

Just A. Ferronut's Railway Archaeology *February 1994* "Art Clowes"

Earlier, I mentioned the Kent Northern that extended from Kent Junction on this line to Richibucto. Highway 126 still shows the patch jobs done when the tracks were taken up across it. Kent Junction had a wye, so with the help of the paving marks it is early to follow the alignment on this wye east of the I.C.R. mainline.

Rogersville, a small village about midway between Moncton and Newcastle still has its station, now maintained and used by VIA Rail. It is a single storey CN built structure on the same plan as the former station at Pointe du Chêne. It has been restored with new windows and the wall area above the red brick dado has been covered with light greyish blue vinyl siding, all with cream coloured trim and black roof.

I travelled on into Chatham to pick up Highway 8 for my trip along the Miramichi. There were a couple of CN engines switching a local lumber mill, but between traffic, etc., I couldn't get the numbers.

CN, in January 1985, abandoned the 75 miles of track from the I.C.R. main line at Derby Junction, at the confluence of the Miramichi Rivers and McGivney, the crossing and junction with the National Transcontinental Railway. The first 13 miles west of the I.C.R. to Quarryville was constructed by the I.C.R. and opened December 1, 1886. As you may have guessed this branch was built to access the quarries at Quarryville. The numerous mills at Millerton supplied lumber traffic.

The Miramichi has long been noted for its lumber, and the first and only major railway to penetrate the valley was promoted by two industrialists, both of whom had major lumbering interests. They were Jabez B. Snowball and Alexander Gibson. Gibson had already considerable railway experience from his promoting and construction of the narrow gauge New Brunswick Railway from Gibson (now South Devon or Fredericton North) north to Edmundston.

These gentlemen pushed to have the Northern and Western Railway Company formed under provincial charter in April 1872. However, it was 15 years before the 107 mile line along the Nashwaak and Miramichi Valleys from South Devon to the I.C.R. main line was opened for traffic. This line followed the north shore of the Miramichi in the area west of Blackville where the river was getting wider. At Blackville the railway crossed the Miramichi on a large timber bridge and then stayed on the south shore through Chelmsford and connected with the I.C.R. at Chatham Junction (now Nelson Junction). This portion west of I.C.R. opened on January 1, 1887, 8 months before the C.B.R. line into Chatham.

In 1890, the name of the N. & W.R. was changed to the Canada Eastern Railway and this company acquired the Chatham Railway Company. Alexander Gibson exerted more influence over the Canada Eastern and J. B. Snowball faded from the scene.

The Canada Eastern was acquired by the Dominion Government in 1904 with the takeover becoming effective on October 1, of that year.

Now sometime between 1887 and 1904 a 9 mile branch was constructed along the north side of the Miramichi from Blackville to connect with the I.C.R. branch at Quarryville. This branch became part of CN's Miramichi Subdivision that it

abandoned in 1985. Confusion is added by reports that the ice and age had made the large bridge across the Miramichi at Blackville unsafe by the later 1890's and that was the cause for the construction of the branch.

Anyway following the 1904 take over by the government, the line was put under the control of the Government Railways and the line from Blackville, via Chelmsford to Chatham Junction, along the south shore was abandoned in 1913.

Except for a few bridges and stretches of abandoned roadbed, there is not much left of CN's Miramichi Subdivision as it climbs to Boiestown where it leaves the Miramichi to continue on to McGivney which is the high point between the Miramichi and Nashwaak Rivers watersheds. The concrete block station at McGivney has been converted for use by the track maintenance forces.

West from McGivney, CN's Nashwaak Subdivision provides it with access to Fredericton and to Camp Gagetown, south of Fredericton on the former Saint John and Quebec Railway.

The 9 miles from McGivney to Cross Creek is not accessible by car. At Cross Creek, the railway, the Nashwaak River and roads get closer together and more parallel. Cross Creek was the former junction with the old York and Carleton Railway's 5.4 line to Stanley. This line incorporated in 1887, had great plans for its rail lines, but never got beyond Stanley. The line was cut back from Stanley to Sutherland in December 1976. The remaining 2.4 miles into Cross Creek was abandoned in April 1986. I took the back roads into Stanley, but as the light was starting to go, I could identify much of the old rail line.

From Stanley, I high tailed it over the remaining hills to the St. John River, with enough questions for some extra research and a return trip.

Station Scene

Dave Hanson has sent along a note that he has heard that the Fairville, NB, station has been demolished. We mentioned this station with its witch's hat roof back in the October 1992 column.

Tony Clegg, reports that the new VIA Rail station in Saint John, NB, is open. The structure is located a couple of hundred feet east of their former wooden box station.

I forgot in December to mention that I was down to a small railway show at Burlington, VT in late November. This was an excuse to drop by St-Armand, QC, near the Vermont border. Back in our March 1993 column we mentioned St-Armand in conjunction with Julian Bernard's comments about the Central Vermont's Roxbury Subdivision extending north from Highgate Springs, Vermont through St-Armand, Stanbridge, Des Rivieres, St. Alexander to Iberville in the late 1930's.

The relatively large brick St-Armand station still exists and is presently used as the community's Town Hall. While the walls of the building are plain, the corners of operator's bay have projecting brick pilasters. The walls are quite high and it would be my guess that the original passenger canopies would have been just above the windows with considerable wall above it. There is fancy brick corbelling all

around under the eaves, as well as projecting brick accents above the windows. Well worth the 10 minute detour from the main highway. I also explored more of the old right-of-way in the area and a fair amount still shows, but that for another time.

Also on the station scene, Doug Brown gave me a clipping announcing that the St-Bruno, QC station was reopened January 9, 1993 as community centre. We have followed this relocation and reconstruction several times including our November/December, June and January, 1992 columns. The sloping landscaping and complete concrete basement under the old station makes it suitable for a couple of sizable functions at the same time.

St. Martins, NB, Update

I made reference to St. Martins and their railway in the September, 1993 column. At that time I indicated that I was trying to get permission to use some stories and photographs on this 27 mile railway that was abandoned in 1940. I am still hoping to achieve this, but in the meantime, our member David Osborne has sent along some extra information. However, I am going to be mean and keep some of Dave's information until I can confirm whether I can get this other material.

Anyway, Dave advises that the present structure on the beach at the foot of Beach Street is actually part of the freight shed. I had mentioned about the change in the roof design, well Dave advises that Hurricane Edna back in 1956 decided this structure should be a boat and split the building in two, washing one part out to sea.

Also, I guess I must have been high on the thoughts of fried clams, for Dave closed his remarks by informing us "city slickers" that the lighthouse-come-tourist bureau is a fake, built simply as a tourist bureau.

Who's Firing it Now?

This would appear to be the proper heading for a short article in the New Brunswick Historical Society's 1961 annual publication about a steam locomotive that apparently had more changes in ownership than any other steam locomotive in Canada. This list compiled by the NBHS's Hugh Folster stated that the Western Extension Railway acquired their engine No. 1 in 1869. In 1872, it became the European & North American Railway's engine No. 1 and the Fredericton Railway's engine No. 2, in 1877. In 1887 it was acquired by the New Brunswick Railway as engine No. 30, only to become Canadian Pacific's No. 507 in 1890 for a few months. Later in 1890, the Willard Kitchen Company (a railway contractor) acquired it as their No. 1, then it became engine No. 1 on John Stewart's Tobique Valley Railway and by the end of 1890, it still carried No. 1, but of the Cornwallis Valley Railway in Nova Scotia. It remained in Nova Scotia until it was scrapped in 1912, during that time it was the Windsor & Annapolis Railway's No. 13 from 1892 to 1894 and then the Dominion Atlantic Railway's 1 for the engine's final 18 years.

Early Track Structure and Railroading

Gord Webster's articles on railways in Nova Scotia in the October, 1993 issue of *Rail and Transit* reminded me of another interview in the February 1915, *Canadian Government Railway Employees Magazine*. That interview was with a Mr. A. B. Gray, a time early Roadmaster of the Intercolonial Railway at New Glasgow, NS, and the following are his comments about his recollections of his early days as a Section man on the Nova Scotia Railway:

When I commenced railroading in 1866, the Nova Scotia Railway was in operation between Halifax and Truro and

Windsor. The road bed was ballasted with clay, and rock, taken out of the cuttings between Halifax and Bedford. The ties were in nine foot lengths of round timber, split in two halves with saws. The rails were of the H pattern, that is, the tops and bottoms were alike, and could be used over again by turning them upside down. They were secured to the ties by cast iron chairs, the ties being spotted to allow chairs to set level on them. The rails were fastened in the chairs by wooden keys or blocks made of elm soaked in tar. These rails, when new, made a smooth running road. The rails were 16 and 18 foot lengths, and they, along with the chairs and keys, were brought out from England about the year 1855. In 1867, portions of the track between Windsor Junction and Halifax were re-laid with iron "T" rails, the same pattern as are now used. These "T" rails were secured at the joints by a thin steel scabbard. These scabbards had a decided tendency to work loose, and slip clear of the end of one rail, and track men had to keep busy keeping these scabbards in place. There were no hand-cars in those days, push cars only, but they were much lighter than those in use at the present time. The track men were paid 90 cents per day, and the foremen \$1.25, and many of us had to live, pay house rent, fuel, etc., and support quite large families, yet they seemed to get along, and have a little to spare. The first regular trains used to run with the passenger cars next the engine. Later on, the passenger cars were put on the rear of the trains. These trains made good time, and accidents were rare. It was quite a usual occurrence to see eight and ten flat cars on the regular morning train from Truro to Halifax, loaded with wagons of country produce. Special trains were frequently run out for loading and distributing ties. Many of these special trains had no van, and only a conductor and one man, and sometimes a conductor only. The engines in use at that time were all wood burners. In many cases, when out on special trains, loading and unloading ties, I have helped the fireman to handle wood, both on the tender, and into the fire-box. The dumps or fills between Bedford and Halifax were seriously damaged by the heavy southeast and northeast storms. One, Doyle's dump, was badly washed out in 1870. Rails and ties were carried by the sea into the pond on the right hand side going to Halifax, and I think the rails are in the pond to this day (1915). The sections between Halifax and Bedford were short, only three miles in length, and they had two men and a foreman to look after them, yet there was always plenty of work for them to do. They got no extra help in the summer, and in the winter they had plenty of snow and ice to handle. There were no car flangers of any sort.

Again, reading the above article, it is interesting to note the reference to early piggy-back service, the high rates of pay!, caboose-less trains and of course reference to the wood-burning locomotives.

Major Birthday

I only heard it as a radio announcement, but the 100th Anniversary of the opening of the Canadian Pacific's Chateau Frontenac in Québec City occurred on Saturday, December 18, 1993. However, the *Montreal Gazette*, a few months ago did a write up about this structure that has dominated the skyline of Old Quebec with its green-roofed turrets and massive medieval-style walls for 100 years. It is the most easily recognizable and probably the best known sight in the city.

Its 100 years has seen many rare and varied events, some resulting in changing the course of history, not only of Canada, but of the world. It has seen provincial politicians such

as Maurice Duplessis and René Lévesque changing the course of Québec and Canadian history. It echoes Churchill and Roosevelt as they sat on two separate occasions plotting the course and end of the Second World War. In lighter moments, it has witnessed Alfred Hitchcock kill a murderer as part of the movie *I Confess*, that ended with a chase sequence in the hotel hallways and kitchens, culminating in a confrontation in the ballroom between the murderer and Montgomery Clift.

Maurice Duplessis, the Quebec premier in the 1940, lived permanently at the Château Frontenac through his years in power, but was displaced by the two Churchill-Roosevelt summits. The story drifts around the Château about the young boiler-room engineer, who received a complaint from Duplessis stating that he couldn't get sleep because of the wheezing steam radiators. The boiler-room engineer's solution was to shut down the heating system long enough for the most powerful man in the province to fall asleep. It worked, and the young engineer became the Premier's trusted contact within the Château's staff.

So December 18, 1993, was the high point of a year-long celebration of the Château Frontenac's 100th anniversary. The hotel was constructed by Canadian Pacific Railway in 1893 and is still a major tourist attraction.

Future Months:

CP LaSalle station still standing
Newburgh CNOR Station exists in town as a house – Dan McConnachie.
Millville Station
Dick Browlee and church game
Dog at Boston Bar

Buctouche & Loggieville, Wednesday, December 22, 1993 – Newcastle CN 3501 & all orange cab 3588
Pointe du Chêne Thursday, December 23, 1993
Dorchester & Amherst, Monday, December 27, 1993 – Atlantic at Mile 96.93 at 3:15 p.m. with VIA 6414 & 6430, east
To Woodstock on Wednesday, January 29, 1993
To home Friday, December 31, 1993

Which railway hotels are still open and doing business? Here's the ones I can think of off the top of my head:

Hotel Newfoundland
Hotel Nova Scotian (is that the name? who runs it now?)
The Prince Edward
Château Frontenac
Château Champlain
Le Reine Elizabeth/The Queen Elizabeth
Château Laurier
Royal York
*Crowne Plaza Toronto Centre – was L'Hotel **
*SkyDome Hotel **
The Fort Garry – still open?
Hotel Bessborough
Radisson Plaza Hotel Saskatchewan
*Holiday Inn Crowne Plaza Edmonton – was Château Lacombe **
Hotel Macdonald
*Château Airport **
The Palliser

Hotel Vancouver
*Château Whistler **
The Empress

I came across a reference – perhaps in the February 1966 Newsletter – to the CP hotel in Winnipeg, which was at that time being sold off by CP. I wonder what became of it?

NOTES FOR R&T COLUMN **A LAZY WEEKEND IN THE WEST**

I had a series of meeting in western Canada in January that were spread over two weeks. So from both the economic and time frame aspects, I decided to spend the weekend in the west rather than fly back to Montreal. Finishing one meeting in Kamloops on Friday, and since our next meeting was on Monday in Edmonton, we drove back to Vancouver where we spent the night. We were booked to take VIA's Canadian from Vancouver on Saturday evening. After a night at the Hotel Vancouver, I was ready to spend Saturday wandering around the city.

Vancouver, Saturday, January 22, 1994 – I started the day with a walk down to the harbour (Burrard Inlet) and from Granville Street Square next to the former C.P.R. Station, I watched the SeaBus cross the inlet and people scurrying between its dock and the SkyTrain terminal attached to the C.P.R. Station. As I stood there, noting a SkyTrain set parked on its tail track next to C.P.R. private cars "*Van Horne*" and "*Shaugassey*", I had to wonder what these gentlemen would think would think if they could see this terminal today.

C.P.R.'s elegant station has been restored and is used by many Vancouver commuters as their terminal to connect with the SeaBus to cross Burrard Inlet to North Vancouver or the SkyTrain for their commute to Burnaby, New Westminster and communities to the south east of Vancouver. The upper floors of the C.P.R. station are now commercial offices. The main concourse or passenger waiting area has been restored with its frieze of panels around its outer walls with scenes from along their route through the mountains. This work is accented with a few panels of dark scroll work patterns of the buff upper walls. This sets off the deep panelled flat ceiling. The exterior brick work of this station is painted brick red with the row of large columns across the front now a cream colour.

From here, I took a SkyTrain trip out to its present terminus, Scott Road on the south side of the Fraser River, across from New Westminster. From this station one can see the guideway in place for its extension southward.

After lunch, it was time to take our luggage over to the VIA station on Main Street. This former C.N.R. station is a large greystone two storey structure. This station has a stub end track arrangement, and the track access is via Burlington Northern's line. VIA Rail has restored this station. It like the C.P.R.'s has a flat ceiling with deep panels. The pilasters along the walls have been done dark green. The columns around the main concourse have a polished light grey marble dado or base. The ceiling panels are cream with their mouldings accented in reds. As part of this modernization, the south portion of the main hall has a news stand, a barber shop and more importantly a intermodal terminal for several bus lines. The centre of the main hall has an information counter with a large restored clock. The north-west corner is ready to feed the travellers of the next

decade with a McDonald's Restaurant.

There was time for a bit more wandering around Vancouver, then supper, and since we still had a couple of hours before train departure, we took another ride on the Skytrain from old CP Station to Scott Road and back to Main Street for the VIA Station. This was after dark, and since more of the trip is on elevated guideways, it provides a spectacular view of the whole around from the mountains in North Vancouver to the broad expanses of Surrey and Richmond, south of the Fraser River.

After a busy day, it was great to crawl aboard VIA's Canadian for a trip to Edmonton. VIA No. 2 pulled out of the station on time at 2000 hours. Some of the on-board crew were a bit off schedule since their westward arrival into Vancouver had been almost 12 hours late due to a derailment in the frozen wilds on northern Ontario. As we pulled out of Vancouver we wandered back to the dome of the Kootney Park, the rear observation car.

The light show of changing trackside signals, adjacent highway traffic and city lights is ever changing as Train No. 2 travels first over a short section of CN trackage from the station to connect to the Burlington Northern's trackage across the peninsula to join CP's Cascade Subdivision for the trip along the north shore of the Fraser River through their Port Coquitlam yard (VIA Rail's first stop) to Mission. At Mission an attempt was made to get on the Mission Subdivision to cross the Fraser River to connect with the CN on the south shore at Matsqui Junction. Part way around the west leg of the wye (connecting track) it was realized that a couple of switches were not properly aligned. The R.T.C. was contacted, No. 2 reversed itself back onto CP's Cascade Subdivision for a second try that was successful. With a short stop at the Matsqui interlocker, it was onto CN's Yale Subdivision. This was my signal to get some sleep.

Shortly after 0300 hours I half awoke and spent a few minutes watching our progress along the Thompson River as we made our way east along CN's Ashcroft Subdivision, near the community of the same name. Being more asleep than awake the all red signals on CP's line gave a surrealistic image as they appeared to be only metres ahead of our train. Of course they were across the river, but you were half bracing for heavy braking before that sunk in. The swinging headlight of our train and the signals on the two sets of winding tracks was interesting, but sleep had a higher priority.

I finally got up shortly before 0700 hours and while I was having breakfast, about 0715, we passed a westbound at Vanenby, about fifty miles west of Blue River, BC. At 0815 we passed a westbound coal drag with CN 5554 & 5512 near Messiter West at mile 15 Clearwater Subdivision. After a stop at Blue River its on to the Albreda Subdivision for the 132 mile run to Jasper. At Lempriere, 25 miles east of Blue River, we passed a westbound container at 0930 powered by CN 9658 & 9665 and at 0945 passed another westbound with CN 9554 & 9614 at Clemina, mile 96.4 Albreda. We rolled through Albreda, mile 91.5 at 0953 hours. The next westbound was waiting for us at Canoe river, mile 82.6 with CN 5259, 5131 as we passed at 1006.

VIA has a smoke coloured all plastic shelter at Valemount. The former CN station has been relocated a couple of hundred feet to the east and has several railway artifacts including a caboose located around it.

About 4 miles north of Valemount at mile 71.6 Alberda Subdivision, the Robson Subdivision connects to

provide a second line to Redpass and a connection with the BC north line. This second line loops to the west side of the valley and joins back with the Albreda Subdivision at Redpass, mile 43.7. The Robson Subdivision follows a much lower elevation west of Redpass and it is interesting to look down a hundred feet or so at it from a train on the Albreda.

Our next westbound with CN 5263, 5242 was sitting at Yellowhead, mile 17.5 at 1315. The south track for 8.5 miles from Geikie to Jasper had two westbounds waiting for us to clear so they could get around the rail mounted crane working at Geikie. Since I was having lunch before our station stop at Jasper, I didn't get any numbers.

Our train VIA No. 2 had the following consist as we arrived in Jasper on time at 1345. The power was two F40PH's, 6401 & 6454; cars 6401, 6454, 8621, 8110, 8111, Skyline - 8515 dome, 8101, Skyline - 8509 - dome, Dawson Manor - 8319, Fairholme - 8409, 8326 - Franklin Manor, Wolf Manor - 8342, and Kootney Park - 8708. During our 1 hour 10 minute layover at Jasper, the following cars were set out; Dawson Manor - 8319, Skyline - 8509 and coach 8111.

Sitting behind the 4-8-2 display engine, CN 6015 was VIA F40PH, 6406 apparently have just completed its run a few hours earlier from Prince Rupert.

During our Jasper layover, a westbound coal drag with CN 5501 & 2414 pulled out about 1400 hours. Another westbound arrived at 1420 and CN 5544 & 2418 uncoupled and headed to the shop, apparently for fuelling and servicing. A second westbound, a grain train, arrived at 1438 powered by CN 2407, 2445, 5311 and 5122. CN 2407 & 2445 returned to their train at 1445 hours after dropping other two units got ready to head on west to the coast. Two Jordan spreaders, 50938 & 50954 sat in the yard near my car.

VIA # 2 left Jasper on time for its 250 mile run to Edmonton over the Edson Subdivision. There were plenty of caribou on the hills east of Jasper looking for food. The most interesting was a lone wolf on the glassy ice surface of a small lake. He was walking very gingerly as if he had fallen numerous times on the slippery surface.

At Park Gate, 30 miles east of Jasper, we overtook an eastbound coal train at 1535, but got no numbers. CN 2442 plus one other unit was parked at Bickerdike as we passed at 1655. Bickerdike, 138 miles west of Edmonton is the junction with the Foothills Subdivision that provides access to the coal fields in the Coal Valley area. Rumour has it that the Mountain Park Subdivision off of the Foothills Subdivision is to be upgraded to provide better access to more of the coal fields.

It was getting quite dark at 1705 as we passed Edson where CN 2442 was parked.

We had dinner in the diner as we continued east to Edmonton, where we arrived shortly before 2100 hours. With the removal of the west connecting track from West Junction on the Edson Subdivision to the VIA station all trains must either back into or out of it. Eastbound trains must go east to East Junction on the Wainwright Subdivision and then back in the 3.4 miles to the passenger station. This portion of the Wainwright parallels the Edmonton LRT line for most of the distance.

The train trip from Vancouver takes 25 hours, but definitely more enjoyable and relaxing than having spent 10 or 12 hours jammed into a sardine can they call planes for the trip back and forth to Montreal.

Jasper, AB. – January 23, 1994
Monday, January 17, - Winnipeg
Tuesday, January 18, - Vancouver
Wednesday, January 19, - Prince George
Thursday, January 20, - Drive to Kamloops
Friday, January 21, - Kamloops
Saturday, January 22, - Vancouver

TAPE DATA

0715 - at breakfast - westbound mile 50 south of Blue River
Mile 14 or 15 - 5554 & 5512 west coal drag at 0815.
Shot of signals about 2 miles south of Blue River.
Shot at mile 110 head end
9658 & 9665 westbound container at 0930 - 108 mile LePenner
Shots at mile 104 - 105
9554 & 9614 west bound mile 96.4 Albreda 0945.
Albreda @ 0953 - 5259, 5131 @ 1006 - Mile 82.5
Valemount Station - old relocated one now has a caboose in front
of it. Present VIA station is Peterborough plastic shelter.
Mount Robinson about mile 058.0
5263, 5242 Westbound @ 1319 - Mile Yellowhead 17.5
Geikie - Crane & highrail on south track, another westbound
freight setting slightly east.
Westbound - no numbers about mile 4 or 5 @ 1339 while having
lunch.

Hinton - single storey station stucco - squarish on south side of
tracks.

Saskatoon - CPR station large brick structure has a sold sign on
it. This station has a 2 storey centre section with single storey
wings at each end. The brick is buff colour.

Just south of it is the Station Restaurant with at least a
couple of cars around it.