

FLEMING
AND
HUMBERT

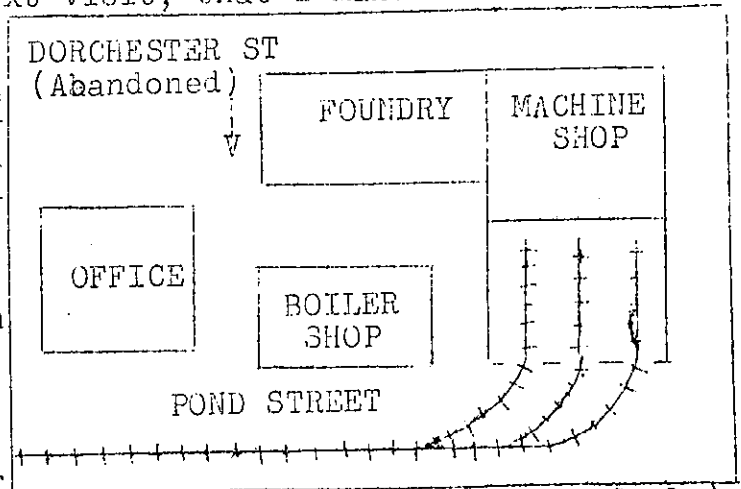
PHOENIX
FOUNDRY

SAINT JOHN, N.B.

The Phoenix Foundry and Machine Shop was founded in 1835 by Fleming, Barlow & Stewart; some years later the name was changed to Fleming and Humbertm and still later to Geo. Fleming & Sons. The business still operates on a very reduced scale. In addition to building new locomotives, a great many were repaired and rebuilt for the Intercolonial Railway and other Maritime lines, and this activity continued until 1914.

I visited the office of the foundry in 1929 and met a George Fleming, who then owned the business. He informed me that there had been a book listing all the locomotives and marine engines built by the firm, and showing builder's numbers and all principal dimensions, but that about 1924, one of the Flemings had taken away the book to California and all trace of it had been lost. I was pressed for time that day and merely looked through some of the ledgers and found that they contained so much information that it would be a simple matter to reconstruct the roster from that source. Mr. Fleming suggested that on my next visit, that I make a detailed examination of the ledgers.

This was arranged. Unfortunately, five years passed before I returned to Saint John and by that time, all the Flemings had withdrawn from the business and it was being operated by the former bookkeeper, who proved to be very uncooperative. The following roster, compiled from other sources, may not be complete, but diligent search has failed to unearth any other engines, and it is not likely that there are more than one or two engines missing, if any.



Sketch of shop plan (Not to Scale)

The shops were on Pond Street at the foot of old Dorchester Street (since diverted) and close to the old station of the European & North American Railway. There was a two-story brick office building; a large wooden boiler and tender shop with drawing office and pattern shop upstairs; a large brick building with a three-stall erecting shop in front and machine shop at the back. A covered passageway led to a courtyard and foundry at the back, and tracks led from the stalls of the erecting shop along Pond Street to the railway.

The early Fleming engines were very well-built machines which gave good service for many years, but by the mid-Eighties, the quality deteriorated; several were rejected by purchasers and finally, the boilers of two comparatively new engines exploded and that put an end to locomotive building in Saint John.

Explanation of initials

E&NA European & North American Ry.
 ST:S St. Stephen Branch Ry.
 ICR Intercolonial Railway
 M&B Moncton & Buctouche Ry.
 CRC Cumberland Railway & Coal Co.

CGR Canadian Government Rys.
 EB Elgin Branch Ry.
 CER Canada Eastern Ry.
 JR Joggins Ry. (now Maritime Ry.)
 NBPEI New Brunswick & Prince Edward Island Ry.
 S&A Salisbury & Albert Ry.

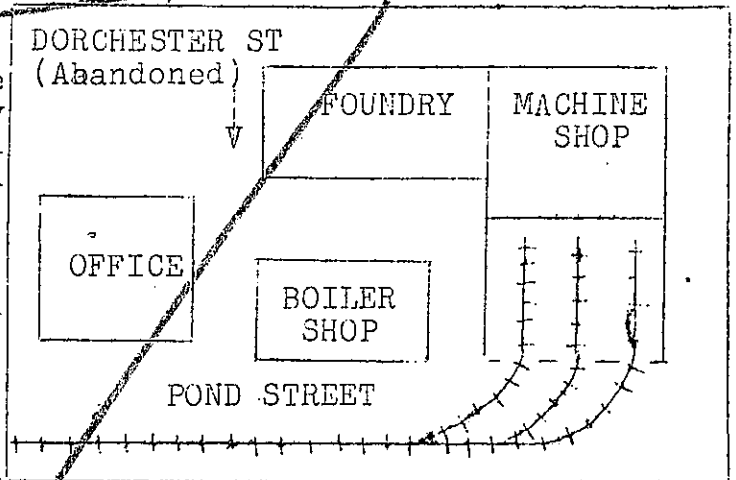
(NOTE: Numbers before each engine are index numbers only and must not be considered as builder's numbers.)

1. Aug. 1858 E&NA #8 - "Loostauk" 4-4-0 14x22" 66"
1872: ICR #31; 1875: standard gauge; 1882 scrapped.
2. June 1859 E&NA #9 - "Ossekeag" 4-4-0 15x22" 66"
1872: ICR #32; 1875: standard gauge and given to Windsor & Annapolis Ry. as #4 - "Blomidon".
1894: Dominion Atlantic Ry. #4.
3. Aug. 1859 E&NA #10 - "Apohaqui" 4-4-0 15x20" 60"
1872: ICR #33; 1875: standard gauge; 1888: scrapped.
4. Feb. 1860 E&NA #12 - "Prince of Wales" 4-4-0 15x22" 66"
1872: ICR #34; 1875: standard gauge; 1887: scrapped.
5. Nov. 1860 E&NA #13 - "Norton" 4-4-0 16x22" 60"
1872: ICR #35; 1875: standard gauge and given to Windsor & Annapolis Ry. as #5, "Grand Pre"; 1894: Dominion Atlantic Ry. #5.
6. July 1861 E&NA #14 - "Prince Alfred" 4-4-0 15x22" 66"
1872: ICR #35; 1875: standard gauge; 1898 scrapped.
7. 1867 ST.S #2 "St. James" 4-4-0 15x22" 63"
1880: standard gauge. 1890: New Brunswick Ry. #15;
1891: CPR #492; 1895: scrapped.
8. 1868 E&NA #15 "Robert Jardine" 4-4-0 16½x24" 60"
1872: ICR #37; 1875: standard gauge; 1880 scrapped.
9. 1869 E&NA #16 - "Bear" 4-4-0 16½x24" 60"
1872: ICR #38; 1875: standard gauge; 1880 scrapped.
10. 1880 ICR #119 2-6-0 18x24" 54"
re 0-6-0; 1899: scrapped.
11. 1880 ICR #120 2-6-0 18x24" 54"
1912: CGR #1017; re 0-6-0; 1917 scrapped.
12. 1880 ICR #121 2-6-0 18x24" 54"
1887: sold to M&B; 1914: wrecked.
13. 1881 ICR #122 2-6-0 18x24" 54"
re 0-6-0; 1912: CGR #1018; scrapped c.1917.
14. 1881 ICR #123 2-6-0 18x24" 54"
re 0-6-0; 1912: CGR #1019; scrapped c.1917.
15. 1881 ICR #124 2-6-0 18x24" 54"
1912: CGR #1020; 1917 scrapped.
16. 1881 ICR #125 2-6-0 18x24" 54" Scr.1890.
17. 1881 ICR #126 2-6-0 18x24" 54"
1912: CGR #1021; re 0-6-0; scrapped c.1917.

18.	1881	ICR #127	2-6-0	18x24"	54"	1912: CGR #1022. Scr.c.1917
19.	"	" 128	4-4-0	17x24"	69"	1897 rebuilt. Scr. c.1910.
20.	"	" 129	"	"	"	1894 rebuilt. 1912: CGR #1112. Scr. c.1917
21	"	" 130	"	"	"	1895 rebuilt. 1912: CGR #1113. Scr. c.1917
22	"	" 131	"	"	"	1895 rebuilt. Scr. c.1912 3/21/1916
23.	"	" 132	"	"	"	1895 rebuilt. 1912: CGR #1114. Scr. c.1917
24.	1883	" 133	"	"	60"	1885: destroyed in wreck.
25.	"	" 134	"	"	69"	1894 rebuilt. 1912: CGR #1115 Scr. 1917.
26.	"	" 135	"	"	60"	1897 rebuilt. 1912: CGR #1072 Scr. c.1917
27.	"	" 136	"	"	"	1901 rebuilt. 1912: CGR #1073 1920: CNR #118.
28.	"	" 137	"	"	"	1895 rebuilt. 1912: CGR #1074 Scr. 1917
29.	"	" 142	"	"	"	scrapped c.1910
30.	"	" 143	"	"	"	1896 rebuilt. Scr. c.1910.
31.	"	" 144	"	"	"	scrapped c.1910.
32.	"	" 145	"	"	"	" "
33.	"	CRC #3 re#6 1887	2-6-0	18x24"	54"	1909 sold to McManus, ^{#8} contractor on National Transcontinental Ry. 1914 to M&B as 2/#1. Scrapped 1918.
34.	1884	S&A #2	4-4-0	17x24"	60"	
35.	"	" 3	"	"	"	
36.	1885	ICR #30	"	"	"	1912: CGR #1071. Scr. c.1917
37.	"	EB #2	"	"	"	1903: scrapped.
38.	"	ICR --	"	"	"	Refused by ICR. 1895 sold CER as #17; 1904: ICR #330. 1912: CGR #1121. Scr. c.1917.
39.	1886	" #170	2-6-0	18x24"	54"	1887: Boiler exploded 12/5/1887 <i>Stellator</i>
40.	"	" 171	"	"	"	1892: scrapped.
41.	"	" 172	"	"	"	1899: Sold NSSCo. #5.
42.	"	" 173	"	"	"	1892: Boiler exploded. 4/17/1907
43.	1887	JR #1	4-4-0	17x24"	60"	Scrapped c.1922.

- 44. 1887 CRC #7 2-6-0 18x24" 54" 1913 scrapped.
- 45. 1888 M&B #2 4-4-0 17x24" 60" 1918 scrapped.
- 46. " NBPEI #3 4-4-0 17x24" 60" 1914: CGR #1176; 1917 scrapped.
- 47. 10/1858 CRC #8 2-6-0 18x24" 60" 1918 scrapped.

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M 10 WEST RAILROAD

JAN 1970

LOCOMOTIVES BUILT BY THE PHOENIX FOUNDRY IN SAINT JOHN, N. B. FROM (1858-1888) under the name of: Fleming, Barlow & Stewart when it was founded as a foundry in 1835; some years later, the name was changed to Fleming & Humbert under which many locomotives were built, and still later, George Fleming & Son. New Locomotives were built, and many were repaired, both for the Intercolonial railway, and for many of the branch company owned lines in the maritime provinces, until 1914. Foundry work was continued when locomotive work ceased at the plant on Bond street in Saint John, until it was destroyed by fire on Saturday afternoon, Dec. 18th, 1954.

Date Built.	Railroad.	Engine #.	Engine Name.	Wheel. Type.	Drivers.	Cyls.	Renumbers.	SEQUENCE
8/1858	E.&N.A.R.	8	Loostauk	4-4-0	66"	14x22"	ICR.#31	1
6/1859	" " " "	9	Ossekeag	"	60"	15x22"	" #32	2
8/1859	" " " "	10	Apohaqui	"	"	"	" #33	3
7/1860	" " " "	12	Prince of Wales	"	66"	"	" #34	4
11/1860	" " " "	13	Norton	"	"	"	" #35	5
7/1861	" " " "	14	Prince Alfred	"	"	"	" #36	6
7/1868	" " " "	15	Robert Jardine	"	60"	"	" #37	7
8/1869	" " " "	16	Bear	"	"	16 1/2 x 24"	" #38	8
1871	N.B.Rly.	15	St. James	4-4-0	63"	15x22"	CPR #492	9
1880	Intercolonial	119		2-6-0	54"	18x24"	SC 1899	10
1880	"	120		"	"	"	CGR #1017	11
1880	"	121		"	"	"	SC. 1898	12
1881	"	122		"	"	"	CGR #1018	13
1881	"	123		"	"	"	" #1019	14
1881	"	124		"	"	"	" #1020	15
1881	"	125		"	"	"	SC 1890	16
1881	"	126		"	"	"	CGR #1021	17
1881	"	127		2-6-0	54"	18x24"	" #1022	18
1881	"	128		4-4-0	69"	17x24"	SC #1910	19
1881	"	129		"	"	"	CGR #1112	20
1881	"	130		"	"	"	" #1113	21
1881	"	131		"	"	"	SC #1912	22
1881	"	132		"	"	"	CGR #1114	23
1882	Cumberland Rly. & Coal Co.	3		2-6-0	54"	18x24"	Moncton & Buctouche #1	24
1883	Intercolonial	133		4-4-0	60"	17x24"	SC #1910	25
1883	"	134		"	69"	"	CGR #1115	26
1883	"	135		"	60"	"	" #1072	27
1883	"	136		"	"	"	" #1073	28
1883	"	137		"	"	"	" #1074	29
1883	"	142		"	"	"	SC 1910	30

1882	Intercolonial	143	4-4-0	60"	17x24"	SC #1910	31
1883	"	144	"	"	"	SC #1910	32
1883	"	145	"	"	"	SC #1910	33
1884	Albert Rly.	2	4-4-0	60"	17x24"	?	34
1884	Albert Rly.	3	4-4-0	60"	17x24"	?	35
1885	Canada Eastern	17	4-4-0	60"	17x24"	ICR. #330	36
						CGR. #1121	
1885	Intercolonial	30	4-4-0	60"	17x24"	CGR. # 1071	37
1885	Elgin Branch Rly.	2	4-4-0	60"	17x24"	SC 1903	38
1886	Intercolonial	170	2-6-0	54"	18x24"	Destroyed	39
						1887	
1886	"	171	"	"	"	SC 1892	40
1886	"	172	"	"	"	Nova Scotia	41
						Steel Co. #5	
1886	Intercolonial	173	2-6-0	54"	18x24"	Sydney, 1899	42
						Destroyed	
1887	Cumberland	7	2-6-0	54"	18x24"	1892	43
1887	Rly. & Coal Co.	1	4-4-0	60"	17x24"	SC 1922	44
1887	Maritime Rly.	1	4-4-0	60"	17x24"	SC 1918	45
1887	& Coal Co.	8	2-6-0	54"	18x24"		
1887	Cumberland	2	4-4-0	60"	17x24"	SC 1918	46
1887	Rly. & Coal Co.	2	4-4-0	60"	17x24"		
1887	Moncton &	3	4-4-0	60"	17x24"	CGR. #1176	47
1887	Buctouche Rly.	1	4-4-0	60"	17x24"	?	48
1888	N.B. & PEI Rly.	1	4-4-0	60"	17x24"		
1888	Central Rly.	1	4-4-0	60"	17x24"		
	of N. B.						