



NEW BRUNSWICK UPDATE



Summer 2002

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

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

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Update Report

by Steve Boyko

With the construction of our station well in hand, we are starting to look toward equipping it with various items. If anyone has a computer that they are willing to donate to the CRHA(NB) for station use, we would appreciate it! Anything Pentium-class or better would be acceptable. Please contact Art Clowes.

You can now go to www.shrr.ca/station to view progress on our replica station! I will attempt to keep this updated as construction progresses.

New memberships and renewals for the CRHA(NB) have been flowing in well this year. Thanks to all 51 of you! Let's get those last few in. A big welcome goes out to new members Dawson Moyer, Jim Robertson, Allan & Adam Flewelling, Tim Dryden, Nicholas Boyko and Eric Sutherland.

Thanks to Art Clowes, Marcel Keays, and new contributor Ron Grant, we have a full slate of articles for this newsletter. But we need more material! Please consider sending material for the next Update (*deadline October 15*). Please send it to **Steve Boyko, 33 Dora Drive, Fredericton, NB E3B 9L3**, or email it to steve@shrr.ca.



The foundation for the station, August 4. The foundation for the bathrooms is visible to the rear.

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 2 months.

There have been no further discussions with the local ATV groups about the possible use of the railway right-of-way in the off season for ATVs. It was reported that someone, either with an ATV or a snowmobile, has done considerable damage to the track structure near the end of track at Baltimore.

Attendees of the June meeting were told that the Honda Generator on the diner was running fine, except there was a problem related to shutting it off.

The sixteen new metal windows for coach 5229 have been ordered and are expected to arrive soon. Some repair work for the floors in coach 5229 and baggage car 8605 has been identified for this year. The interior of the Bistro Car has been painted and the floor has been repaired. The baseboard on one side still needs to be replaced.

By the July meeting, the Station Committee was able to report that work had started on the washroom foundations, and details were being finalized for starting construction of the station building. Final approval from the Fire Marshall and selection of a couple of the sub-contractors were the main outstanding items. The Committee also reported on a very successful, although smaller than desired, Station Special Lobster Run. The run planned for the fall already has many seats booked.

The S & H Railroad has received a grant of \$40,000 from the Provincial Government toward projects around the railway this year. At the July meeting it was reported that attendance so far this year was down \$670, or about 10% from last year.

Jim Reid, the Mayor of the Village of Hillsborough, addressed the June Board meeting. Mr. Reid spoke to the meeting concerning the S & H and its relationship with Hillsborough. He stressed that the Village is definitely behind the Railroad, and that while

all the efforts of the Railroad's members may not be recognized individually, both he and the Village fully recognize the value of the Railroad. He said they also appreciate the collective knowledge of the members and the tremendous efforts they make to ensure the railway keeps operating. He went on to point out that the Village's Administrator, Danny Jonah, has been permitted to devote substantial time and effort toward the Railroad.

No doubt the key to the Mayor's message was to change many of our approaches to the Railroad. The Mayor stressed the need for good managers to delegate the workload. He went on to outline that we should stop the present "nickel and dime game" with governments, look at the big picture and plan for the long term. He pointed out that he expects that Albert County will soon have its own economic development officer. This officer should be able to provide support to the Railroad in preparing a long-term master plan, setting viable and realistic targets for the Railroad, and helping us make presentations to government.

The Mayor indicated that our present funding approach is probably as frustrating for our politicians as it is for the Railroad. He pointed out that we need a plan that may run into the millions over several years, but once past this phase the Railroad would then become self sufficient. This will need to be carefully developed with a good business plan that will show the governments that the S & H can be a substantial economic player in Albert County.

Mayor Reid believes that the new Albert County Development Office can be the glue to put much of the current expertise around the railway into the package the governments need.

The members of the Board thanked Mayor Reid for his advice and words of encouragement.

A recurring topic of the Board Meetings this spring has related to the circulation of the Railroad's schedule to the various Visitor

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Information Centres and other locations to ensure as many people as possible are made aware of the Railroad. It has become apparent that for next year, the number of brochures needed for circulation needs to be re-evaluated.

The Engineering Report for Hiram Creek has been received and the work identified as needing attention this year has been done. The Trestle was put into use for the July 1st holiday week.

The Board is still attempting to find out whether the CPR may have a small tie tamper available for purchase by the CRHA. At present, none of the small machines have become available.

The ticket sales computer that was offered to the S & H last year has now been received and put into service.

The RCMP has contacted the Railroad concerning security, safety and trespassing, including the railway's liability around the CRHA property. The police considered that posting **No Trespassing** signage would provide them with better power to control "undesirables" on the property. The Board has agreed to obtain 50 signs reading **No Trespassing Without Release**, which would allow us to grant permission to be on railway property with proper documentation. These signs are presently on order.

Transport Canada has inspected the railway and provided it with a report of items it considers need addressing. These items include a beaver dam problem at mile 15.6, and the crib wall and a few cross caps on the Hiram Creek trestle. A substantial problem identified is the brush problem along the Railway. Transport Canada also wants the Railway to carry out a Tie Status Review to evaluate the condition of the ties on our line.

Based on a request from the Forestry Department, the Railway is preparing a Fire Regulation for use by the Track Gang and others over the fire season when on the rail line.

Travelling by Motor Car on the S&H

by Ron Grant

My wife Coleen and I, together with her parents Maxine & Gerald Gavel, were able to take a run on July 28 in my speeder, ex CN 176-23 "Bruce". We went from the S&H yard in Hillsborough to Pine Glen Road.

Art Clowes on the highway & Coleen on board performed flagging duties as required. We were able to go out on the line after the excursion train returned, and be back before the dinner train departed.

The weather was a little overcast but there was no rain and the bugs only found you when you stopped to flag or turn at the end of the line. The general highway traffic was very co-operative and I think they enjoyed seeing a motorcar on the line...something they don't see too often any more.

People in the yard stopped to have a chat when they saw the car, remembering the "good old days".

Our personal thanks go out to Art & Ed for their assistance for a great day on the railway.

Ron's speeder is shown below, on the Hiram Creek trestle during the CRHA National Convention in 2001.



A Doubleheader Adventure, June 29, 2002

On June 29, 2002 the S&H had its first doubleheader train in a long time!

A wedding reception chartered the dinner train for 1600 hrs. Because of uncut grass, especially at Salem and on the grades, it was decided to use both engines. 1754 ran light to Salem, then 8245 followed with the train. It was nip and tuck just to get the dinner train into Salem. Here they connected the two engines together for the push up the hill to Stoney Creek Crossing. On the return run, they ran 1754 light down the hill in short hops ahead of the main train, so that one flag person could flag both trains across most of the crossings. It made for a bit of different operation than is normally seen around Hillsborough. Marcel Keays drove 8245 while Chris Viberg drove 1754.

Luc Nowlan took the top left photo and Art Clowes shot the trestle photos.



8245 passing 1754 at Salem



1754 running light back to Hillsborough



8245 brings the dinner train back across the trestle

A Few Notes On Safety

By Marcel Keays

As safety is our number one concern, I would like to make a few reminders for things we all need to be aware of.

Depending on your time spent on trains during the summer, be aware that your skills may become a little rusty. Please take the time to concentrate on your actions. As you know, incidents happen when you are in a rush, or distracted.

I have seen a very concentrated effort this year in our crews to present themselves in their jobs with confidence. When we all appear safe and secure with our jobs, the general public will feel confident in our hands.

I don't mean to be negative, but I need to bring up a few incidents that have come to my attention.

On three occasions I have found switches not locked in our yard in Hillsborough. This in itself is not the point, but they were all mainline switches. One was H1, the first lower switch on the main line that is to be checked on all train days. One was the dwarf switch on the main;

it was unlocked and lined improperly. And recently I found a lock unlocked on the platform switch and 1754 was sitting parked over these points. As you know, these can be costly errors.

I hope this reminder will help crew members take another look around when their work is done. I understand that we are volunteers, but we must be more diligent in our efforts. So PLEASE be more careful.

Operational accidents could cost us dearly in customer confidence, equipment, and **LIVES**. With this said, I will be investigating all incidents and issuing warnings to the crew members involved. If crew members are found to be having trouble with procedures, they will be suspended until retraining and re-evaluations are performed. I know this may sound tough, but we can't afford the consequences of accidents.

Please remember that if you as a crew member wish to have refresher courses, or just talk about your duties, please feel free to contact me. I will be very happy to assist you.

Thank you and play safe. Safety makes it fun!

Rule 104 – Hand Operated Switches

(this is an excerpt; please consult rules for full text)

(c) Unless otherwise specified by special instructions, switches other than main track switches, when equipped with a lock, must be lined for the normal route and locked after having been used. [Diagram not shown]

(d) The conductor and locomotive engineer must, when practicable, ensure that switches manually operated by their crew members are left in the normal position. Other employees are not relieved of responsibility of properly handling switches.

(e) Except while being turned, each switch must be secured with an approved device.

(f) When a switch has been turned, the points must be examined and the target, reflector or light, if any, observed to ensure that the switch is properly lined.

(g) A switch must not be turned while any part of a car or engine is between the switch points and the fouling point of the track to be used, except in the application of the exception to rule 104.(k).

(j) If it is known or suspected that either of the points or any parts of a switch are damaged or broken, the switch must be protected until it can be made safe for use. A report must be made to the yardmaster as quickly as possible.

(k) A train or engine must not foul a track until the switches connected with the movement are properly lined. **EXCEPTION:** a movement may foul a track connected by a hand operated switch provided that: (i) Neither the track occupied nor the track to be fouled are main tracks; (ii) The conflicting route is seen or known to be clear; and (iii) The switch is properly lined before the movement passes over it.

EASTERN NEW BRUNSWICK RAILWAY HISTORY **From VIA Rail's Ocean Limited**

by Art Clowes

(Based on an article previously published in the Upper Canada Railway Society's "Rail & Transit")

To the rail enthusiast interested in railway history, a trip through New Brunswick by VIA Rail's Ocean Limited is a way to highlight part of New Brunswick's long association with railways. Today, a seat in one of VIA's dome observation cars provides a good vantage point for our observations. To be able to cover the full length of the province, I boarded "The Ocean" in Amherst, Nova Scotia on a bright sunny afternoon in late June.

With three prime cultures, New Brunswick has often seen variations in the spelling of the names of a number of locations. In general I will be favouring railway names and spelling. Also, I will be skipping some of the more recent spurs, as well as private sidings.



Our departure from Amherst's interesting 1½ storey red sandstone station (*see left*) was on time. As we headed out across the Chignecto Isthmus for our 10 mile journey to Sackville, New Brunswick, one has to attempt to visualise the many changes that the Amherst station has witnessed in its nearly 130 years of railway use.

Chignecto Marine Railway

We are barely up to speed, still in Nova Scotia, about 2½ miles from Amherst, as we pass the former right-of-way of the long abandoned Fort Lawrence spur. This spur, from its east-facing switch, extended a little over a mile westward to a pair of wharves that had been established for the construction of the Chignecto Marine Railway across the Chignecto Isthmus. This project, which was well into the construction stage before being dropped, was no doubt too late in being developed. Sizes of the newer ships and their speed spelt its doom. One has to imagine the thumps that early trains must have made as they crossed the twin tracks of the marine railway. The track on the Fort Lawrence Spur was dismantled in 1917.

As we pass the cutting near the site of Fort Lawrence, visions of the 1870 railway construction workers unearthing coffins of early occupants from this fort come to mind. We are now across the Missaguash River and officially into New Brunswick. The first locomotive to cross the temporary trestle over the Missaguash was reported to have crossed on Thursday, October 6, 1870. The lack of rails delayed the completion of the line into Amherst. Rail laying began in late November, 1870, and the first train from New Brunswick was expected in Amherst on Thursday, December 29, 1870; due to snow, it didn't get there until the following day. A swing around the hill supporting Fort Beausejour puts us onto the Tantramar marshes for our dash into Sackville, New Brunswick.

On the outskirts of Sackville, we cross the through truss bridge over the Tantramar River. This bridge, built for double track, was reconstructed in the late 1910s, and resulted in the westward relocation of a half of mile of the mainline. The space for the second track on this bridge is a carry over from days before the adoption of modern signals, when it was planned to double track the Canadian Government Railways between Moncton and Halifax. A glance at a railway map will show that while Canada was criss-crossed with rail lines, there was only one line across the

Chignecto Isthmus joining the major seaports and resources of Nova Scotia with the rest of the continent! This plus the nearness of the Bay of Fundy saw the posting of armed military guards at the Tantrammar River Bridge during World War II.

New Brunswick & Prince Edward Railway

As we round the final curve into the Sackville station we first pass the connecting track and then the main line of CN's former Tormentine Subdivision. This 35 miles of railway from Sackville east to Cape Tormentine provided one of the more long term solutions to the centuries old squabble of communications between Prince Edward Island and the main land, but that is a story unto itself! CN records show December 1, 1886 as the date for opening this railway; however, the rail line had reached Cape Tormentine by September 9, 1886, and there are plenty of indications of limited service on various portions of this line for the previous few years. The name of this railway was changed to the New Brunswick and Prince Edward Island Railway in 1889. The New Brunswick and Prince Edward Island Railway came under the control of the Canadian Government Railways on August 1, 1914. The legalities of this take-over were completed in the spring of 1915. The decision to implement a rail-car ferry service to Prince Edward Island about this time resulted in a number of changes. On the Island, their marine terminal was relocated from Cape Traverse to Borden, and of course the Island's narrow gauge railway had to be changed to handle standard gauge cars from the mainland. At Cape Tormentine, a new ferry terminal had to be constructed, and the rail line extended to it. Heavy stone removed from the Chignecto Marine Railway project were used around the new docks for armour stone to help tame the gales of Northumberland straits.

An Island news reports state that 6:00 p.m., September 17, 1917 saw the first "Broad (standard) Gauge" train from the mainland arrive at Borden, aboard the then new rail car ferry, "*Prince Edward Island.*"

This rail line provided an essential link for both passengers and freight to Prince Edward Island during the heyday of rail service. The late 1960s and early 1970s saw the marine terminals expand. These expansions were mainly aimed at better accommodating highway traffic. While the opening of the "Fixed Link" in 1997 completed this evolution, the demise of rail service over the old New Brunswick and Prince Edward Island Railway came with the end of service on both it and the remaining Island lines effective December 31, 1989. The National Transportation Agency approved these abandonments on July 12, 1989. Canadian National advised the Regulators in November 1993, that they had finished removing the rails and supporting structures. *(Photo shows CN 1754 near Colville, PEI in 1985. Steve Hunter photo. Used with permission)*



Sackville Wharf Branch

The rails of the Eastern Extension Railway were still being laid into Sackville when the community was already agitating for a half mile line to a wharf on the Tantrammar River. Sackville and nearby Dorchester were in the competition to obtain more customers, especially in New England, for their lumber, wood products as well as building stones. The east-facing switch of this spur was a tenth of a mile east of the station. This spur, like numerous lightly used ones, had their rails removed in 1917 to help supply rails and/or metal for the war efforts.

Eastern Extension Railway

The Eastern Extension Railway constructed the 37¼ miles of railway between Cook's Brook (now Painsec Junction) and the Nova Scotian border. This company was established by a contract between the province and the International Contract Company of London, England in 1865 to build the line for a fixed price per mile. This line designated as Division V of the Intercolonial Railway of Canada probably caused Sanford Fleming more headaches than any other portion of this project. Fleming's main concerns related to its circuitous route with its many curves that added a third over the length of the most direct route and excessive grades. The selection of this route was a political favour to a few influential residents, especially around Dorchester. The fixed price per mile of the contract added to the problem, as extra easy distance was favoured to help the company make more money.

This line, now part of CN's Springhill Subdivision, saw the first 19.3 miles between Painsec Junction and Dorchester formally opened on Tuesday, December 8, 1868. While squabbles over the completeness of this line and reports of poor ballasting, etc., were still showing up in early 1870, the line into Sackville was put in service about the middle of December 1869.

Dorchester Wharf Branch

Dorchester, like Sackville, had the capability of shipping by water from the nearby Memramcook River. In order to access this wharf, a rail line about a mile long extended from a west-facing switch about a half a mile east of the Dorchester station to the timber crib wharf. The Dorchester Wharf Branch had two tracks on its wharf and, like the one at Sackville, it was dismantled in 1917.

Chemical Industrial Park Spur

In the early 1970s, the New Brunswick provincial government promoted a new industrial park for the shores of the Petitcodiac River at Dorchester Cape, a couple of miles downstream from the old Dorchester Wharf. This new industrial complex was to be served by a 2.7-mile spur that would leave the main line with a west-facing switch about a half of mile east of the original Dorchester wharf branch. The goal was to entice industries to locate in this new complex on the basis that it would have both rail and marine access. However, Mother Nature had different ideas about the use of a floating dock for docking ships; the high tides kept washing it away. Today the site has a number of abandoned metal buildings, and by the cars stored on the portion near the main line, it looks like a site for dead storage of cars.

(to be continued, starting with Painsec Junction)



First dig for the station, June 6 2002. Photo by Art Clowes.