



NEW BRUNSWICK UPDATE Spring 2002



CRHA (NB), Salem & Hillsborough Railroad, 2847 Main Street, Hillsborough, NB E4H 2X7

<http://www.shrr.ca/>

In This Issue			
Update Report	1	Eastern Trip Report, 1958	6
Summary of Board Activities	2	Hillsborough Station Update	8
Work Day Photographs	4	Photographs	8
Work Day Summaries	5		

Update Report

by Steve Boyko

The S&H is starting to stir itself from the slumber of winter and get ready for another season of railroading!

I'd like to draw your attention to our new web site name, www.shrr.ca. We decided the shorter, more meaningful name was good for the railway and so we acquired the domain name. I have started posting some information and photos on our collection of rolling stock. If anyone has any more information to add (or gasp! corrections) please let me know!

Ron Grant was elected to the position of Director for the CRHA (NB Division) at the CRHA meeting March 26. Way to go, Ron!

As many of you may know, long-time member Clarence Price was in Halifax recently for an operation and is now back home. I'm sure I speak for everyone when I say our best wishes go out to him for a speedy recovery.

Our members have been doing a great job advertising the S&H! Mike Cormier, Art Clowes, Marcel Keays, and Luc Nowlan were at the Saint John Model Railroad show March 2. Ed Bowes, Art, Richard Viberg and Malcolm Peacock participated in the Moncton Home Show April 12-14. Finally, Ed, Art and Marcel represented us at the Moncton Model Railroad show April 20. Thanks to all of you (and anyone I forgot to mention) for getting the word out!

I mentioned last issue that a reprint of **A Photo History of the PEI Railway**, by Allan Graham, was now available. While I was in PEI for my honeymoon, I saw numerous copies of this book in various stores and purchased one for myself. It's a true delight to read! There are numerous pictures and quotes accompanying the text, all well chosen and well researched. Highly recommended.

Please consider sending material in for the next Update (*deadline July 15*). You may send it to **Steve Boyko, 33 Dora Drive, Fredericton, NB E3B 9L3**, or email it to steve@shrr.ca.

Summary of S&H Activities

By Art Clowes

The following is a brief outline of the main activities of your Salem & Hillsborough Railroad Board of Directors over the past 4 months. I have combined many of the on-going items, high-lighting them as a single item, thus reducing repetitiveness.

One of the main concerns for the Board has been the five-year study relating to the condition and possible repairs to the Hiram Creek trestle. The previous five - year study has run out and a new one is required. It was decided that Valron Engineering be given the job, since John Frellick and possibly Paul Goodenough, who both have worked on this trestle, could be involved. Because of various factors, but mainly lack of funds, this work had been delayed. However, on the receipt of a Federal Grant associated with the Heritage Canada "Train Games", it was agreed to use this money pending any Provincial Grant to get the study started. We expect work on this study to start in a few days.

A second part of the Hiram Creek Trestle problem is its long-term future. It must be realised that as a wood structure, it is getting along in life and will no doubt need replacement soon. The Board has discussed this issue several times, and at present considers that it would be desirous for someone, such as a retired Structural Engineer, to head up a study team to evaluate the various options for its replacement and to explore them with the Provincial Government.

Connected with all our plans for the coming year is the need for some Provincial Government assistance in funding the S & H. As previously indicated the Railroad had agreed to look after its labour costs, with the Provincial Government assisting with

material for project costs. In outlining needed work around the Railroad, it was determined that proposed work on the south abutment of Weldon Creek bridge could be postponed until next year. Base on this and other factors, the Railroad requested approximately \$48,000 towards this summer's operation. This included approximately \$15,000 for the above-mentioned study on Hiram Creek as well as expected repairs needed. As of present this Provincial Funding has not been granted. This has delayed the hiring of a track crew, etc., for the season.

In connection with these Provincial Grants, there are rumblings, and no doubt some truth, that the CRHA and the S & H will be expected in the future to look at various other ways of funding the S & H, as well as developing better long term plans and goals.

On the brighter side of things it can be reported that the Salem & Hillsborough Railroad & Museum has no doubt scored a substantial milestone by working with Heritage Canada in the development of two interactive web site games for children. The first was launched on May 1, 2002 (link at end of article). In addition to having several of our photographs used directly, others were used as the basis for some scenes and we even have one lady stating that she works for the Salem & Hillsborough Railroad. The second game is scheduled for release as school opens in the fall. Besides the extra advertising, the S & H also received \$5,000 from Heritage Canada.

Also, beside several fairly well supported work parties this spring, the Railroad had an information booth at the Moncton Life Style Show, as well as a table at the Moncton Modeller's Train Show. Both were considered a success, with about

Continued on page 3

Summary, continued from page 2

1,200 brochures being given out at the Life Style Show. In addition, we attended the Model Railway Show in Saint John. Probably the main feedback from Saint John and the Life Style Show was the high number of people who indicated that they didn't know that the Railroad was still in operation! Hopefully, everyone will take every opportunity to spread the word about the S & H. The S & H in co-operation with the CRHA and the New Brunswick Recreational Rail Riders spoke for an hour and a half on a radio talk show in Saint John.

Several of the Motor Car group have now received some rules and safety training on the S & H.

The Board has also spent considerable time discussing and planning strategies on a number of the more routine and mundane, but necessary, tasks related to the Railroad. These include such items as keeping the buildings in reasonable repair, ensuring equipment is ready for the season and attempting to set priorities as to what equipment should receive some restoration work. Then of course there are all the routine and annual items such as getting electrical power, insurance, licenses, etc., in place for the season. They all require money.

At the last meeting of the Board we had a presentation from Mr. Herman Berry, on behalf of the Albert County ATV Association, looking for the possible use of the rail line during the winter for use by ATVs. Because of some of the operational and legal complexities involved this matter is one that will no doubt require considerable discussion prior to any decision!

Since it is spring and the start of a new season, let's pour on some more good news. Word has now been received that

the Hillsborough Station Project has received federal funding. At this point we don't know much more. We expect to receive the formal "offer" within the next few days. This will spell out many of the details, ranging from timing for a formal presentation, to the important, but mundane, tasks like tracking the project for payments, building inspections, etc. At this point, the Station Committee would like to thank all, but especially those "non-railroaders" that have helped make this important project a reality. There are still a number of "paper hurdles" to overcome, but they appear to be falling quite quickly. Hopefully we will be seeing a station at Hillsborough before the end of this season.

So, with your support and encouragement, we are looking forward to our best year yet. The key is to remember our goal: "to pass on to future generations the role railways played in our history."

Internet link to CHIN web site game:
<http://www.virtualmuseum.ca/English/Games>

Internet web sites to visit

Albert County Tourism Association
www.albertcountytourism.com

Shane Stewart's Canadian Railroads
(Photos and Drawings)
stewart.railfan.net/rail/TRAINS.htm

Railways of Canada Archives
www.trainweb.org/canadianrailways
(includes articles by David Othen and Art Clowes)

History of Nova Scotia Railways
www.geocities.com/SiliconValley/Heights/7304/railhist.html

Pictures from a work day, May 4, 2002



Pat McKinley hard at work, while Allan & Adam Flewelling and Nick Boyko watch



Ed Bowes and Adam (with Bill Brydges hiding in the back) in the speeder



Everyone hard at work dumping earth



Downey's crossing #3 with a bit of mud



First run of the season – extra 8245 departed 1:50 PM on Saturday, May 4

Summary of Work Days

By Steve Boyko

As most people know, the railroad has a dedicated group of volunteers that often work "behind the scenes" to support the railroad. I would like to offer this article to showcase the efforts of some individuals to get the railroad ready for the 2002 operating season. Here are reports on the work days that have been held. Thanks go to Art Clowes and Ed Bowes for their input.

April 6

Attendees: Ed Bowes; Bill Brydges; Art Clowes; Marcel Keays and brother-in-law John; Pat McKinley; Bessie O'Brien; Malcolm Peacock; Clarence Price; Conrad Steeves and sons Tim and Jeff; Richard Viberg; Mike White.

After a good breakfast and a "bit of yarning" about the S & H, the crew went up to the rail yard where a motor car was started up and an inspection run was made out to Weldon Creek bridge. While some of the gang was short of time, some grass got burned as well as some equipment cleaned up. Our small motor car from last Christmas's Santa parade was moved back to the engine shed. A number of issues relating to the development of the Museum were discussed with Conrad Steeves.

April 13

Attendees: Ed Bowes; Steve and Nick Boyko; Bill Brydges; John Falconer; Allan Flewelling; Dennis and Mark Livingstone; Pat McKinley; Luc Nowlan.

Ed Bowes set the group of us to work on unearthing the "end of line" by Highway 114 in Hillsborough. Since most of the ties after the switch were "underground", this involved a fair bit of digging! On-again,

off-again rain did not deter the hardy crew as they uncovered the long-lost ties. The speeder and trailer were put to work hauling loads of earth out to a section of track by the "duck pond", where the earth was dumped to build up the embankment for future reballasting. Finally the rain grew persistent enough that the crew retreated to the shed for discussions before departing.

April 27

Attendees: Ed Bowes' Bill Brydges' John Falconer' Dennis and Mark Livingstone; Pat McKinley.

15 cm of snow put a damper on track work, so the team set to work on the engines and facilities. A replacement fitting for 1745's fuel line (acquired by Luc Nowlan) was installed, and a water leak in 8245's cabin heater was repaired. As well, the well water was made ready for a water sample. Finally, the crew set to work in the shed, organising and cleaning up the area.

May 4

Attendees: Ed Bowes; Steve and Nick Boyko; Bill Brydges; Allan and Adam Flewelling; Pat McKinley.

The end-of-track work from April 13 was finished up. During the track work, Pat McKinley started 8245 up, generating great clouds of smoke that billowed out from the shed. Once it had warmed up, he brought it out to idle in front of the shop while we took the speeder out to dump the earth on an embankment. When we returned, the crowd of us piled into 8245 and at 1:50 PM Extra 8245 set out to check out the track where we had been dumping earth. After that short run, 8245 was tied up in its usual position behind the diner.

Thanks to all who participated!

EASTERN TRIP REPORT

by John Freyseng

(from the August and October 1958 issues of the Upper Canada Railway Society newsletter. This article has been edited for length)

Many varied reports of the interesting railway operations in Eastern Canada have been published in the past. This factor, coupled with a curiosity to see the grandeur of the Maritimes proved overwhelming.

McAdam, New Brunswick, is surrounded by large tracts of fir trees. It is a typical railroad town, its size not even matching that of the railway installations. Three yard diesel switchers were puttering about the yard as 42 nosed its way into the divisional point May 25. The early arrival found not a trace of steam; however, fears were shortly swept away as a large volume of smoke was suddenly emitted from the roundhouse. First out was D10 1044, which left for St. Stephen with the way freight. Next appeared G2 2598 and F1 2926. Apparently Trains 123-124 were being hauled by steam as the regular Dayliners had been involved in an accident at Saint John. Pacific 2598 was handling the second leg of the Saint John - McAdam - Edmunston trip to Aroostook. P2 5357 left for Saint John on a caboose hop just as G2 2628 steamed into town with Train 101 from Saint John. The elderly Pacific was cut off one end while 2598 was coupled on the other. Train 124 left town five minutes late, the mellow whistle wailing in the early morning mist.

A battery of minor explosions heralded the arrival of 9008, the daily accommodation from St. Stephen, which I boarded. At 9:00 a.m. accompanied by ludicrous comments on the dependability of 9008, Train 122 chugged out of town. The rolling gait soon gave way to a rocking, pitching motion as the "doodlebug" roared down the lightly ballasted right-of-way. The few passengers on board were all local citizens and the passenger section was soon filled with pipe smoke and laughter as the morning bull session with the crew got under way. An odd thing about 9008 is the seating arrangement, three on the left side and two on the right. At Watt the gas-electric turned off the St. Andrews line and left for St. Stephen. Twenty minutes later 2926 drifted up to the station with M564 for St. Andrews. The F1 provided adequate power for the run and after meandering around the edge of a large salt-water inlet, the train halted before a very neat station. As this was too early in the season for tourists, there was nobody at the station except the Algonquin Hotel truck. However, there was much switching to do, in particular that for the Conley lobster plant, which requires several express refrigerator cars per day during the lobster season.

An extremely pleasant day was spent on the beaches, and all too soon 2926 whistled off for home. A beautiful sunset was witnessed through the open door of the wooden baggage car. Darkness had fallen by the time M563 arrived in McAdam, but the steam show continued. N2 3662 was switching in the yard while 2628 was patiently awaiting the arrival of the Edmunston train. A comfortable room in the McAdam Hotel, the paradise for railfans on top of the station, provided a good night's rest with 3662 lulling one very tired railfan to sleep.

Train 123 for Edmunston was again powered by 2598. The three-car train, which replaced the damaged Dayliners, consisted of a modern mail-express car, an elderly steel coach and a baggage car on the rear end. At Woodstock G2 2644 was in the siding with a northbound way freight. From Woodstock the train follows the Saint John River for over a hundred miles all the way to Edmunston, past Hartland with the longest covered bridge in the world (which carries part of the Eastern link of the Trans-Canada Highway); the mighty power dam at Beechwood which forced the railway to higher ground, and the great Beechwood log boom across the river where the pulp wood is backed up for over half a mile. At Aroostook, D4 492 replaced the G2 for the last lap because of the flimsy bridge across the Saint John River at Grand Falls. This bridge provides the reason why three M3 class 3300's were kept in service. But, alas; time has run out for the diminutive Consolidations. The day before, May 26th, the diesel had arrived. When the Budd cars return to service, the Aroostook - Edmunston line will be dieselized. Gradually the majestic fir-studded hills gave way to rolling potato fields. For the last ten miles the CPR uses the Edmunston - Moncton line of the C.N.R. At the city limits, the CPR branches off for the last mile into town on its own trackage. Parked in the one-stall engine house was M3 3379, and to judge from the pile of wood on the pilot, it had not been in service for quite some time.

In the early morning sun, the silhouettes of four dead S-1 class Mikados, Nos. 3342, 3344, 3358 and 3347 could be made out in the C.N.R. Edmunston yard. This was the only steam power seen on the C.N.R. in the Maritimes. C.N.R. train 52 for Moncton, which I next boarded, had a 3000 series road switcher and a steam-generating unit on the head end. These steam generator cars, resembling glorified boxcars, made possible the dieselization of this run, which traverses a very cold region. Once again the terrain became hilly and dotted with forests of fir as train 52 wound southward. A huge trestle, seven-eighths of a mile long and 150

feet high, afforded a marvellous view of the surrounding country. The vestibule was crowded with rubbernecks using the Dutch doors to the best advantage.

Plaster Rock is a small town situated on the Tobique River, which feeds pulpwood to the Fraser pulp mill, the town's chief industry. The mill accounts for the presence of the CPR branch from Perth Junction. Behind D10 806 I rode the mixed train to the Junction. For 27 miles this line follows the Tobique River in a series of tortuous curves; one third of the line is carved directly out of the rock bank. When a new hydro dam was constructed at the mouth of the Tobique a few years ago, the line was raised 50 feet at one point. A very good view of the dam can be had as the train passes under part of the containing wall. The northbound way freight for Aroostook behind G2 2660 held M584 in the siding at Perth. The southbound way freight for McAdam passed through behind 2644. Then 806 picked up its train and left for the return trip to Plaster Rock.

Present in the Aroostook engine house will steam up were D10's 802, 934, 990, and G2's 2598 and 2660. Dead were 3387 and 3388, the other two M3's. Train 124 for McAdam arrived behind D4 492 only five minutes late. Ten minutes was required for the engine change, and once again 2598 was racing southward striving, with success, to match the Dayliner schedule. Certainly the large portly engineer knew his business, for the 70-inch drivers of his G2 had hardly time to cool from the heavy braking before they were accelerating again at a terrific rate after each stop. G2, 2611 was waiting for us at Kilburn with a northbound extra; at Hartland, a southbound extra behind 2622 was passed. Two torpedoes brought us to a grand-slam stop at Bedec Junction; two extras were still blocking the line. 2628 was waiting to take over for the final lap to Saint John when we reached McAdam only five minutes late. Also waiting was P2 5422, which followed 2628 with a through freight. This was the only steam power on a through freight seen during the entire trip.

The last half of my eastern trip commenced on May 29th from McAdam and was in the form of a huge loop, starting off in an eastward direction. In the pre-dawn mist, C.P.R. V5 6961 lurked about the yard marshalling a westbound freight. This odd looking engine with its enclosed cab certainly is a brute, developing 60,000 pounds tractive effort. However, the effect of dieselization was felt even at McAdam, verified by the long row of dead engines seen from the eastbound *Atlantic Limited*.

Gas electric 9003 was waiting patiently as 41 eased to a stop before the new station at Fredericton Junction. It paused only long enough to unload a few sacks of mail and drop an express refrigerator car. 9003 then picked up the refrigerator car and moved up to the platform to entrain passengers and wait for train 101, the Saint John - McAdam local, which arrived a few minutes late, once again behind 2628. After the customary pause for the exchange of mail, train 101 and 9003 both departed. 9003, like its sister 9008, is no slouch. Accompanied by a rather terrifying sound, the gas electric towing the express refrigerator attained very good speeds, sometimes as high as 55 miles per hour. The run was completed without any stops en route and train M579 for Woodstock behind D10 1097 awaited our arrival at Fredericton. The D10 was the only steam locomotive running out of Fredericton at that time. P1 5108, which used to handle the Chipman - Fredericton run, was dead.

Apparently two road switchers have replaced nearly all the steam power between Fredericton Junction and Chipman. The two diesels leave from McAdam early in the morning with freight for Fredericton. At Fredericton they split up, one diesel handling the yard work while the other unit pulls the mixed to Chipman and back. In the late evening two units return to McAdam with freight. In theory, the two trains between Fredericton and Chipman are separate trains passing somewhere near Minto. However in practice the train from Chipman is delayed long enough (about two hours) so that the diesel can make the round trip. This operation replaces five steam locomotives, two between Fredericton and McAdam, two between Chipman and Fredericton, and one spare. The trip to Chipman was still interesting even though it was not steam powered. The C.P.P. leaves Fredericton in a very odd fashion, the whole train finally being wyed in order to leave town in the right direction. Several huge earth shovels having a height equal to a two-story house, used in removing coal by the strip mining process, were passed. At Minto, the local switcher, N2 3682, was marshalling cuts of hopper cars. Train M560 had left for Norton before our arrival. The road switcher traded trains in the yard, picking up the morning's train from Norton and returned to Fredericton.

Although nothing was moving in the yard, there was plenty to see, for this is the home of the three Americans, class A1 number 29 and class A2 numbers 136 and 144. Number 29 was stored outside with its stack covered and had not seen service for more than a month although it had just recently returned from McAdam for repairs. In the engine house was 144 with two machinists working on the valve gear.

Apparently 136 and 144 take turns on the Norton - Chipman mixed, each running for a week at a time. Also in the house was D10 861, which used to run between Fredericton and Chipman. At dusk N2 3682 returned

from Minto and retired for the night. How huge the Consolidation appeared beside the diminutive Americans.

Next morning 3682 switched together a few cars for the train to Fredericton and then left for the Minto coal fields. The rest of the morning was spent by myself crawling all over 29 and photographing it from all directions. The few people working at the engine house found this amusing and as well as being friendly, they supplied much information. Shortly after lunch, the long awaited whistle sounded heralding the arrival of the aged 136. It paused at the station for awhile and then commenced to switch in the yard, the boxcars towering over it. Upon completing this, the engine was refuelled by means of an ancient wooden crane lifting large wooden buckets of coal. After the servicing of 136 the train for Norton was made up with the previous day's combine from Fredericton and backed into the station.

The ride passed very quickly - the old creaking wooden bridges, the interesting water stop at Perry, and the descent into the pretty Kennebecasis River Valley where Norton lies. While watching 136 being put away for the night, I couldn't help musing over the fact that the smallest and the oldest are not always the first to disappear.

The last day of May was spent visiting the Cumberland Railway and Coal Company at Springhill, NS. There was no activity at the mine, it being Saturday afternoon, and the mine switcher was parked in the engine shed; 43, the ex-S. & L. Mogul, was sitting outside, waiting to be dismantled. A very interesting day can be spent on the company's property inspecting the odd and elderly equipment, which includes two three-way stub switches. The mixed from Parrsboro slowly clanked up to the station, Consolidation 52 leading, tender first. There were five other passengers riding to the junction beside myself, all children returning home after visiting Springhill for the day. 52 didn't break any speed records as the train ambled along, the rear end crew providing an enjoyable ride in the ancient combine. At Springhill Junction the Consolidation dropped the four freight cars from Parrsboro in the yard, and departed for Springhill as train M4, the combine bobbing on the rear.

The following morning was extremely wet and the drumming of the rain on the Truro station roof was drowned out only by D.A.R. Pacific 2627, preparing to leave for Windsor with the daily-except-Sunday mixed. This G2 was slightly different from the rest seen so far; glistening on her tender was "Land of Evangeline". The 20-car mixed wound past pine studded hills alongside small rivers for most of its trip, now and again crossing tide-swollen streams on interesting wooden bridges. Local passenger traffic was brisk and by the end of the run the combine was fairly well filled. D10 1050 and G1 2209, both lettered "Canadian Pacific", were slowly moving a Jordan spreader and a string of dump cars as a track gang re-ballasted the wye at Windsor. G2 2505 arrived from Kentville with a freight just before the RDC from Halifax stopped to take on fuel oil.

Space aboard the Dayliner was at a minimum as train 11 proceeded to Yarmouth. The hills surrounding the Annapolis Basin were blotted out by rain and the various rivers emptying into the Basin were next to overflowing as the flood tide raised the water level higher and higher. D.A.R. D10 1038 was passed and D10 903 was busy switching the Kentville yard. A strong wind had replaced the rain as 9058 rolled out onto the pier at Digby. "*Princess Helene*", the connection for Saint John was awaiting departure time, with most of her passengers anticipating a rough crossing. The Bay of Fundy was quite rough, a heavy swell running down its full length, but by evening the cloud had broken and the passengers reclining in the comfortable front lounge were rewarded with a beautiful sunset over the heaving sea.

Bay Shore roundhouse at Saint John was unusually quiet. The once busy Decapods 5754 and 5755 were standing quietly in line with a string of dead Consolidations. Yet these large engines were still an impressive sight to the person who had never seen one before. D4 453 was steaming in the roundhouse along with V4 6932. Outside of this, the only other activity was N2 3624 switching at Lancaster.

A very comfortable night's sleep was had aboard train 42 and the morning was greeted by the return of Quebec's quaint Eastern Townships. Soon the train slowed and then swung away from the old track - The *Atlantic Limited* was using the new lift bridge over the seaway canal for the first time.

And so a very pleasant trip had come to an end. Since then, many things have changed. For example, passenger service between St. Stephen, St. Andrews and McAdam has ceased and undoubtedly many more diesels have appeared, but two things will never change, the spectacular country and the enchanting people of the Maritimes.