HISTORIC SITES AND MONUMENTS BOARD OF CANADA

RAILWAY STATION REPORT

Title: **Canadian National Railways Station**
Rogersville, New Brunswick

Source: **Gwen Martin, G.L. Martin & Associates, Fredericton**
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RSR-161

INTRODUCTION

The Canadian National Railways (CNR) station (Figures 1 and 2) in Rogersville, New Brunswick (Figure 3) is located in the centre of town along the former Intercolonial Railway (ICR) between the larger communities of Moncton and Newcastle. The one-storey wood and brick building was erected in 1930 to replace an earlier structure, and is one of the few active CNR stations remaining in eastern New Brunswick. The new station confirmed Rogersville as a railway town at a time when the CNR was slashing corporate expenditures elsewhere through station closures and construction cutbacks.

Since 1930, both the interior and exterior of the railway station have undergone major renovations. The post-1950s advance in other transportation modes has lessened passenger and freight traffic through Rogersville. Nonetheless, the station is used daily and, in the summer, attracts a steady clientele to its coffee shop. The town thus represents one of the few New Brunswick communities to have sustained a continuous active railway presence since the early 1870s.

HISTORICAL ASSOCIATIONS

Thematic

The CNR station at Rogersville is located on the old Intercolonial Railway, built between 1869 and 1876 to fulfill commitments which had brought Nova Scotia and New Brunswick into Confederation (Figure 3). Although operational for nearly 50 years, the ICR blossomed only briefly, between about 1900 and 1915. This golden era ended shortly before the ICR was absorbed into the newly-formed CNR in 1923. During its first flush of creation, the CNR sought to woo the public and outshine the Canadian Pacific Railway (CPR), partly through architectural means. After 1929, however, circumstances elbowed the corporation into financial and managerial crises that lasted for

another ten years. The Rogersville station - small, utilitarian, yet with many appealing features - symbolizes the fiscal restraint and political unease of this volatile decade.
The first discussions about an intercolonial railway arose in the 1830s. By the early 1860s, however, the Maritimes still lacked a rail link to Upper or Lower Canada.[1] Between the northern terminus of the Nova Scotia Railway (NSR) in Truro and the eastern terminus of the Grand Trunk Railway (GTR) in Rivière du Loup lay an expanse of wilderness that geographically and psychologically severed the eastern colonies from Canada.

When New Brunswick and Nova Scotia agreed to join the Dominion of Canada in 1867, they insisted on one crucial condition: Canadian commitment to an intercolonial railway. Their insistance paid off. By mid-July, Chief ICR Engineer Sandford Fleming was heading for New Brunswick, survey instruments in hand, and backed by a £3 million bond guarantee from the Imperial government.[2] After some debate, the ICR was built along the so-called Northern Route, which began at Rivière du Loup, hugged the south shore of Chaleur Bay, moved south through what became Rogersville and Moncton, then connected with the NSR at Truro (Figure 3). Fleming completed the entire 800 kilometres of ICR track between Truro and Rivière du Loup by 1876.[3]

The effect of the ICR upon northern and eastern New Brunswick was immeasurable. Where the line crossed existing towns, it helped to expand lumbering activities, aided or prompted the opening of mines and quarries and, in some instances, brought tremendous growths in population.[4] New communities sprung up along the line, especially in the remote but arable territory between Newcastle and Moncton: Rogersville was one of these. Most importantly, however, the ICR provided a link, not just between central Canada and the Maritimes, but also between northeast and southeast New Brunswick at a time when overland routes through the province remained lamentable or nonexistent.

For all its advantages to the province, the ICR suffered from corruption for its first 25 years. Yet between 1900 and 1915 there blossomed a period of relative prosperity and popularity that contrasted sharply with earlier wrongdoings.[5] In 1902, the ICR reported three straight years of surplus. Canada coincidentally entered what became a period of tremendous prosperity across the country. Freight and passenger traffic increased dramatically between 1900 and 1913, causing even larger ICR profits.[6]

It is one of the sadder ironies in New Brunswick railway history that, just as the ICR began to realize its potential, it succumbed to the combined forces of faulty corporate decisions, federal government misjudgments and a changed national transportation policy. Problems started in earnest around 1913 as the Canadian government kept using the ICR to shelter one wayward New Brunswick branch line after another.[7] At the same time, the government became embroiled in serious financial

difficulties involving other Canadian transcontinental railways.[8]

Ultimately, Ottawa chose to consolidate its railway woes in 1919 into one package through the creation of the Canadian National Railways (CNR). In 1923, the CNR officially engulfed the entire ICR (including its branch lines) and most other Canadian government railways, thereby acquiring thousands of kilometres of railways across Canada and the eastern United States.[9]

Over time, the national transportation scheme destroyed whatever goodwill the ICR had developed after 1900. It ruined the regional economy as Maritime businesses lost their subsidized freight charges, and rates increased by up to 200%.[10] The unpopular railway policy also led in part to the Conservative's defeat in the 1921 election, bringing to power the eccentric Mackenzie King. A year later, King appointed as CNR president one of the most intriguing figures in Canadian history, Sir Henry Thornton.

Thornton became CNR president in December 1922; in so doing, he assumed control of a company with colossal inherited debts. Unfazed, he set out to boost the CNR's public image through innovations that required large (some said extravagant) expenditures.[11] He instigated agricultural cars, Red Cross cars and school cars to serve remote communities. Thornton also entered into open rivalry with the CPR; he purchased luxurious passenger cars for some main lines, built major hotels and erected impressive railway stations to compete with existing CPR facilities.[12]

Predictably, Thornton's spending spree ground to a halt when the stock markets plummeted in 1929, throwing CNR finances into turmoil. Even after Thornton's enforced departure in 1932, and after his successor cut staff by 40% in three years, gross earnings and traffic figures continued to plummet. The CNR did not begin to recover financially until just before World War II.[13]

Immediately following the stock market crash, the CNR hastily announced that it would build no new railway stations.[14] This policy, of course, was not followed. Even so, the few CNR stations that did appear in New Brunswick between 1929 and 1939 were, almost without exception, utilitarian and architecturally unambitious. The Rogersville building - solidly constructed, but more modest than its predecessor - belongs to this small, dwindling group of extant CNR railway stations erected during the Depression.

Local Development

Rogersville is situated in eastern New Brunswick on the border of Northumberland and Kent counties, just south of Barnaby River and 35 kilometres south of Newcastle (Figure 3). Of all 18 New

Brunswick railway stations that either possess, or have the potential for, federal heritage designation, only Rogersville owes its community origins directly to a railway.

Rogersville did not exist when Fleming first surveyed the flat tract of land between Newcastle and Moncton in 1870, and began to build the railway. He did, however, note several settlements dotting the arable land south of Barnaby River.[15] Maps of the day reveal that Fleming's 'settlements' referred to random farm plots that distinguished themselves with the name of Rogersville only long after the ICR passed through their district.

Sometime between 1870 and 1874, ICR workers erected a simple railway station on flat ground south of Barnaby River.[16] Attracted by the area's fertile soil and rich forests, several labourers decided to settle around the station, and called their hamlet Carleton Station (Figure 4). Around 1880, the mainly Acadian residents renamed it Rogersville to honour their Bishop James Rogers of Bathurst.[17]

By the early 1900s Rogersville had become a sizeable village of 700 people, serviced by three hotels, a post office, a church and several commercial buildings encircling the station (Figure 5). The railway bisected the community, as did a major high road that ran between Moncton and Newcastle. The high road formed Rogersville's Main Street, and was constructed in the late 1870s. Even today, Highway 126, as it is now called, parallels the former ICR for much of its length through Kent County.

Agriculture and lumbering were the economic mainstays of Rogersville. Some inhabitants manufactured timber sleepers for the ICR; others worked in the local sawmills or woodworking factory. There also was a flour mill, and a large dairy firm that produced cheese, milk and butter.[18] Besides conveying Rogersville's farm and forest products to markets in Newcastle and Moncton, the ICR occasionally ran a Farming Special comprising baggage cars full of agricultural demonstrations and lecturers. It offered reduced fares on trains heading to Rogersville for various religious events.[19] Then, as today, the village was a spiritual mecca for New Brunswick Acadians, partly because of the Trappist Monastery established just north of town in 1902.

Such was the traffic through Rogersville that the ICR was obliged to erect a new, larger station with agent's quarters around 1900 (Figure 6).[20] When the third, existing station was constructed in 1930 (Figures 7 and 8), it ..as placed slightly south of the original one (compare Figures 5 and 9). This fact suggests that the second station may have been used for freight storage until the large wooden freight shed was erected south of the third station sometime after 1930.[21]

For several decades, Rogersville handled six to eight trains daily. Unlike some New Brunswick communities, it experienced

little increase in train traffic during World War II, as it lay north of Moncton.[22] Commuter business rose slightly after the war when Moncton began expanding its Acadian educational and cultural facilities. Traffic dropped again in the late 1950s, however, as the highway to Moncton was upgraded, and more Rogersville residents acquired cars.[23]

By the time McCains established its brussel sprout plantation and facilities at Rogersville in 1966, freight to and from the village tended to move by truck, not rail.[24] Nonetheless, the station's position on the direct Montréal-Halifax line thus far has protected it from closure during recent CNR cuts in passenger service. Indeed, of the original eight ICR depots between Newcastle and Moncton, only the Rogersville station remains active.

It is uncertain why the CNR selected Rogersville for a new station in 1930, just as corporate expenditures were being slashed. In 1930, the CNR postponed plans for a new station in Newcastle; a year later, it closed Barnaby River station immediately north of Rogersville.[25] Perhaps the second Rogersville station burned. Or perhaps the spacious building proved too large and expensive to operate. In any case, the CNR's decision to erect a third, smaller station suggests that the depot was important enough to retain, even during those troubled early days of the Depression.

ARCHITECTURE

Aesthetic/Visual Qualities

As built, the Rogersville station possessed several appealing features, mainly door and window details, that augmented its essentially simple outline that was so typical of CNR stations from the 1930s. Today, it is a plain, unadorned building, the consequence of several bouts of renovations. Nonetheless, the station retains a blend of materials textures, giving it an eclectic appearance that epitomizes the composite origins of the CNR itself.

The third Rogersville station was erected in 1930 for a cost of $8867.82, following CNR plans from the Office of the Chief Engineer in Moncton (Figure 10).[26] The station is a one-storey building measuring 22 feet by 58 feet with a projecting, centrally-located block flanked by north and south wings (Figures 1 and 2). The central block has a hipped gable roof on both the track and street elevations. The gables sit directly above each bay, adding interest to the otherwise uninterrupted roof line.

The main roof is low-hipped with flared eaves, and is covered in brown asphalt shingles. (The original roof was covered in cedar shingles.) On the track elevation, eaves project 4.5 feet beyond

the exterior wall, then wrap around to shelter part of the end walls (Figure 11). Plain wooden brackets with unchamfered edges support the roof overhang (Figure 12). The remainder of the station roof originally had much narrower eaves without brackets.[27] The track elevation, with its hipped roof, gable and generous overhang, shows a better sense of proportion than does the street elevation.

As built, the exterior station walls comprised a lower, three-foot section of red brick, and a larger upper section of stucco. The present masonry was installed sometime after fire damaged parts of the station in 1987.[28] Although attractive, it lacks the detailing of the original brickwork (Figure 13). The 1930 stucco also has been replaced, but arguably to greater advantage: the present narrow clapboard siding suits the station's proportions and perhaps is aesthetically more successful than the stucco.[29]

None of the existing station windows dates from 1930. Most original windows were double hung with the uncommon configuration of 1/2 lights (Figure 10). These windows have since been replaced by modern double hung sashes with single lights (Figure 14), and the gable windows have been replaced with vents. The three original doors were nicely appointed with multiple lights and panels, but have given way to modern, plainer versions.[30]

This loss of all original doors and windows is unfortunate, as the station design relied upon such details for architectural interest (Figures 15 and 16). The location of apertures in the north wing and central block remains unchanged. The south wing, however, has undergone extensive rearrangement of doors and windows to the degree that it bears little resemblance to its original appearance (Figure 17).

The Rogersville station presents a typical corporate image from this era. Between about 1929 and 1939, the CNR sought to erect small-town stations as economically as possible. Fire regulations likely dictated that exterior walls be nonflammable. Brick was therefore used at Rogersville, but only for the lower three feet; above that appeared inexpensive stucco. Roof brackets were without embellishment. The roof was shingled in cedar, not slate, and the projecting shelter occurred only where necessary, on the track elevation. Decorative aspects of the building came primarily from the hipped gables, and the detailing of windows and doors.

Several other CNR stations built during the Depression resembled the Rogersville station. This was especially true of the now-demolished CNR station in Port Elgin (c. 1930), southeast New Brunswick; the station exterior, at least, appears to have been identical to that of the Rogersville station.[31] The St-Léonard station (1929) in northwest New Brunswick and the Cape Tormentine station (1937) near Port Elgin were somewhat longer and possessed a central block with a half-storey second floor (Figure 18).

Both, however, were faced with brick and stucco, and had very similar aperture placements.[32]

The extant CNR station that resembles the Rogersville station most closely is located in Stewiacke, Nova Scotia (1926). Both buildings apparently were constructed from the same basic standard plan, although the Stewiacke station is four feet longer and constructed entirely of brick. Both had similarly-sized roof projections above each bay, and each had the same wrap-around overhanging eaves (Figure 19).[33]

Despite their similarities, the Stewiacke and Rogersville stations differed in how they enlivened their plain exteriors. The former station relied solely on its multi-paned windows and (now-removed) dormers. The Rogersville station had pleasing door details and unusually configured window lights. As well, it had a variety of materials (brick, stucco, cedar, wood) plus a more articulated roof line with gently-capped gables. The recent addition of the wooden deck and latticework enclosure for the coffee shop could be viewed as an extension of this multi-textural theme.

CNR architecture from the 1920s and 30s amply demonstrates the CNR's origins through massive amalgamation. The stations, like the company, tend to look pieced together from disparate elements. With its varying eave widths, multiple textures, awkward proportions and obvious derivation from economic rather than aesthetic considerations, the Rogersville station reflects this patchwork image.

It is particularly instructive to compare the Rogersville station with the quietly elegant and well-proportioned ICR station at Sackville (1907) in southeast New Brunswick (Figure 20).[34] ICR building plans became part of the CNR's architectural inheritance in the 1920s. Yet instead of using the plans as is, the CNR apparently regarded them merely as a basis for its own subsequent, cruder approximations. In essence, CNR stations from this era often were engineered more than designed.[35]

Functional/Technological Qualities

The exterior design of the Rogersville station reflected the CNR's Depression-era desire to save money; so, too, did the original interior and functional aspects of the building concentrate upon the efficient but simple treatment of passenger and freight traffic. Subsequent renovations have rendered the interior somewhat more comfortable and certainly more visually striking.

The original Rogersville floor plan was practically identical to that of the Stewiacke station, even down to the placement of the waiting room benches (Figures 21 and 22).[36] Drawings show a small office flanked by a general and a women's waiting room. Each waiting room had its own washroom. The passageway

connecting the waiting rooms provided access to the basement door and to the ticket window situated across the hall from the basement door. A small baggage room was placed south of the women's waiting room.[37]

Sometime during the 1950s or 60s, the baggage room was expanded into the women's waiting room, leaving the general waiting room to serve all travellers. The ticket window accordingly was moved to face the new waiting room. Renovations after the 1987 fire resulted in further interior changes. The expanded baggage room was renovated into a seasonal coffee shop with a sheltered streetside entrance, an access ramp and an outside deck decorated by a latticework enclosure (Figure 23). The waiting room entrance on the track elevation is now secondary, leaving the coffee shop doorway as the main building entrance. This change in primary access mirrors the building's gradual shift away from functioning solely for railway purposes.

The station seems to have retained few of its original interior fittings, except for the vertical tongue and groove wainscotting in the waiting room, and the benches. The wainscotting, window trim and baseboards have been painted varying shades of grey, while the benches and interior doors are deep mauve. Pink laminate countertops highlight the ticket window, office and coffee shop, and are streamlined in design (Figure 24). Floors throughout the station display an expanse of speckled green and grey tiles (Figure 25). These post-modern hues provide an upbeat tone that contrasts with the lines of the original waiting room benches, the wainscotting and the practical purpose of the building itself.

The 1987 renovations in effect have returned the building to an era where railway stations were community centres. The brightly coloured coffee shop has become a popular gathering place for local residents in the spring and summer months. Its outside deck attracts travellers, and gives the station a café atmosphere. Indeed, Rogersville possesses the only operating railway station in New Brunswick to have developed such a revitalized community role, while still retaining its railway functions. In a sense, the station has taken a first step towards rebirth, in the eventuality that trains cease to run through the village.

ENVIRONMENT

Setting

New Brunswick railway stations tend to be located slightly out of town, sometimes forming the hub of an industrial enclave. By contrast, the Rogersville station is situated directly in the village centre, on the west side of Highway 126. Despite its central location, the building has not become overcrowded by

recent construction. Rather, it is surrounded by open spaces and acts as an easily visible landmark (Figure 26).

Across the highway from the station lie the post office, bank and pharmacy. The Roman Catholic church presides a few hundred metres to the north. Although the old water tower and freight shed are gone (Figure 8), a former CNR pump house remains just south of the station.[38] The active railway line still transects the village as it did a century ago, close beside the highway which followed in its wake and which has since become the main route between Newcastle and Moncton.

Many stately trees once graced the highway and shaded the station (Figure 7), but these have long since been felled. The current VIA Rail ticket agent, maintenance supervisor and coffee shop owner (all one person) strives to maintain tidy station premises, and has planted a garden along the north wall of the building.

Community Status

The combination of the coffee shop and existing passenger service give the Rogersville a substantial community role. The station still handles six passenger trains weekly. Although freight trains currently bypass Rogersville, a local peat moss enterprise hopes to use CNR freight facilities in the near future.[39] The post-1950s advance of other transportation modes has lessened, but not ended, the role of the Rogersville station. Significantly, VIA Rail is now negotiating to buy the station outright from CNR.[40]

Rogersville residents have not yet been forced to seriously consider options, should the station be abandoned. Informal discussions with community members, however, indicate the importance they place on the building. In fact, the local Chamber of Commerce played a persuasive role in convincing VIA Rail to renovate the station after the fire, instead of demolishing and replacing it.[41] Given the seasonal popularity of the coffee shop, the paucity of serviceable community buildings, and the scarcity of pre-1930 architecture in Rogersville, any move by CNR to demolish the station likely would be met by concerted local opposition and action.

Endnotes

1 W.S. MacNutt, New Brunswick, A History: 1784-1867 (Toronto: Macmillan of Canada, 1984), pp. 298-99, 329-39.

2 G.R. Stevens, History of the Canadian National Railways (New York: The Macmillan Company, 1973), pp. 84, 86; Acts of the Imperial Legislature, 30 Vic., c. 3; 30-31 Vic., c. 16; Acts of the Dominion Legislature, 31 Vic., c. 13.

3 Sandford Fleming, The Intercolonial: an historical sketch of the inception, location, construction and completion of the line of railway uniting the inland and Atlantic provinces of the Dominion, with maps and numerous illustrations. (Montréal: Dawson Brothers, 1876), pp. 79-87, 89, 100-06, 222. Two other routes also were considered: the Frontier Route, which roughly paralleled the Maine-New Brunswick border, and the Central Route, which ran diagonally across the province. The first route was discounted because of its proximity to the American border, and the second, in part, because of its remoteness from existing communities.

4 Belliveau, The Monctonians, p. 226; Fleming, The Intercolonial, pp. 167-68, 173-74, 176, 217-18. At Moncton, where the ICR met the ENR, the town population expanded by some 400% in the decade following 1872; this resulted largely from factors involved directly and indirectly with the ICR's arrival. Many of the quarries developed along the ICR route were opened by Fleming, who used the stone for bridge construction.

5 Robert Leggett, Railroads of Canada (Vancouver: Douglas, David & Charles, 1972), p. 61; Sessional Paper No. 20, Vol. LII, No. 11, 1917, p. x; Stevens, History of the Canadian, pp. 92, 98, 100-106, 245-48. The ICR's reformation occurred partly because Sir Wilfred Laurier's new Minister of Railways and Canals, Andrew Blair, was determined to clean up the company's performance. Other factors also caused the ICR's reformation. First, the CPR completed its Short Route between Saint John and Montréal in 1890, cutting hours off the longer ICR route; the competition forced the ICR to treat travellers with less disdain than before. Second, the ICR extended its western limit from Lévis to Montréal in 1898 and thus gained greater access to potential traffic. (The ICR already had acquired track between Rivière du Loup and Lévis from the GTR.)

6 Railway Statistics of the Dominion of Canada (Ottawa: The King's Printer), reviewed for the years 1900-1914; The Sackville Tribune, 19 September 1907, p. 1.

7 Official Year Book of the Province of New Brunswick (Canada)... (Fredericton: Government of New Brunswick, 1919), pp. 59, 67; Stevens, History of the Canadian, pp. 245, 504; Belliveau, The Monctonians, p. 281; David Nason, Railways of New Brunswick (Fredericton: New Ireland Press, 1992), p. 35. These mainly unprofitable branch lines placed a large and eventually unbearable financial burden on the company.

8 Stevens, History of the Canadian, pp. 272-300.

9 Acts of the Dominion Legislature, 9-10 Geo. V, c. 13; P.C. 115, 20 January 1923.

10 E.R. Forbes, "Misguided Symmetry: The Destruction of Regional Transportation Policy for the Maritimes" in E.R. Forbes, Challenging the Regional Stereotype (Fredericton: Acadiensis Press, 1989), pp. 114-35; Kenneth Gary Jones, Response to Regional Disparity in the Maritime Provinces, 1926-1942 (M.A. Thesis, History Department, Acadia University, Wolfville, Nova Scotia, 1978), pp. 5-6. The region's manufacturing output dropped by 44% between 1919 and 1921. Local agents could no longer adapt rates to circumstances, or postpone payment to encourage entrepreneurs. Nor could local manufacturers continue to compete with products from central Canada.

11 Stevens, History of the Canadian, pp. 326-29. Under Thornton's leadership, the CNR formed a highly popular radio department with three broadcasting stations, one just south of Rogersville in Moncton. The CNR's network broadcast the first Hockey Night in Canada, and later became the core of the Canadian Broadcasting Company.

12 Stevens, History of the Canadian, pp. 429-32; W.K. Lamb, History of the Canadian Pacific Railway (New York: Macmillan Publishing Co., Inc., 1977), pp. 310-11.

13 Stevens, History of the Canadian, pp. 348, 363, 369, 383. CNR earnings fell by 17% in 1930, followed by a 50% drop in freight traffic between 1928 and 1935. Traffic on the CNR increased dramatically during World War II because the CPR Short Route, which passed through the neutral United States, was deemed unsuited for wartime use.

14 The North Shore Leader [Newcastle], 31 July 1931, p. 5.

15 Fleming, The Intercolonial, p. 184.

16 Ibid., p. 112. This first Rogersville station likely was very small and plain: Fleming maintained that, except for towns requiring extended station accommodation, he would waste no money on costly railway buildings.

17 l'Evangéline, 27 December 1955, p. 4.

18 l'Evangéline, 15 May 1890, 17 August 1893, 24 August 1893, 26 December 1896, 4 September 1902; McAlpine's Gazetteer and Guide, Maritime Provinces and Newfoundland (Halifax: A. & W. MacKenzie, 1898), p. 818. Rogersville's agricultural importance led the federal government to erect a chicken manure factory near town for community use.

19 The Campbellton Graphic, 19 April 1912, p. 2; 16 August 1912, p. 3.

20 No published information could be found concerning the construction date of this station. However, a 93-year-old

Rogersville resident named Mr. Fermin O'Brien believes that a second station was erected around 1900.

21 Author conversation with Ron Dawe, CN Rail, Moncton, 5 January 1993. Figure 9 shows a large freight shed several hundred metres south of the station. The shed does not appear on Figure 5; nor does it exist today. The shed likely was built after 1930 to compensate for the substantial reduction of freight/baggage room that occurred when the second station was replaced by the much smaller building in 1930.

22 Officials refused to allow troops or wartime freight travel along the northern ICR, because of submarine threats where it skirted coastal New Brunswick. Instead, traffic between Montréal and Halifax travelled via the National Transcontinental Railway (NTR) across central New Brunswick, and then transferred to the former ICR at Moncton, thereby missing Rogersville.

23 Lloyd Machum, A History of Moncton Town and City, 1855-1965 (Moncton: The City of Moncton, 1965), pp. 379-418; author conversation with John Mossman, New Brunswick Department of Transportation, 21 December 1992.

24 Rogersville is known as the Brussel Sprout Capital of Canada, and celebrates its elevated position with an annual, week-long Sprout Festival each July.

25 The North Shore Leader, 23 May 1930, p. 6; 5 June 1931, pp. 2.

26 This information was obtained from an unpublished, untitled page of station prices found in the Engineering Offices of CN Rail in Moncton.

27 During the 1987 renovations, a new entrance was placed on the street elevation, and a four-foot overhang with brackets was installed above it.

28 Pro-Kent [Richibucto], 11 February 1987, p. 1. The fire took place on 5 February 1987 and caused about $35,000 in damages to the waiting room and office areas.

29 Sometime around 1979, the stucco was replaced with a second siding of wider clapboard, which was destroyed in the fire. The 1987 renovations produced the third, more attractive narrow clapboard siding.

30 The original doors occurred only on the track elevation: one for the baggage room, and one for each waiting room.

31 The only available photograph of the Port Elgin station occurs in a book, and cannot be copied; see Julian Cavalier, North American Railroad Stations (South Brunswick, New

Jersey: A.S. Barnes, 1979), p. 62. The image looks exactly like the Rogersville station. Other CNR stations erected during this period include those at St-Léonard (1929), Doaktown (1930), Havelock (1930), Apohaqui (1934), Harcourt (1935), Cape Tormentine (1937), South Devon (1937) and Dalhousie (1939). Only the South Devon station is in railway company hands; the Cape Tormentine, Dalhousie and Apohaqui stations are privately owned, and the remainder are demolished.

32 The still-extant Summerside station (1927) in Prince Edward Island used the same material elements of brick and stucco siding, but was a much more sophisticated variant of the Rogersville station with highly detailed windows, doors and dormers - a function, perhaps, of its construction before 1929.

33 Harry Jost and Barry Moody, "Canadian National Railways Station, Stewiacke, Nova Scotia," Railway Station Report 46, Historic Sites and Monuments Board of Canada, 1991.

34 Gwen Martin and Robert Power, "Canadian National Railways/Former Intercolonial Railway Station, Sackville, New Brunswick," Railway Station Report, Historic Sites and Monuments Board of Canada, 1993.

35 The CNR drawings (unlike the ICR drawings) rarely were signed, suggesting that draughtsmen simply took existing plans and reworked them for each station site. No attempts were made to disguise this, as evidenced by the casual cross-hatching of unwanted elements from the drawing sheets.

36 The full basement beneath the central block of the Rogersville and Stewiacke stations originally housed the boiler and coal bin. At Rogersville, it now provides storage space for coffee shop supplies. The side wings have unfinished crawl spaces beneath.

37 Freight handling in Rogersville took place in the separate wooden freight shed located south of the station.

38 The pump house recently was acquired by the Town of Rogersville.

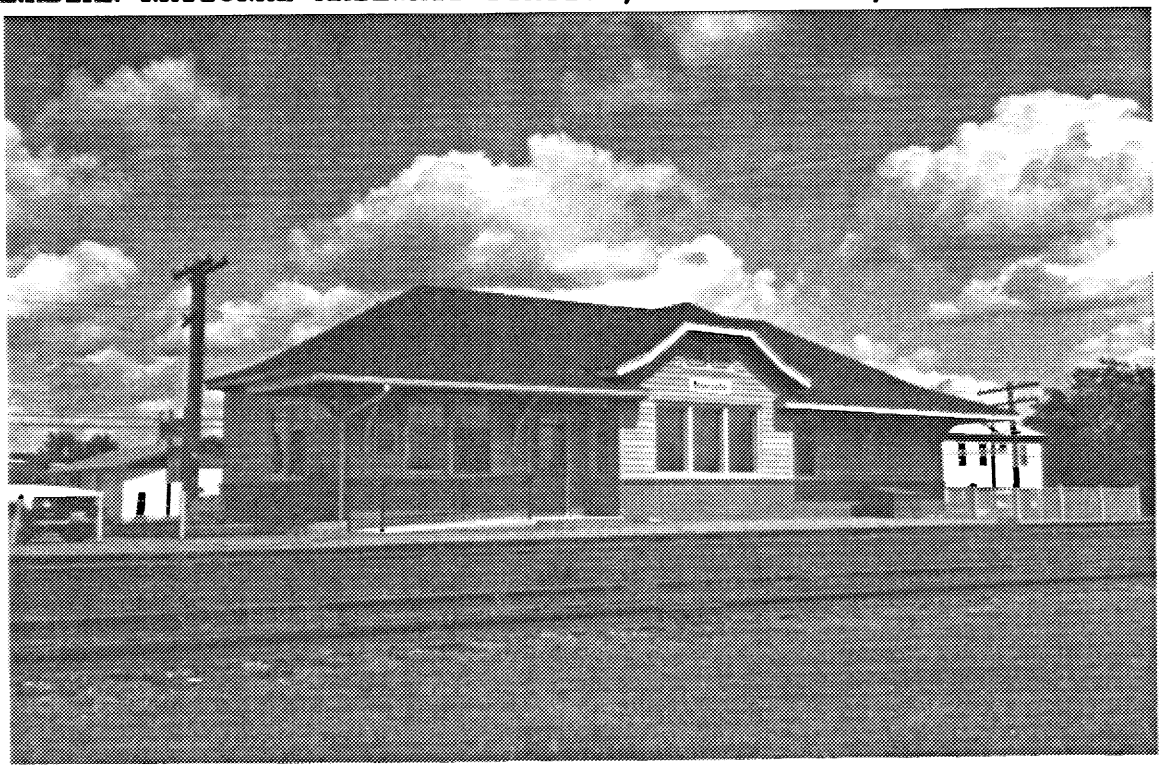
39 Author conversation with Robert Arbour, Premier Atlantic Ltd., 5 January 1993. Premier Atlantic Ltd. from Québec began developing a peat deposit near Rogersville in the summer of 1992. The company hopes to use CN Rail freight facilities to ship its peat moss products from Rogersville station.

40 Author conversation with Ralph Nelson, Real Estate Division, CN Rail, Moncton, 16 September 1992. Around 1978, VIA Rail signed a 20-year agreement to lease many New Brunswick railway stations from CNR. In September 1987, it cancelled

most of those leases, but currently is negotiating to buy the Rogersville station outright.

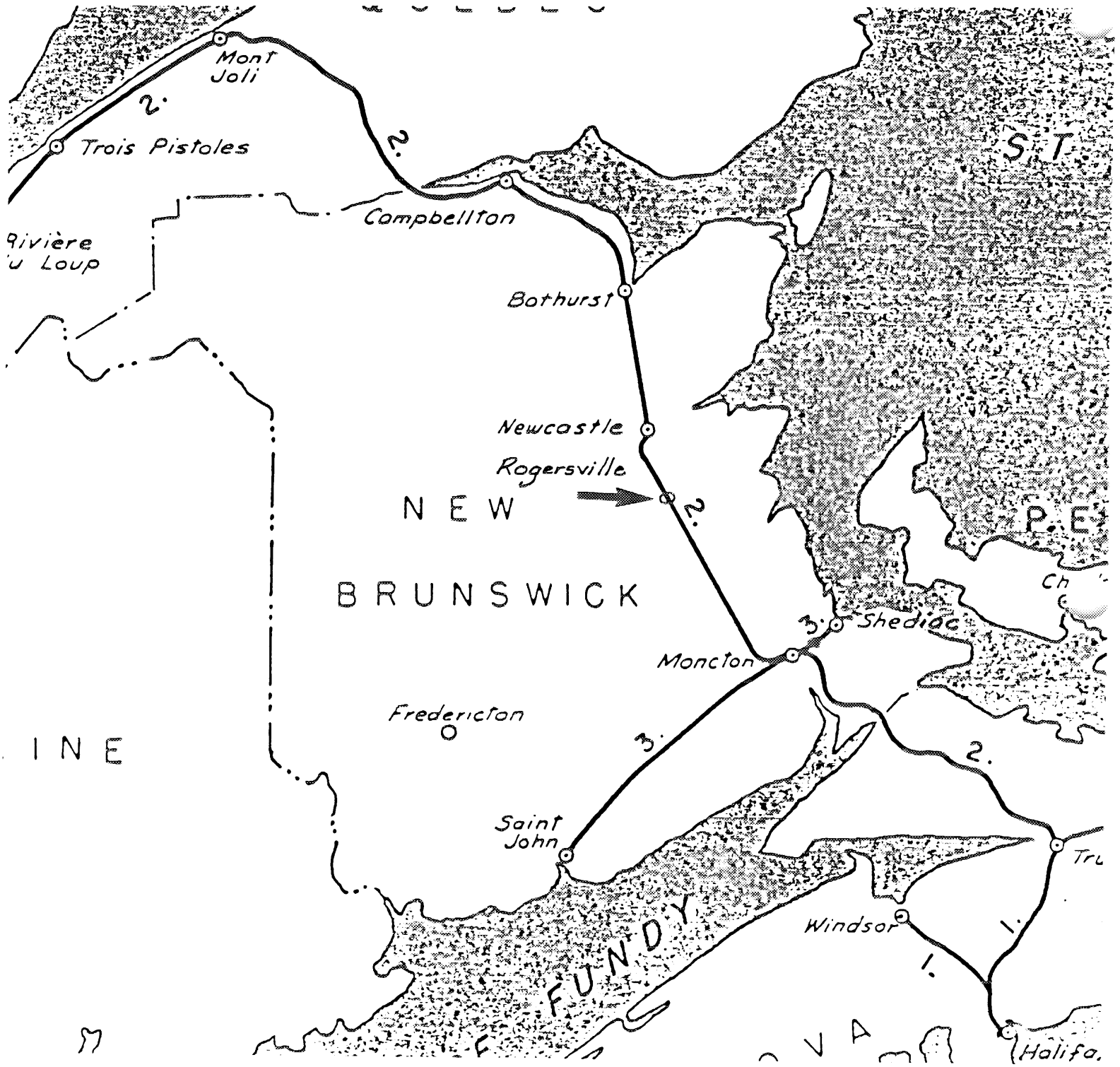
41 Author conversation with Rose-Ella Bourque, Rogersville, 17 November 1992.

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

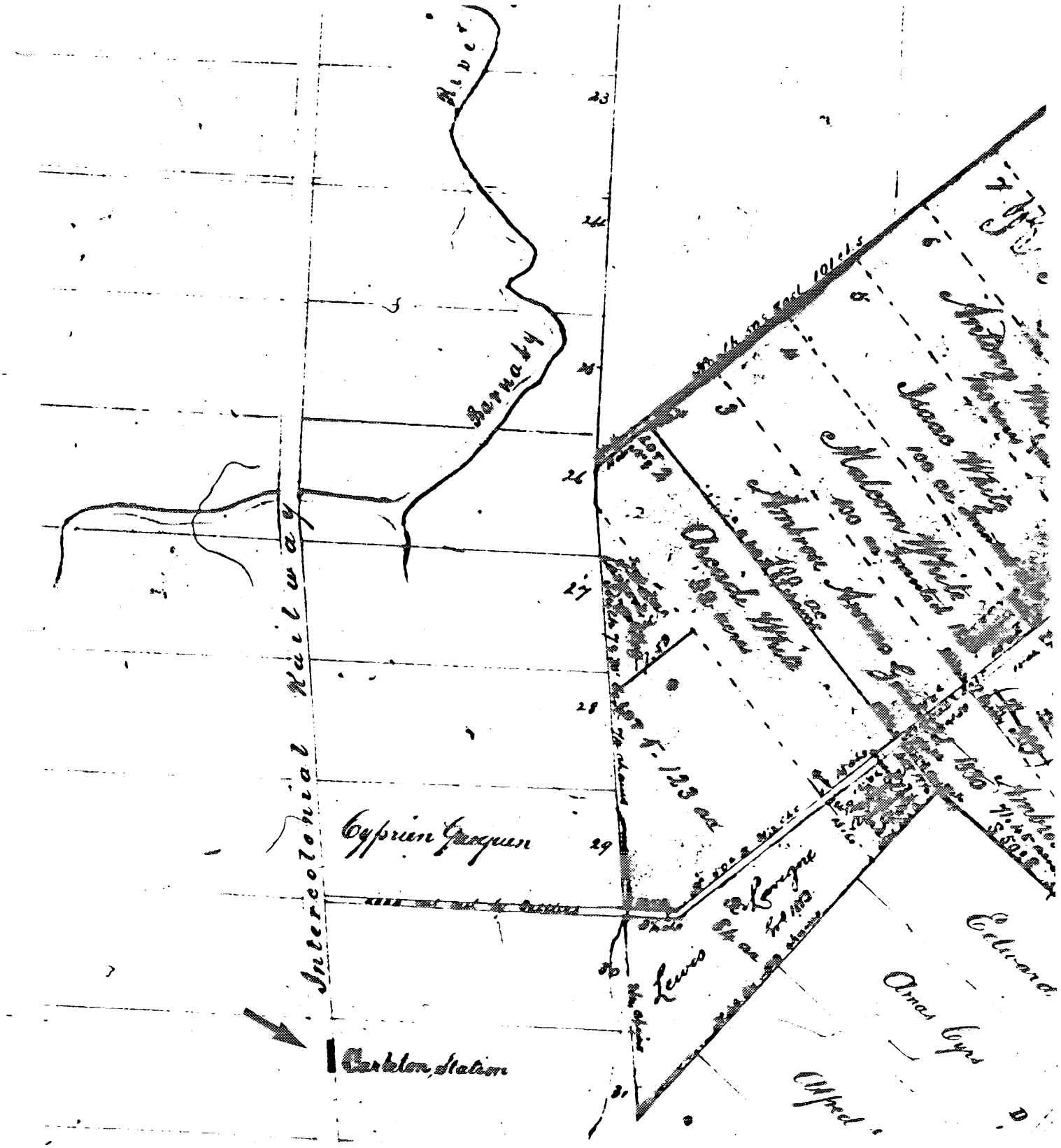


1 Canadian National Railways station, Rogersville, New Brunswick, constructed in 1930, showing west or track elevation. (Robert Power, 1992.)

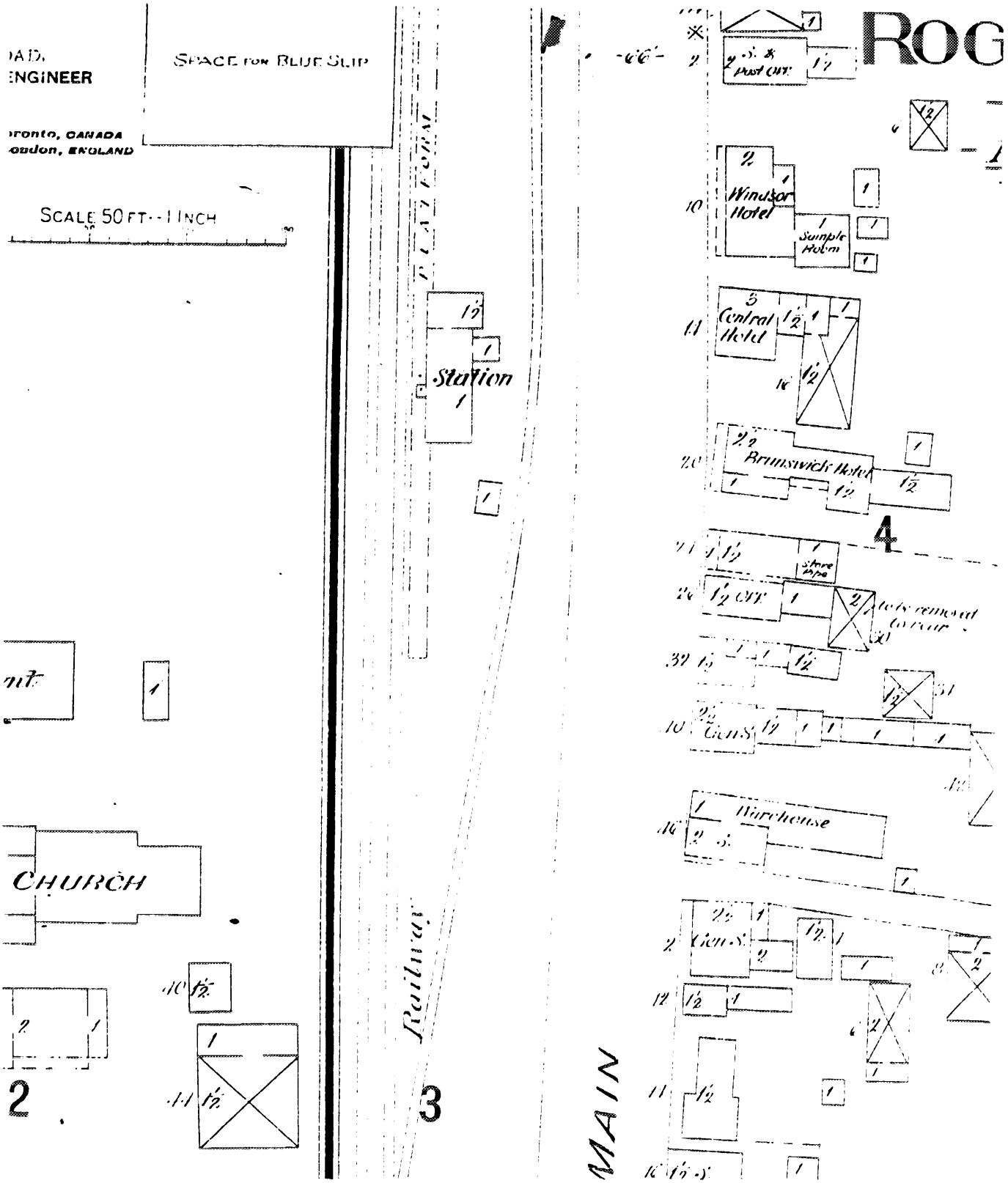
2 CNR station, Rogersville, showing east or street elevation. (Gwen Martin, 1992.)



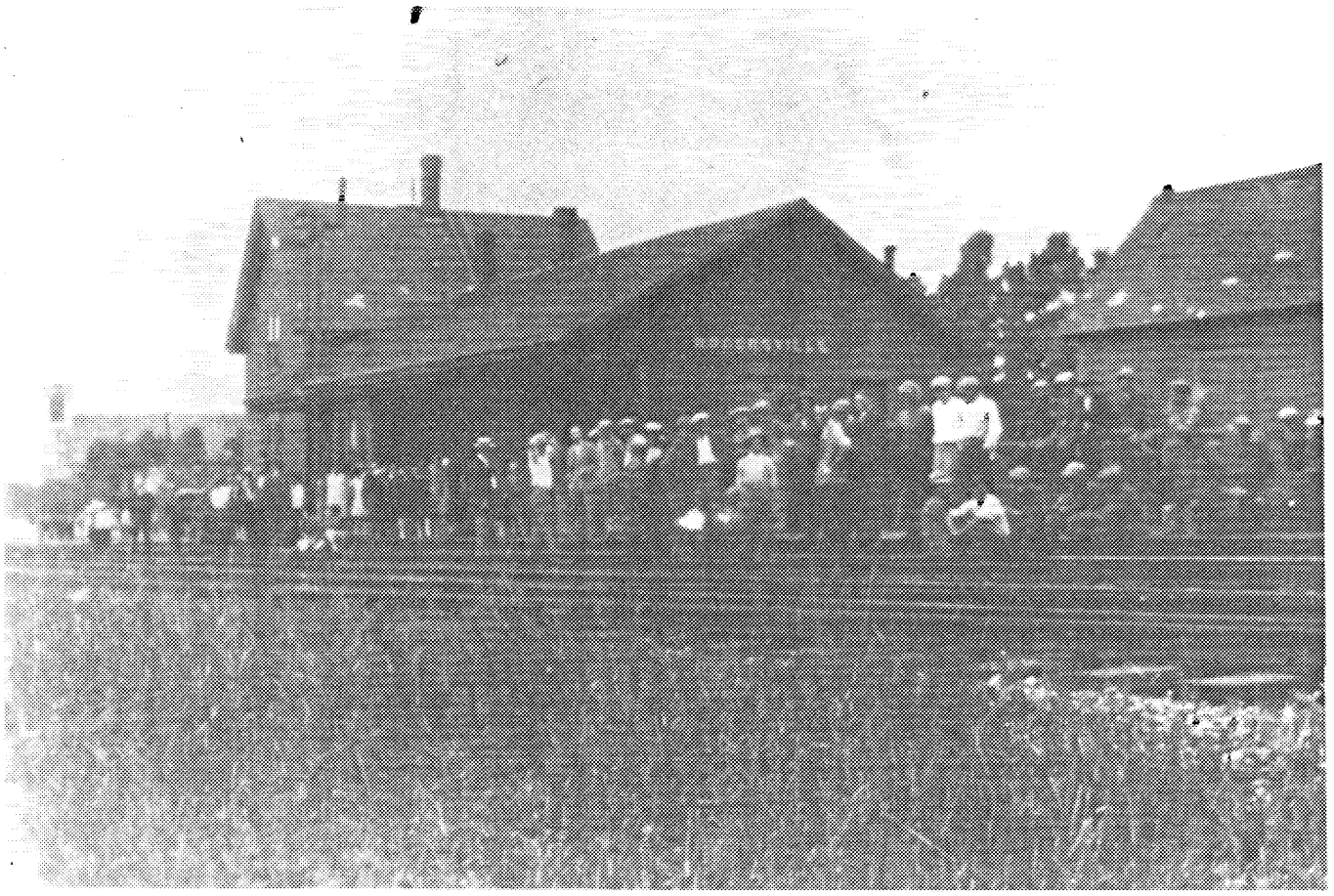
3 Map of selected railways and towns in New Brunswick; arrow indicates Rogersville; 1 is the NSR; 2 is the ICR, 3 is the ENR. (Map reproduced from Stevens, Story of the Canadian, p. 91.)



4 Early map of Rogersville area; arrow shows original 'Carleton Station' on Lot 31 south of Barnaby River. (Plan of Survey for Settlement Westerly of Intercolonial Rail Road..., n.d., c. 1882, RS 656/IC/10/3 in PANB.)

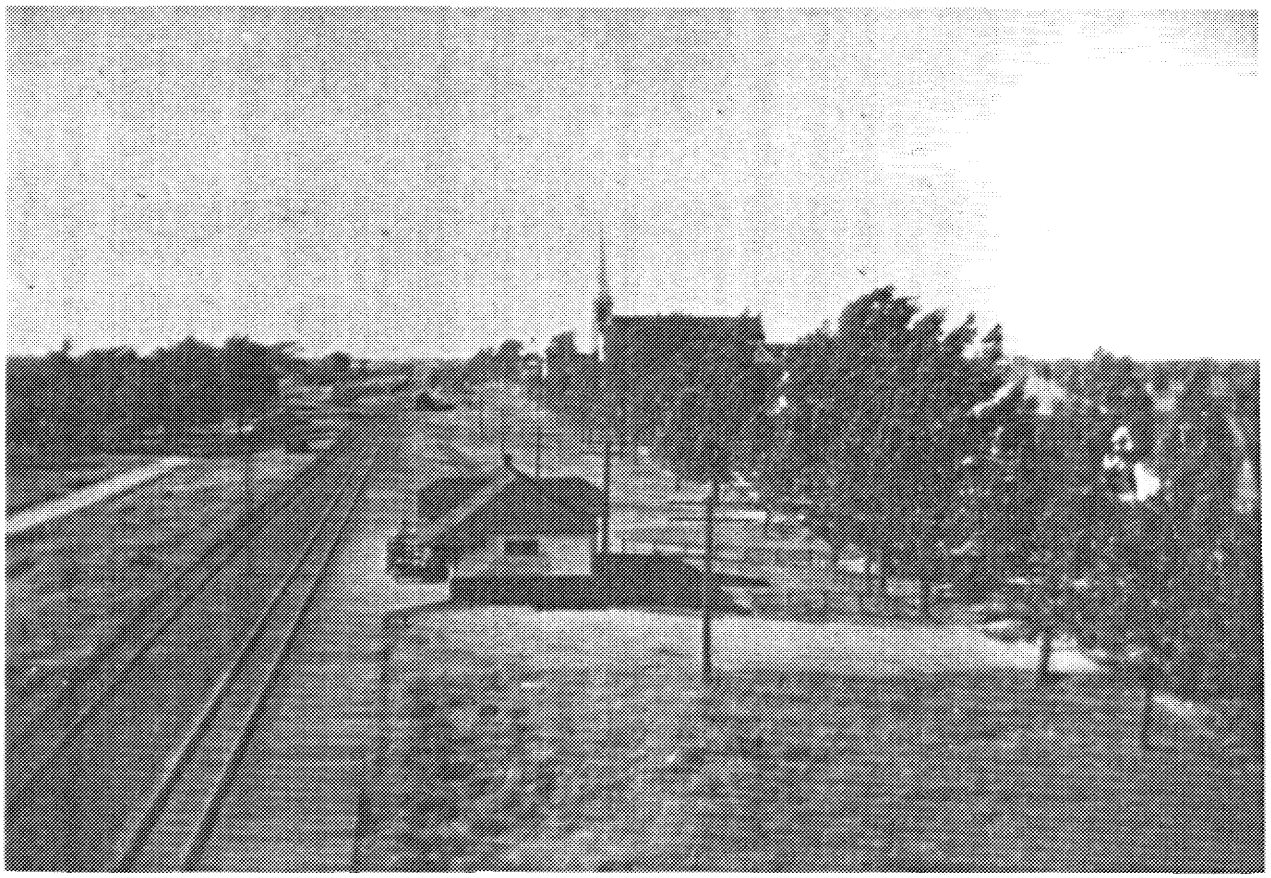


5 Second ICR station and surroundings, Rogersville, 1905. (Charles E. Goad, Insurance Plan of Rogersville, N.B., 1905, F13778 in PANB.)



6 Second ICR station, Rogersville, 1924, showing the attached, two-storey station agent's quarters. (Photograph courtesy of the Village of Rogersville.)

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

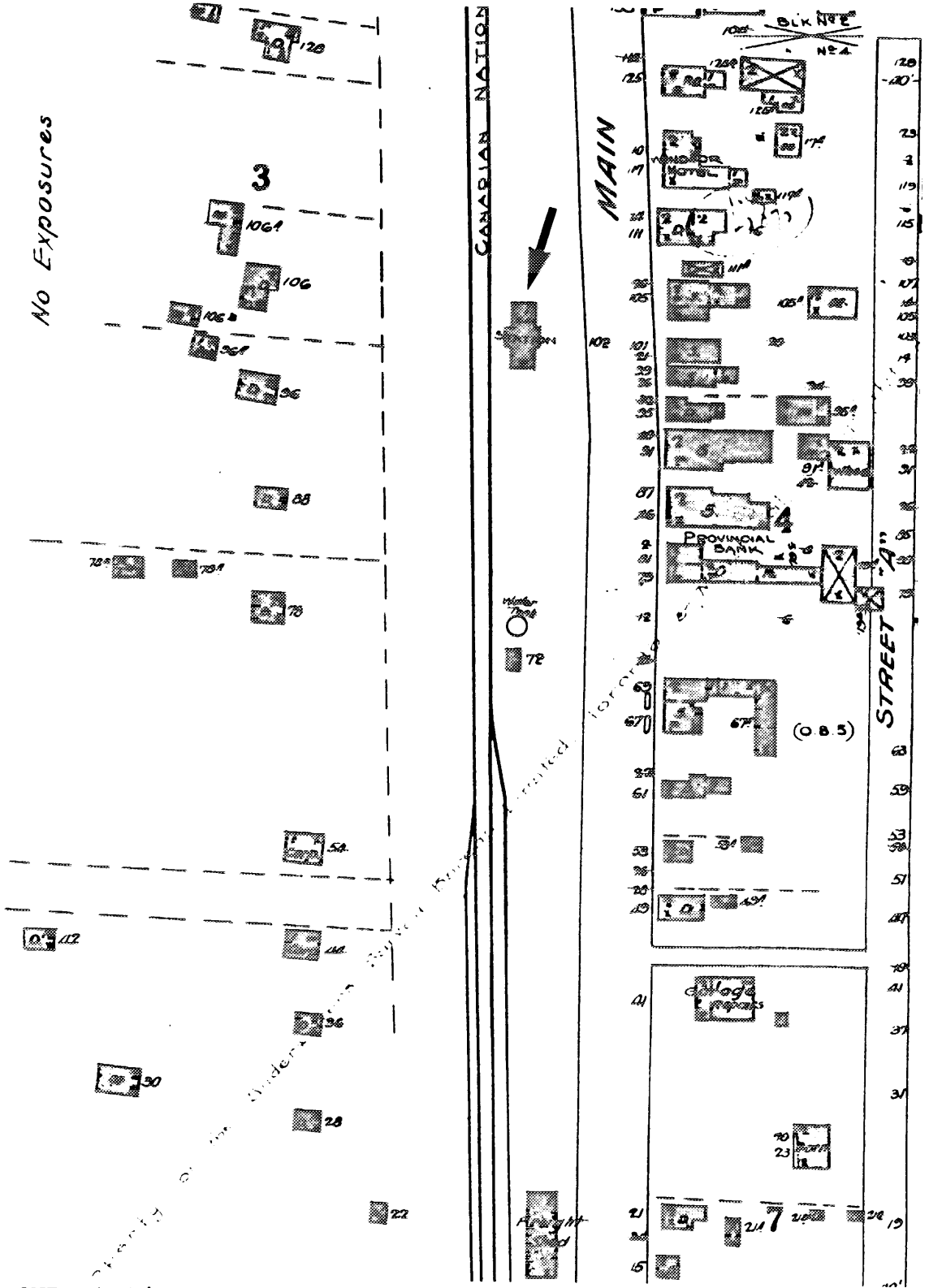


7 CNR station, Rogersville, c. 1930s, looking north; shows trees that once lined the main highway. (Photograph courtesy of the Village of Rogersville.)

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

8 CNR station and surroundings, Rogersville, c. 1930s, looking north along the main highway; shows tracks and water tower in foreground with the station partly obscured behind tower. (Photograph courtesy of the Village of Rogersville.)

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

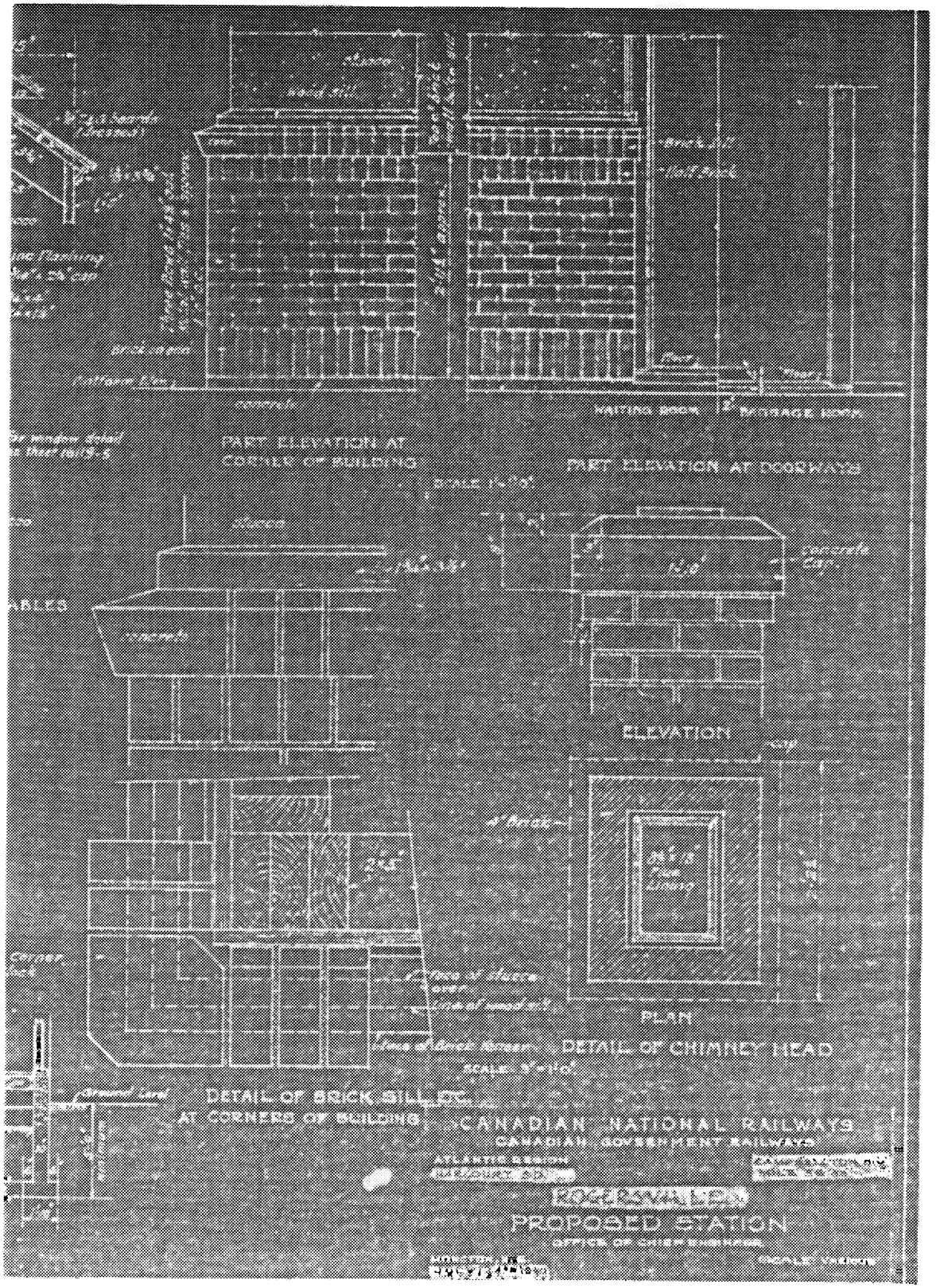


9 CNR station, Rogersville, and surroundings, 1936; arrow indicates station site. (Charles E. Goad, Insurance Plan of Rogersville, N.B., 1936, in PANB.)

10 CNR station, Rogersville, north elevation, showing wrap-around eaves. (Gwen Martin, 1992.)

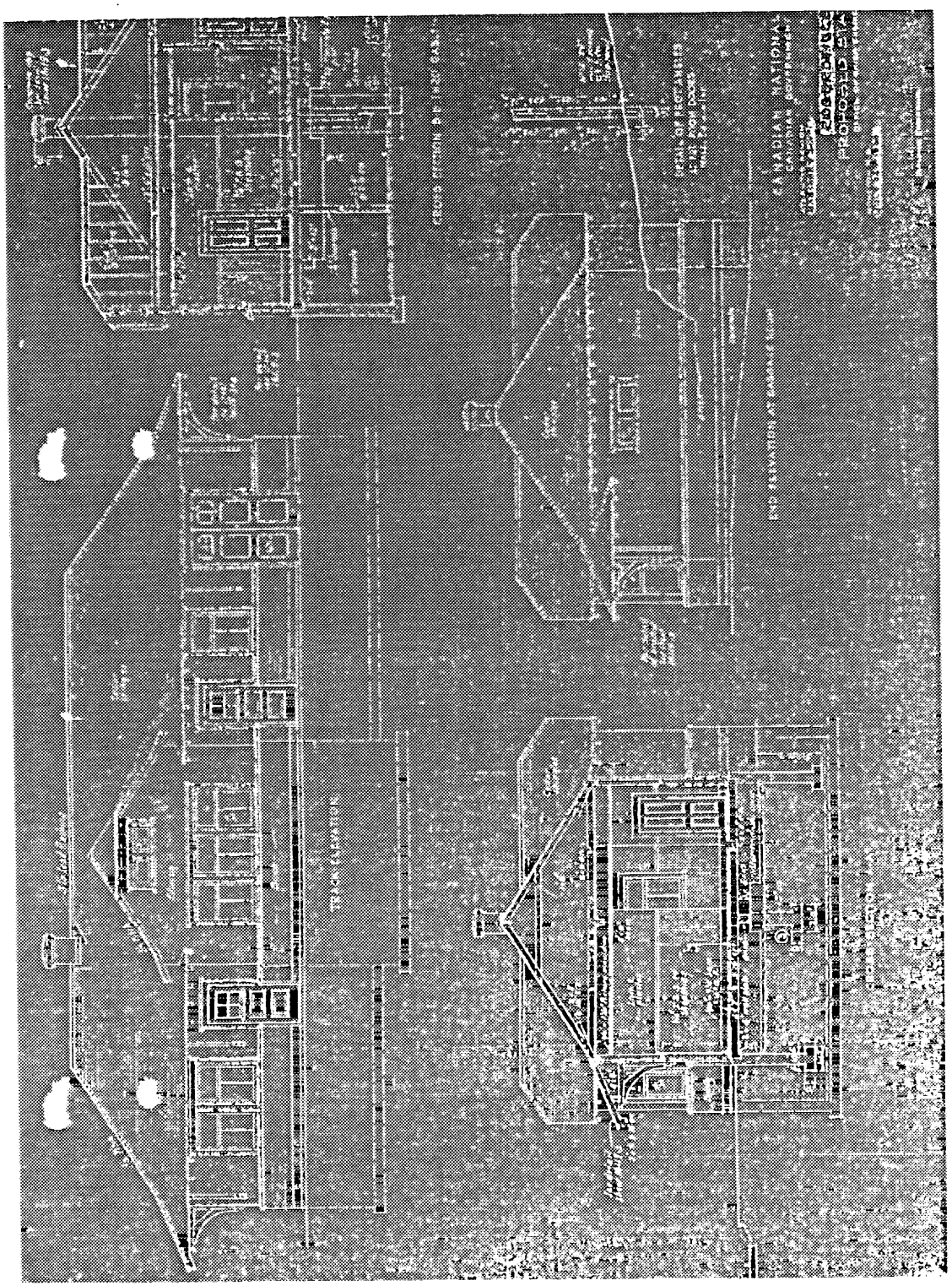
11 CNR station, Rogersville, showing plain wooden brackets with unchamfered edges. (Robert Power, 1992.)

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

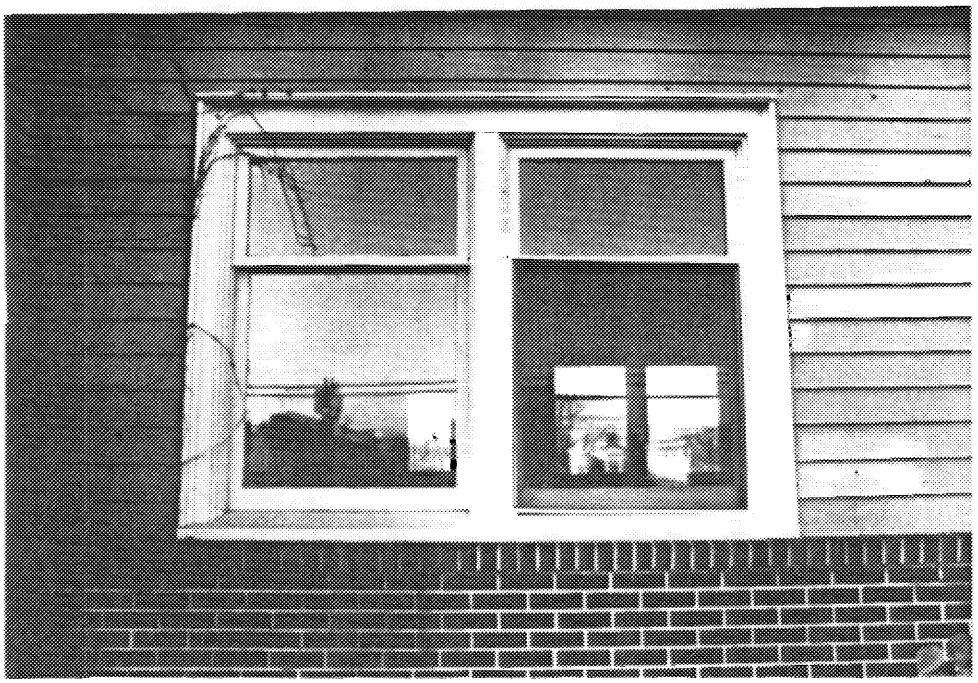


12 CNR station, Rogersville, "Rogersville, Proposed Station, Office of Chief Engineer, Moncton, N.B., July 24, 1930"; shows details of original brickwork. (Drawing courtesy of CN Rail, Operations Branch, Moncton, New Brunswick.)

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

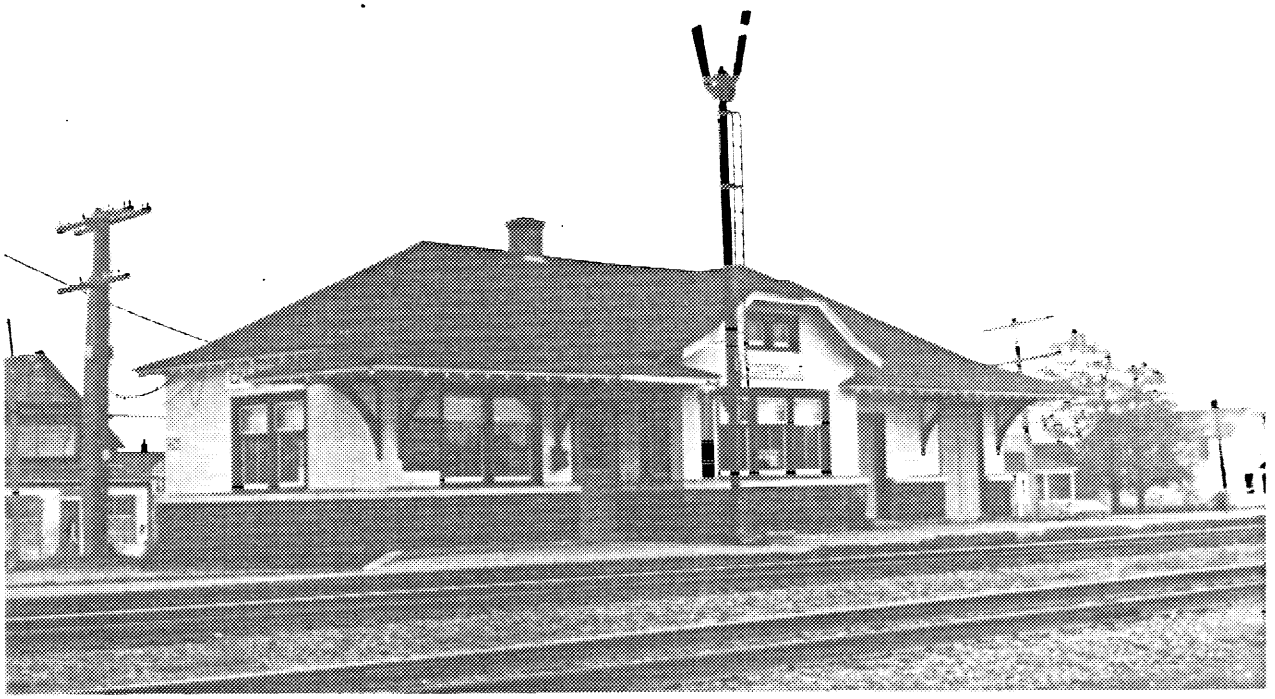


13 CNR station, Rogersville, "Rogersville, Proposed Station, Office of Chief Engineer, Moncton, N.B., July 24, 1930"; shows track elevation and end elevation at baggage room. (Drawing courtesy of CN Rail, Operations Branch, Moncton, N ew Brunswick.)

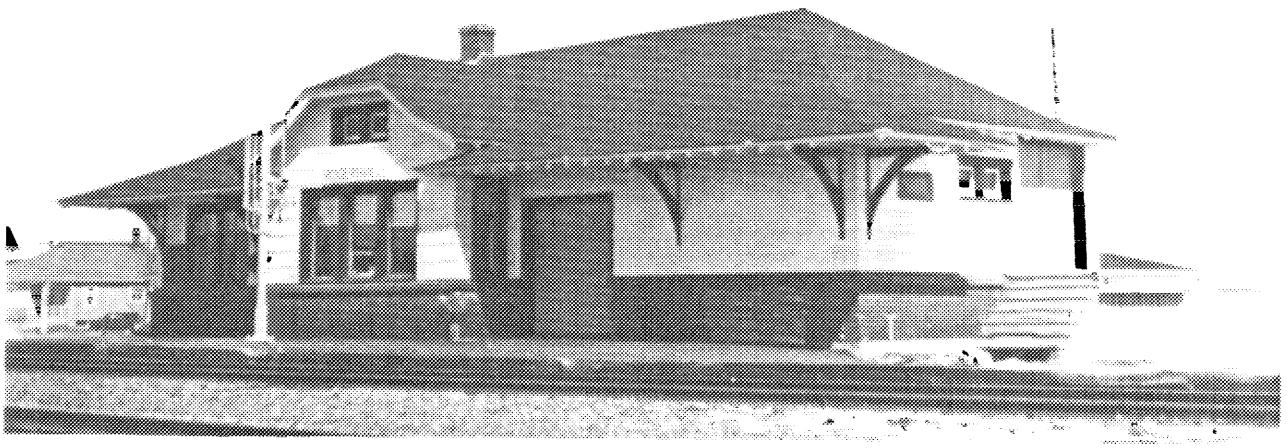


14 CNR station, Rogersville, showing typical station window with single lights. (Robert Power, 1992.)

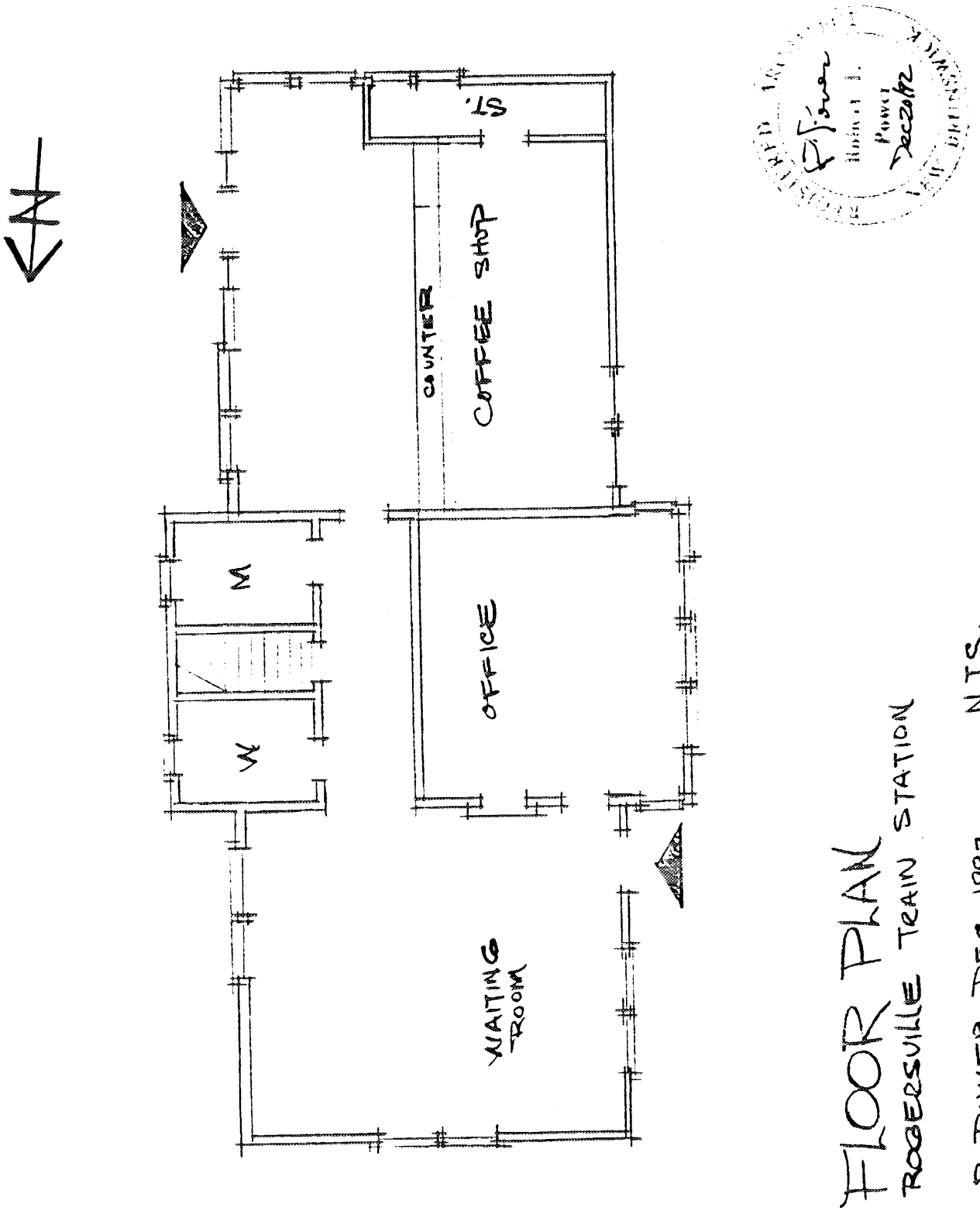
CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK



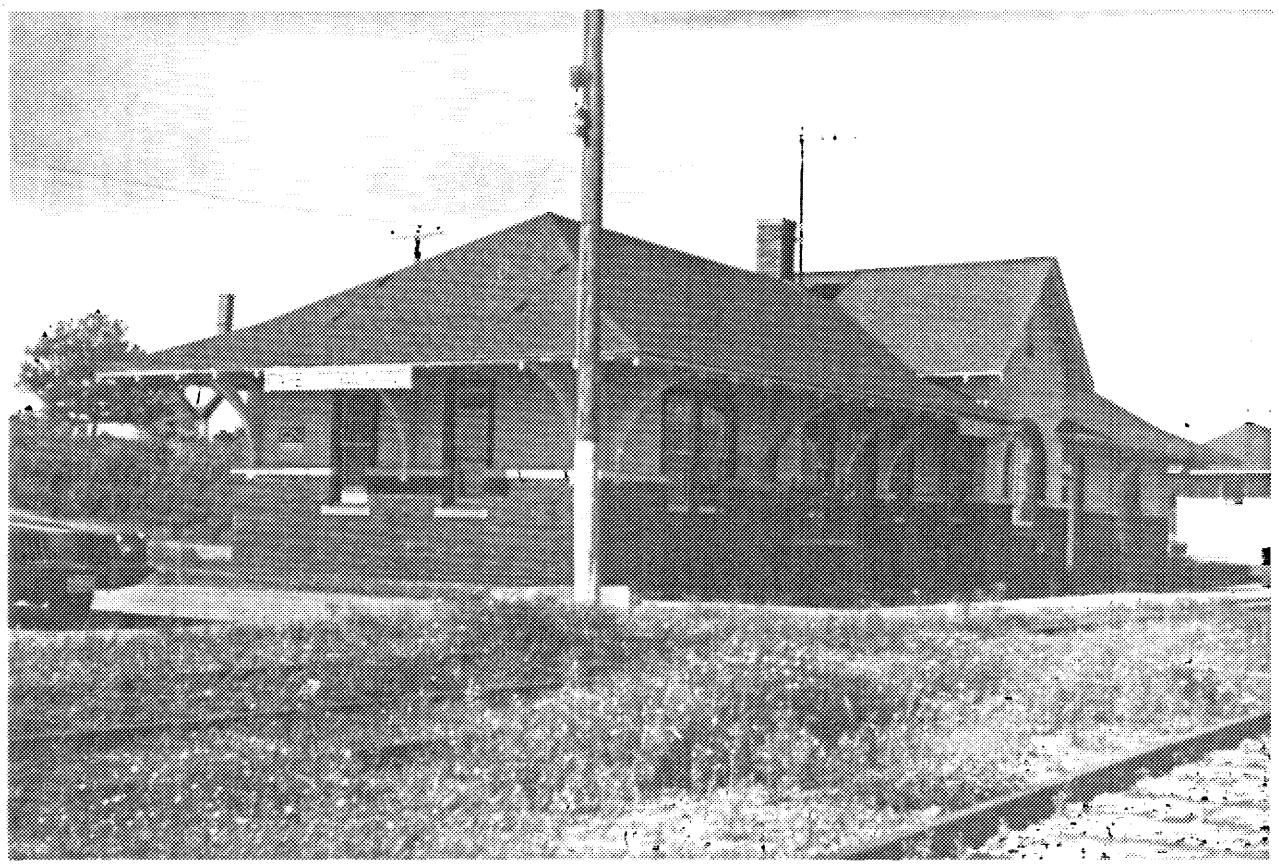
15 CNR station, Rogersville, 1978. Shows original stucco siding with brickwork below; original upper course has been replaced by concrete. Also shows original 1/2 windows and doors with multiple lights. (Photograph courtesy of George W. Parks, Moncton.)



16 CNR station, Rogersville, 1980. Shows second siding of wide clapboard, which was replaced by narrower clapboard after 1987. Note how one of baggage doors on track elevation has been bricked in, and a new baggage door has been placed in south elevation with stairway access. (Photograph courtesy of George W. Parks, Moncton.)

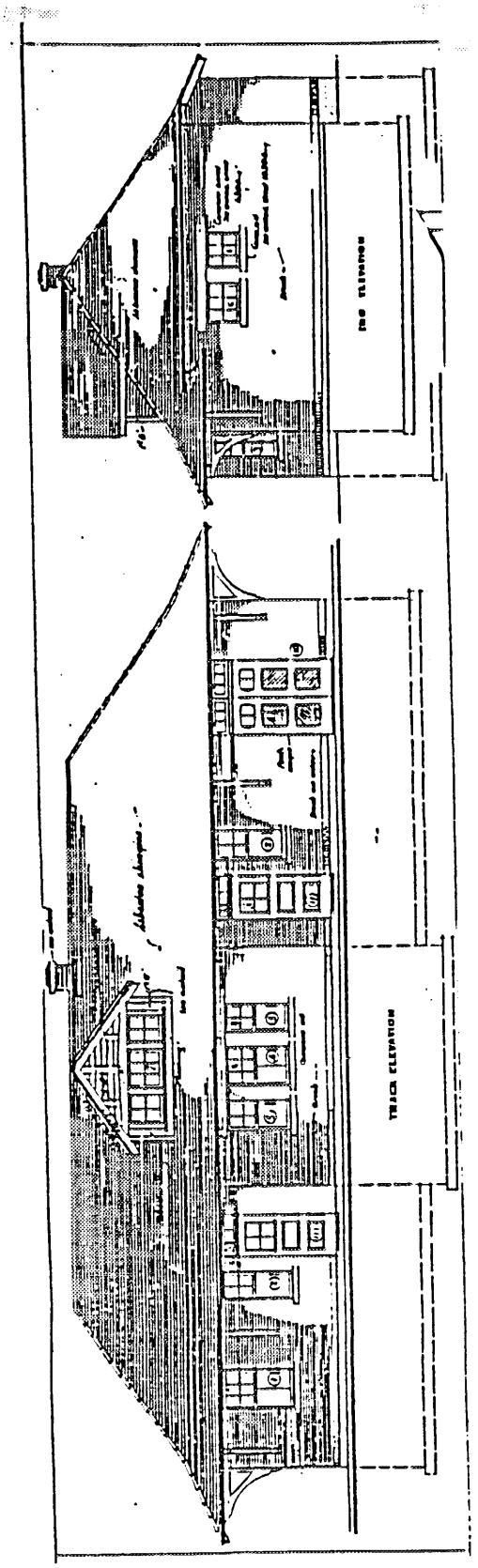


17 CNR station, Rogersville, "Floor Plan, Rogersville Train Station", 1992. (Drawing by Robert Power.)

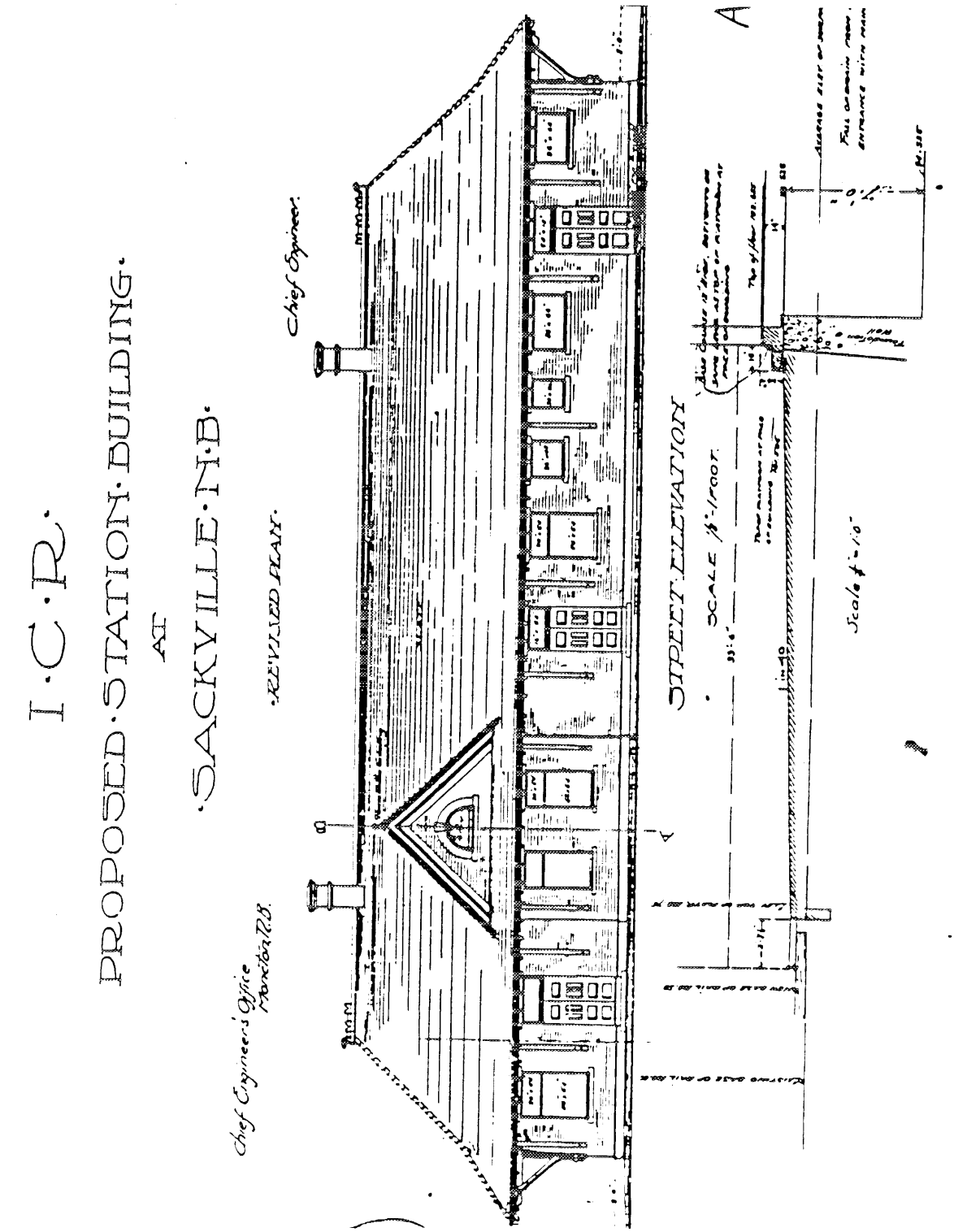


18 CNR station, Cape Tormentine, New Brunswick, constructed in 1937. (Photograph courtesy of George W. Parks, Moncton.)

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

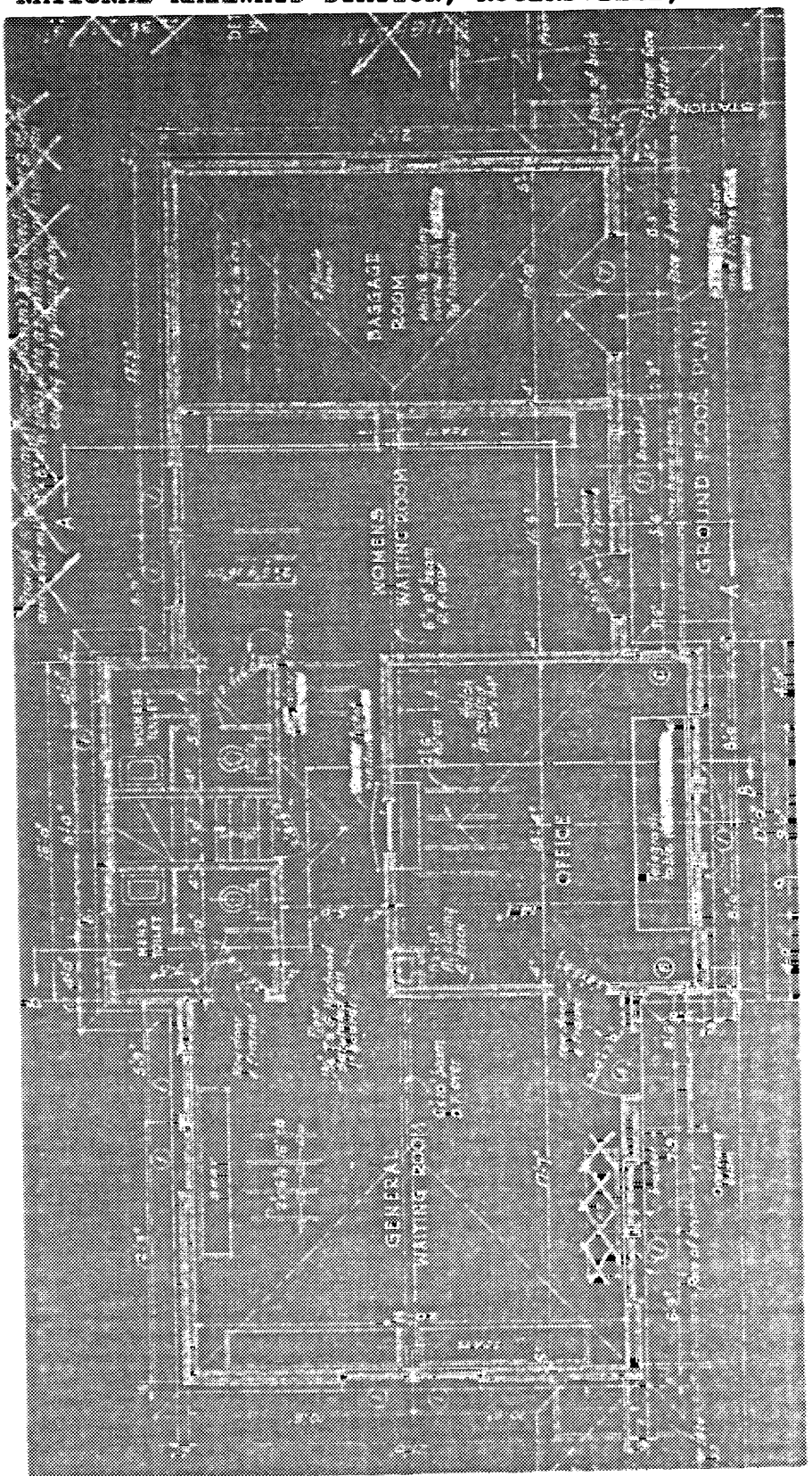


.9 CNR station, Stewiacke, Nova Scotia, constructed in 1926; shows track side and south elevation. (Drawing copied from Harry Jost and Barry Moody, "Canadian National Railways Station, Stewiacke, Nova Scotia," Railway Station Report 46, Historic Sites and Monuments Board of Canada, 1991, p. 608.)

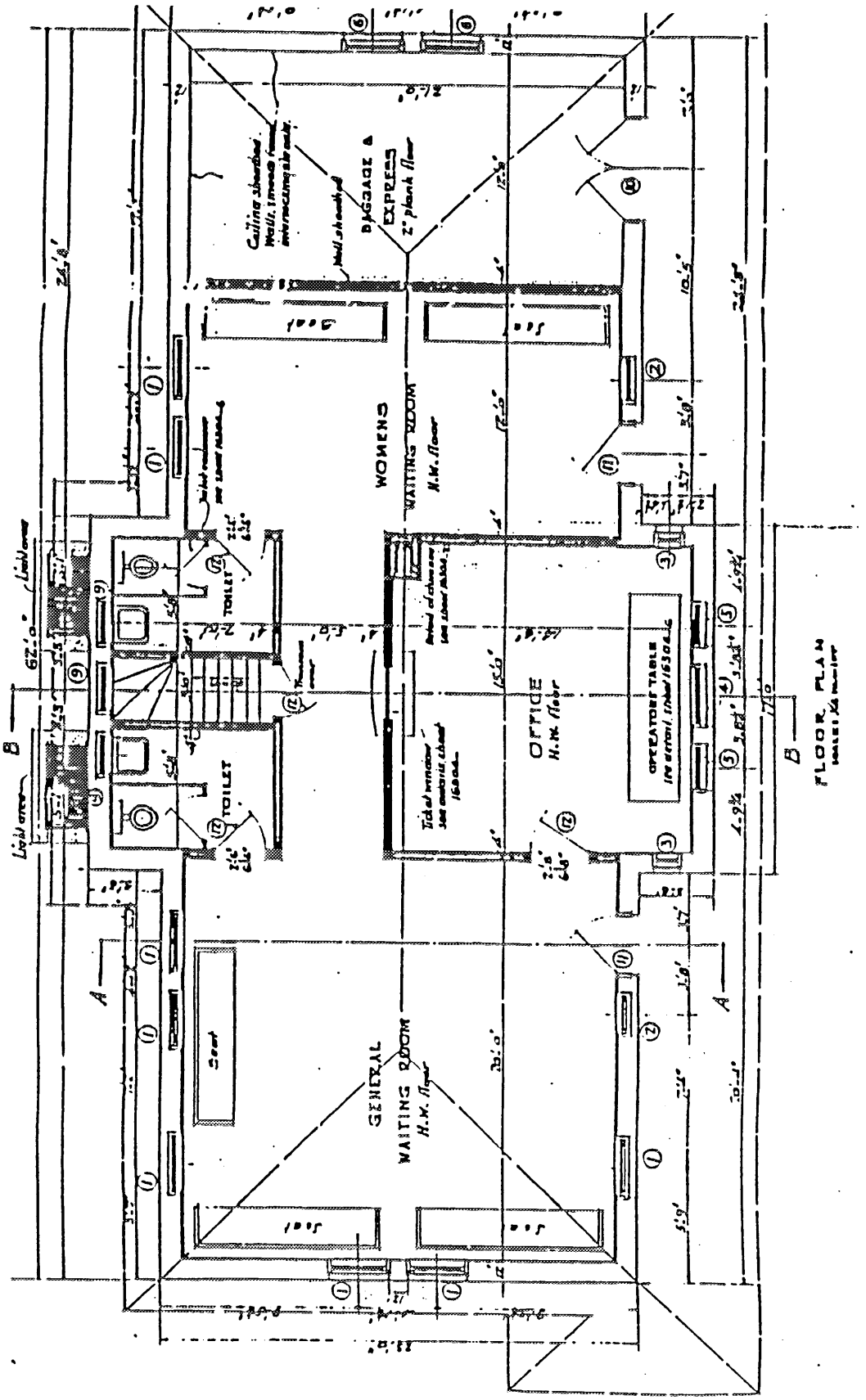


20 CNR/former CNR station, Sackville, "Proposed station building at Sackville, N.B., revised plan, Chief Engineer's Office, Moncton, N.B., street elevation", c. October 1907. (Drawing courtesy of CN Rail, Operations Branch, Moncton, New Brunswick; date from blueprint, No. 8610/2/6/24/1 in MAUA.

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK

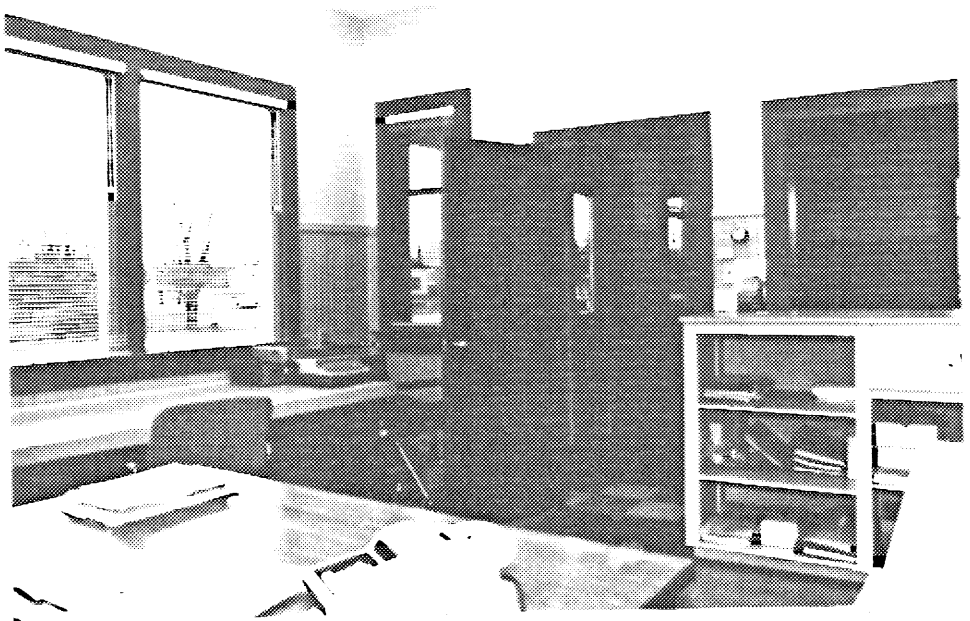


21 CNR station, Rogersville, "Rogersville, Proposed Station, Office of Chief Engineer, Moncton, N.B., July 24, 1930"; shows original floor plan. (Drawing courtesy of CN Rail, Operations Branch, Moncton, New Brunswick.)

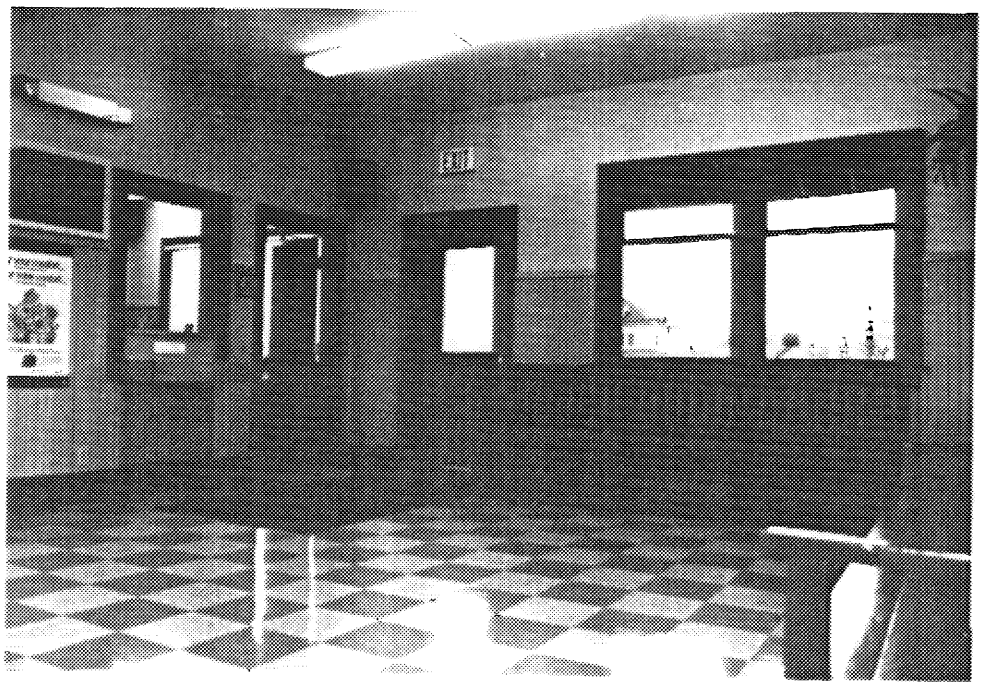


22 CNR station, Stewiacke; shows original floor plan. (Drawing copied from Jost and Moody, CNR Station, Stewiacke, p. 614.)

23 CNR station, Rogersville, street elevation, showing coffee shop and outside deck with clients at lunch. (Gwen Martin, 1992.)

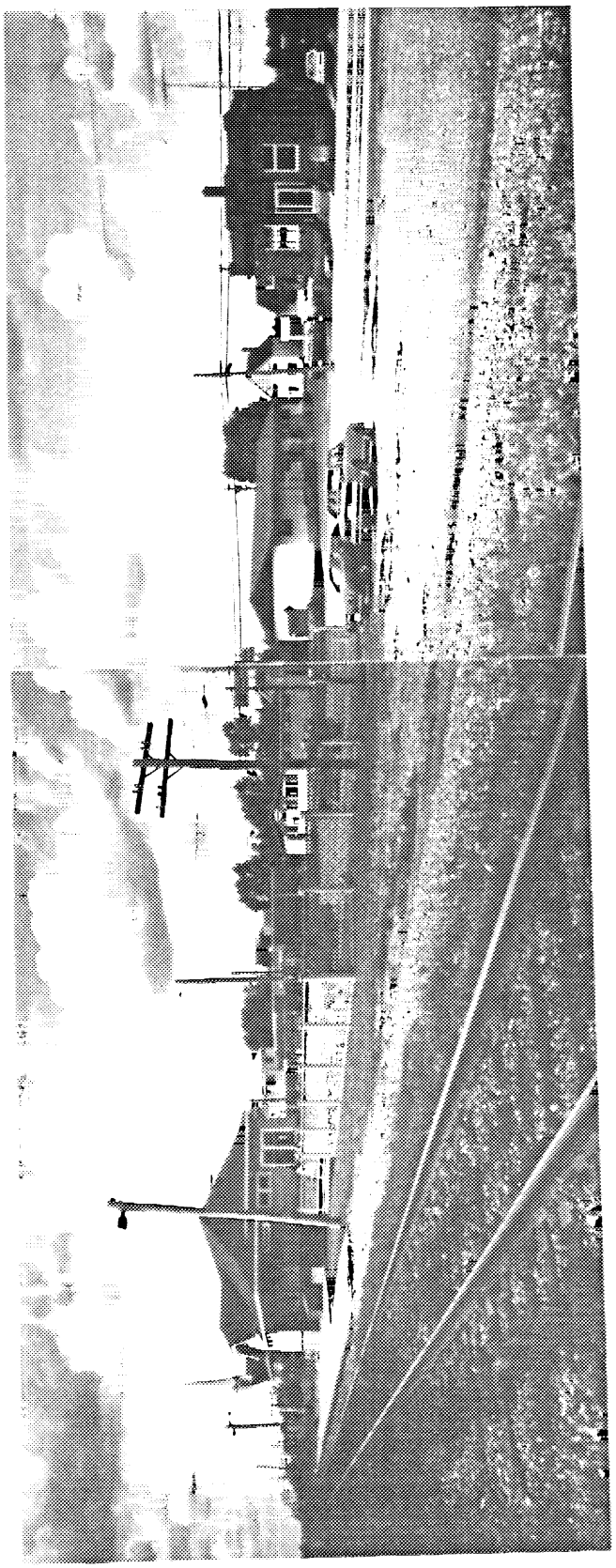


24 CNR station, Rogersville, showing inside of office with laminate countertop and modern trackside windows. (Robert Power, 1992.)



25 CNR station, Rogersville, showing inside of waiting room with tiled floor. (Robert Power, 1992.)

CANADIAN NATIONAL RAILWAYS STATION, ROGERSVILLE, NEW BRUNSWICK



26 Panoramic view of Rogersville station and vicinity, looking north; shows church, station, highway and several commercial buildings. (Gwen Martin, 1992.)