

FREDERICTON BRANCH Ry

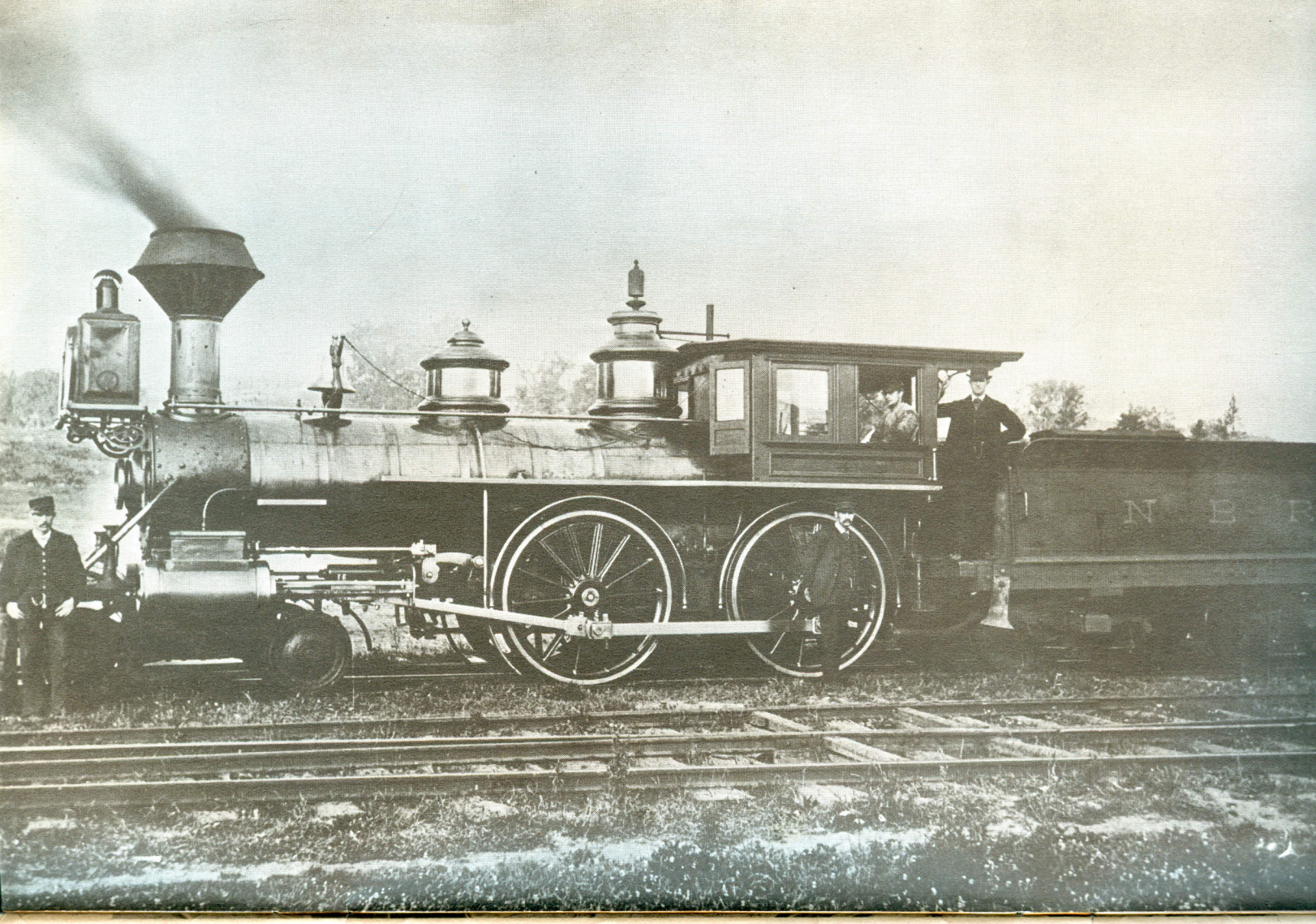
Canadian Rail



NO. 215

NOVEMBER 1969





A CENTURY AGO

The Fredericton "Branch" Railway : 1869 - 1969

C. Warren Anderson

Before the Year of Our Lord 1869, the city of Fredericton, capital of the Province of New Brunswick, Canada had to be content with steamboat service on the St. John River for transportation to the thriving seaport of Saint John, on the Bay of Fundy. Horse-drawn stagecoaches on such roads as were to be found, joined Fredericton with other parts of the Province. This was hardly a sufficient or suitable means of transportation for the day and it was not long before agitation ensued to provide a railway from the Provincial capital city to the not-too-distant western extension of the European and North American Railway, then building.

The Fredericton "Branch" Railway, as it was commonly called, was constructed between the years 1867 and 1869 and provided Fredericton with its first rail connection with the coastal portions of the Province and so, this year, we are observing the one-hundredth anniversary of its completion.



A UNIQUE EXAMPLE of the ubiquitous D-10 class of the Canadian Pacific Railway graces our cover. Class D-10-j no. 986 was built by Montréal Locomotive Works in 1912 (C/n 51120). Pictured at Fredericton, N.B. on April 8, 1960, she was the last steam locomotive in the area as of April 12 of that year. Photo collection of C.W. Anderson.



NEW BRUNSWICK RAILWAY no. 28, built by the Portland Locomotive Works in 1877 (c/n 343). Engineer W.B. Smith stood in the gangway at Fredericton, in 1886, when the picture was taken. No. 28 became C.P.R. no. 505 and was scrapped in October, 1895. Photo collection C.W. Anderson.

The surveys for the new line were made in the months of November and December, 1864 and January, 1865. The survey began at the main line of the western extension of the European & North American Railway (under construction), at the crossing of the northwest branch of the Oromocto Stream. The line was to skirt along between the high ground and the stream-freshet level, until, after passing the Rusagonis River ten and a half miles from Hartt's Mills (the junction point), it was located through a very easy and level countryside, coming to Mill Stream. Following on from this little river, on nearly a straight line and with no severe grades, the location approached the southeast bank of the St. John River, near Morrisons Mill and entered the town of Fredericton at the rear of the principal streets, thus doing very little damage to property. By making the terminus near the O'Dell Grove, the whole distance of the line was $21\frac{1}{2}$ miles from Hartt's Mills (the junction with the E. & N.A.) to Fredericton, the nearest thing to an "air-line" that could be found practicable.

A company was duly organized in 1866, under the provisions of an Act of the General Assembly of the Province of New Brunswick, made and passed in the 29th. Year of Her Majesty's reign, entitled "An Act to Incorporate the Fredericton Railway Company and further to choose a Board of Directors and a President".

After choosing the Directors and the President, the next important thing was money. Stock to the amount of \$ 28,560 was subscribed by seventeen stockholders and the Company obtained from the City of Fredericton a sum of \$ 50,000 and from the County of York \$ 30,000, as well as a grant from the Provincial Government under an "Act in Aid of the Survey & Construction of the Line". A petition was sent to the Government under date of June 14, 1867, requesting that the necessary consent be given to the building of the railway without undue delay, between Fredericton and some point on the western extension of the European and North American Railway, at that time building between Fairville, N.B. and the United States border. The actual point selected was Hartt's Mills, mentioned above, nowadays known as Fredericton Junction, N.B.

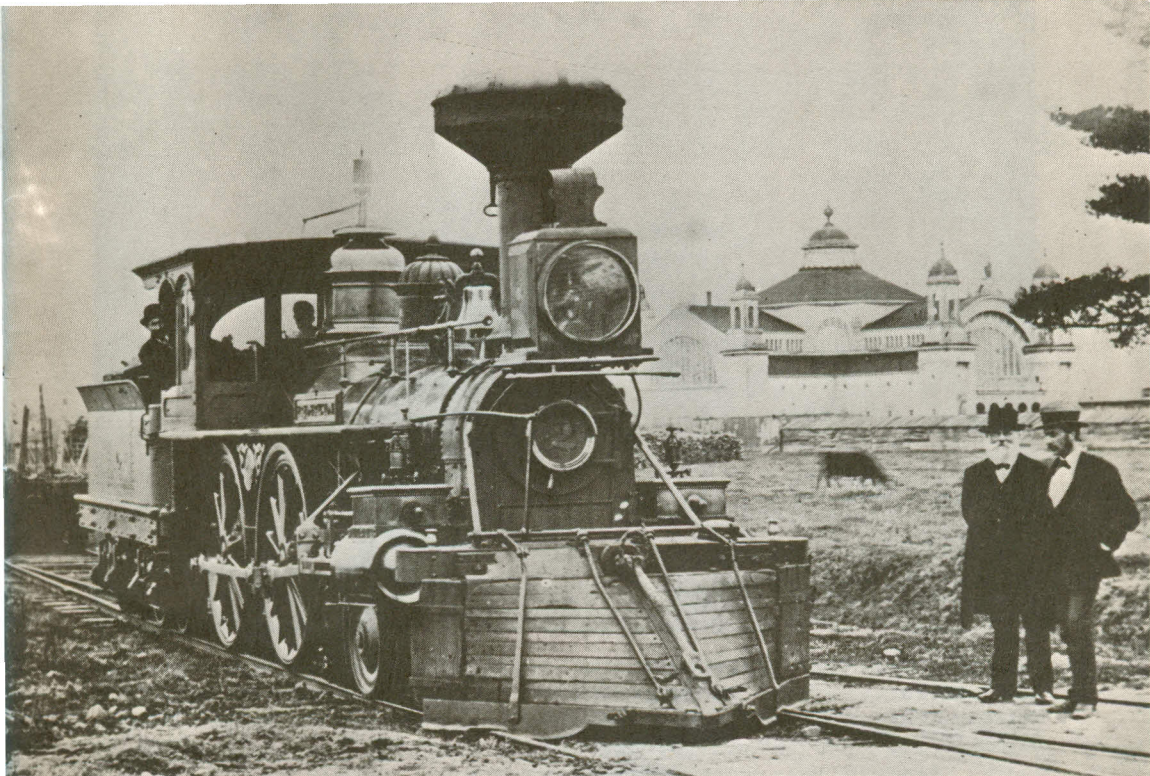
It should be mentioned that the first officers of the newly-formed railway were as follows:

President
Directors

Thomas Temple, Esq.
Alexander Gibson, Esq.
Julius Inches, Esq.
John Glasier, Esq.
Thomas Dowling, Esq.
Mr. John Richards
Mr. A. F. Randolph
John James Fraser
E. R. Burpee, C. E.

Secretary
Treasurer
Solicitor
Engineer

The first earth was turned for the new road (with much ceremony as

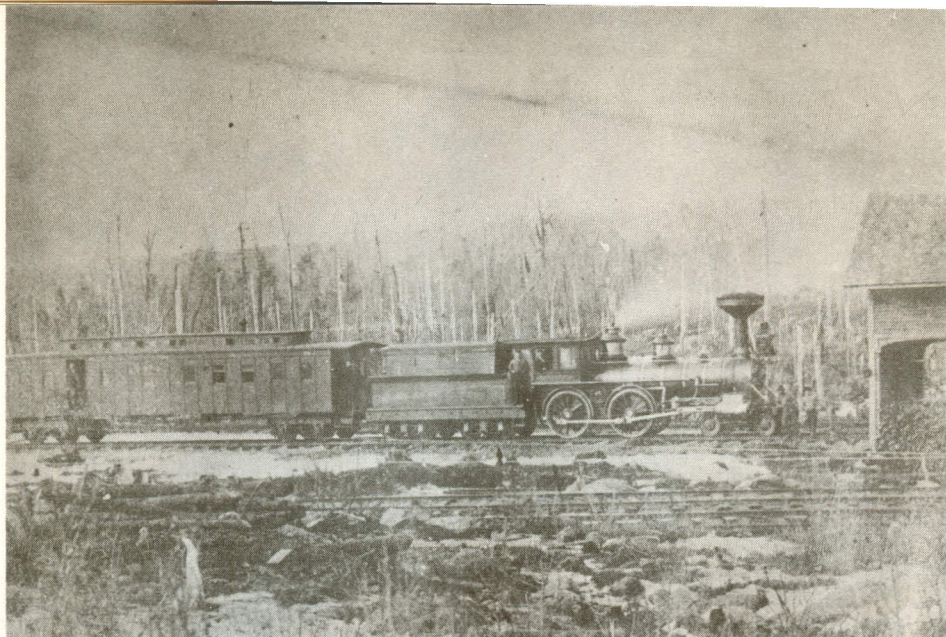


FREDERICTON "BRANCH" RAILWAY'S 4-4-0 no. 2, the "Fredericton" (1875) poses at Fredericton (Westmoreland Street) on October 18, 1875. Built by Rogers in 1869, her pilot is fitted with the patented "flanger". The building in the background is the Exhibition Building in Fredericton, which was built in 1864 and burned in 1877. Photo collection of C.W. Anderson.



was then customary) at Rose Valley near the present culvert just north of Salamanca, N.B., on November 4th., 1867. Thomas Temple, Esq. President of the railway, cut the sod and Mrs. William H. Needham wife of the Mayor of Fredericton, put it in a wheelbarrow. Then Colonel Harding wheeled it over the run and dumped it. Everyone applauded. Of course, these ceremonies had been preceded by an appropriate prayer by the Reverend John M. Brooks of St. Paul's Presbyterian Church, Fredericton. Colonel Harding was the commanding officer of the last Imperial troops stationed in Fredericton (1866-1869), the 2nd. Foot, later the Royal Cheshire Regiment. In passing, it is noted that the wheelbarrow and spade used on this memorable occasion were the same barrow and spade used at Saint John, N.B., on the occasion of the sod-turning ceremony for the European and North American Railway, in 1853. These items were illustrated in the January, 1969, issue of CANADIAN RAIL (page 6) and are now displayed at the University of New Brunswick, Fredericton, and are used on occasion.

The original plan was to have the line run along the south bank of the St. John River, with a terminal station near where the York County Court House now stands. But William Needham, the Mayor of the City, was instrumental in having the City grant land to the Railway at the rear of the community and the rails finally entered Fredericton over the present-day right-of-way. For a short time, the rails ex-



↑ THE LOCOMOTIVE THAT BROUGHT THE FIRST TRAIN INTO FREDERICTON, no. 3, the "William Parks" of the western extension of the European & North American Railway. Here, she is drawing postal car no. 1 at Fredericton Junction, N. B., in 1872. Collection of C.W. Anderson.



tended beyond their present terminus and ran down Westmorland Street to a boat landing on the shore of the river.

Work on the construction of the railway was begun almost immediately and was completed amid a number of difficulties. One of the most significant of these was a strike of the construction workers, who chose this means of objecting to the withholding by the contractor of wages due them. Troops from Saint John were hurriedly sent to the construction site, to quell the disturbance and, interestingly enough, the soldiers marched the $22\frac{1}{2}$ miles from the Junction to Fredericton, along the railway grade.

From the RELIGIOUS INTELLIGENCER of Saint John, N.B., of Saturday, November 26th., 1869, we read the following:

Fredericton Branch Rail Road

On Wednesday, the 17th. instant, trains carrying excursionists passed over the Fredericton Branch R.R. The road is said to be in excellent condition and in a very short time, the ballasting on the whole line will be completed. There are five stopping places between Fredericton and the Junction. Trains will run regularly after December 1st. Mr. C. A. Wood will be conductor.

Thus, on this date, the City of Fredericton was officially connected to the outside world by railway, but in all probability, a few work, freight and mixed trains were operating before this "official" opening date.

Mr. C.A. Wood was, in fact, Captain Wood, formerly in the St. John

river steamer service. Mr. William Hagerman, baggage-master on the line, had hitherto been the stagecoach driver between Saint John and Fredericton. Mr. Hagerman retired from railway service in 1903 and died February 6th., 1906. He was greatly respected by all who knew him. The brakesman on the infant railway was Mr. McLaughlin.

The first train was hauled to Fredericton by the locomotive "William Parks", no. 3 of the western extension of the European and North American, which was also the first locomotive on the south end of the latter line. Mr. Thomas Rand, a native of Bangor in the neighbouring State of Maine, U.S.A., was the engineer. The locomotive was, in all probability, either leased or borrowed by the Fredericton Railway for this inaugural trip.

The main water supply for the locomotives on the "Branch" was a tank at Rusagonis Stream. There was also an emergency tank at the station at Fredericton, which had to be filled by hand by the section-men. Mr. Paul Mooney was foreman of the first section gang at Fredericton. Others of the crew were Michael O'Leary and Mat Toomey. At the Junction, the first foreman was Mr. Charles Ward. The Branch was divided into two equal portions of a little over 11 miles each, for the purposes of maintenance. The first agent at Fredericton was Mr. Fred B. Edgecombe who, at an early age, decided to become a railroad man. He had been trained in telegraphy and other matters relating to railway work at Ossekeag Station (now Hampton, N.B.) on the Saint John to Shediac portion of the European & North American. While at Ossekeag Mr. Edgecombe was instructed by Mr. Lew Carvell, Mr. Allison Bartlett and others. The first operator at Fredericton Junction was Mr. Moses Burpee.

After some years, Mr. Henry Miller succeeded William Tower as engineer on the north end of the line and he had, as his fireman his brother John, who subsequently became an engineer. Previous to 1874, all the work which today comes under the Bridge and Building Department was performed by Mr. John Hamilton, a young man who stood about six feet one in his bare feet. On the few occasions when Mr. Hamilton felt the need of assistance, he called on the section gang. Mr. Hamilton was a very inventive sort of genius and he is credited with the idea of the world's first engine-flanger, for the removal of snow from the rails in winter. The flanger was a simple arrangement, consisting of a pair of iron blades attached to the pilot of the locomotive. They could be raised or lowered by a lever in the cab. This innovation was quickly pre-empted by two members of the railway company and patented and it became known as the Miller Flanger. Hamilton tried to get a lawyer to fight his case for restitution of his rights, but having no large amount of capital for this purpose, he had to abandon the pursuit, al-

though some say he did get something out of it, in the end. The flanger remained as a piece of standard engine equipment on the "Branch" locomotives for some years, but was finally abandoned, as it scraped up all of the signal torpedos from the rails. The "Patent Model" of the device, which was fitted to the pilot of the locomotive "Frederickton", and which had been built by or for Hamilton, was found in a shed about 1955, on Westmorland Street, about to be demolished and, after being somewhat rebuilt, is now in the collection of the author.

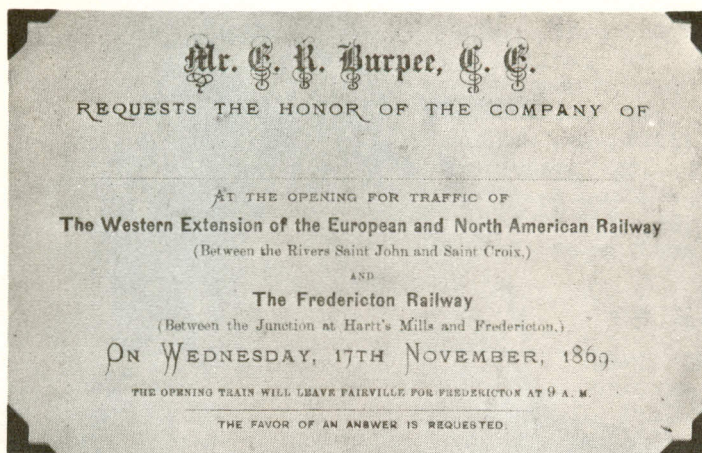
The Locomotives of the "Branch".

During the construction period, the "William Parks", no. 3 of the western extension of the European & North American Railway was used in 1869, when the rails were being laid up from Frederickton Junction (Hartt's Mills) towards Frederickton, probably because the locomotive "Oromocto" had not been delivered, or was working on the Frederickton end of the line.

No. 3	"William Parks"	4-4-0	15x24	60"	1869	Portland No. 152
	1887 - re New Brunswick Railway no. 25					
	1890 - re Canadian Pacific Railway no. 502					
	1895 - scrapped.					

Frederickton Railway:

No. 1	"Oromocto"	4-4-0				
	1869 - acquired from an unknown source					
	1877 - disposed of, possibly to the western extension of the European & North American Railway as part-payment for the locomotive "Frederickton".					
2nd. No. 1	"Oromocto"	4-4-0	15x22	60"	1877	Portland No. 343
	1887 - re New Brunswick Railway no. 28					
	1890 - re Canadian Pacific Railway no. 505					
	1895 - scrapped.					
No. 2	"Frederickton"	4-4-0	13x22	60"	1869	Rogers No. 1620
	1875 - October; bought from the western extension of the European & North American Railway; ex E. & N.A. no. 1					
	1887 - re New Brunswick Railway no. 30					
	1890 - re Canadian Pacific Railway no. 507					
	1890 - re Willard Kitchen Co. No. 1 (contractors)					
	1890 - re Tobique Valley Railway no. 1					
	- scrapped some time after 1901;					
	the bell from this engine is now preserved in the Perth-Andover, N.B., fire-hall.					



↑ AN UNUSUAL ITEM is this invitation to attend the opening of the western extension of the European & North American Railway between the rivers Saint John and Saint Croix AND the Fredericton Railway, on November 17, 1869. "The favor of an answer is requested". Coll. C.W. Anderson.

According to an insurance policy dated January 1st., 1878 to November 17th., 1878, the locomotives "Oromocto" and "Fredericton" were insured for \$ 3,500 each, while the baggage and second-class combination cars, nos. 1 & 2 were valued at \$ 800 each. Box cars nos. 1 to 5 inclusive were \$ 500 each and platform (flat) cars were \$ 200 for nos. 1 to 11. Snow-plow (unnumbered) was worth \$ 600. The policy was issued by the Royal Insurance Company of Liverpool, England and the Railway was insured for the full amount of \$ 36,700 gold dollars; "said locomotives, tenders and cars are to be covered wherever they may be on the said line of Road or any Branch road or wherever they may be....." Rather ambiguous!

Apropos of the insurance, about midnight, Tuesday, December 6th., 1881, a fire broke out in the engine house of the Fredericton Railway at Fredericton. There were two engines in the house at the time; one of them was run out, but the other one could not be moved, probably because she was not under steam. The building burned very rapidly and completely and was soon a heap of ashes and metal. Fortunately, there was no wind that evening; if there had been, the station house and other buildings would have been swept away. (This information from the RELIGIOUS INTELLIGENCER of Saint John, N.B., December 9th., 1881.) The name and/or number of the destroyed locomotive is unknown.

By December, 1882, the Fredericton Railway was operating 4 trains daily to and from the Junction and two through trips between Fredericton and Saint John, over the rails



of the western extension of the E. & N.A., which, by this date had become the New Brunswick Railway. Probably, this through run was made without changing engines at the Junction. The morning train left Fredericton at 7.00 a.m. and the evening train left Saint John at 7.20 p.m. By 1887, the passengers could still expect to see Mr. William Hagerman, who had been promoted to conductor. Mr. James Patterson was baggage-man. Robert Donaldson was the engineer, Robert McMillan the brakesman and Bert Yerxa, the fireman. James Buchanan was the agent at Fredericton Junction.

Bob Donaldson, the engineer, became a legendary figure on the "Branch". He was an engineer of the old school. Born in March, 1842, he became a blacksmith on the New Brunswick Railway in 1872. Later, in 1875, he went firing and was subsequently promoted to engineer in 1878. He continued his railway career until July 1, 1907, when he was pensioned by the Canadian Pacific Railway, at the age of 65. He was accidentally killed on September 8th., 1914, as he was walking along the line of the Valley Railway and lies buried in the Rural Cemetery, Woodstock Road, Fredericton, N.B. On his grave-stone, carved in bas-relief, is the outline of his favourite engine, number 517, of the Canadian Pacific Railway.

Under Dominion Statute 47 Vic. cap. 75, dated 1884, the New Brunswick Railway Company was authorized to acquire capital stock in the Fredericton Railway Company and the first locomotive to come into Fredericton after the New Brunswick Railway took over was number 40, a Dubs engine of 1872, originally from the Intercolonial Railway. Bob Donaldson was the engineer. A few years after the New Brunswick Railway had acquired the "Branch", it lost its own identity through the same methods by which it had grown. In 1886, the Canadian Pacific Railway had completed its "short line" from Winnipeg to Montreal, as well as its "main line" from Winnipeg to the Pacific Ocean. It now began looking about for an eastern connection to the Atlantic seaboard. The eastern parts of New Brunswick and Nova Scotia were already served by the Intercolonial Railway, so the Canadian Pacific began a policy of leasing lines, rather than building them. It was of particular importance to the C.P.R. to have a line to the Atlantic which would offer some advantage, such as a shorter haul and one of the first steps in the realization of such a line was the leasing of the Saint John and Maine section of

← THE "TOONERVILLE TROLLEY" not as ever imagined by Fontaine Fox, was Canadian Pacific Railway's oil-electric car no. 9003 and trailer 9005. The motor unit was built by Ottawa Car Company and Westinghouse in 1930. The two vehicles were hauled "dead" out of Fredericton on April 30, 1962.

Photo courtesy C.W. Anderson.



↑ THE "BRANCH" RAILWAY'S ORIGINAL STATION in Fredericton, N.B. is today a private dwelling at the corner of Northumberland Street - number 205-207 Victoria Street. Photo courtesy C.W.Anderson.



the New Brunswick Railway. This subsequently brought the Canadian Pacific to Saint John, as well as to Fredericton.

After the acquisition of the Fredericton "Branch", the Canadian Pacific continued to give good service in both passenger and freight operations and while the Fredericton Railway was considered a "branch line", so to speak, it merited and received the "main line" operation. But, due to the inroads of the private automobile, the bus and finally the aeroplane, the passenger business gradually declined and all but disappeared.

In September, 1941, some 52 years after the Fredericton Ry. had been opened for business, the places along the line had increased from an original five, to nine. They are enumerated in that month's issue of the Canadian Official Railway Guide, under time table 630, Canadian Pacific Railway, Saint John, N.B.-Fredericton, N.B.-Vanceboro, Me.-Portland, Me., Boston and Montreal:

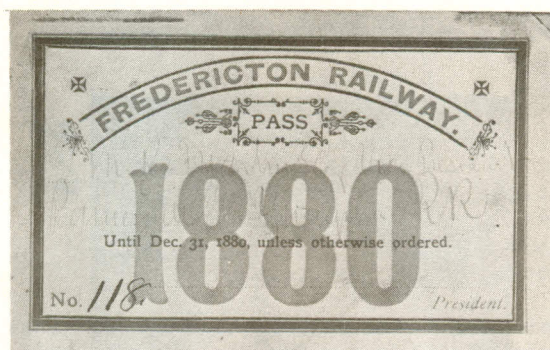
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a m	p m	p m	a m			a m	a m	p m	p m
10 40	8 20	5 45	8 25	44	FREDERICTON JCT.	6 07	10 10	7 45	5 15
f	f	5f51	f	47	Three Tree Creek	f	f	f	5f07
f	f	f	8f30	52	Rusagonis	f	f	f	f
f	f	f	f	56	Waasis	f	9 47	7f22	f
11f07	8f47	f	8f52	61	Glasier	f	f	f	-
f	f	6f15	f	62	Doak	5f37	9f37	7f12	4f42
f	f	-	8f57	63	Osborne	f	f	f	-
f	8f54	-	f	64	Morrison	f	f	f	-
f	f	6f20	9f00	65	Salamanca	5f33	9f33	7f08	4f38
11 20	9 00	6 25	9 05	66	FREDERICTON Lv.	5 30	9 30	7 05	4 35

Read down

f Flag-stop

Read up

All trains daily except Sunday.



↑ A RARE ANNUAL PASS dated 1880, for the Fredericton Railway, good until December 31 of that year. It was issued to M.R. Marlin, Esq., Vice-President Painesville and Joplin Railroad and numbered 118, Coll. C.W. Anderson.

Patently, New Brunswick's Capital City of Fredericton should not have been left without railway passenger service. Unquestionably it caused much inconvenience to a large segment of the population, both urban and rural, but notwithstanding the excellent connections offered with Canadian Pacific's through trains to Saint John and Montreal, the preference for automobile travel, exercised by the local citizenry, made any continuation economically disastrous.

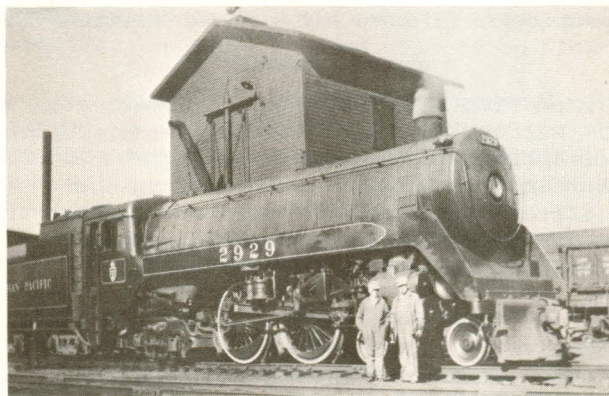
Steam locomotive operation on the C.P.R. in the Fredericton area had ceased some two years previously. The last steam locomotive on the Fredericton Branch was Canadian Pacific D-10, number 986. She made her last run in freight service on April 12th., 1960.

With the passing of the steam locomotive, - the most human of man-made machines, something went out of the once manly occupation of railroading. The cycle, as far as the Fredericton Railway was concerned, had now come full-circle and the City, insofar as railway passenger service is concerned, is the same as it was in the "good old days", before 1869, - without a passenger-carrying railway. Can this be progress? The reader may decide for himself!

In the twilight of steam locomotive operation on the Canadian Pacific, the last steam locomotive to operate, in passenger service on the "Branch" was Jubilee-class 4-4-4 no. 2929. For years the engineer on this locomotive was Charles Elgee with Stillman

Brown as fireman. Number 2929 made her last run on Thursday, February 16th., 1956. On the morning of Friday, February 17th., Gas-electric Car No. 9003 and trailer 9005 were put into service on the run from the Junction to Fredericton. It was not long before the nickname "Toonerville Trolley" was applied to this consist, in derision.

FIRST	CANADIAN PACIFIC RAILWAY
	Via Direct Line
COACH	GOOD FOR ONE PASSAGE BY CLASS DESIGNATED
	REGULAR ONE WAY TICKET
From	Fredericton Jct. N.B.
To	Fredericton, N.B.
Not Good After	19.....
Fare	GOOD FOR ONE YEAR
Exch.	FROM DATE OF ISSUE IF
Tax	LIMIT NOT SHOWN.
Total	GOOD FOR STOP-OVER
	NOT TRANSFERABLE.
<i>Paul Warren</i> Form Gen'l. Pass'r Traffic Manager 01 168667	



THE LAST STEAM LOCOMOTIVE to operate in passenger service on the "Branch" was Canadian Pacific Railway's no. 2929, a Jubilee-type 4-4-4. This engine was built by Canadian Locomotive Company at Kingston, Ont., in 1938, was rebuilt at Angus Shops, Montréal in 1945 and made this last run on Thursday, February 16, 1956. Photograph courtesy Darrell Phillips.

After 93 years of passenger operation, the end of it finally came on April 28th., 1962, with the change of timetable. The last passenger train, number 112, otherwise Gas electric Car no. 9003 and trailer, left the Union Station in Fredericton at 8.35 p.m., for the Junction, arriving there at 9.15 p.m. The return trip, Train 111, left Fredericton Junction at 10 p.m., loaded with many passengers who were saying "good-bye" to the service. The last passenger train arrived at Fredericton Union Station at 10.40 p.m.