Transportation Co., highway transport subsidiary of Quebec Central Ry., commenced operation on August 31, 1931, and gives a suburban and interurban service on a one-way route mileage of 415, in co-ordination with the railway services. A fleet of 11 vehicles is operated and comprises:—Eight GMCs (three 29-psgr., two 33-psgr., one 25-psgr., and two 18-psgr.); one 29-psgr. Flexible; one 29-psgr. White and one 18-psgr. Ford, all of Parlour type with passenger and mail compartment. Two additional 29-psgr. GMCs are on order.

Bus miles operated in 1946 totalled 344,161; revenue passengers numbered 265,612; passengers per bus mile, 0.77; revenue per bus mile, 44.42c, and expenses per bus mile before and after depreciation and fixed charges, 30.18c and 40.86c respectively.

New services opened were Tring Jet-St. Victor, Thetford Mines-Vallee Jet, and St. Georges-Lac Frontiere, commenced April 29, 1946, and St. Come-International Boundary, commenced June 21, 1946.

tively.

The trend of operations was upwards during 1946.

Port Arthur Civic Ry. commenced bus operation on July 10, 1946, and gives a city service on five bus and one street car routes on a route mileage of 14.34, one-way, with 10 36-psgr. C-36 Canadian Car-Brills. An additional 14 of the same make—four 36-psgr. gas and 10 40-psgr. trolley coaches—are on order and delivery is promised for the last quarter of this year.

In 1946 bus miles operated totalled 112,778; revenue passengers, 804,277; passengers per bus mile, 7.07; revenue per bus mile, 34.55c, and expenses per bus mile, before and after depreciation and fixed charges, 36.52c and 43.67c, respectively. The latter high expense figure is due to the new routes under trial with expensive operation, due to conversion problems in barns and expenses of training personnel from scratch, full conversion to full bus operation being contemplated.

Vehicles miles, in 1946, increased 75,000 over those in 1945.

The fare structure is:—Adult, 5c cash and five tickets for 25c; children, 2c cash and 10 tickets for 25c; pupils, 5c cash and eight tickets for 25c; special intercity rapid service, 15c one way.

Provincial Transport Co. started bus operation in 1928 and gives suburban and interurban service, radiating from Montreal, over a one-way route mileage of 2,387. A large fleet of 281 vehicles is operated, particulars of which are:—

Number	Capacity	Type	Make
1	27	Limo-line	Buck
15	39	Transit	GMC
2	21	Airpacer	Flexible
13	21	Transit	GMC
12	21	Suburban	GMC
4	21	Transit	Ford
18	21	Interurban	White
18	21	Interurban	Flaherty
9	21	Transit	Ford
9	21	Transit	GMC
9	21	Transit	Ford
9	21	Transit	GMC
1	21	International	International
1	21	Interurban	White
10	21	Interurban	Flexible
1	21	Interurban	GMC Diesel
1	21	Interurban	GMC
1	21	Interurban	Roo
1	21	Transit	Roo
1	21	Transit	GMC Diesel
21	36	Transit	GMC
18	37	Cousser	GMC
10	41	Parlour	GMC Diesel
10	41	Transit	GMC
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CANADIAN TRANSPORTATION, JUNE 1947

A Canadian Car-Brill C-36 Bus Operated by Quebec Ry., Light and Power Co.

Of the above, 61 vehicles are purchases since the commencement of 1946; they are nine 29-psgr. interurban and three 29-psgr. Airpacer Flexibles; 28 23-psgr. Roos; 10 23-psgr. GMC Diesels and 11 36-psgr. Transit GMC's.

Bus miles operated in 1946 totalled 10,722,581; revenue passengers numbered 10,853,814; passengers per bus mile, 1.01; revenue per bus mile, 42.6c, and expenses per bus mile before and after depreciation and fixed charges, 24.9c and 33.6c, respectively.

During the year, the following new services were added:—St. Adèle-St. Marguerite; St. Agathe-St. Lucie; Sherbrooke-Megantic; Sherbrooke-Dunville; Valleyfield-Ormstown; Montreal-Lachenaie; Joliette-Lachute; Louiseville-St. Alexis; Montreal-St. Mathias, and Montreal-Rigaud.

Quebec Central Transportation Co., highway transport subsidiary of Quebec Central Ry., commenced operation on August 31, 1931, and gives a suburban and interurban service on a one-way route mileage of 415, in co-ordination with the railway services. A fleet of 11 vehicles is operated and comprises:—Eight GMC's (three 29-psgr., two 33-psgr., one 28-psgr., and two 18-psgr.); one 29-psgr. Flexible; one 29-psgr. White and one 18-psgr. Ford, all of Parlour type with passenger and mail compartment. Two additional 33-psgr. GMC's are on order.

Bus miles operated in 1946 totalled 244,161; revenue passengers numbered 265,612; passengers per bus mile, 0.78; revenue per bus mile, 44.42c, and expenses per bus mile before and after depreciation and fixed charges, 36.18c and 40.86c respectively.

New services opened were Tring Jet-St. Victor, Thetford-Mines-Vallee Jet, and St. Georges-Lac Frontiers, commenced April 25, 1946, and St. Come-International Boundary, commenced June 21, 1946.

Quebec Railway, Light and Power Co. began bus operation on June 16, 1938, and operates a city and suburban and interurban service in co-ordination with the street car services at same fare

and with transfers given and accepted. The one-way route mileage is 47.30—city 29.10; suburban, etc., 18.20, and operates a fleet of 108 vehicles as follows:—

Number	Capacity	Type	Make
2	25	Transit	Mack C.W.
11	21	Transit	Mack C.W.
1	21	Transit	Mack L. 25
11	21	Transit	Mack L. 25
4	21	Transit	Mack C.Y.
1	21	Transit	Mack C.C.
1	21	Transit	Mack L.C.
4	21	Transit	Roo
21	27	Transit	Ford
11	24	Transit	Yellow Coach
3	27	Transit	Yellow Coach
27	36	Transit	(Diesel) Car, Car-Brill
108			

Of the above, the Canadian Car-Brills are purchases since the beginning of 1946, and on order are 10 of a similar type, for delivery this year, and 30 for delivery in 1948, as well as 30 36-psgr. GMC Diesels, for delivery this year.

The fare structure is:—Cash 5c (one suburban line); 10c (interurban line); 2c, children up to 7 years, and 7c.—Tickets, 10 for 25c (children), six for 25c (good between 5 and 7 a.m. and 4.30 and 6.30 p.m.), four for 25c and 17 for \$1.

Bus miles operated in 1946 totalled 2,511,183; revenue passengers, 43,934,414, this is for both electric car and bus service, no separate statistics being kept; expenses per bus mile before and after depreciation and fixed charges, 36.31c and 38.46c, respectively.

The Kent House and Boischatel services were rearranged and slightly extended, and the trend of bus operation during 1946 was on the increase.

Regina Municipal Ry., which commenced bus operation in October, 1932, gives a city service on a one-way route mileage of 7.64, with the following fleet:—

Number	Capacity	Type	Make
1	21	LKP-3	Levyland
1	21	T16-11C	GMC
1	27	Transit	Ford
1	24	TP-24H Bus	GMC
1	21	Q2B-Transit	Ford
1	21	Victory 23 H	Ford
1	21	Victory 17C	Ford
1	36	C-36	C.C.F.—Brill

JUNE 1947

Motor Bus, Coach and Truck Department

Motor Coach Operators' Statement to Dominion Government Commission on Transportation.

When the Canadian Electric Railway Association's brief for the Dominion Government Commission on Transportation, which was summarized in Canadian Railway and Marine World for March, pg. 141, was presented to the Commission in Ottawa, another brief, from the Ontario Association of Motor Coach Operators, which also dealt with bus and coach operation matters, was presented by I. S. Fairty, K.C., General Counsel, Toronto Transportation Commission. The latter brief was in printed form, the matter occupying 22 large pages. It was accompanied by three exhibits, viz., a map showing the operations of members of the Association, the Ontario Public Vehicle Act and regulations made thereunder, and motor coach time tables issued by the Association.

The first matter dealt with was the status of the Association, which, it was stated, embraces the large majority of the motor coach operators in Ontario, the fact that there are only 13 active and two associate members merely being indicative of the tendency toward consolidation. The next part was historical, dealing with the development of transportation, and, more particularly, with the advent of the electric railway and of the automobile, and with highway improvement and the development of the

and to his further statement that the public is entitled to the best transportation service, no carrier by rail, water, motor vehicle or air having a vested right in the transportation of a single passenger or a pound of freight. A considerable portion of the brief was devoted to support of the claim that railways and motor coaches are not really competitive, it having been stated that the motor coach is in some respects of benefit to the railways, and that the railways themselves agree that motor coach competition is negligible.

The principles of public regulation of highway carriers were reviewed, also the constitutional position as regards coach operation regulation, and facts as to regulation and taxation in Ontario. Statistics compiled by the Secretary-Treasurer of the Association, J. C. Barker, as to the operations of the 19 chief coach operators in Ontario, controlling 90% of the inter-urban operation and owning over one-half of the coaches in operation, were presented, as follows:—route miles, summer, 3,252, winter, 2,668; miles of highway traversed, 2,519; highway taxes paid per vehicle per year, \$922.46; highway taxes per mile of highway traversed, \$100.89; highway taxes per coach mile, 2.461c; percentage of gross

as the new buses are delivered. The Lioness bus chassis have been described in these columns previously. The Cub-type 21-passenger chassis has 168 in. wheelbase. It is equipped with a 6-cylinder engine, with cylinders 3% in. bore by 5 in. stroke, designed to provide smooth and efficient operation at speeds of from 200 to 3,000 r.p.m. The brakes are of the 4-wheel type, combining the Lockheed hydraulic and vacuum systems. Luvax shock absorbers are applied. The tires are 20 x 7.50 balloon type all around, dual on rear. Mechanically operated radiator shutters are applied.

Quebec Central Ry. Co.—In connection with the company's application to Quebec Public Service Commission for authority to start a bus service between Sherbrooke and Derby Line and Rock Island, as mentioned in our March issue, pg. 152, we were advised, March 14, that objections to the permit being granted had been raised; that the Commission had held a hearing in the matter in Montreal on Feb. 11, when judgment was reserved, and that a decision had not been arrived at. The company has also applied to Vermont Public Service Commission for authority to operate a bus service between Rock Island and Newport, Vt.

Ontario Association of Motor Coach Operators' Meeting.

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Quebec Motor

Application for Exclusive Franchise.
 — A petition was submitted to Quebec Public Service Commission, on Feb. 11, by J. Roy, K.C., Sherbrooke, on behalf of Quebec Central Ry. Co., for exclusive privilege of operating daily passenger and freight service by bus and truck on the government highway between Sherbrooke and Derby Line, Vt., and for permission to form a subsidiary company through which the railway may operate. It said, in part:—"The carriage of passengers and freight by motor vehicle on the highways has so greatly extended that the company's railway service is diminished and disorganized in a manner prejudicial and ruinous for the capital invested, and threatening to the soundness, and even to the survival of its public service." The subsidiary proposed to be formed by the Q.C.R. would be called Central Quebec Bus and Truck Service Co. It would operate as many trips each day as required, and the truck service between the places named would include door-to-door delivery. It was also requested that authority be conferred for operation of a bus and truck service between Sherbrooke and Thetford Mines, and between Thetford Mines and Quebec. Application was also made for authority to operate a highway service between Valley Jet and St. George, and, possibly, between Tring Jet and Megantic. The application guarantees adequate service to the public by highway or by railway during the summer and by railway during the winter. It asks that entire and complete control be given the railway, and, in cases where this may not be done, that regulations be made to prevent competitive buses and trucks establishing lower rates than those authorized to be charged by the Q.C.R. A capital expenditure of \$125,000 is proposed, \$75,000 for five buses, \$40,000 for 10 trucks, and \$10,000 for terminal facilities. The petition states that merchants along the route have promised to give their business to the railway organization, and that they said they suffer from the fluctuating rates and lack of organization in present truck services, and also because of loss and damage. It points out that the railway, on account of its location, is more subject to motor vehicle competition than are the transcontinental railways, and that it therefore needs a bus and truck service of its own more than do larger railway properties. The application was taken under advisement by the Commission. A Montreal press report says that it is being opposed by Provincial Transport Co., represented by Jacques Perron, General Manager, on the ground that that company already has a permit to operate in the territory concerned and can see no reason why it should be withdrawn.

A statement by the Commission's

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March

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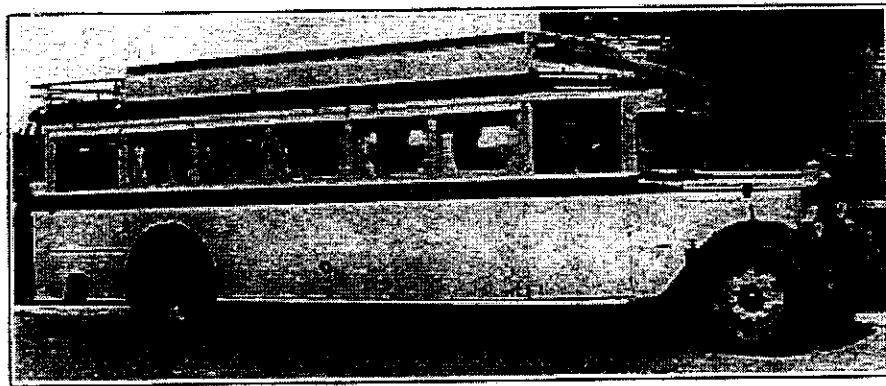
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A statement by the Commission's
Chairman, Adrien Beaudry, K.C., that
whenever a railway applies for a permit
to operate a bus service, representing
that a train is to be discontinued and re-
placed by a bus service, the Commission
will grant the permit, was mentioned in
our Dec., 1931, issue, pg. 790, and in our
January issue, pg. 97, attention having
been drawn in the latter article to a re-
port made by Mr. Beaudry, at the end
of 1927, upon return from a trip to
Europe, in which he advocated the or-
ganization of bus and truck services by
railway companies. The Q.C.R. in its
recent petition, estimates that 150 train

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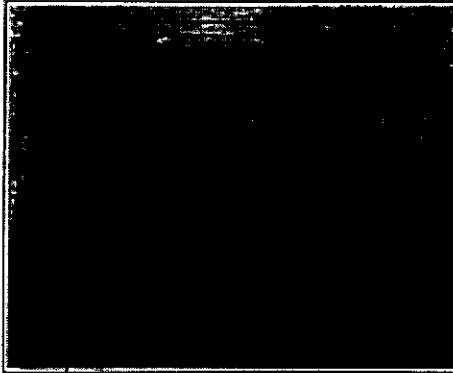
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Quebec Central Transportation Co. 21-passenger General Motors Coach with Mail Compartment.

coach operations; it acquired all motor coach lines operating to and from Montreal and in that vicinity, the acquisitions having been made from 31 independent operators.

Quebec Central Transportation Co., motor coach operating subsidiary of Quebec Central Ry., which is a subsidiary of Canadian Pacific Ry., began motor coach operation Aug. 31, 1931, and gives an interurban service co-ordinated with its steam train operation, at similar fares, tickets being valid on either motor coaches or trains. Four vehicles are operated, 3 G.M.C., model U-625, 21-passenger, and one Reo, 15-passenger, 2 of the 21-passenger coaches and the Reo having been bought in 1932. The routes operated are from Levis to St. George, 61 miles; Valley Jct. to Morisset, 41 miles, and from Sherbrooke, Que., to Newport, Vt., 50 miles. Coach miles operated in 1932 were 67,067, and number of revenue passengers was 21,622, passengers per coach mile having been 0.31. Revenue per coach mile was 26.77c and



Ottawa Electric Railway 15-pa

expenses 25.04c. The management advises that the motor coach services have proved very satisfactory to both the public and the company, and that while the revenue has not been large the coach operation has saved the railway a very considerable amount, through obviating the operation of trains which would not have been remunerative on account of automobile competition. The coach services were discontinued for the winter, but on the date of our advice, May 15, plans had been completed for resumption of operation on May 22 on the same routes as last year.

Quebec Ry., Light and Power Co., Railway Division, began bus operation in June 1916 and provided a sightseeing

June

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~~1932~~

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of G. T. R. Station, Phone 197.
GENERAL STEAMSHIP AGENCY.

QUEBEC CENTRAL RAILWAY

TIME TABLE

In effect September 26th 1915

BOSTON AND NEW YORK EXPRESS—
Leave Sherbrooke 8.05 a.m. Daily
arrive Lewis, 1.15 p.m., Quebec 1.34
p.m.

PASSENGER — Leave Sherbrooke 4.04
p.m. daily except Sunday, arrive
Lewis 9.20 p.m., Quebec 9.25 p.m.

ACCOMMODATION — Leave Sherbrooke
6.00 p.m. daily except Sunday, ar
rive Valley Jct. 2.00 a.m.

For timetables or further particulars
apply to any of the Company's Agents
or to E. O. Grundy, G. F. & F. A.
Sherbrooke, Que.

CANADIAN PACIFIC

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Railway Development
 Railway Development in British Columbia ..
 Railway Earnings
 Railway Finance, Meetings, Etc.
 Railway Mechanical Methods and De-
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 Railway Rolling Stock Notes
 Railway Statistics
 Railway Taxation in Alberta
 Rates on High Explosives
 United States Government Railways in
 Alaska

R. F. Morkill Not Killed as Reported.

Railway Review, Chicago, had the two following items in its issue of May 15.

"R. F. Morkill, Signal Engineer of the Grand Trunk Ry., has been killed in the war in Belgium. Mr. Morkill was on leave of absence, serving with the Canadian contingent.

"Barton Wheelwright, Inspector of Signals of the Grand Trunk Ry., has been appointed Signal Engineer, with office at Montreal, Que. R. F. Morkill, formerly Signal Engineer, has been killed while serving with the Canadian troops in Belgium."

Canadian Railway and Marine World is pleased to be able to say with Mark Twain that the items above quoted are "greatly exaggerated."

On May 19, H. R. Safford, Chief Engineer, G.T.R., Montreal, telegraphed to one of Mr. Morkill's Toronto friends in reference to an inquiry as follows:

"No truth in Chicago rumors about Morkill. Last report stated everything satisfactory."

On May 21, H. R. Charlton, General Advertising Agent, G.T.R., Montreal, wrote Canadian Railway and Marine World as follows: "There is no truth in the report that Barton Wheelwright has been appointed Signal Engineer of the Grand Trunk, nor have we any information that Mr. Morkill has been reported in the casualty list."

half yearly. The third resolution ratifies and confirms an agreement dated Mar. 18, 1915, for the purchase of the New Brunswick and Prince Edward Island Ry. from Sackville to Cape Tormentine, N.B., 36 miles, for \$270,000, and providing that until the purchase money is paid interest on that amount at 4% shall be paid from Aug. 1, 1914.

The resolutions were passed, but were discussed at some length when they came before the House in form of a bill. The principal amendment made was one authorizing the Minister to lease branch lines, with or without an agreement to purchase, and another providing that where a line over 25 miles in length is acquired no money shall be paid therefor until it has been voted by Parliament.

This matter was under discussion in the session of 1912-13 when power was given to the Minister by the House of Commons to acquire a line not more than 200 miles in length or to build a line not more than 25 miles in length without the consent of Parliament. The Senate declared that this should only be done with the consent of Parliament, and as the House of Commons would not agree, the measure was dropped.

The House of Commons has voted \$12,500 for the International Ry. of New Brunswick, and \$49,700 for the New Brunswick and Prince Edward Island Ry., to bring them up to the standard of Intercolonial branch line construction.

Dominion Atlantic Ry. Men in Active Service.—The following are those in the service of the Dominion Atlantic Ry. Engineering Department, who are now on, or preparing for, active service in Europe:

J. G. St. J. Ellis, heretofore Assistant Engineer, who is in England qualifying for a

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