

Passenger and Ticket Offices
Bureaux des billets et du service des voyageurs

CANADA

Quebec, Que.,
Palais Station, L. P. St. Hilaire, General Agent
L. Croteau, Ticket Agent
Chateau Frontenac, L. P. Tache, Ticket Agent
459 Crown St., J. P. Dussault, City Ticket Agent

Sherbrooke, Que.
169 Wellington St., N., J. A. Metivier, City Passenger Agent

UNITED STATES

Atlanta 3, Ga., Room 807-9, Citizens and Southern National Bank Building, H. F. Nelson, District Passenger Representative
Boston 16, Mass., 506 Little Building, 80 Boylston St., D. W. Allan, General Agent, Passenger Department
Buffalo 2, N.Y., Room 506-508, Liberty Bank Building, 422 Main Street, R. G. Williamson, General Agent, Passenger Department
Chicago 5, Ill., 39 South La Salle St., J. J. Trainor, General Agent, Rail Passenger Department
Cincinnati 2, Ohio, 203 Dixie Terminal Building, L. P. Dooley, General Agent Passenger Department
Cleveland 14, Ohio, 1038-39, Union Commerce Building, E. A. Kenney, General Agent Passenger Department
Detroit 26, Mich., 1249 Washington Blvd., F. F. Hardy, General Agent, Passenger Department
Kansas City 6, Mo., 608-9, Waldheim Building, G. R. Watson, District Passenger Representative
New York 17, N.Y., Canadian Pacific Building, 581, 5th Avenue, J. E. Roach, General Agent, Rail Passenger Department
Philadelphia 9, Pa., Rooms 1036-1038, Fidelity Philadelphia Trust Building, 123 South Broad St., G. T. Young, District Passenger Representative
Pittsburgh 19, Pa., 648 William Penn Place, M. T. Jackson, District Passenger Representative
St. Louis 2, Mo., Room 803, Boatmen's Bank Building, 314, N. Broadway, J. J. Brown, General Agent, Passenger Department
Washington 5, D.C., 1504 K St., N.W., J. A. C. Blair, General Agent, Passenger Department

Travel
QUEBEC CENTRAL
Via Newport, Vt.
The Short Route
between
QUEBEC—BOSTON
and
Other New England Points

Voyagez par le
QUEBEC CENTRAL
Via Newport, Vt.
Le court trajet
entre
QUEBEC—BOSTON
et
Autres endroits
de la Nouvelle-Angleterre

| Daily Quot. | Ex. Sun. Dim. ex. | | Daily Quot. | Ex. Sun. Dim. ex. |
|-------------|-------------------|--|-------------|-------------------|
| PM | PM | | PM | PM |
| 3 45 | | Dep Quebec Ar | 1 25 | 8 40 |
| 9 05 | | Ar Sherbrooke Dep | 8 15 | 3 00 |
| 9 35 | 8 05 | Dep Sherbrooke (CP-QC St'n) Ar | 8 01 | 2 30 |
| 9 45 | 5 10 | Buses Sherbrooke (Bus Term) | 8 10 | 2 15 |
| 11 35 | 7 10 | Ar Newport Dep | 6 10 | 12 30 |
| †1 30 | †1 30 | Dep Newport Ar | *6 00 | *6 00 |
| †8 40 | †8 40 | Ar Boston Dep | *11 15 | *11 15 |
| AM | AM | | PM | PM |

*Coaches—Voitures — Quebec-Sherbrooke.
Modern Reclining Seat Buses — Sherbrooke-Newport.
Autobus modernes à sièges ajustables — Sherbrooke-Newport.
*Sleeping Cars and Coaches — Newport-Boston.
Wagons Dortoirs et Voitures — Newport-Boston.
*Regularly assigned cars Air-conditioned. *Wagons à air climatisé régulièrement assignés.

For explanation of signs see Table 2.

Pour explication des renvois voir le Tableau 2.

GENERAL INFORMATION

The Timetables Herein show time Trains should arrive at and depart from the several stations and connect with other Trains and Buses, but their departure, arrival or connection at time stated is not guaranteed. The public is particularly notified that mixed or accommodation trains are especially subject to causes of delay. Time of connecting lines is published for information of passengers and every care taken to keep it correct, but this Company does not hold itself responsible for errors, omissions or delays.

Equipment—Air-conditioned equipment is assigned as far as possible, but the right is reserved to employ non air-conditioned cars as necessitated by volume of traffic or emergencies.

The right is also reserved to discontinue or substitute equipment as is necessitated by volume of traffic or emergencies.

Time—Light face type used in folder denotes time from 12.01 a.m. (midnight) to 12.00 a.m. (noon), heavy face type from 12.01 p.m. (noon) to 12.00 p.m. (midnight).

Ticket Offices at important stations are open thirty minutes before departure of Trains and passengers are requested to purchase tickets before entering Cars.

Tickets—Railway first class and coach class tickets are generally accepted on Q.C.T. Co. Buses, except those endorsed "Not Good on Q.C.T. Co. Buses." Q.C.T. Co. tickets will be accepted in coaches on Q.C.Ry. trains.

Children under five years of age, when accompanied by parent or guardian, free; five years of age and under twelve, half fare; twelve years of age or over full fare.

Stop-Overs are granted on certain classes of tickets. Detailed information can be secured from Agents and Conductors.

Baggage will be checked, via Q.C.Ry. and connections subject to tariff stipulations as to free allowance, contents, weight, value and size. Storage will be charged at current tariff rates on all baggage remaining at stations more than twenty-four hours.

Every effort will be made to facilitate handling baggage, but no guarantee can be given that it will be forwarded on same train carrying owner; nor can time of arrival at destination to which checked be guaranteed. All baggage should be plainly marked with name and address of owner to avoid loss if baggage check should become detached.

Light hand baggage only will be carried on Buses; heavy or bulky baggage may be checked via Q.C.Ry. where passenger trains are operated on Q.C.Ry., Q.C.T. Co. or other rail lines tickets.

Checked Baggage will be examined at the Boundary, unless bonded to points where it can be examined and released by Customs Officers stationed at those points.

General—In the event of any disagreement with conductor regarding tickets, privileges, etc., passenger should pay fare claimed, obtain receipt, and refer case to Traffic Department, Q.C.Ry., Sherbrooke. Conductors have no discretionary powers in such matters, but are governed by rules which they are not authorized to change.

RENSEIGNEMENTS GENERAUX

Cet Indicateur donne les heures auxquelles les trains arrivent et partent des gares mentionnées et se raccordent avec les autres trains ou autobus, mais leurs départs, arrivées ou raccordements aux heures indiquées ne sont pas garantis. Nous attirons l'attention du public particulièrement sur les trains mixtes ou accommodations qui sont sujets à être en retard. Les horaires des autres compagnies ne sont publiés que pour la commodité des voyageurs, et tout le soin possible est apporté pour qu'ils soient exacts, mais le Québec Central n'est pas responsable pour les erreurs, omissions ou délais.

Equipment—L'équipement climatisé est assigné en autant que possible mais sous réserve d'employer des wagons non-climatisés si nécessaire à cause du volume de trafic ou en cas d'urgence.

Nous nous réservons aussi le droit de discontinuer ou de changer l'équipement si nécessité par le volume de trafic ou en cas d'urgence.

Les Chiffres en caractères légers, indiquent les heures de minuit jusqu'à midi; les chiffres en caractères gras indiquent les heures de midi jusqu'à minuit.

Les Bureaux de Billets aux gares importantes sont ouverts trente minutes avant le départ des trains, et nous demandons aux voyageurs d'acheter leurs billets avant de monter dans les wagons.

Les Billets de Chemin de Fer, première ou voitures-ordinaires sont généralement acceptés sur les autobus du Q.C.T. Co. excepté si endossés "Non-valables sur les autobus du Q.C.T. Co." Les billets du Q.C.T. Co. sont acceptés dans les voitures-ordinaires sur les trains du Québec Central.

Les Enfants de moins de 5 ans, si accompagnés d'un parent ou gardien, voyagent gratuitement; de 5 à 12 ans, demi-passage; de 12 ans ou plus, plein passage.

Des Arrêts en cours de route sont permis sur certaines catégories de billets. Pour renseignements, s'adresser aux Agents ou Conducteurs.

Les Bagages seront enregistrés via le Chemin de Fer Québec Central et ses lignes correspondantes, sujet aux stipulations des tarifs concernant le transport gratuit, le contenu, la pesanture, la valeur et la grosseur. L'entreposage sera perçu aux taux courants des tarifs sur tous les bagages laissés aux gares plus de vingt-quatre heures.

Le nécessaire sera fait pour faciliter le manoeuvrement des bagages, mais aucune garantie n'est donnée qu'ils seront expédiés sur le même train que le propriétaire, et l'heure d'arrivée à destination ne peut non plus être garantie. Tous les bagages devraient clairement montrer le nom et l'adresse du propriétaire, pour en prévenir la perte si le coupon d'enregistrement s'en détachait.

Les menus bagages seulement seront transportés dans les autobus; les bagages pesants ou encombrants seront enregistrés via le Chemin de Fer Québec Central où les trains de passagers sont en opération sur les billets du Q.C., Q.C.T. Co., ou des autres lignes.

Les Bagages enregistrés seront examinés à la frontière à moins qu'ils soient sous obligation de douanes pour être examinés et libérés à un certain endroit par les Officiers des Douanes en devoir à cet endroit.

En cas de désaccord avec le conducteur d'un train au sujet de billets, privilèges, etc., le voyageur devra payer le prix demandé, se procurer un reçu et référer le cas au Département du Trafic, Québec Central, Sherbrooke, Qué. Les conducteurs n'ont pas les pouvoirs de régler ces cas à leur discrétion, mais ils ont des règlements à suivre qu'ils ne peuvent changer.

SEPT. 25 SEPT.
1955



TRAIN SERVICE
SERVICE DE TRAIN

TIMETABLE—Folder A
Horaire A

Eastern Standard Time **Heure normale de l'est**

See Folders B and C for additional services operated via Highway by the Québec Central Transportation Company

Voir les horaires B et C pour les services additionnels donnés sur les grandes routes par la Compagnie de Transport Québec Central

QUEBEC CENTRAL RAILWAY COMPANY
Traffic Department

165 Wellington St. North, Sherbrooke, Que.

A. M. HAND,
General Manager

C. G. BLAKE,
Gen. Freight & Passenger Agt.

Table 1 QUEBEC — LEVIS — LAC FRONTIERE — MEGANTIC — SHERBROOKE Tableau 1

EQUIPMENT
Nos. 1 & 6—Quebec and Sherbrooke
Nos. 2 & 5—Levis and Sherbrooke
Air conditioned Coaches Voitures—Air climatisé
Restaurant Car—Wagon Restaurant
Nos. 3 & 4—Coaches—Quebec and Lac Frontiere—Voitures
Nos. 24 & 25—Coaches—Tring Jct. and Megantic—Voitures
Nos. 34 & 35—Coaches—Vallee Jct. and Lac Frontiere—Voitures

READ DOWN—LIRE DE HAUT EN BAS

READ UP—LIRE DE BAS EN HAUT

Main timetable table with columns for Daily Quotidien, Except Sunday, Miles, Station, and time. Includes notes on equipment and operations.

Q.C.T. buses operate between Sherbrooke and Newport affording convenient connections with trains to and from points beyond—See folder "C" for details

Vertical note on the left side of the table regarding operations on Mon., Wed. and Fri. only.

Vertical note in the center of the table regarding operations from Dec 10 to Dec 10, 1961.

TABLE 2 EXPLANATION OF SIGNS RENVOLS TABLEAU 2

- Monday only.
Stops to detrain passengers.
Stops Sunday only to detrain revenue passengers from East Angus or points south.
Stops on signal or to leave passengers.
Except Monday.
Leaves QC-CP Station on Saturday only. Leaves Bus Terminal daily except Sunday.
Except Saturday and Sunday.
Flag stop to detrain revenue passengers and entrain revenue passengers for East Angus and beyond.
Except Sunday.
Regularly assigned cars Air-conditioned.
Will operate approximately 3 hours earlier Sept. 25 to Oct. 29 inc.
Will operate approximately 1 hour earlier Sept. 25 to Oct. 29 inc.
Will operate approx. 1 hour 15 min. earlier Sept. 25 to Oct. 29 inc.

CONNECTING TRAINS—Condensed Time Tables HORAIRE DIRECT CONDENSE

Read Down—Lire de haut en bas Read Up—Lire de bas en haut

Table 3 NEWPORT—WHITE RIVER JCT.—BOSTON—SPRINGFIELD—NEW YORK. Includes columns for AM, PM, Miles, Station, and time.

Newport—Boston
Sleeping Cars and Coaches—Wagons-dortoirs et Voitures
Newport—Springfield—New York
Coaches—Voitures

Table 4 NEWPORT—MONTREAL. Includes columns for Dly-Quot., PM, Miles, Station, and time.

Table 5 SHERBROOKE—MEGANTIC—SAINT JOHN—HALIFAX. Includes columns for Daily-Quotidian, PM, Miles, Station, and time.

Table 6 SHERBROOKE—MONTREAL. Includes columns for Sun.-Dim., PM, Miles, Station, and time.

Table 7 QUEBEC—MONTREAL. Includes columns for Dly-Quot., PM, Miles, Station, and time.

QUEBEC—MONTMORENCY—STE. ANNE DE BEAUPRE
The C.N.Rys. operate frequent electric train service between Quebec, Montmorency and Ste. Anne de Beaupre.
Le Canadien National a en operation un service frequent de trains electriques entre Quebec, Montmorency et Ste. Anne de Beaupre.

Vertical note on the right side of the table regarding explanation of signs see Table 2.