



NEW BRUNSWICK UPDATE

Summer 2004



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

As usual I must start by apologizing for the lateness of this newsletter. I have decided to step down as editor, since I don't seem to be able to get a newsletter out on time and I feel people need a more timely newsletter. If you are interested in becoming the editor, please see the "ad" later in the newsletter. I will be glad to help the new editor in any way s/he wishes.

Thanks to Art Clowes and Ron Townshend for their contributions. Please consider sending material for the next Update. Send it to **Steve Boyko, 33 Dora Drive, Fredericton, NB E3B 9L3**, or email to steve@shrr.ca. I will forward it on to the new Editor.



A VIA "Hospital Train" arriving at Moncton with LRC engines, April 28 2004.
Photo by Tim Dryden.

Summary of S&H Activities

By Art Clowes

Since we have been late in getting this "Update" to you, I am expanding this column to cover both the S & H Board as well as other happenings.

THE BOARD:

Financial Status:

While the S & H Board of Directors had lost several members over the last few months, it obtained one new director, Eric Calvert.

One of the longest outstanding questions around the S&H relates to the status of the Railway's financial records. It was reported at the June Board meeting that Anne Heaps has been compiling financial figures that Ed Bowes (S&H Treasurer) has given to her. Ed has reported that due to some restrictions on the accounting program they are using, and the other railway activities that he has to look after, they haven't completed the financial records yet.

While the gross revenue for the 2003 season was the largest for at least the past 10 years, various costs and expenses were also the highest. One of the largest increases was the cost of liability insurance. In addition various delayed maintenance projects have caused a substantial financial impact.

The table below compares financial summaries from early June 2004 with those of a year earlier. These show the S & H has some \$40,000 less to go into the 2004 season than it did at the same time last year.

	2003	2004
Bank Balance	\$31,480.88	(\$687.90)
Accts Receiv.	\$60.00	\$0.00
Accts Payable	(\$7,113.52)	(\$15,333.21)
Total	\$24,427.36	(\$16,021.11)

While the Province had asked for a set of audited financial records for the S & H, they finally agreed to grant up to \$35,000 to the railway for 2004, provided that the S&H provided details of applicable expenditures.

Bridges & Structures:

Following Transport Canada and Transportation Safety Board reports on the collapse of a wooden rail carrying structure near McBride, BC, Transport Canada advised the railroad that they wanted an engineering evaluation of the wooden supports of the Weldon Creek Bridge. This evaluation is expected to cost in the order of \$5,000. Based on its preliminary findings, considerable work is needed before to any rail operations over the bridge. The total cost of the immediate work is estimated to be at least \$10,000.

The S&H Board considers that prior to repairing the Weldon Creek bridge, two other facts need to be considered:

1. Liability insurance cost and availability needs to be evaluated.
2. The engineering evaluation has identified other work to be done before any train operation in 2005 can be commenced. This could easily be at least \$65,000.

Looking at our current ridership figures and the on-going need to be requesting annual funding assistance from the Provincial Government, it is quite clear that careful consideration and evaluation is going to be needed prior to commencing an expenditure of this magnitude at Weldon Creek.

Coupled with Weldon Creek is the current status of the deteriorating condition at the Hiram Creek trestle.

Insurance:

Liability insurance has been a major topic for the S & H Board this year. This has

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Summary, continued from page 2

included general liability insurance for visitors and riders as well as Director's liability insurance for the S & H Board.

The S & H Board contacted a number of Canada's other Heritage Railways so that we could compare our insurance costs. Two facts were found: our insurance requirements are less than most, and our costs have been about the lowest.

When the S & H Board started inquiring about liability insurance for the proposed Motor Car rally this spring, the Treasurer was advised that the Company carrying the railway's general liability insurance last year would not renew it for 2004.

This resulted in a scramble to find another Company willing to provide the S&H with general liability insurance. Apparently because of the volatility in the industry, delays in even obtaining quotes have been common. The Company that carried last year's policy did advise a few days ago that their policy would be extended until the end of July. At the time of writing we have no firm response for future coverage.

The S & H Board is still struggling with some details in its attempt at obtaining director's liability insurance.

Operating Crews:

At several S & H Board meetings, Ed Bowes has pointed out that the CRO Rule Cards for most of the operating personnel would be running out over the early part of this operating season. Ed advised that while he and Marcel Keays had met with Transport Canada about renewing Rule Cards as well as well as the establishment of a "Safety Management System" for the S & H, it was concluded that Marcel would be unavailable to help with these tasks. After further discussions with Transport

Canada, the S & H hired a Rules Instructor to run a class to get the track crew and a number of the volunteers re-certified on their operating rules.

Equipment:

Over the spring the air brake equipment from Engine No. 8245 was removed and taken to Montreal for repairs. The cost of this work was \$3,616.75 plus the railway's labour.

Regarding the turbocharger on Engine No. 1754, it now appears that since the turbo is not stressed in normal operations, the mechanical maintainers feel it does not need further action at this time.

A bigger concern that the S & H Board has been grappling with over the past number of months has been the deteriorating condition of the rolling stock. In addition to the extra harshness of last winter, general wear and lack of a long-term maintenance program is catching up.

The two coaches that the Division has leased from the Canadian Railway

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Update Editor Needed

The position of Editor for the Update, the quarterly newsletter of the CRHA (NB Division), is open.

Applicants should have access to a computer and be able to collect and organize articles from a variety of sources. Printing, photocopying and mailing costs to produce the Update are paid by the CRHA (NB Division).

Anyone interested in the position should apply to the current editor, Steve Boyko (contact information on first page), or to any CRHA (NB) Director.

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Museum in Delson have reached the point of needing considerable non-mechanical maintenance. Both of these cars could easily be identified as candidates for major restoration work.

On the immediate list of required work are:

- the replacement of the upholstery on the seats of these cars
- repairs and replacement of exterior woodwork on the First Class Car;
- replacement of several of the silk-screened imitated stained glass windows on the First Class Car;
- end diaphragms on most of the cars need some upgrading to ensure they don't become a safety concern.

The exterior paint on one side of coach 5297 suffered considerable damage over the winter. Surface rust is an on-going concern for all of our equipment and will need an on-going commitment to keep the rust under control.

Train Operation:

With the bridge issues, all trains currently operate to the Hillsborough end of the Weldon Creek Bridge. It was considered that many visitors would find the slightly shorter ride to Hiram Creek as a benefit.

The dinner train schedule was discussed, and it was decided to operate the dining trains this year with two trips, each with a single sitting. Dining train fees will remain as planned since the two trips don't reduce the workload of dining train staff.

The Board considered publishing a fare and adding fuel and insurance surcharges, but the final decision was to publish a firm price.

Gift Shop:

In the past, Ed Bowes has indicated the gift shop consumed a considerable amount of his time. CRHA member Allan Flewelling offered to assist Ed this year with the possibility of taking responsibility

for it after a trial period. After some discussions, the Board accepted Allan's offer.

Miscellaneous Matters:

Our MLA, Mr. Wayne O. Steeves, advised the Board that he had received concerns from some residents of the Hillsborough Senior Citizens Complex about the unsightly condition of the S & H rail yard.

The Railroad received government approval to hire 4 students for the summer season.

The CRHA (NB Division) received a donation of \$5,000 from Heritage Moncton as part of their business wind-up. The funds are earmarked for a suitable project on the Division's First Class Coach.

General Happenings around Hillsboro:

The Railroad was advised that the Saint John Model Railway Club had donated \$200 to the CRHA for use towards the construction of a Motor Car Passenger Trailer, similar to the one owned by Myles Meed, of Bristol.

The Station is now home to two working railway clocks. These clocks received hours of tender loving care by Mr. Ken Parker, of Hillsborough.

One clock is of the type used at many smaller stations and was donated last year in memory of Mr. Lewis P. Steeves, by his wife Mary and family.

The second is the large Seth Thomas clock that had originally donated by the CNR to a Moncton Model Railway club, and was later turned over to the CRHA Division through the efforts of our member, Mr. Clarence Price.

Member Malcolm Peacock arranged to

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NB Southern Charity Runs

by Steve Boyko

For the past few years the New Brunswick Southern Railway has held twice-yearly charity runs. This year they ran over two weekends for the Rally of Hope to support the Saint John Regional Hospital.

The following excursions were run from Harbour Station to Welsford and back:

- Saturday May 29 - 10 AM
- Sunday May 30 - 10 AM and 2 PM
- Sunday June 6 - 10 AM

In all of the trips the consist was an ex-SCR (Sydney Coal Railway) GP38 leading their three ex-VIA cars with business van 422990 trailing. At Welsford the engine ran around the consist and coupled up to the van, so the returning consist was engine, van, 3 cars.

May 30: I followed the 10 AM run on May 30 from Grand Bay up to Welsford. I set up in Grand Bay on the "sun" side of the track near the caboose – a bit of a misnomer as there wasn't any sun to be seen. After a passer-by commented on the path on the other side of the track, I quickly switched over and found the angle much better for video.

- 10:41 Grand Bay - nice rumble by

I hopped in the car and gave chase. I got it again at four locations:

- 10:51 Westfield Beach
- 10:53 a little farther along
- 10:57 just short of the signalled crossing before the gravel pit
- 11:08 Welsford highway 7 crossing

She blew quite a few times coming to that crossing, as it is heavily travelled and people cheerfully run through the flashing lights.



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plant a sizeable maple tree near the station this spring, in memory of his long-time friend, Eldon Lutes.

This spring has also seen a number of new artefacts added to our ever-growing collection in our railway museum.

I had to leave before they started back to Saint John, but it was at least 20 minutes before NBSR 2319 was attached to the caboose.

June 6: I was fortunate to get tickets for the June 6 run. My son Nick and I arrived at Harbour Station to find the platform almost deserted, but very soon thereafter (09:43) the train backed into view from NB Southern's Dever Road Yard. I found out later that there were 178 passengers and only one onboard crewmember - the conductor. Poor fellow! We set up in 5471 near the back and were fortunate to have two empty seats opposite us, so I could set up my tripod for video. Here's a quick chronicle of events:

- 10:09 departed with consist: engine 2317, 5448, 5537, 5471, van 422990
- 10:17 passed over Reversing Falls - great show of foam in the river.
- 10:25 entered the Dever Road yard.
- 10:42 went under an overpass outside Grand Bay.
- 10:55 passed Westfield Beach.
- 11:13 stopped at Welsford.

They ran the engine around the consist and we proceeded back to Saint John, arriving at Harbour Station at 12:31. My son and I went into 2317 and the caboose and took lots of photos. Our engineer, Carter Hickey, was a very nice fellow and let my son blow the horn a few times.

It was a great trip and I'm glad I had the opportunity to go.



Left: The interior of business van 422990. It is very nicely equipped inside for comfortable travel.

Below: The interior of coach 5471. All of the coaches were clean inside but showing their age on the exterior.



Maritime Railway News

by Steve Boyko, with help!

The New Brunswick East Coast Railway (NBEC) leased two Helm units, HLCX 6221 and 6228, both SD40-2 units. HLCX 6221 arrived very early in January 2004 and 6228 arrived in Campbellton on January 28. Both left in late April.

Derailments: CN train 403 (A 40321-07, units 2632 and 5661, 70 loads, 24 empties) derailed in the late afternoon of February 7 in Montmagny, Quebec. A bridge was heavily damaged and VIA passengers were bussed around the site.

To add insult to injury, on February 8 NBEC 403 (Miramichi-Campbellton) derailed the last two cars at Gloucester Junction, south of Bathurst at about 18:15. The second-to-last car, a boxcar, had a burnt bearing and it and the trailing car (an empty tank car) derailed at the junction switch. VIA #15 was stopped at Miramichi. The locomotives were turned on the wye and coupled to the Park car to return to Halifax as #14.

The Montmagny site was reopened in the evening of February 10; the NBEC derailment was cleared by then. During this time VIA bussed passengers around the affected areas.

VIA Re-Routing: On March 6 NBEC/CFMG 403 derailed 23 cars at Padoue on the Mont Joli sub. VIA 15 was clear on the west side but VIA 14 was already past it on the east side. This derailment cut off the NBEC line from its western CN connection.

VIA re-routed #14 via the Pelletier and Napadogan subdivisions to Moncton and Halifax, the first time the Napadogan sub has seen VIA trains for a long time. It arrived in Moncton at 23:00 after travelling over the Napadogan subdivision. VIA 15 left Halifax on time and took the Napadogan subdivision westward. On the 7th, both VIA trains used the Napadogan subdivision. The derailment was cleared by 21:00 on March 8th.

February storm: The biggest storm of the winter hit Nova Scotia on February 19. The last train to leave Halifax was #149, which passed McGivney at 11:58. Both VIA Ocean trains became stranded due to a CN high-railer derailling just west of Truro. The Oceans were eventually parked overnight in Truro. The eastbound Ocean arrived in Halifax almost 24 hours late, while the westbound Ocean left Truro almost 30 hours late.

Miscellaneous: A rare unit visited our area this spring. CN 1423, a GMD-1, passed through Moncton on March 9 to work in Saint John. It replaced a GP9 leased by NB Southern. 1423 was used in yard service at the Island Yard and on locals. It returned to Moncton on March 30 and was paired with a GP38-2 for yard switching through the rest of the spring. It was leased to the Windsor & Hantsport Railway in Nova Scotia in late June, arriving in Halifax on June 25 and Windsor Junction on June 27 before starting work on the WHRR.

VIA applied Spiderman decals to six engines (6401, 6406, 6408, 6413, 6424 & 6434) to promote the new Spiderman 2 movie. Several of the engines have already visited the Maritimes.

IRSI's RDC unit, 6202, travelled the NBEC Newcastle subdivision several times this spring for testing. NBEC 1864 was extensively refitted at IRSI in Moncton and emerged as SFEX 3000 (lettered for Eastern Railway Services, a subsidiary of the Quebec Railway Corporation, owners of the NBEC and CFMG). It was released in May 2004 and has seen work in the northern part of the province and Quebec so far.

A VIA "hospital train" special was sent from Montreal to IRSI, arriving on April 28. It consisted of two VIA F40 engines (6415/6413), VIA sleeper 8226 "Chateau Salaberry", 17 LRC units, IRSI coach 132, VIA coach 8141 and VIA baggage car 8606. The LRC units were purchased by IRSI. See page 1 for a great photo from the Delong Street overpass by CRHA (NB) member Tim Dryden.

Here are some selected consists seen in the area. Thanks to Bill Linley and Wendell Lemon for some of the reports.

Date/Time	Location	Train	Consist
2003/12/10 12:50	Miramichi	NBEC 403 (Miramichi-Moncton)	CFMG 6908, NBEC 4210, NBEC 4214, NBEC 6904
2003/12/13 11:30	Brownville Junction	NBSR 778 (Eastbound piggyback train)	NBSR 2317, NBSR 2318, 20 flatcars (19 loads, 1 empty)
2004/01/01 20:57	Moncton	CN 308 (Toronto-Dartmouth)	CN 5718, CN 2525, CN 2501, 142 cars
2004/01/05 01:03	Saint John	CN 306 (Toronto-Saint John)	CN 2621, CN 2622, CN 2518, 4312 tons, 3190 feet, 50 cars
2004/02/18 19:16	Miramichi	VIA 15 "Ocean"	VIA 6407, VIA 6429 (Telus unit), 8622, 3 coaches, Skyline, diner, 5 sleepers, Park car
2004/03/06 17:20	Moncton	VIA 15 "Ocean"	6424, 6436, 8619, 8143, 8118, 8127, Skyline 8503, Diner Emerald, Chateau Montcalm, Chateau Jolliet, Chateau Viger, Chateau Levis, Banff Park
2004/03/08 18:00	Moncton	NBEC 403 (Miramichi-Moncton)	NBEC 6901, HLCX 6221, CFMG 6906, 8500 tons
2004/03/20 13:20	Saint John	NBSR refinery local	NBSR 79635 (caboose), 17 cars, CN 1423, NBSR 9801, 5 cars
2004/04/05 16:25	Welsford	NBSR eastbound freight	NBSR 2318, NBSR 3700, HLCX 3669, 25 cars
2004/04/21 16:23	Amherst	VIA 15 "Ocean"	VIA 6418, VIA 6426, 13 cars
2004/04/22 09:24	Windsor Junction	CN 701 Gypsum train	CN 2592, CN 5600
2004/04/22 11:10	Halifax	CN 148 (Chicago-Halifax)	CN 2532, CN 5737, CN 2691
2004/04/25 14:23	McAdam	NBSR 778 (piggyback)	NBSR 2317, 19 cars (5 loads)
2004/06/30 13:30	Saint John	In Island Yard	CN 5729, GCFX 6061

NB RAIL RIDERS INVADE QUEBEC

by Art Clowes

The telegraph wires were burning up over the first weekend of July 2004, with some interesting news items. Most of the local newspapers were busy covering the 100th anniversary of the start of the *Ocean Limited*. But the old telegraph was reporting that a group of several New Brunswick Rail Riders were spotted sneaking into Quebec for their own celebrations.

My spies tell me that Myles Meed, Dan Dineen along with Steve and Brian Grant were spotted leaving Bristol armed with motorcars including Myles' "Hay Wagon" in tow heading north. We heard nothing more until they crossed the NTR rail line near Grand Falls. A local telegrapher was then heard asking what did we know about this strange caravan? While we still didn't have any answer, our ears were picking up, especially in this day of all kinds of security alerts! They apparently slipped through St. Leonard's without anyone spotting them.

Our next message came from along the INR, when a message came from St. Quentin, that some local people were scratching their heads and asking about this strange cavalcade seen passing their community where their rails had been removed back in September 1991. Nothing more was heard until our spy in Amqui, Quebec got on the wire to tell us that the community was being invaded by wild vehicles flying Canadian flags and sporting new Brunswick licence plates. The wire became hotter telling us that things were getting crazier, since the community's Mayor, Gatean Roest, CE, was seen down near the station talking to these foreign travellers. We were then told that the community had wanted to take part in the celebrations of the 100th anniversary for the *Ocean*, and perhaps these people from NB were to be part of their plans.

Then it was reported that 2 hi-rail trucks were seen arriving in town. Then it was realized that the old 2-storey Intercolonial railway station had banners and flags on it, and the nearby covered bridge was all spruced up.

So, we told our spy to keep out of sight, but keep an eye on things and report back to us. We soon heard that the Rail Riders had unloaded their motorcars and all indications were that they were going to put them on the same main line that VIA Rail would be using for the *Ocean*. Soon we heard that people were lining up and the comments were that our spy thought that they were taking some bets, perhaps to see which motorcar was going to tangle with the *Ocean*. Soon it was reported these people must be crazy, since it was reported that they were purchasing tickets to take a ride on a

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The Railroad Watch

by Ron Townshend

Today in North America trains travel in opposite direction on single track with relatively few collisions due to modern electronic signalling and voice communication between train crews and dispatchers. However, late in the nineteenth century, before modern technology was developed, and as railway traffic was increasing, so did collisions. Investigations showed that train crew watches were not always accurate or properly adjusted. By 1893 General Railroad Timepiece Standards were developed and adopted and the so-called Railroad Watch was created.

The watch:

- had to be accurate to within 30 seconds per week
- had to be accurate between 30 and 95 °F (approximately 0 to 35 °C)
- had to be lever-set rather than making time adjustments by pulling out the winding stem for setting the time. The crystal in a railroad watch is generally unscrewed and a lever under the crystal is used to make adjustments
- had to be adjusted to operate accurately in various positions and whether the watch was fully wound or about to run down.

The Railroad Watch was a major item in train dispatching for about 70 years, finally replaced by better timepieces and the use of modern technology in train operation.

NB Rail Riders, continued from previous page

motorcar. Then, led by a hi-rail truck, the line of motorcars filed out of the Amqui yard westward with their load of about 20 people, for a trip up the old ICR main line. Based on a later report were told that they had go about 14 miles up the line. It was reported that the NB Rail Riders made some 7 trips along the Matapedia River with their motorcars.

On the arrival of the *Ocean Limited*, the Mayor was presented by VIA Rail with the keys to the Station, which was apparently being turned over to the Community. The Mayor was then telling our person, that the Community has plans to acquire a business car along with a caboose to be placed next to their station. He also stated that they are working towards obtaining a Budd Car so that they could operate a tourist operation along the Matapedia River. The Mayor also stated that they are already planning a bigger get-together for next year, and are looking forward to having the NB Rail Riders back to put on a bigger outing next year.

The moral is that should you ever see people bombing around the country with a motorcar in tow, you can expect it is probably connected with the NB Rail Riders heading out for one a gathering to give members of the public an experience of a lifetime - a trip on a motorcar!

CRHA (NB Division) End of Year Financial Statements*by Steve Boyko*

The following are the financial statements as sent to Revenue Canada for the 2003 financial year.

The results are skewed by donations received toward the end of the year and not spent until 2004. This happened in the 2002 financial year as well, and are due to the station fund-raising runs.

As Art mentioned in his column, we received a generous \$5,000 donation in 2004 from Heritage Moncton as part of the wind-up of their financial affairs. I hope that we can get the restoration work on the first-class coach underway this year so Heritage Moncton can see us put their donation to good use.

We have over \$8,000 in the bank at present and are well prepared to take on restoration or other work.

**The New Brunswick Division of the Canadian Railroad Historical
Association
Balance Sheet as of December 31, 2003**

<u>ASSETS</u>	Unaudited 2003	Unaudited 2002
Cash on Hand (including uncashed cheques)	\$4	\$4
Cash in Bank	\$2,623	\$4,946
Accounts Receivable	\$0	\$0
Fixed Assets	\$1,132	\$1,132
TOTAL ASSETS	\$5,762	\$8,084
<u>LIABILITIES</u>		
Accounts Payable	\$0	\$0
<u>EQUITY</u>		
Equity	\$4,952	\$6,856
TOTAL LIABILITIES & EQUITY	\$4,952	\$6,856

**The New Brunswick Division of the Canadian Railroad Historical Association
Statement of Receipts, Disbursements and Equity as of December 31, 2003**

	<i><u>Unaudited</u></i> <u>2003</u>	<i><u>Unaudited</u></i> <u>2002</u>
<u>RECEIPTS</u>		
Donation from parent CRHA	\$0	\$0
Donations (Tax Receipts)	\$1,270	\$4,989
Donations (No Receipts)	\$0	\$105
Dues (CRHA-NB)	\$1,011	\$1,850
Interest	\$0	\$0
Net Income - Buttons/Crests/etc.	\$0	\$0
Net Income - Medallions	\$0	\$0
Fund Raising Events	\$3,570	\$3,760
TOTAL RECEIPTS	\$5,851	\$10,704
 <u>DISBURSEMENTS</u>		
CRHA (parent group)	\$0	\$0
Accounting (excl. GST)	\$0	\$0
Advertising	\$0	\$0
Insurance	\$0	\$0
Interest and Bank Charges	\$10	\$0
CNR Lease	\$0	\$0
Room Rent	\$0	\$0
Membership Museum Associations	\$0	\$0
Hillsborough Station Project	\$7,745	\$6,500
Museum Contributions	\$0	\$0
Office, Postage, Printing	\$0	\$0
Restoration Costs and Contributions	\$0	\$4,864
Donation of Railroad Equipment	\$0	\$0
Travel and Meetings	\$0	\$452
Update Costs	\$0	\$300
Miscellaneous Expenses	\$0	\$0
TOTAL DISBURSEMENTS	\$7,755	\$12,115
Excess of Receipts over Disbursements	(\$1,904)	(\$1,411)
Value of Medallions Lost in Fire	\$0	\$0
Equity, Beginning of Year	\$6,856	\$8,267
Equity, End of Year	\$4,952	\$6,856