



NEW BRUNSWICK UPDATE Fall 2002



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

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

In This Issue			
Update Report	1	CRHA(NB) Financial Statement	4-5
Summary of Board Activities	2-3	Head-On At Pointe a la Garde	6-7
Letter: Mike Cormier	3	Eastern New Brunswick Tour	8-10

Update Report

by Steve Boyko

Now is the time to think about renewing your membership with the CRHA(NB)! I have enclosed a renewal form with the newsletter. Your fees go toward the production of this newsletter, and support for valuable railway improvements at the S&H and elsewhere. We thank you in advance for your renewal.

Thanks to Art Clowes, Mike Cormier and Jim Babcock for their contributions. Please consider sending material for the next Update (*deadline January 15*). Please send it to **Steve Boyko, 33 Dora Drive, Fredericton, NB E3B 9L3**, or email it to steve@shrr.ca.

Form 139.
14-3-11 100M.

INTERCOLONIAL RAILWAY
TERMINAL CLEARANCE

New Castle Station 240 Nov 16 1913

(Hour) 10

I have order.....No..... for.....

Train Order Signal displayed for..... does not now affect you.

All trains having right to track over you, and all trains of the same class due to arrive and leave, have arrived and left except.....

The next train ahead is..... It left this station at.....

and arrived at..... at.....

This Clearance does not interfere with or countermand any orders received by you.

..... Operator.

Every person addressed (see rule 21) must have a copy, and see that the train is correctly designated.

Train orders from Newcastle, NB November 16, 1913. Contributed by Jim Babcock.

Summary of S&H Activities

By Art Clowes

The following is a brief outline of the main activities of your Salem & Hillsborough Railroad's Board of Directors since early August 2002.

Several new volunteers have started helping out around the S&H. Dawson Moyer is an ex-CPR Transportation man from Saint John. He is prepared to join the S&H's Board of Directors. He brings not only valuable experience from his CPR days, but also experiences from other Boards of Directors. Welcome aboard!

The **No Trespassing** signs ordered earlier in the summer have arrived and some have been placed around Hillsborough.

The Railroad has been contacted through the Village by an adjacent landowner about speeding by ATV users along the north edge of the railway yard at Hillsborough. It has been proposed that the railway, with the aid of the Village, will place two maze barriers along this path in an attempt to control these speeders.

This summer, the railway has been working to comply with the requirements of the Provincial Forestry Services as required by recreational railways such as ours. While we have equipped our locomotives and motor cars with round-mouthed shovels and fire fighting squeeze bottles, we still need to acquire fire-fighting backpacks to complete the required equipment.

Financial indications are that we had a fairly good year. Compared with last year, both our Museum and dinner train receipts were up. Our excursion train attendance was essentially unchanged. On the surface, it appears that our attendance at various shows, expanded push for dinner trains in the newspapers, as well as extra efforts for train charters is showing results. So, from this end, a hearty thanks to all that helped!

We had to replace or repair several pieces of support equipment this year. Our brush-clearing tractor cost several hundred dollars to repair. Then we had to replace a freezer,

and the dining car steam table has had some major leaks. On-board water problems have caused problems lately.

The S & H has been the target of 3 break-in events this summer. The Baggage Car was broken into one night, while a few nights later, the cookhouse was broken into, and an attempt was made to get into the Dining Car. The most recent event was another break-in at the Baggage Car and the cookhouse. Cash seemed to be the main target, although a few other items such as food were taken from the cookhouse. The worst thing about these break-ins, besides money lost, is the costs of repairing the locks and damaged doors and windows. While police detained a couple of suspects, they were released due to lack of evidence.

Our track gang continued repairs to the track and roadway structure of the railway, including all the work required for the year at Hiram Creek Trestle. Late in the summer it was determined that we should hire an outside contractor to undertake brush cutting along the right-of-way. The brush cutting has been completed and the sight lines are much better!

Work on the Station Project progressed fairly well on schedule over the summer and fall. At this point, the station is fully closed in, with a small amount of siding left to be placed. The plumbing and electrical work for both the station and washrooms has been fully roughed in. It is expected that electricity will be connected shortly so that interior work can be carried out over the winter. Corporate donations of materials along with the considerable number of volunteer hours will ensure the station remains fairly close to its budget. The crew expects to take some time off as the Christmas season approaches.

The Station Committee has had two successful Station Project Dinner Charters this year, and the Village held a Golf Tournament, in memory of Eric Steeves, that raised over \$2,500, donated to the Station Project. In addition, the Committee held an Open House to celebrate the 125th Anniversary of the Official Opening of the Albert Railway. This

Continued on page 3

Summary, continued from page 2

event saw about 150 people out to view the work on the Station.

Attempts are now being made to ensure that the 2003 season is even better! A committee is presently drafting a fare and train schedule proposal. Initial plans are for one more excursion train a week.

A long-term Planning Committee has been set up to identify areas that need changes and/or improvements, as well as a general list of identifiable projects that will need to be done to keep the S & H in operation for the long term. This Committee has already held one meeting, and more are expected shortly.

The railway learned that the son of Kim Elliott, Dinner Train Co-ordinator, was in need of a sponsor to help in his advancement in hockey. In view of Kim's use of her personal car for the railway, the S&H Board decided to make a donation to cover her son's costs. This sponsorship will also benefit the Railroad, since the S&H logo will appear on his hockey jersey as he travels around the hockey circuit.

The Railroad, as a goodwill gesture to help with the establishment of a Drop In Centre in the Village, donated a **Dinner for Four** gift certificate towards this fund raising effort.

Allan Flewelling has taken the S & H's A-4 motor car to St. Andrews, where he plans to have it restored to operating condition.

Below: View of the yard from the station 2nd floor, October 19 2002. *Photo by Steve Boyko.*

A Letter from Mike Cormier

I'd like to write a thank you to the Canadian Railroad Historical Association, New Brunswick Division and its members for helping to provide me with the opportunity to learn on a real operating railroad.

Over the past 3 years I have been given the chance to take part on the Salem and Hillsborough Railroad as a trainman helping with the operation of the Excursion and Dining train trains, as well as general property maintenance on the S&H. This opportunity has given me an excellent introductory background in railroading.

In March I was accepted to the Center For Railway Training and Technologies (CRTT) Railway Conductor Program at the Southern Alberta Institute of Technology (SAIT) in Calgary Alberta. The CRTT is a partnership between SAIT and Canadian Pacific Railway.

The 8 month course runs from August 26th 2002 to April 25th 2003 and pending completion I will be in possession of a Railway Conductor Certificate recognized by all Railway Association of Canada member railways (including CN & CP).

It is also with great gratitude that I make a personal thank you to Pat and David Othen for helping to provide me with the opportunity to attend the S&H during my first two years. Without their help and support, I wouldn't be where I am today. Thank you.

Michael Cormier
Conductor Student, SAIT, CRTT , Calgary
mccormier@chebucto.ca



**The New Brunswick Division of the Canadian Railroad Historical Association Inc.
Statement of Receipts, Disbursements and Equity
as of December 31, 2001**

	<i>Unaudited</i> <u>2001</u>	<i>Unaudited</i> <u>2000</u>
<u>RECEIPTS</u>		
Donation from parent CRHA	\$0	\$0
Donations (Tax Receipts)	\$8,255	\$350
Donations (No Receipts)	\$2,505	\$194
Dues (CRHA-NB)	\$1,200	\$1,400
Interest	\$1	\$7
Net Income - Buttons/Crests/etc.	\$0	\$0
Net Income - Medallions	\$0	\$0
Fund Raising Events	\$1,452	\$0
TOTAL RECEIPTS	\$13,413	\$1,951
<u>DISBURSEMENTS</u>		
CRHA (parent group)	\$0	\$0
Accounting (excl. GST)	\$0	\$0
Advertising	\$0	\$0
Insurance	\$0	\$0
Interest and Bank Charges	\$0	\$1
CNR Lease	\$0	\$0
Room Rent	\$0	\$0
Membership Museum Associations	\$0	\$0
Museum Contributions	\$0	\$0
Office, Postage, Printing	\$13	\$99
Restoration Costs and Contributions	\$5,951	\$2,500
Donation of Railroad Equipment	\$0	\$0
Travel and Meetings	\$0	\$0
Update Costs	\$297	\$476
Miscellaneous Expenses	\$226	\$0
TOTAL DISBURSEMENTS	\$6,488	\$3,076
Excess of Receipts over Disbursements	\$6,925	(\$1,126)
Value of Medallions Lost in Fire	\$0	\$0
Equity, Beginning of Year	\$1,342	\$2,468
Equity, End of Year	\$8,267	\$1,342

The New Brunswick Division of the Canadian Railroad Historical Association Inc.
Balance Sheet
as of December 31, 2001

	Unaudited	Unaudited
<u>ASSETS</u>	<u>2001</u>	<u>2000</u>
Cash on Hand (including uncashed cheques)	\$5,019	\$0
Cash in Bank	\$1,703	\$1,342
Accounts Receivable	\$0	\$0
Fixed Assets	\$1,625	\$0
Contribution to Diesel for S&H	\$0	\$0
Contribution to S&H	\$0	\$0
Inventory Medallions	\$0	\$0
TOTAL ASSETS	\$8,348	\$1,342
 <u>LIABILITIES</u>		
Loan - Bank (for Diesel for S&H)	\$0	\$0
Accounts Payable	\$81	\$0
Loan - Don Fitzpatrick	\$0	\$0
 <u>EQUITY</u>		
Equity	\$8,267	\$1,342
 TOTAL LIABILITIES & EQUITY	\$8,348	\$1,342

Comments on the Financial Statements

The figures look quite different from 2000 for one reason: fundraising for the new station building. At the end of 2001 the CRHA(NB) held slightly over \$5000 in its station fund, which was disbursed in early 2002 to the Station Project. Absent this amount, the figures are much more in line with 2000 amounts.

2002 Financials (to November 1)

Income: \$1300 CRHA(NB) dues, \$7605.26 donations, \$0.22 interest.

Expenditures: \$6500 to Station Project, \$1750 to S&H, \$299.96 for newsletter.

At present we have a net gain of \$355.52.

HEAD-ON AT POINTE A LA GARDE – MAY 21, 1969

by Jim Babcock

Pointe a la Garde is located at mile 22.2 on the Cascapedia Subdivision, formerly CN and now owned by the Chemin de Fer Baie des Chaleurs (CBC). Driving on highway 132, it is about 10 miles east of Campbellton towards Gaspé. There was a passing siding (30-car capacity) at Pointe a la Garde. The track proceeds west for a mile or so then makes almost a 90-degree turn to the south and travels straight for about a mile. It then ducks under a highway overpass and makes another turn to the west in a high cut which swings to the right and the west.

This is where it all happened - just under and south of this overpass. The westbound passenger train 119 (CN) was to meet eastbound freight 748 at Pointe a la Garde. 119 was running late. The freight was late leaving Campbellton and so was also running a little late. Thinking that the passenger train must be waiting at Pointe a la Garde, the crew on the freight was in a hurry.

The third player in this story was a work extra that was in the passing siding at Pointe a la Garde. When the passenger 119 arrived there, we can only assume that the head-end crew somehow believed the work extra to be their meet, 748. The head-end crew of 119 apparently believed that they had a clear track to Matapedia since they had their meet, so they opened up the throttle and passed the work extra. The extra knew there was something very wrong and called the dispatcher, but for some reason no one could raise either train on the radio. Radios in those days were kind of a hit and miss thing.

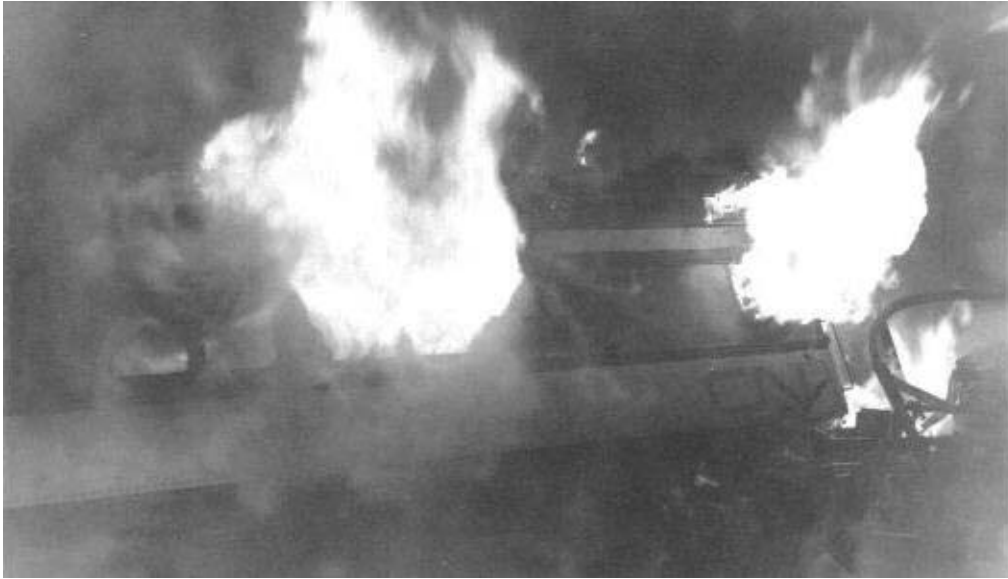
Two or three miles away 119's crew saw 748's headlight coming around a blind curve, probably less than 1000' away. The rest is history. Engineer Mahoney on 119 jumped but fireman Dave Fitzgerald didn't and died in the cab of 1802, an RSC24. 1802 flipped over backwards and landed on a operating steam generator unit, resulting in an explosion and fire. On 748 the head-end crew all jumped except Finlay Sinclair, who was the fireman. Most people figure he was in the cab door when they hit and went back in the cab. His body was only located the next day.

No passengers were killed and the train remained on the track, but there were many injuries. I worked with a carman who told me that night they were working #15 at the station in Campbellton. They listened to the dispatcher trying to raise someone on the radio to stop their trains, and finally they saw the black column of smoke rising in the east and knew what had happened.



The freight train 748 had a steam generator and a baggage car on the head-end. There was also a combine car on the head end of the passenger train 119, destroyed by fire.

Some of these stories came from the railroaders I worked with, and from my memory, I was there shortly after they hit. People were running around. The fire was getting very large and the crews were frantic, looking for their lost crew members, thinking that they might have made it and were lying somewhere.



The engines involved in the wreck were 1802, 3851, 3859, 3863, and 3874. All except 3859 were retired after the wreck. 3859 became 1762 when it was retrucked and it now resides at Kensington, PEI.

Back in those days train 119 would be combined with 15 at Matapedia and the locomotives, steam car and one coach would return to Campbellton, very much like it is done today except the VIA unit and baggage car stays in Matapedia.



EASTERN NEW BRUNSWICK RAILWAY HISTORY – Part 2 From VIA Rail's Ocean Limited

by Art Clowes

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

Painsec Junction

Once we are on the tangent west of this junction (the straight alignment of the former European and North American Railway on its run between Moncton (the Bend) and Point du Chene) it becomes obvious that the line curving in from Dorchester and Sackville was the added-on Eastern Extension Railway.

The European and North American Railway originally built a broad (5'-6") gauge line between Saint John and Point du Chene, New Brunswick. It is the original rail line of the Canadian National Railways family in New Brunswick. The St. Andrews and Quebec railway is older, but it became part of the Canadian Pacific system in the province.

The original 16.8 miles between Shediac and Moncton was opened to the public on August 20, 1857. While the line from Shediac to Moncton was the first eastern section opened, the line extended about 2 miles further to Point du Chene and its wharf. Originally the line was planned to extend from Cape Brule, about another 2 miles east of Point du Chene, to Saint John. However, the open exposure of Cape Brule and its poorer harbour resulted in the selection of Point du Chene. In the early days Shediac was the site of the railway's first shops and headquarters. Following the establishment of the Intercolonial, the Shediac shops were relocated to Moncton in the early 1870s. November 11, 1872 saw the European and North American's broad gauge changed to 4'-8½".

The Portland (Maine) Convention of July 31, 1850 was a major influence toward the construction of the European and North American Railway. Simply put, the goal of the 1850 convention was to push for the extension of the New England railroad network through Maine, New Brunswick and Nova Scotia to an ice free harbour as near as possible to Europe. Competition between Saint John and St. Andrews also helped the European and North American Railway's cause, since a harbour on the Northumberland Strait not only extended Saint John's market area along the European and North American Railway, but provided a shorter and easier route by water to the Saint Lawrence River. It also supplied a portage route, especially for such things as coal from Cape Breton, thus avoiding the lengthy trip around the southern tip of Nova Scotia.

However, like so many other locations, technological changes made Point du Chene redundant. Pressures from the coastal summer resorts, and highway expansions to serve them, saw the gradual shortening of the European and North American from its original 11.58 miles between Painsec Junction and Point du Chene. In the early 1970s it terminated at Shediac, 9.7 miles from Painsec Junction. By 1980 it was further reduced to a 5.4 line, ending at Scoudouc. Today, 101.8 miles of the European and North American Railway from Scoudouc to its original western terminal (Saint John) is still operated. However, effective April 15, 2002, Canadian National leased its trackage and yard beyond mile 83.5 to the New Brunswick Southern Railway.

Buctouche Junction

From Painsec Junction, 4.8 miles west along the European and North American Railway towards Moncton we pass another historic railway junction. This was the junction of the Buctouche and Moncton Railway, later the Moncton and Buctouche Railway, that between September 1, 1887 and January 1, 1965 connected with the European and North American Railway. Between 1888 and 1914 it also had a diamond crossing of the Intercolonial, since the Moncton & Buctouche Railway extended its line across the marshes into the eastern end of Moncton. Near its Moncton station, it joined the Moncton Wharf Branch of the Intercolonial Railway. In the latter years of this extension, the Moncton Street Railway used the trackage of Moncton & Buctouche from near its Moncton Station to Humphreys Mills (near Buctouche Junction) to operate its suburban streetcar service.

From Buctouche Junction, the Moncton & Buctouche extended 29.94 miles to the village of Buctouche, on the Northumberland Strait. The Canadian Government Railways gained operating control of the line and effective August 10, 1914, the Buctouche trains commenced using the

Intercolonial station in Moncton. Canadian National obtained regulatory permission to abandon its operations to Buctouche effective January 1, 1965. Under this decision CN retained 1.7 miles of its Buctouche Subdivision extending from Buctouche Junction. This trackage has been renamed the Humphrey Spur, and today the junction is simply Humphrey. The Humphrey spur has had a number of extra tracks constructed from it in recent years and serves one of Moncton's industrial parks.

Moncton

Our train arrives at the modern single storey Moncton station on time. Over the winter of 2001 - 2002, VIA has had a new hip roof and tower added to this station. In addition, the adjacent Baggage and Mail section has been connected along with other small additions to convert the building into a single structure. Besides various station improvements, VIA has added a telephone call centre in part of the expanded building. This is the fourth station in Moncton serving the old European & North American Railway. There seems to be a sizeable group of passenger waiting to join us on our northward trip. The early 1960s saw the second complete change of the so-called "downtown" railway lands. As we mentioned the Intercolonial Railway of Canada shops and other facilities were relocated to Moncton starting in 1872. The marshes of the Petitcodiac River were gradually filled in, and by 1892 the downtown railway facilities occupied 77 acres. In February 1883, the original 3-storey brick and stone Intercolonial office building was destroyed by fire. The following year the railway replaced it with a larger red brick building on Main street that survived along with its additional wing until they were demolished in the 1960s as part of CN's Moncton's commercial redevelopment.

Until February 1906, the downtown railway property was the site of the Intercolonial Railway shops, but on Saturday, February 24 1906, a fire destroyed a major portion of these shops. This led to the first redevelopment of the downtown property. As the new shops were built along the Intercolonial mainline to the north adjacent to John Street, the old shop site was transformed into expanded railway yards, that would last until the 1960 when Gordon Yard was constructed and the downtown property turned over to commercial development.

Main Lines North & West of Moncton Station

By 1915 the government had accepted the fact that it would have to operate the National Transcontinental Railway, including their new main line from Moncton to Edmunston and west. The eastern terminus of the N.T.R. was about 0.75 miles (railway north) of the Moncton station on the Intercolonial Railway's main line towards the John Street shops and Campbellton. The lines of both railways remained quite close together for about the first twelve miles north of Moncton. The first trains to and from the N.T.R. not only used the Intercolonial station in Moncton, but also operated over their trackage for the approximately 0.75 miles to their junction (near the present intersection of Gordon and Cornhill Streets in Moncton). However, within a few months the Intercolonial's line, from about 2 miles north of the Moncton station to near Catamount, was abandoned, all trains using the N.T.R. from their eastern terminus to Pacific Junction. The construction of a new diversion track from Pacific Junction on the N.T.R. to Catamount on the Intercolonial made the N.T.R. station a junction.

In late 1922 the Canadian National completed a railway diversion between a point on the N.T.R. main line about 3.8 miles north of Moncton at what became Odium Junction, and a point on the old European & North American rail line at MacKinnon, (at Edinburgh Drive), about 2.5 miles west of Moncton. For operating purposes this line was extended eastward to West End, which for many years has been the start of mileages to the north. Over the years this cut-off has been defined as part of different subdivisions including the Harcourt, Newcastle and Gort Subdivisions. This cut-off is the route presently used by all trains between Moncton and the province of Québec.

As we leave Moncton and start our northward journey via CN West End, we travel along the former CN Gort Subdivision, pulling away from the European & North American railway at the former site of McKinnon, then pass along the east end of CN's Gordon Yard, finally connecting with the original N.T.R. at Odium Junction.

Pacific Junction - Catamount

We roll north for a few miles until we reach CN mile 11.9, Pacific Junction. A look to the west and we see the N.T.R. heading in a north-westerly direction into the woods of central New Brunswick. Today, this is also the junction with the New Brunswick East Coast Railway, who have acquired the former Canadian National (Intercolonial) line northward from this point. From the rear dome one will soon feel and see the reverse curve north of the junction with the N.T.R. as we swing back to the original alignment of the Intercolonial. This diversion trackage extends with its reverse curve from Pacific Junction, Mile 11.9, to a point about 0.5 miles south of Catamount. The Canadian Government Railways built this connection in 1915 so they could abandon the original Intercolonial trackage from that point south into the north end of Moncton. Today, the Berry Mills Road is located on this former rail bed. Near Catamount the original alignment of the Intercolonial is easily spotted as one travels past it.

Beersville Coal and Railway

Nineteen miles north of Catamount, the Intercolonial (now New Brunswick East Coast Railway) passes through Adamsville. Back at the turn of the 20th century, (1900), this was the junction with the Beersville Coal and Railway Company. The Beersville Railway (as it was locally known) had a roller coaster life that followed the similar fates of its owners, resource-based companies. In keeping with corporate policies of the day, the Intercolonial's District Superintendent, and General Trackmaster, made an inspection in 1899 of the then proposed Beersville railway. He reported that they "were pleased with the prospects of the mine and said that if a tramway were well operated, the mine would supply a large amount of freight to the Intercolonial."

By 1904, a 6.481 mile rail line, mostly of second-hand 57 lb. rail acquired from the Intercolonial, extended eastward to Beersville, on the Coal Branch (Beersville) Railway. This line passed just north of the sizeable frame white church in the community that can be seen to the right or east of our train. A second mining company moved into the area, and from a point near the eastern end of the main line at Beersville, a branch line 2.149 miles long extended southward to the second mine. After sort of operating for about three years, the Company went into receivership and was sold by the courts. While one coal company owned the railway, it seems that they could make both companies upset with their spasmodic service.

The prime activity on this railway between 1908 and about 1918 appeared to have been more in the courts than on the rails. The Beersville Railway had survived threats of having its rails removed and sold during World War I, when metal prices were high.

Like many of these shoestring operations, the Beersville Coal and Railway Company appears to have struggled with various periods of operations, interspersed with shutdowns and bankruptcies until 1923. In that year, the rail line was sold again and possibly operated until the spring of 1929, when it was sold for the last time, and the rails were removed to help pay some off its creditors. This is one of those lines that had not only numerous owners, but also a number of names. At times its control extended to New York and later to Cape Breton. A definite candidate for more research to fill in the holes in its history!

(to be continued, starting with the Kent Northern Railway)
