



NEW BRUNSWICK UPDATE

March 2005



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

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Update Report

by Steve Boyko

The big news, of course, is that the S&H will not run trains this year. Please see Art Clowes' report below for more detail.

The CRHA (NB Division) was successful in getting a grant to reupholster the chairs in the colonist car. This important work has already started. More details inside!

As usual I apologize for the lateness of this issue. I am still interested in having someone else take over the preparation of this newsletter, as I believe it is very important to have a timely news source for our members.

It's time for your membership renewal - and you can get a tax receipt for it. Since the membership decided to drop the benefit of free train rides late last year, your membership is now eligible for a receipt. Please indicate on the form included with this newsletter whether you wish a receipt or not. The receipt will be dated from when I received your membership dues.

Thanks to Art Clowes for his contributions. Please consider sending material for the next regular Update. Send it to **Steve Boyko, 21 Jennie Court, Fredericton, NB E3B 9X9**,

Next CRHA (NB Division) Meeting - March 22, 2005 at 7 PM
Pizza Delight Restaurant, 808 Main Street, Sussex, NB

Business to be carried out at this ANNUAL meeting:

- election/re-election of officers
- discussion of the CRHA's role in Hillsborough

Members of the Hillsborough village council have been invited.

With the 2004 season behind us, the Salem & Hillsborough Railroad has decided it will not operate any regular trains during the 2005 season.

Most people are aware that the railroad only operated from Hillsborough to the south end of the Weldon Creek Bridge in 2004, due to the deterioration of the bridge's foundations. Given the cost of rehabilitating the north crib wall a couple of years ago, plus other stabilization work needed to help reduce the impact loading on the Weldon Creek Bridge, it is estimated that \$100,000 would put this bridge back into full operating condition. How many train riders would it take to be able to earmark enough money to pay for even this one improvement?

A number of factors contributed to the decision to not operate in 2005. Factors such as the ever increasing costs of general operations and maintenance, skyrocketing liability insurance costs, fuel costs, and the diminishing volunteer base were all considered. The S & H Board reviewed its options, and decided that it could not operate trains for at least the 2005 year under the present conditions.

As the S & H Board worked toward this decision, it was pointed out that a year's break would provide some breathing room to the Railroad's volunteers to prepare for future operations and expansion. While the Railroad will not operate any regular trains, it will keep the Museum and the Gift Shop at Hillsborough open for the season. While a decision has not been finalized, it is expected that dining on the Railroad's Dining Train will also be continued this year.

Having laid out the final verdict from the fall and winter Board Meetings, let us now fill in some of the developments around Hillsborough since our last Update.

As people drive by Hillsborough between early November and late May, they consider everything to be in hibernation. While things may slow down, there are still considerable activities going on behind the scene.

Early in the fall of 2004, the S & H decided that it should look at what it should be doing to ensure it could survive well into the future. The first step in this was to open the S & H's September Board Meeting to the general public to attempt to form an Ad Hoc Planning Committee. This meeting attracted some 20 - 30 people. To those attending, the S & H Board outlined the various aspects and status of the Hillsborough activities. The conclusion of this meeting was to hold a second public meeting and to invite several of the area's provincial politicians.

This second meeting was held on October 28, 2004 with about 20 people in attendance, including the Honourable Joan MacAlpine, Minister of Tourism and Honourable Wayne Steeves, Minister of Public Safety and their assistants. This meeting discussed a number of the factors that the S & H should consider as they undertook the development of plans for future operation. In addition to the operation of Tourist Trains and Museum at Hillsborough, the subject of ways to convince more bus tours to stop at Hillsborough was high on the list. Numerous other possibilities were also discussed, including ways to work closer with other groups in the area. However, the chief result of this meeting was the agreement to set up an "Ad Hoc Committee."

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Salem and Hillsborough Railroad and Museum news continued

Each of the groups present at this Public Meeting was asked to select members to sit on this joint committee.

These two public meetings cut into the regular S & H Board Meetings. As indicated the September meeting targeted bringing the public up to speed on the history and status of the S & H Railroad. The October Board Meeting wound up with only 3 directors in attendance. It was reported at that Board meeting that the number of riders for 2004 was down and the Railroad had a small financial deficit at that time. On the other side of the coin, the railroad still had a number of financial claims to make to the Provincial Government for monies from previously approved government grants.

The Board had asked for price quotes to put a metal roof on the Museum barn, to be paid for by government grants. It was pointed out that it was expected to cost approximately \$3,000 to undertake the retrofit of the air brake equipment on locomotive 1754, which were due. When this figure was added to the first quote for the roof, it would exceed the remainder of the government grant available, so the roofing question was set over. However, noting the humidity problem experience last winter in the Engine Shed, it was decided that extra ventilation on this building was badly needed. It was recommended that 3 turbine ventilators be installed along the peak of the roof, along with some intake vents in the walls. The Board decided to proceed with this installation based on a quote of \$650 plus taxes.

It was also reported at the October Board Meeting that the Railroad had hosted 9 motorcars on October 5 for a trip over the full length of the track.

The December Board Meeting had only 2 Directors present. It was spent discussing various problematic issues on the table rather than attempting to be an official Board Meeting.

The first Ad Hoc Committee Meeting took place on Thursday, January 13, 2005 and consisted of the following members:

- Mayor Donna Bennett, Hillsborough
- Councillor Terry Dixon-Parker, Hillsborough
- Town of Riverview - *Absent*
- Danny Jonah, S & H Railroad
- Eric Calvert, S & H Railroad - *Absent*
- Richard Viberg, CRHA (NB Division)
- Steve Boyko, CRHA (NB Div.) - *Absent*
- Judy Tate, G. H. Chamber of Commerce
- John Jones, Albert County Historical Society
- Bill Blight, Albert County Historical Society
- Art Clowes, Albert County Tourist Association

In addition to these members, Helen-Jean Newman and Joel Richardson of the Provincial Tourism Department were in attendance. The first portion of this meeting was devoted to bringing the Tourism people up to speed on the various Hillsborough

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Salem and Hillsborough Railroad and Museum news continued

problems. This meeting then picked up from the October Public Meeting about ways to get more bus traffic to Hillsboro. The meeting attendees made a general recommendation to the Railroad to develop a couple of alternatives for this year's operations, and work with Enterprise Fundy to develop business plans and possibly get some funding assistance from government programs. This route was suggested since the Minister of Tourism indicated that her Department didn't have funds for such programs, nor for direct tourism support.

This Ad Hoc Committee meeting was more to explore what possible routes might be available for assistance rather than discussing defined actions. In general, most of the funding routes mentioned fall under the cost sharing category, where the program would fund about 75% with the recipient providing the remaining 25%.

Following this Committee Meeting, the Village of Hillsborough met with Enterprise Fundy to discuss the possibility of considering various alternatives, including funding assistance for a railroad study.

The January S & H Board meeting was delayed by a couple of weeks, mainly due to weather. At this meeting Ed Bowes as treasurer presented financial statements for the railroad for the years 2002 and 2003.

Another topic discussed was a report on possible sources for liability insurance. All indications were that liability insurance, if it can be obtained for train operations, would be at least \$25,000 for the year.

The Board was advised at this meeting that most of the metal roof on the Museum had been installed, as were the vents on the engine shed, and that the turbine on the Cook House that had blown off had also been replaced.

We have seen our share of vandalism and criminal problems this fall and winter. Last fall the engine shed was broken into, with some tools stolen to help break into the Kiwanis Club. In January, the engine shed was again broken into and the small generator was stolen. The vestibule windows of one of the 5200 series cars was broken about the same time as the glass in the main end door of the other 5200 series car was broken. Probably the worst vandalism damage was done to Malcolm Peacock's caboose. That was broken into on New Year's Eve. Some money the museum had collected from bottle sales was stolen, but the vandals emptied the fire extinguishers around the interior of the caboose.

The February Board Meeting was also delayed by a couple of weeks. The highlight of this Board Meeting was the presentation from a local entrepreneur interested in renting the dining cars for the summer. This was a very preliminary presentation, and the presenter would prepare a draft proposal and agreement to be presented at the next Board meeting, scheduled to be held in two weeks.

A rough budget for the 2005 season was presented to the Board, with the two major

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CRHA (NB Division) News

The CRHA (NB Division) has been in discussion with the Department of Natural Resources about a new lease for the former CNR right-of-way. This apparently stems from a complaint about the Pine Glen Road crossing. While we would like to lease the full length from Hillsborough to Baltimore, we may end up leasing a shorter distance due to the increased costs involved in this new lease.

The CRHA applied to the Heritage Branch of the Culture and Sport Secretariat of the Department of Intergovernmental and International Relations for a grant to reupholster the seats in the Colonist Car. The CRHA used about half of the money that Heritage Moncton donated last spring to support this grant. The Division received a grant of \$7,396 toward this project in January 2005.

We have contracted with Brine's Upholstery to do the reupholstering. The seats were removed from the car by CRHA volunteers and they were picked up on March 7. We have been advised that the upholstery material has arrived at Brine's and that the first seat has been covered. We now expect that near the middle of the March we will hold a few Saturday work sessions to have this car ready for the start of the season.

Our thanks to the Culture and Sport Secretariat for their support.

Salem and Hillsborough Railroad and Museum news continued

expenses being summer students at an estimated cost of \$11,000 and insurance including liability estimated in the order of \$9,000.

While no firm date has been set as yet for the summer operations, it is expected it will be from June 25 to September 6, with the museum being informally open on weekends though most of May and June as museum work is being done. Admission rates, etc. have not yet been set for the 2005 season.

It was also decided that the next meeting of the Ad Hoc Committee will be held on March 2, 2005.

The Moncton Times & Transcript is running a series of articles on museums of South-East New Brunswick, and we expect that our Museum will be featured soon.

Finally, we had a plaque honouring the late Eric Steeves, Mayor of Hillsborough, donated for the second floor conference room at the Station. The Village of Hillsborough has now arranged to have it framed. We intend to hold a dedication for this room this spring.

Canadian Government Railways Car Repair Records

by Steve Boyko

Like many of us, I collect railway artefacts. I happen to concentrate on paper items, such as timetables, train orders, waybills, and so forth. From time to time I happen upon a truly unusual item. In this case I found a set of Canadian Government Railways car repair records from 1917 on eBay. I was fortunate to win the auction and I would like to describe the item to you.

It looks much like a receipt or cheque book, about 8.5" (22 cm) long by 3.5" (9 cm) wide, bound with two staples on a short side. Each page apparently consisted of a two-part form - the top sheet, a carbon paper sheet, and a copy "to be retained by party making repairs." The originals are gone but the carbons and copies are still in the book. It appears to have had about 48 forms.

Each sheet is a repair record for one car. The repair records are in ascending date order, from February 21 to February 24, 1917, all from Halifax. I have scanned two pages to include in this article.

M. C. B. ASSOCIATION - RECORD REPAIR CARD							Form 105 4-15-2M. Rev.		
CANADIAN GOVERNMENT RAILWAYS							TO BE RETAINED BY PARTY MAKING REPAIRS. General Railway Co., Rev. Jan. 8, 1906.		
REPAIRS MADE	IRON			Chain	Lumber	Springs		Cast Steel	WHY MADE
	Cast	Wrot.	Walt.						
1 New 1 3/8 nut on truck Column bolt R. 2								Missing	
2 New Cotter Key 3. 1/4 in brake Hanger bolts								Missing	
Date Feb 23 1917	Repaired at Halifax	Inspector J. P. Bayerr	Labor Hours	Loaded? No	Write "Yes or No" above.				
Car No. 11096	Initial or Name Central New England								

For the Central New England boxcar numbered 11096, we see they replaced a missing nut on a truck, and did some kind of work on a brake hanger.

The common items on each repair record include where the car was repaired (Halifax) and the inspector (a J. Bayerr?). Each record also has a date, car number, who owned the car (spelled out, unlike today's reporting marks like CGTX or CNA), whether it was loaded at time of repair, and the type of repair(s) performed on the car.

The repairs performed vary, but in general they fall into several categories: brakes, couplers, trucks, doors, and "everything else". A lot of the repairs consisted of replacing missing bolts.

M. C. B. ASSOCIATION—RECORD REPAIR CARD
CANADIAN GOVERNMENT RAILWAYS

Form 502
4-16-2M. Rev. 4

No.	REPAIRS MADE	IRON						WHY MADE
		Cast	Wrt.	#all.	Chain	Leader	Springs	
A	1 new 1/8 nut on f bot ball - L. 4							Missing
A	1 new 1 inch nut on Carriage Iron ball							Missing
	1 new Door Hasp Keeper to side							Missing

Date: Oct 22 1917 Repaired at: Halifax Inspector: J. Bayers Labor Hours: _____
Car No. 49224 Initial or Name: Canadian Pacific B4 Car Loaded? No. Write "Yes or No" above.

TO BE RETAINED BY PARTY MAKING REPAIRS. General Modified Oct. 1914, Rev. Jan. 1, 1915.

The Canadian Pacific boxcar 49224 had two missing nuts replaced, and a new "door hasp keeper".

What I found most interesting about the booklet is the cross-section of road names listed. Here is an incomplete listing of the road names in the book:

- Boston & Albany
- BR&P
- C&NW
- Canadian Pacific
- Central New England
- DL&W
- Grand Trunk
- Grand Trunk Pacific
- Halifax & Southwestern
- Hocking Valley
- LS&MS
- NY Ontario & Western
- Pennsylvania
- Quebec & Lake St. John
- RI
- Southern
- Union Pacific

I hope this brief look at the book has been interesting to you. I would be happy to provide scans of any pages you might wish to see.

New Brunswick East Coast Railway (NBEC)

NBEC gained two more locomotives this period, SFEX 4203 and 4204. SFEX is the reporting mark of Eastern Railway Services (ERS), a subsidiary of the Quebec Railway Corporation and the maintainer of locomotives and rolling stock for the New Brunswick East Coast Railway (NBEC) as well as the Chemin de fer de Matapedia et Golf (CFMG) and the Chemin de fer de Baie de Chaleur (CBC). SFEX 4203 used to be CP 1103 (a C-424 control cab), and is now a fully operational C-424, delivered by January 1. SFEX 4204 used to be OCR (Ottawa Central Railway) 4204, a C-424, and was delivered to ERS by December 15.

The strike at the UPM-Kymmene mill in Miramichi, NB has seriously affected NBEC operations in Miramichi. The Miramichi yard is now virtually empty. The strike has caused one small benefit for NBEC. The leftover wood chips at the UPM mill are now being sent north on CN wood chip cars, not previously seen at UPM.



NBEC train 403 at Bathurst, NB 2004/10/07. Photo by Steve Boyko.

New Brunswick Southern Railway (NBSR)

Two engines, formerly leased by NB Southern, left New Brunswick on January 25. CDAC 40 and HLCX 3668, owned by Helm Leasing, were sold and went to Knoxville, Tennessee.

Windsor & Hantsport Railway

The W&H is still leasing CN 1423 (GMD1) at press time.

CN

Potash train 588 ran again this year. They first started running in September 2004 and continued about every eight days.

CN ran a test train over several subdivisions in Atlantic Canada. On November 24 it was spotted with CN 9493 (GP40-2LW) leading two blue CN test cars west on the Napadogan Subdivision.



CN 305 shunts with NBSR leased power in Saint John, NB 2005/02/26. Steve Boyko.

Industrial Railway Services (IRSI)

IRSI continues to be busy. They have worked on Ottawa Central 1828 and 1865 (both RS-18s), as well as changing OCR 4204 (C-424) into SFEX 4204. IRSI also finished converting ex-CP 1103 (a C-424 control cab) into SFEX 4203. NBEC 4219 and 4243 (both C-424s) were moved to IRSI from ERS to provide parts. NBEC 1821 and 1868 (RS-18s) both received service at IRSI.

IRSI won the contract to upgrade the heating systems on VIA Renaissance coaches, and has begun work.

VIA

VIA ran some long trains again over the holiday season:

- Dec 22: VIA 14, 2 locos, 17 cars
- Dec 24: VIA 14, 3 locos, 22 cars
- Dec 29: VIA 14, 3 locos, 21 cars
- Dec 29: VIA 15, 3 locos, 22 cars
- Jan 2: VIA 15, 2 locos, 21 cars

On January 13, CN 9449 (GP40-2LW) brought five Renaissance coaches from downtown Moncton to IRSI for upgrading.



Foreign Power Sightings

- BCR 4620 (train 738)
- CSX 7766 (Saskatchewan potash train 588)
- CSXT 8661 (Halifax)
- CSXT 8667 (Halifax)
- DWP 5905 (Halifax)
- GTW 5935 (Halifax)
- IC 1021 (Halifax)
- IC 6072 (Saskatchewan potash train 588)
- ONR 2105 (Halifax)
- ONR 2105 (Saskatchewan potash train 588)
- UP 9693 (Halifax)
- WC 6556 (Halifax)
- WC 6911 (Halifax)