

Road Number	Builder	Serial	Date	Type	Disposition	Notes
Chambly Canal - zz Unknown Owner						
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zz Unknown Owner						
No#	Unknown	uu3059		ST narrow gauge	DU	[1p] Chambly Canal Construction No#.
Chandler						
Abitibi Price Successor to Gaspésia Sulphite.						
Bonaventure Pulp and Paper Predecessor of Gaspésia Sulphite and Gaspésia Pulp and Paper. Also built 15 mile logging line out of Pabos Mills in 1913 which was used only a short time.						
Gaspesia Sulphite						
1?	Unknown	uu242		2-4-2T	DU	[1] Ha! Ha! Bay Railway #1; [2] Gaspésia Sulphite #1?
2	MLW	54306	11 1913	2-6-2	Sold 1917	[np] St. Lawrence Pulp & Lumber #2; [2] Gaspesia Sulphite #2, 1917.
3	Lima	2766	5 1914	Shay 3 Scr	1952	[n] St. Lawrence Pulp & Lumber #3, Pabos Mills; [2] La Compagnie de Pulpe de Chicoutimi, 3/1920; [3] Bonaventure Pulp & Paper #3; [4p] Gaspésia Sulphite #3, 1937.
4	Heisler	1368	2 1918	Heisler 2	DU	(n) Oval Wood Dish Corp #2, Tupper Lake; [2] Bonaventure Pulp & Paper #4 then Gaspésia Sulphite #4.
7?	Stearns	1064	1902	Heisler 2	DU	[n] Johnson Co #2:1 (acquired by R.W. Potter); [2] Gaspésia Sulphite #7?; sold before 1915. Shown as 42 " gauge in builders list.
05801	GE	31544	4 1952	80T		[np] Gaspésia Sulphite #05801, then Abitibi Price.
7062	CLC	1189	7 1914	0-6-0 Scr	7/51	[n] CN #7062 (CNoR #368); [2] Gaspesia Sulphite #7062, 12/1950, refused and returned, resold to Gaspesia for scrap 7/1951.
St. Lawrence Pulp and Lumber						
?	Vulcan	3612	3 1926	4w gas 36" ga	DU	[n] Foundation Company #7; [2] St. Lawrence Pulp & Lumber, 5/1930; [3p] St. Lawrence Paper, Trois Rivieres
?	Vulcan	3611	3 1926	4w gas 36" ga	DU	[n] Foundation Company #6; [2] St. Lawrence Pulp & Lumber, 5/1930, may have been at Trois Rivieres.
3	Lima	2766	5 1914	Shay 3 Scr	1952	[n] St. Lawrence Pulp & Lumber #3, Pabos Mills; [2] La Compagnie de Pulpe de Chicoutimi, 3/1920; [3] Bonaventure Pulp & Paper #3; [4p] Gaspésia Sulphite #3, 1937.
1	Lima	2687	9 1913	Shay 3 Scr	3/1961	[n] St. Lawrence Pulp and Lumber #1, Pabos Mills; [2] Vancouver Machinery Depot (D), Vancouver; [3] Nimpkish Timber #3, Alert Bay, BC.; [4] Wood and English #3 Alert Bay, BC. 5/1924; [5] Wood and English #3, Englewood, BC. C1926; [6] Canadian Forest Products #117 (3) Englewood, BC. 11/1941; [7] Atlas Iron and Metal (D) Vancouver, 5/1959
2	MLW	54306	11 1913	2-6-2	Sold 1917	[np] St. Lawrence Pulp & Lumber #2; [2] Gaspesia Sulphite #2, 1917.
Chelsea						
Fraser Brace Fraser Brace had the contract for construction of the CIP power plant on the Gatineau River.						
103	Vulcan	3604	2 1926	4w gas 4t	DU	Built for United Dredging, Long Island, NY. [n] Fraser Brace #103, Chelsea; [2] Fraser Brace #103, Dorval.
Gatineau Power						



Notes

The following notes outline the salient features of each column

This shows a typical entry:

Road Number	Builder	Serial	Date	Type	Disposition	Notes
25	Pittsburgh	31201	3 1905	0-4-0ST	DU	(n) Benwood & Wheeling Connecting RR; (2) National Tube; (3) Southern Iron & Engineering (D); [4p] HEPC #25, Alexandra; [5] Dominion Construction #25, Abitibi Canyon; [6] G.W. Carruthers (D);

Road Number

This is the company number which is normally shown on the locomotive. Where several numbers were carried throughout the life of the locomotive, these are shown using the convention developed by the Bytown Railway Society in the Canadian Trackside Guide.

No# indicates that the locomotive did not carry a number.

Builder

This column shown the builder or manufacturer of the locomotive. They are normally shown in full although some of the more well known ones have been abbreviated:

Alco American Locomotive Company – where known, the actual plant of manufacture, (e.g. Brooks, Schenectady etc.) is shown.

CLC Canadian Locomotive Company, Kingston, ON.

MLW Montreal Locomotive Works

Serial Number

This is the serial number or works number allocated by the builder. In numerous cases the serial is not known and I have developed a system which allocates a unique number to each locomotive which is prefixed “uu”. This will assist in solving some of the unknowns. In some cases serial numbers were not used.

Date

This shows the date of manufacture where known by year and month.

Type

Unless otherwise shown in this column all locomotives are standard gauge. Other gauges are shown by the notation "x" ga where x is the gauge in inches. For steam locomotives, the Whyte notation is used to denote the wheel arrangement. For internal combustion engine locomotives the builder's model designation, where known, is shown.

Other abbreviations used are:

CA	Compressed air
d/e	Diesel electric
d/h	Diesel hydraulic
g/m	Gas mechanical
elec	Electric
t	Tons
4w	Four wheel

Disposition

This column shows the fate of the locomotive.

Display means that the locomotive has been preserved either for operation or as a static exhibit. These details have not been recorded here as they are well covered in the Canadian Trackside Guide.

DU means "Disposition Unknown". Many locomotives are in this category. In most cases they will have been scrapped on site but this is not shown unless this can be confirmed.

Scr means "Scrapped" and the date is shown where known. If the locomotive was sold for scrap to a dealer this is normally shown in the "notes" column.

USA means that the locomotive was sold into the USA.

Notes

This column sets out the history of the locomotive in as much detail as is known. The various owners are shown in chronological sequence from first to last.

n owner when new.

1 first known owner when the new owner is not known.

2 second owner.

3 third owner – and so on.

[] indicates an owner in Canada.

() indicates an owner in the USA.

{ } indicates a country unknown.

<> indicates a Canadian "non industrial" owner such as a display, museum or heritage railway.

p indicates that photographic evidence exists of this locomotive at this particular location.

(D) Indicates an equipment dealer