

Interchange

Summer / Été 2018



Railway Association of Canada
Association des chemins de fer du Canada

CANADA'S CRITICAL RAIL INFRASTRUCTURE L'INFRASTRUCTURE FERROVIAIRE ESSENTIELLE DU CANADA

CAPITAL IMPROVEMENTS AT CP

AMÉLIORATION DES IMMOBILISATIONS AU CP

SHORTLINE INFRASTRUCTURE FUNDING

FINANCEMENT DE L'INFRASTRUCTURE DES CHEMINS DE FER LOCAUX
ET RÉGIONAUX

VIA RAIL TURNS 40

VIA RAIL A 40 ANS

RAIL-GOVERNMENT INTERFACE 2018

ÉCHANGES RAIL-GOUVERNEMENT 2018

More...

Et plus...



The best just got better

After years of practical experience, the Plasser DYNACAT all-in-one high speed switch production tamper and dynamic track stabilizer has proven that it can handle multiple tasks quickly with an optimum Return On Investment. High productivity, reduction of slow orders and high work quality are the key factors for the continuing success of the Plasser 09 DYNACAT'S. Plasser, the worldwide leader in track maintenance technology, understands the business of Asset Management.



Question the ordinary *Imagine the extraordinary* Create the enduring

We must all hold ourselves accountable for tomorrow.
For us, that means creating innovative solutions to
the challenges the future will bring. Can we design
a place where our communities can thrive?

What if we can?

wsp.com



On Track Across Canada

An Edmonton company experienced the A&B Rail Advantage. Our team managed the new construction for its rail terminal expansion in Strathcona County, Alberta. This high-traffic terminal connects the Canadian National and Canadian Pacific mainlines, and plays a critical role in transporting crude oil to North American refineries and markets.



The A&B Rail Difference

- Rigorous project management
- Unparalleled local inventory
- Over 100, well-maintained pieces of specialty railway equipment
- Strict and effective safety
- Completed on time and budget!

Doing It Right

A&B Rail provides fully integrated, turnkey railway services and solutions. With more than 900 skilled railway professionals across Canada, we're the right choice for projects of all sizes.

For 50 years, we've invested in customer service. Today, we're known for Doing It Right. It's our commitment to quality construction and maintenance, safe operations, and rigorous project management. It's your guarantee for efficient, quality workmanship - the first time!



**A&B RAIL
SERVICES LTD.**

Interchange



Railway Association of Canada
Association des chemins de fer du Canada

Editor/Rédacteur :

Alex Paterson

Contributors/Collaborateurs :

Yves Desjardins-Siciliano

Louis Gravel

Mallory McCredie

Published for/Publiée pour

Railway Association of Canada

99 Bank Street, Suite 901

Ottawa, ON K1P 6B9

t: 613.567.8591

f: 613.567.6726

www.railcan.ca

Interchange is published four times a year
by/Interchange est publiée quatre fois l'an par

NAYLOR
ASSOCIATION SOLUTIONS

200-1200 Portage Avenue

Winnipeg, MB R3G 0T5

800.665.2456

www.naylor.com

Group Publisher/Éditeur de groupe :

Bryan Metcalfe

Sales Manager/Directrice des ventes :

Sara Catherine Goodwin

Editor/Rédactrice :

Andrea Németh

Contributors/Collaborateurs :

Lisa Gordon, Sarah B. Hood

Marketing/Marketing :

Larissa Flores

Publication Director/Directrice de l'édition :

Candace Bremner

Advertising Sales/Ventes de publicité :

Kristine Dudar, Tracy Goltsman,

Ralph Herzberg, Trevor Perrault,

Megan Stanley, Lana Taylor,

Norma Walchuk

Layout & Design/Mise en page :

Barry Senyk

COVER PHOTO: ©ISTOCK.COM/DOGGERPOND

©2018 Naylor (Canada) Inc. All rights reserved.

The contents of this magazine

may not be reproduced by any means,

in whole or in part, without the prior

written consent of the publisher.

©2018 Naylor (Canada) Inc. Tous droits

réservés. Le contenu de cette revue ne doit être

reproduit d'aucune façon, ni en tout, ni en partie,

sans le consentement écrit de l'éditeur.

Return undeliverable Canadian addresses to:

Renvoyez les exemplaires non livrables à :

Naylor (Canada) Inc., Distribution Dept.

200-1200 Portage Avenue

Winnipeg, MB R3G 0T5

Canadian Publication Agreement

#40064978

PUBLISHED JUNE 2018/RAC-Q0318/9708

contents

7 PRESIDENT'S MESSAGE

Not all rail infrastructure is created equal.

LE MESSAGE DU PRÉSIDENT

Les infrastructures ferroviaires ne naissent pas égales.

FEATURES

12 CAPITAL IMPROVEMENTS

How CP is strengthening its western network by investing in its critical rail infrastructure.

AMÉLIORATION DES IMMOBILISATIONS

Comment le CP renforce son réseau de l'Ouest canadien en investissant dans les infrastructures ferroviaires essentielles.

22 SUSTAINABLE INVESTING

How investments in shortline rail infrastructure can help Canada achieve its climate change reduction goals.

DES INVESTISSEMENTS DURABLES

Comment l'investissement dans les chemins de fer d'intérêt local pourrait aider le Canada à atteindre ses objectifs en matière de changements climatiques.

32 THE SMART CHOICE

At 40, VIA Rail is transforming to lead Canadians towards a more sustainable future.

UN CHOIX SENSÉ

À 40 ans, VIA Rail se transforme pour guider les Canadiens vers un avenir plus durable.

40 RAIL RELOCATION 101

On the surface, rail relocation may seem like an easy solution to railway-community proximity issues. But this process is both extremely complex and costly.

L'ABC DU DÉPLACEMENT

Au premier coup d'œil, le déplacement des voies ferrées peut sembler une solution facile. Cependant, ce processus est à la fois extrêmement complexe et coûteux.

46 RAIL-GOVERNMENT INTERFACE 2018

Experts discuss trade, infrastructure and more at RAC's Rail-Government Interface event in Ottawa.

ÉCHANGES RAIL-GOUVERNEMENT 2018

Des experts discutent de commerce, d'infrastructure et d'autres sujets lors de l'événement Échanges Rail-Gouvernement 2018 de l'ACFC à Ottawa.

55 Index to Advertisers / Index des annonceurs

EMISSION POSSIBLE.



NRE works in partnership with Canadian customers as new initiatives regulating air pollutant emissions for Locomotives are launched through the Railway Safety Act. This is in conjunction with NRE continuing to set the Global standard by achieving the impossible and moving the industry forward. CARB Certified Power Systems that exceed 0+, 1, 2, 3 and Tier 4 emission standards. The best in Canada; the best in the World.



WWW.NRE.COM



By/Par Gérard Gauthier,
Acting President /
Président par intérim

NOT ALL RAIL INFRASTRUCTURE IS CREATED EQUAL

LES INFRASTRUCTURES FERROVIAIRES NE NAISSENT PAS ÉGALES

Rail is one of Canada's most capital-intensive industries. Each year, RAC members invest an average of 20 per cent of their own revenues into building, maintaining and upgrading their networks. From modernizing signal control systems to replacing aging railcars and bridges, Canada's railways pay for these improvements with little public funding.

RAC's Class 1 freight members are the industry's investment leaders. In 2018 alone, Canada's two Class 1 railways expect to spend more than \$4.5 billion on capital expenditures in North America to ensure operations remain safe and efficient.

Le transport ferroviaire est l'une des industries les plus exigeantes en investissements. Chaque année, les membres de l'ACFC investissent en moyenne 20 % de leurs propres revenus dans la construction, l'entretien et la mise à niveau de leurs réseaux. Qu'il s'agisse de moderniser les systèmes de contrôle des signaux ou de remplacer les wagons et les ponts vieillissants, les chemins de fer du Canada paient pour ces améliorations avec peu de fonds publics.

Les membres de catégorie 1 de l'ACFC sont les chefs de file de l'industrie en matière d'investissement. En 2018 seulement, les deux chemins de fer de catégorie 1



PHOTO: ONTARIO NORTHLAND

By fostering rail transportation and identifying opportunities to invest in railway infrastructure, governments can play a role in ensuring Canada is taking full advantage of our world-class rail network.

While shortline freight carriers and passenger railways aren't as big as their Class 1 freight peers, their infrastructure is critical, especially when it comes to supporting our country's sustainable growth now and in the future.

Shortlines are an integral part of Canada's railway network, providing vital services to regional and remote communities. They operate on low-density rail lines, feeding traffic to Class 1 railways and providing shippers with a link to the marketplace. Shortline railways are roughly four times more fuel-efficient than their main competitor, trucks. Shifting more freight traffic from truck to rail has the potential to reduce transportation-related greenhouse gas emissions in Canada. However, Canada's shortline railways face challenges competing with the trucking sector, which operates on publicly funded infrastructure: roads and highways. As Genesee & Wyoming Canada president Louis Gravel writes on page 22, public investments in shortline rail infrastructure would level the playing field, encourage a more environmentally friendly mode of transportation and, as a result, help Canada achieve its climate change reduction goals.

Passenger railways also play an important role in helping Canada reach these objectives. Each day, passenger trains in Canada take hundreds of cars off the road, relieving congestion and reducing emissions. More and more, we're seeing RAC members work collaboratively to ensure that existing and future passenger rail services encourage responsible transportation. On page 32, VIA Rail president Yves



Desjardins-Siciliano describes how recent investments in the intercity passenger railway's operations will foster sustainable mobility and enhance the attractiveness of rail transportation for Canadians.

This issue of *Interchange* covers these topics and others related to Canada's critical rail infrastructure. On page 40, we explain the realities of moving train tracks – preview: the process is extremely complex and costly – to new locations. In addition, we recap the infrastructure-themed panel discussion that took place at our annual Rail-Government Interface event in Ottawa in May, which drew more than 80 railroaders, key decision-makers and stakeholders.

Canada has the safest and most cost-effective rail system in the world. And thanks to continued private investment by Canada's railways in

their trade-enabling infrastructure, safety and service are improving.

By fostering rail transportation and identifying opportunities to invest in railway infrastructure, governments can play a role in ensuring Canada is taking full advantage of our world-class rail network. This would benefit railways, their customers and the economy they serve. ■

prévoient dépenser plus de 4,5 milliards en immobilisations.

Bien que les chemins de fer d'intérêt local et de voyageurs ne soient pas aussi importants que leurs homologues de catégorie 1, leur infrastructure est essentielle.

Les chemins de fer d'intérêt local fournissent des services essentiels aux collectivités locales et régionales. Ils exploitent des



PHOTO: CHEMIN DE FER ROBERVAL SAGUENAY

lignes ferroviaires à faible densité, alimentent le trafic des chemins de fer de catégorie 1 et relient les expéditeurs avec le marché. Les chemins de fer d'intérêt local sont environ quatre fois plus économes en carburant que leurs principaux concurrents, les camions. Le passage d'un plus grand nombre de camions à des trains pourrait réduire les émissions de gaz à effet de serre. Toutefois, les chemins de fer d'intérêt local font face à des défis qui les mettent en concurrence avec le secteur du camionnage, exploitant des infrastructures financées par l'État. Comme l'écrit le président de Genesee & Wyoming Canada, Louis Gravel, à la page 23, les investissements publics dans l'infrastructure des chemins de fer d'intérêt local uniformiseraient les

Les gouvernements peuvent jouer un rôle pour veiller à ce que le Canada tire pleinement parti de son réseau ferroviaire de classe mondiale.

règles du jeu et favoriseraient un mode de transport plus écologique.

Les chemins de fer voyageurs jouent un rôle important pour aider le Canada à atteindre ces objectifs. Chaque jour, les trains de voyageurs au Canada retirent des centaines de voitures de la route. De plus en plus, les membres de l'ACFC collaborent pour faire en sorte que les services ferroviaires voyageurs actuels et futurs favorisent le transport responsable. À la page 33, le président de VIA Rail, Yves Desjardins-Siciliano, décrit comment les investissements récents dans les chemins de fer voyageurs favoriseront la mobilité durable.

Ce numéro d'*Interchange* couvre ces sujets et d'autres liés

à l'infrastructure ferroviaire essentielle du Canada. À la page 41, nous expliquons les réalités du déplacement des voies ferrées, un processus extrêmement complexe et coûteux. De plus, nous récapitulons la discussion sur l'infrastructure qui a eu lieu lors de notre rencontre annuelle Échanges Rail-Gouvernement à Ottawa en mai, laquelle a attiré plus de 80 employés de chemins de fer, décideurs clés et intervenants.

Le Canada possède le réseau ferroviaire le plus sûr et le plus rentable au monde. Et grâce à l'investissement privé continu des chemins de fer du Canada dans leur infrastructure, la sécurité et le service s'améliorent.

Les gouvernements peuvent jouer un rôle pour veiller à ce que le Canada tire pleinement parti de son réseau ferroviaire de classe mondiale. Cela profiterait aux chemins de fer, à leurs clients et à l'économie. ■




Now offering 12/24VDC Magnet Systems!

Need a magnet system for your material handler?

Make sure it's a SIEB magnet system!

- Magnets - 12/24/230VDC
- GenSets
- Diesel, Gas, Hydraulic
- Self-contained Systems
- Generators - 5kW to 40kW
- Controllers
- Mechanical or Electronic
- Magnet/System Rentals

Superior customer service is an integral part of who we are.

We offer unmatched technical support and service whether it's our system or someone else's.

Call us at 877-924-7548 (toll free)

Visit us on the web at www.siebsales.com

Custom Rigging Equipment Resale Material Separation Repairs Parts

THE GREENBRIER COMPANIES

MANUFACTURING | LEASING | MANAGEMENT SERVICES | WHEELS, PARTS, REPAIR

NORTH AMERICA'S #1 GRAIN RAILCAR SOLUTIONS PROVIDER



COMPLETELY INTEGRATED RAILCAR SERVICE COVERAGE

The Greenbrier Companies is the leading global integrated supplier of railroad equipment and services in North America. **Our newest 56' 5,446cf covered hopper** has been built to maximize load for the shipper and optimize unit trains for railroads. Empty space inside the car is greatly reduced thanks to our roof angle matching the angle of repose of loaded product. Additionally, our sturdy design minimizes vibrations in transit which extends the useful life of the car.

If your fleet is in need of supporting services, contact our team of experts to learn how our integrated team can help you get the most out of your fleet.



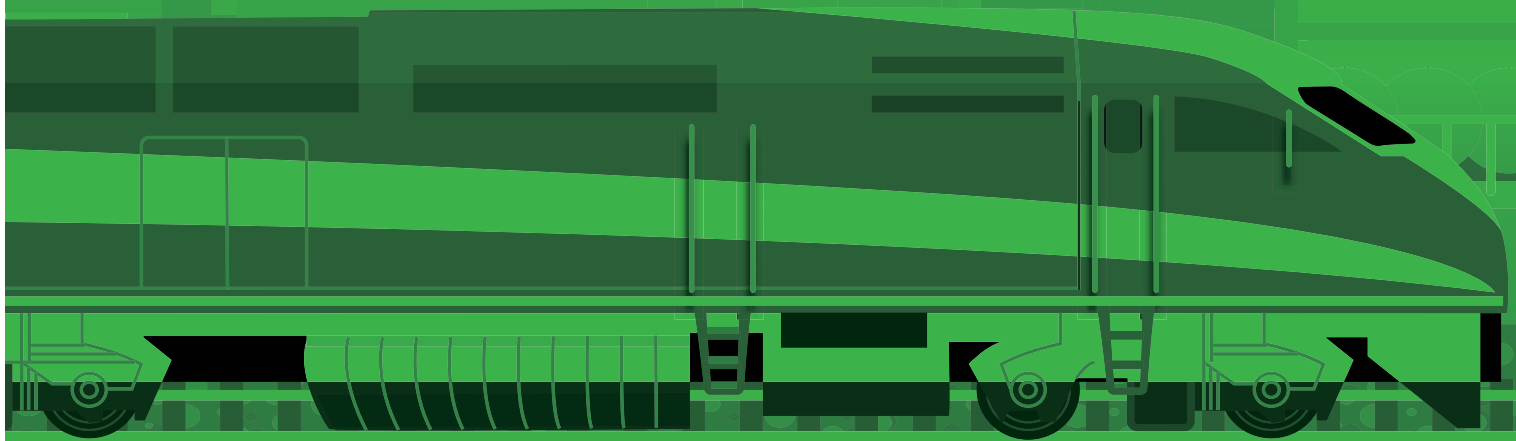
***THE
GREENBRIER
COMPANIES***

www.gbrx.com
marketing.info@gbrx.com



MORE RAIL: PART OF THE CLIMATE CHANGE SOLUTION

Each day, passenger trains in Canada take hundreds of cars off the road, relieving congestion and reducing emissions. Governments can do more to fight climate change by fostering rail transportation and identifying opportunities to invest in railway infrastructure.



CANADA'S RAILWAYS
PULLING FOR CANADA

RAILCAN.CA



Railway Association
of Canada



CAPITAL IMPROVEMENTS

How CP is strengthening its western network by investing in its critical rail infrastructure.

By Mallory McCredie, CP

Over the past five years, CP has undergone a significant transformation with remarkable results. With an industry-leading operating model deeply rooted in the foundations of precision scheduled railroading, CP is faster, more agile and creating more service offerings in a competitive environment. The railway has created a foundation to drive sustainable, profitable growth and is now leveraging that foundation and finding new ways to reach further than ever before.

In 2018, CP is strengthening its western network by adding and extending sidings to improve train throughput and productivity. The rationale for these infrastructure improvements is driven by service, growth and productivity.

From 2013 to 2017, CP extended 40 sidings, built nine new ones and

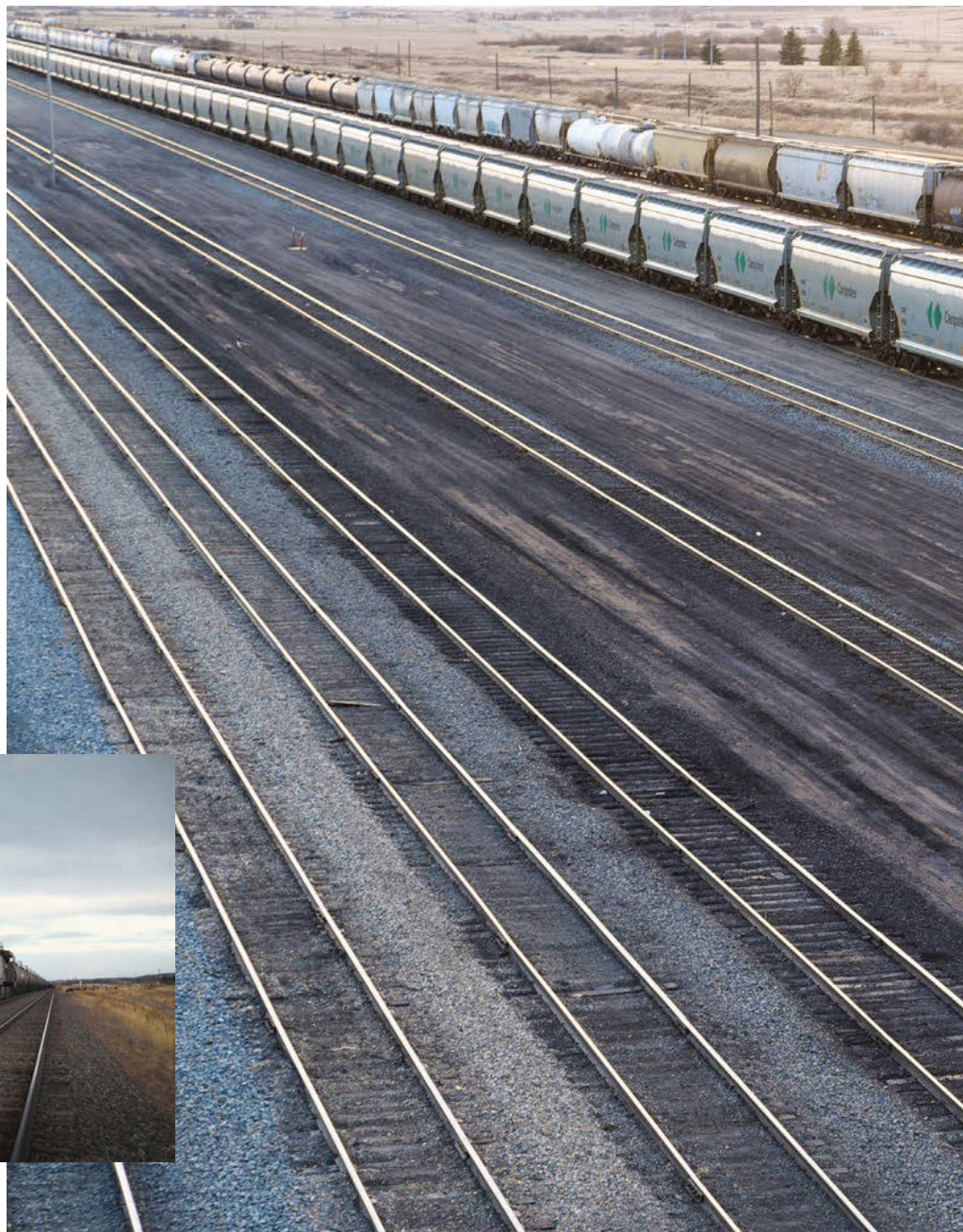


PHOTO: CP

Rail yard in Moose Jaw, Saskatchewan

AMÉLIORATION DES IMMOBILISATIONS

Comment le CP renforce son réseau de l'Ouest canadien en investissant dans les infrastructures ferroviaires essentielles.

Par Mallory McCredie, CP



Au cours des cinq dernières années,

le CP a subi une transformation importante avec des résultats remarquables. Avec un modèle d'exploitation à la pointe de l'industrie, profondément ancré dans les fondements de l'exploitation ferroviaire de précision, le CP est plus rapide, plus agile et crée plus d'offres de services dans un environnement concurrentiel.

En 2018, le CP renforce son réseau de l'Ouest en ajoutant et en prolongeant des voies d'évitement afin d'améliorer le débit et la productivité des trains. Ces améliorations de l'infrastructure sont motivées par le service, la croissance et la productivité.

De 2013 à 2017, le CP a prolongé 40 voies d'évitement, en a construit 9 nouvelles et a enlevé 24 voies d'évitement courtes. Dans les principaux terminaux, on a réaligné les voies de triage, prolongé les voies d'arrivée et de départ et fermé les opérations de triage à butte inefficaces. En 2018, le CP prolongera 11 voies d'évitement, en construira une nouvelle et prolongera ou construira de nouvelles voies dans deux terminaux.

La nouvelle voie d'évitement sera construite dans le sud de la Saskatchewan, entre Moose Jaw et North Portal, où l'augmentation du volume des trains a nécessité une capacité supplémentaire, éliminant ainsi un goulot d'étranglement à

PHOTO: LOST MOUNTAIN STUDIO/SHUTTERSTOCK.COM

removed 24 short sidings. In major terminals, CP made key efficiency improvements by realigning yard tracks and leads, extending arrival and departure tracks, and closing inefficient hump operations. In 2018, CP will extend 11 sidings, construct one new one, and extend or build new tracks in two terminals.

The new siding will be constructed in southern Saskatchewan between Moose Jaw and North Portal, where rising train volumes have necessitated additional capacity, eliminating a bottleneck on the north end of this corridor. CP will extend sidings on the main line between Moose Jaw and Calgary, where many of the existing sidings are unable to handle current train sizes. These projects will improve train movement efficiency and support increased business.

Beyond creating more capacity to move products with additional sidings and siding extensions, CP continues to upgrade its train control network



continued on page 18

CP Train in Kamloops, British Columbia.

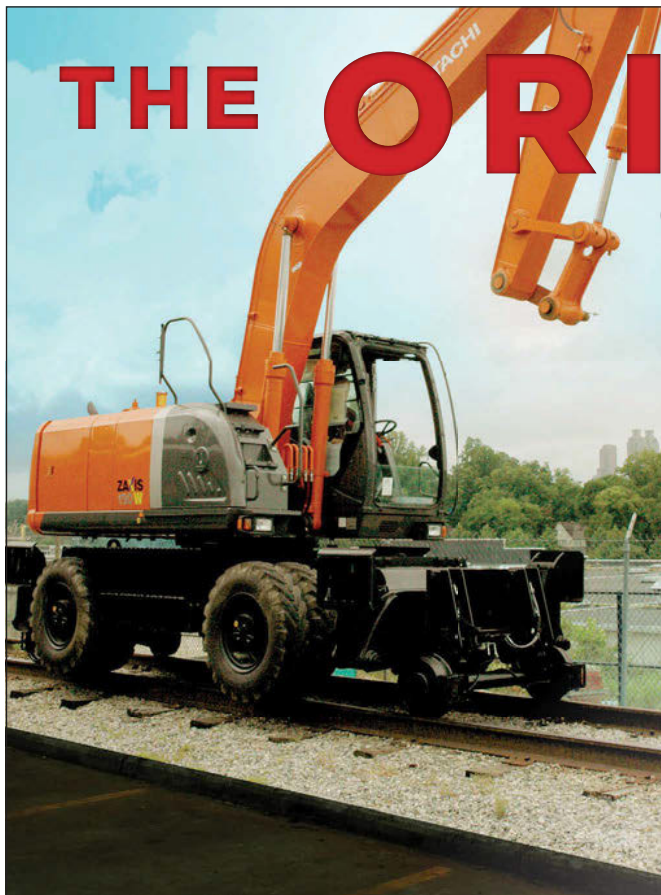
THE ORIGINAL

Over **35 Years** of Innovation & Proven Performance

Visit our Website at
www.DMFAtlanta.com
for detailed specs
and photos of the entire
DMF Product Line



404.875.1512
sales@DMFatlanta.com
dmfatlanta.com





© ISTOCK.COM/KATHRYN HATASHITA LEE

l'extrémité nord de ce corridor. Le CP prolongera les voies d'évitement sur la ligne principale entre Moose Jaw et Calgary, où bon nombre des voies d'évitement existantes ne sont pas en mesure de faire face à la taille actuelle des trains. Ces projets amélioreront l'efficacité du mouvement des trains et soutiendront l'augmentation des activités commerciales.

Le CP continue d'améliorer son réseau de contrôle des trains pour en faire un système de contrôle centralisé de la circulation (CCC). Le CCC améliore l'efficacité de la répartition des trains et permet au fret de se déplacer plus rapidement.

La mise à niveau au CTC contribuera à la réputation exceptionnelle du CP en matière de sécurité des opérations. La modernisation des gares de triage est une priorité pour le CP, en prolongeant les voies, en créant et en modifiant les voies de triage et en réalignant les voies afin d'améliorer



Railquip, inc.
TRANSPORTATION MACHINERY & EQUIPMENT SPECIALISTS

Phone: (770) 458-4157
Fax: (770) 458-5365
Email: sales@railquip.com

Visit our full catalog at:
www.railquip.com



Battery Powered Railcar Movers

QUALITY ENGINEERED, STATE OF THE ART EQUIPMENT:

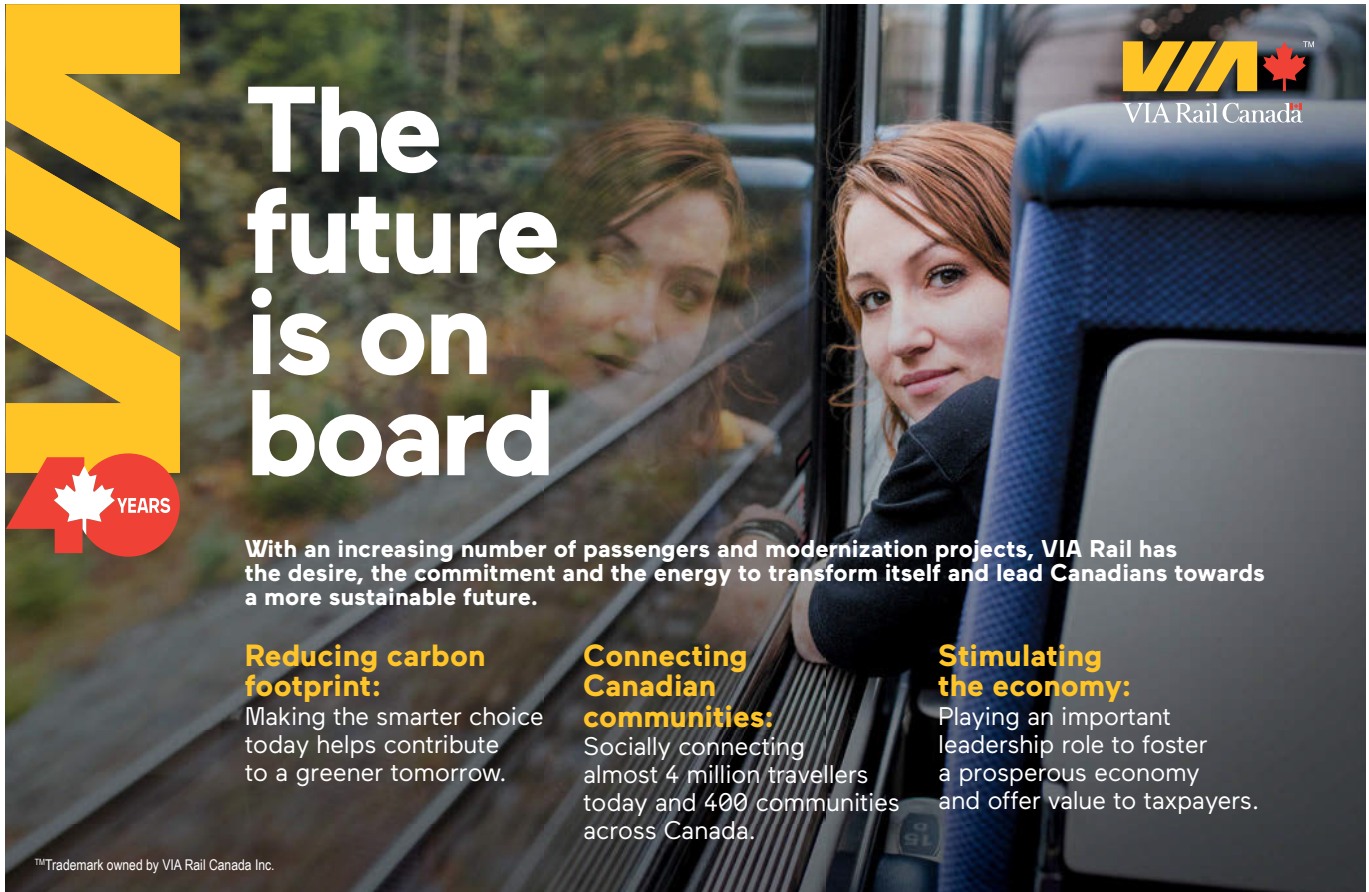
Mobile & stationary car hoist system	Transfer tables
Body hoists & stands	Truck assembly & test stands
Spinning posts	Mobile / stationary waste removal systems
Truck hoists	Portable hydraulic rerailling equipment
Turntables	Plastic cable channels
Drop tables	Portable car movers



Car Hoists & Body Stands



Portable Hydraulic Rerailling Equipment



VIA Rail Canada

The future is on board

40 YEARS

With an increasing number of passengers and modernization projects, VIA Rail has the desire, the commitment and the energy to transform itself and lead Canadians towards a more sustainable future.

Reducing carbon footprint:
Making the smarter choice today helps contribute to a greener tomorrow.

Connecting Canadian communities:
Socially connecting almost 4 million travellers today and 400 communities across Canada.

Stimulating the economy:
Playing an important leadership role to foster a prosperous economy and offer value to taxpayers.

™Trademark owned by VIA Rail Canada Inc.



CANDO
RAIL SERVICES

- Industrial Switching
- Terminal & Transload Services
- Logistics
- Material Handling
- Railcar Repair
- Railcar Storage
- Shortline Operations
- Engineering and Track Services

COMPLETE RAIL SOLUTIONS

- OPTIMIZE THE BULK MATERIAL SUPPLY CHAIN AT MORE THAN 25 LOCATIONS ACROSS NORTH AMERICA
- CONNECT CLASS 1 RAILWAYS AND INDUSTRY
- OUR CUSTOMERS TRUST US WITH MORE THAN \$22 BILLION OF PRODUCT IN MORE THAN 450,000 RAILCARS ANNUALLY

info@candorail.com Toll-Free 1.866.989.5310

candorail.com



RCR
RAILROAD COMPONENT
REBUILDS, INC.

ERIC HEADRICK *President*

205 N. Chestnut / P.O. Box 404 / Arcola, IL 61910
ph 217-268-5110 cell 217-259-4823
fax 217-268-3059 email eric@rrcri.com

**Exchange Units / Related
Tamper Parts and Assemblies**

To purchase parts, contact:
sales@rrcri.com
Units available for same day shipping



POWER SUPPLIES

Railway Quality

Rugged, reliable, power conversion solutions.
Custom. Standard.

ABSOPULSE
ELECTRONICS LTD.

www.absopulse.com

l'entretien et les exigences en matière de service.

Non seulement le CP investit dans de nouveaux projets en 2018, mais il se concentre sur l'enlèvement de l'infrastructure qui n'est plus nécessaire. La suppression de l'infrastructure redondante ou existante améliore la sécurité en réduisant le nombre de composants nécessitant une maintenance. Le CP continue de prendre des décisions stratégiques et responsables pour accroître son chiffre d'affaires et trouver de nouvelles façons novatrices d'améliorer le service de la façon la plus sécuritaire possible. ■

Mallory McCredie fait partie de l'équipe de relations publiques et de communications du CP.



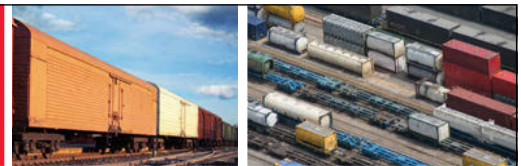
**YOUR
SUCCESS
IS OUR
BUSINESS**

INNOVATIVE STRUCTURAL COMPONENTS

Samuel Roll Form Group has been serving the railcar and rail transportation industry as an innovative supplier of custom made steel formed products for over 35 years. We specialize in supplying one-piece structural railcar components that serve as the "backbone" of a railcar and have demanding requirements. That's not all, we are a full parts and components supplier for all railcar types, including passenger car, auto carriers, open top and covered hoppers, well cars, etc.

Custom Manufactured Resource for:

Boxcar Doors and Replacement Parts, Service Parts for all types of Freight Cars, Boxcar Roofs and Floors, and Uncoupling Levers.



rollformgroup@samuel.com
rollformgroup.com

SAMUEL
ROLL FORM GROUP

continued from page 14

to CTC (Centralized Traffic Control). CTC improves the efficiency of dispatching trains and allows freight to move faster.

Upgrading to CTC will contribute to CP's outstanding reputation for safe operations. CP has long been an industry leader in rail safety and is committed to protecting employees,

communities, the environment and customers' goods.

Modernizing rail yards is a priority for CP, and it intends to further progress rail yard efficiency by extending tracks, creating and modifying switching leads, and realigning tracks to improve maintenance and service requirements.

Not only is CP investing in new and extended siding projects in 2018, it is focused on removing infrastructure that is no longer required. Removing redundant or legacy infrastructure enhances safety by reducing components that require maintenance. CP is constantly auditing its network in search of opportunities to enhance or remove track in a way that best supports the operation.

CP continues to make strategic, responsible decisions to grow its business, and find new and innovative ways to enhance service in the safest way possible. ■

Mallory McCredie is part of CP's public affairs and communications team.

LORAM

3900 Arrowhead Drive
Hamel, Minnesota 55340
(763) 478-6014 * www.loram.com

**Self-propelled rail grinders, ditch cleaners,
shoulder ballast cleaners, undercutters,
track lifting, rail-mounted excavator/vacuum,
friction management, data services
and rail handling equipment**

SPECTRUM

Reliable Heating Solutions Since 1965

800-605-9818



Rail Heaters



Control Cabinets



Hot Air Blowers

We offer a complete track switch heating solution.



www.spectruminfrared.com
sales@spectruminfrared.com

RAIL SAFETY: ALL ABOARD

Safety is a top priority for Canada's railways. Before marijuana becomes legal, governments should be on board with policies to ensure workplaces remain safe.


CANADA'S RAILWAYS
PULLING FOR CANADA

RAILCAN.CA

 Railway Association
of Canada



FORMCRETE
FIBERGLASS PRODUCTS

EMPLOYEE SAFE, LIGHTWEIGHT LOCOMOTIVE COMPARTMENT DOORS



**60% LIGHTER
THAN
OEM STEEL**

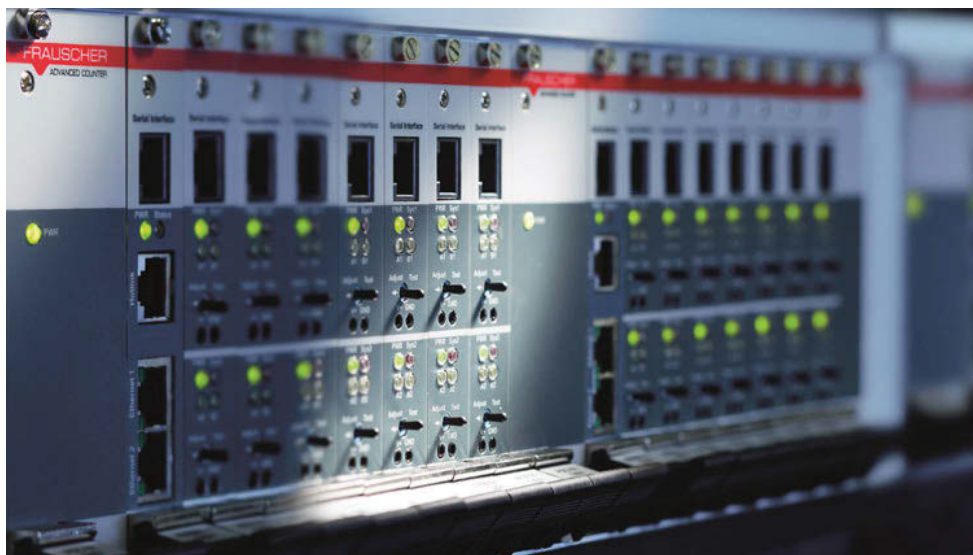
FORMCRETE FIBERGLASS PRODUCTS

1900 Ray Davis Blvd. • Seminole, OK 74868
U.S & Canada 800-876-2474 • International: 405-382-7700
Fax: 405-382-7770 • E-mail: sales@formcrete.com • www.formcrete.com



YARDS:

Switch Point Protection & Yard Automation A Solution for MTA Maryland



The North Avenue Yard in Baltimore, Maryland is a staging yard where trains are parked and maintained. The yard utilized a manual system for train routing. Train drivers were required to stop at a yard entrance, receive information regarding their destination, then manually switch tracks to allow travel along their assigned route within the yard. This process was tedious, time-consuming and potentially dangerous, due to placing drivers on track in a dangerous area. A system was needed to automate and modernize the yard and provide switch point protection, while meeting the requirement of providing reliable and precise train detection. The desired system would also

aid in inventory management, keeping track of the number of axles within the yard for optimal facility utilization.

Applied Solution

MTA Maryland's need for yard modernization was answered by installing proven signaling technology, the Frauscher Advanced Counter FAdCi. The FAdCi is a vital SIL 3 axle counter specifically designed for applications in yards and on industrial lines. It enables train detection up to speeds of 50 mph, without the maintenance requirements, downtime and amount of installed space required with other methodologies such as track circuits. The system can account for wheel rock, with true zero speed ability.

For vital applications, Frauscher also offers the FAdC axle counter, which offers SIL 4 reliability at speeds up to 280 mph.

In the Baltimore North Avenue Yard, 31 Frauscher RSR180 Wheel Sensors were utilized. They were installed using Frauscher's flexible rail claws, that do not require drilling of the rail. A decentralized system architecture efficiently gathers information from

each wheel sensor, reducing cabling costs. The wheel sensor information is processed in two trackside bungalows that house the indoor axle counting equipment, connected via Ethernet, allowing consolidation of the sensors' evaluation board data. Connection to the interlocking is via the Frauscher Safe Ethernet FSE open software protocol. The software-based Ethernet protocol requires no relays, less installation space, less maintenance, lower costs and less down time. The FAdCi axle counting system provides reliable train detection, as well as switch point protection by preventing switching actions during traversing. It allows for new routes by releasing the switch after traversing, and also adds flank protection.

Benefits

Axle counters provide reliable detection of the direction and quantity of train movements through complex yard environments. This ensures that both vehicles and yard assets, such as switches, are protected. It also allows train movements to be tracked with greater precision. Frauscher axle counters provide the option of utilizing either a hardware (relay) interface, software-based (Ethernet) interface, or both. The FAdCi allows flexible implementation and integration with existing infrastructure, requires little maintenance, and has minimal life cycle costs.

The open Frauscher Safe Ethernet FSE protocol allows an operator to independently incorporate the axle counter information into their existing systems. The protocol is straightforward and eliminates proprietary software that complicates implementation and increases costs. Frauscher provides onsite assistance, training and support to operators.

Contact Frauscher today to discuss your needs and our solutions for modernizing yards, or other situations that would benefit from state of the art wheel detection systems and axle counting systems.



FRAUSCHER
SENSOR TECHNOLOGY

(609) 285-5492 | www.frauscher.us

Williams-Hayward Protective Coatings, Inc.



Wayne E. Kurcz
CEO/President WHPC International Coatings
whpcwek@whpc.net

Edward J. Kurcz
CFO/Director of Powder Coatings
eddiekurcz@whpc.net

7425 West 59th Street • Summit, IL 60501
(708) 458-0015
www.williams-hayward.com

P.H.U. "STEP"
Fabryczna 4; 58-100 Swid.
0048 857 04 66

SUSTAINABLE INVESTING

How investments in shortline rail infrastructure can help Canada achieve its climate change reduction goals.

By Louis Gravel, President, Genessee & Wyoming Canada

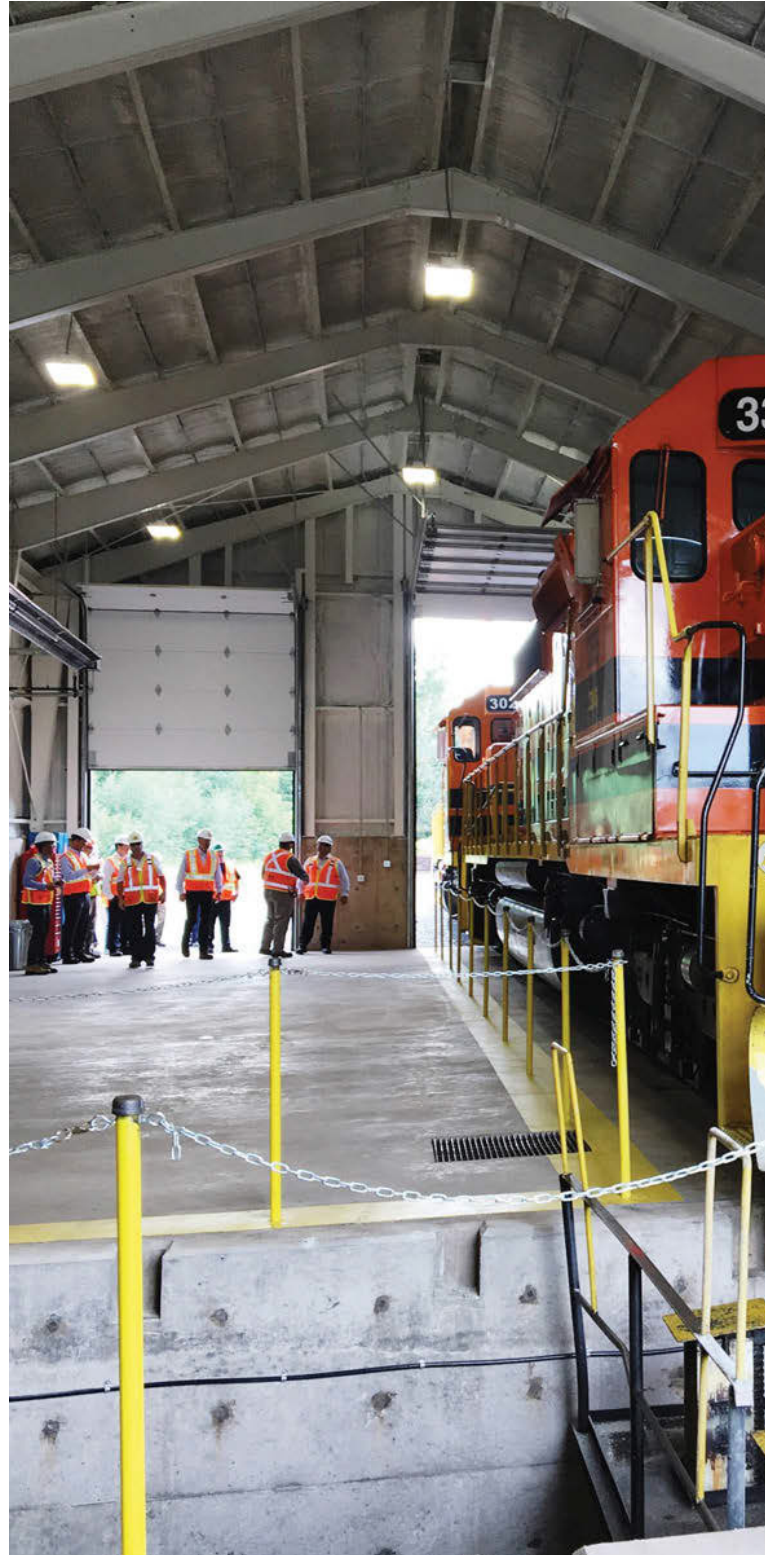


Louis Gravel

By signing the Paris Agreement, Canada has committed to reducing its greenhouse gas (GHG) emissions by 30 per cent below 2005 levels by 2030. Canada's effort is part of a global endeavour. The 196 signatories of the Agreement have set goals to limit global warming to "well below" 2 degrees Celsius, and to eliminate carbon completely by 2100.

Canada's transportation system accounts for nearly one quarter of Canada's greenhouse gas emissions. At the top of the list of largest emitters are motor vehicles, followed by diesel and gasoline trucks, while the rail industry is at the bottom. For example, in 2014, the rail industry emitted 7.6 megatonnes of

PHOTOS: GENESSEE & WYOMING CANADA INC.



DES INVESTISSEMENTS DURABLES

Comment l'investissement dans les chemins de fer d'intérêt local pourrait aider le Canada à atteindre ses objectifs en matière de changements climatiques.

Par Louis Gravel, Président, Genesse & Wyoming Canada



En signant l'Accord de Paris sur le climat, le Canada s'est engagé, notamment, à réduire ses émissions de gaz à effet de serre (GES) de 30 pour cent par rapport au niveau de 2005 d'ici 2030. L'effort canadien s'inscrit dans un effort mondial, alors que les 196 pays signataires de l'Accord ont comme objectif principal de limiter le réchauffement climatique « bien en deçà » de 2 degrés Celsius, en plus d'éliminer complètement le carbone d'ici 2100.

Le réseau de transport canadien est responsable de près du quart des émissions de gaz à effet de serre au pays. Au sommet de la liste des émetteurs les plus importants se trouvent les véhicules automobiles, suivis par les camions au diesel et à essence, alors que l'industrie ferroviaire arrive au bas de la liste. À titre d'exemple, en 2014, le secteur ferroviaire a émis 7,6 mégatonnes de dioxyde de carbone¹, comparativement à 63,8 MT de CO₂ pour l'industrie du camionnage².

L'apport des chemins de fer d'intérêt local dans la lutte aux changements climatiques, bien que présent, est limité par leur capacité financière. Déjà, les chemins de fer d'intérêt local (CFIL) investissent annuellement entre 12 pour cent et 17 pour cent de leurs revenus pour le remplacement des rails et des dormants, contrairement à l'industrie du camionnage, qui utilise les infrastructures financées

carbon dioxide,¹ compared to 63.8 megatonnes for the trucking industry.²

While Canada's shortline railways help our country fight climate change by offering an environmentally friendly transportation option, their contribution is limited by their financial capacity. Already, shortlines invest between 12 and 17 per cent of their revenues annually for rail and tie replacement, unlike the trucking industry, which uses publicly funded infrastructure (roads and highways).

With dedicated government programs, shortlines could become more competitive and even more energy efficient.

Energy Efficiency

Most of the shortline locomotives are from the 1970s. Current technology allows them to be retrofitted and modified to make them much cleaner, but the amounts that need to be invested are considerable. At Genesee & Wyoming, the installation of auxiliary



BUILDING GREAT LINES FROM THE GROUND UP.™

TREATED WOOD PRODUCTS:

Superior Quality Products & Customer Service

- Cross ties
- Switch Ties
- Bridge Timbers
- Track Panels
- Crossing Panels
- End Plating



*Nine treatment facilities
including Ashcroft,
British Columbia*

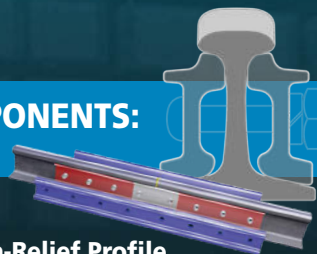
PRESSURE TREATMENT PRESERVATIVES:

- Tru-Core® dual-treated Borate and CPS
- Creosote Petroleum Solution (CPS) only

RAIL JOINTS AND TRACK COMPONENTS:

Proven Performance for Every Application

- Insulated Tie Plates, Gage Plate Insulators
- Standard Joints - Standard Profile, High-Relief Profile
- Bonded Insulated - CENTER LINER®, SAP™, and Kevlar Premium Duty, Field Kit (2-part epoxy), Thermabond™
- Bolted Insulated- ComPly™ Epoxy Fiberglass, Polyurethane Encapsulated, Half Polyurethane



Koppers facilities are ISO14001 and RC14001 certified.

1-888-567-8437
www.koppers.com

Tru-Core is manufactured under license from Kop-Coat, Inc.

KOPPERS

power units provides significant fuel economy. More than 85 per cent of its locomotive fleet are equipped with this technology.

In 2017, Canada adopted Locomotive Emissions Regulations aimed at limiting air pollutants from locomotives used by railways operating under federal jurisdiction. The law does not fully apply to shortlines because it takes into account their financial capacity relative to their Class 1 peers. However, financial assistance to comply would have allowed shortlines to have the same level of energy standards as Class 1 railways, as opposed to a simple exemption.



par l'État. Avec des programmes gouvernementaux dédiés, les CFIL pourraient devenir plus concurrentiels face à l'industrie du camionnage en plus de devenir encore plus éco énergétique.

Efficacité énergétique

La flotte de locomotives des CFIL date majoritairement des années 70. La technologie actuelle permet désormais de les réhabiliter et de les modifier pour les rendre beaucoup plus efficaces en matière d'émission de polluants, mais les montants qui doivent être investis sont considérables. Chez Genesee & Wyoming, l'installation de groupes auxiliaires de puissance permet une économie de carburant significative. Plus de 85 pour cent de sa flotte de locomotives en est équipée.

En 2017, le Règlement sur les émissions des locomotives a été adopté. L'objectif : limiter les polluants atmosphériques émis par les locomotives des compagnies de chemins de fer sous juridiction fédérale. La loi ne s'applique pas entièrement aux CFIL car elle prend en considération leur capacité financière par rapport aux chemins de fer de classe 1. Par contre, une aide financière pour s'y conformer aurait permis aux CFIL d'avoir le même niveau de standard énergétique que

FLEXOVIT®

Abrasive Products for
the Professional

Rail Track Maintenance & Repair Cutoff & Grinding



FLEXON®

SPECIALIST

flexovitabrasives.com

Track condition also affects railways' energy efficiency. Current regulations require railways to adhere to strict conditions to operate on the tracks, and investment by shortlines is meant to fulfill that objective. With additional funds available, maintenance could go beyond what is required by law, and allow shortlines to become more efficient. Wheel friction can be reduced by reinforcing, grinding and changing rails; replacing rail ties; and applying lubricant to the track. This additional work would minimize idling, increase train speed, and thereby reduce fuel consumption. Fuel is responsible for greenhouse gas emissions, and is one of the most important expenses incurred by railway companies. Finding innovations to reduce consumption as much as possible would benefit all parties.

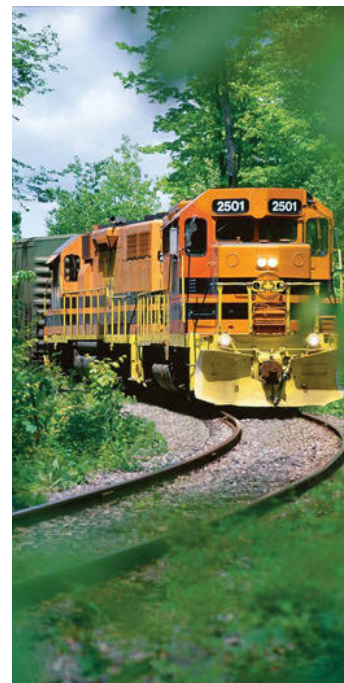
Promoting Rail Transportation

The purpose of shortlines is to serve local and regional businesses by connecting them to Class 1



railways, as well as national and international markets. The low cost of transportation offered by shortlines allows these businesses to remain competitive and participate in the economic development of their region. Without their presence, businesses would have no choice but to turn to the trucking industry.

While trucking is faster and more flexible, it is also subject to traffic, road conditions and weather. Compared to rail, it is also less environmentally friendly. In terms of fuel consumption,



freight transportation by rail is about four times more efficient than trucking. In addition, a single train car can replace up to three heavy trucks on the road. An investment in shortlines

R.E.L.A.M., INC.

Keeping Your Crew On Track



Railway Equipment Leasing and Maintenance, Inc.

HARSCO TS-30HD STABILIZERS & TAMPERS • KNOX KERSHAW REGULATORS, SNOW FIGHTERS & TIE EQUIPMENT • PETTIBONE SPEEDSWINGS & CRANES • RACINE RAILROAD PRODUCTS • NORDCO ANCHOR APPLICATORS, SPIKERS, GRABBERS, HSTX TAMPERS & TIE INSERTERS • OTM & TIE CARTS • HUDSON BALLAST CARS • RAIL HEATERS

CONTACT US TODAY TO SEE WHAT **RELAM** CAN DO FOR YOU AND YOUR BUSINESS.

7695 Bond Street, Glenwillow, OH 44139 • 440-439-7088 • info@relaminc.com • www.relaminc.com/equipment-inventory/

Au niveau de la consommation de carburant, le rendement du transport de marchandises par train est environ quatre fois supérieur à celui du transport par camion. De plus, un seul wagon de train permet de remplacer jusqu'à trois poids lourds sur les routes.

les Classes 1 contrairement à une simple exemption.

La condition de la voie a également une incidence sur l'efficacité énergétique du chemin de fer. La réglementation actuelle oblige les chemins de fer à respecter des conditions strictes pour circuler sur les rails, et l'investissement des CFIL va en ce sens. Avec des sommes supplémentaires disponibles, l'entretien pourrait aller au-delà de ce qui est requis par la loi, et permettre aux CFIL de devenir plus performants. Des travaux de surfacage, de meulage et de changement des rails, le remplacement de traverses et l'utilisation de lubrifiant ne sont que quelques exemples permettant la réduction de la friction des roues. Ces travaux additionnels permettraient de minimiser la marche au ralentie, d'augmenter la vitesse des trains, et de ce fait, diminuer la consommation de carburant. Le carburant est responsable des émissions de gaz à effet de serre en plus d'être l'une des dépenses les plus importantes des compagnies de chemin de fer. En trouvant des innovations pour diminuer au maximum sa consommation, tous en sortiraient gagnants.

Encourager le transport sur rail

La raison d'être des chemins de fer d'intérêt local est de desservir les entreprises locales et régionales en les reliant aux chemins de fer de Classe 1, et ainsi qu'aux marchés nationaux et internationaux. Le faible coût du transport offert par les CFIL permet à ces entreprises de rester compétitives et de participer au

développement économique de leur région. Sans leur présence, les entreprises n'auraient d'autres choix que de se tourner vers l'industrie du camionnage.

Si le transport par camion est plus flexible et plus rapide, il est aussi soumis aux aléas du trafic, aux conditions de la route et aux intempéries, en plus d'être plus polluant. Au niveau de la consommation de carburant, le rendement du transport de

marchandises par train est environ quatre fois supérieur à celui du transport par camion. De plus, un seul wagon de train permet de remplacer jusqu'à trois poids lourds sur les routes. Un investissement dans les CFIL permettrait de rendre ces derniers plus attrayants pour les entreprises. Par exemple, l'élimination des zones à vitesses réduites par une mise à niveau des voies des CFIL permettrait un transit plus rapide et plus efficace des



Partners in Your Success

Our promise to you, our client, is to put you first and embrace your vision as our own. Our comprehensive rail and transit design and project implementation services will take into account the entire lifecycle of your business, from concept to completion.

Whether it is a new system or the expansion, extension, or upgrade of an existing system, our multidisciplinary team of professionals will ensure effective project delivery in every facet of your rail and transit engineering projects.

Together, we can build positive change. Contact us at [hatch.com](https://www.hatch.com).

HATCH

In terms of fuel consumption, freight transportation by rail is about four times more efficient than trucking. In addition, a single train car can replace up to three heavy trucks on the road.

would make them more attractive to businesses. For example, shortlines could upgrade their tracks, which

would eliminate reduced-speed zones and, as a result, allow for more efficient movement of goods.

A 2015 study of the Huron Central Railway shows that freight transportation by rail is safer, greener and more economical than truck transportation. The study shows that, between 2011 and 2015, the presence of the railway resulted in potential savings of \$48 million for the region's public authorities. Without the railway, this amount would have been invested

in additional road infrastructure maintenance (\$35 million), highway accident costs (\$11 million) and greenhouse gas emission costs (\$2 million), as a result of trucks producing three to five times more emissions than railways.³

Dedicated Aid

Special programs for shortlines are desirable for all. They would allow for easier access to funds, while ensuring the continued improvement and sustainability of Canada's shortline rail sector. In 2016, the federal government established the National Trade Corridors Fund, a merit-based program to make Canada's trade corridors more efficient and reliable. A budget of \$2 billion over 11 years will be available to all of Canada's transportation industry players whose projects will be selected. Local and regional railways are thus competing with projects of pan-Canadian scope and rarely qualify.

Currently, provincial governments, as well as the federal government, are investing heavily in rail transit solutions, whether it's the Réseau Express Métropolitain network in Montreal, Metrolinx in the Greater Toronto Area, or the streetcar project in Quebec City, to name a few. Investments in public transit must help ease congestion on roads and reduce the environmental footprint of gasoline-powered cars. By following this logic, shortlines should be the next sector to get financial support from governments, as their positive impact on the environment is concrete and integral to the solution to climate change. ■

References

1. <https://www.tc.gc.ca/eng/policy/transportscanada-2016.html#ecologiquecommerce>
2. <https://www.canada.ca/environnement-changement-climatique/services/indicateurs-environnementaux/emissions-gaz-effet-serre/secteur-economique-canadien.html>
3. Joubert, Gilles, retrospective Evaluation Huron Central Rehabilitation Project (2016) presented to Transport Canada and Ministry of Northern Ontario Development, Mines and Forestry, Rosemere.

THE BOGIE REVOLUTION IS HERE



Introducing TrakMaster™ the world's most advanced freight bogie system

Totally re-engineered top-to-bottom with the latest cutting edge technology, TrakMaster goes beyond anything before possible in a three-piece bogie.

Tailor-made for high mileage, heavy axle load railcars, TrakMaster delivers better curving performance, longer wheel life and component life, optimized dual-rate suspension, totally redesigned braking and steering, lower maintenance costs and more.

Get on board the next bogie revolution: TrakMaster from Amsted Rail. To learn more, visit us at www.amstedrail.com

Amsted Rail®

marchandises, ce qui leur permettrait d'être plus concurrentiels.

Une étude réalisée en 2015 sur le Huron Central Railway démontre que le transport de marchandise par train est plus sécuritaire, plus écologique et plus économique que le transport par camion. Pour la période de référence, de 2011 à 2015, l'étude démontre que la présence du chemin de fer a permis une économie potentielle de 48 millions de dollars aux autorités. Sans la présence du chemin de fer, ce montant aurait été investi pour l'entretien additionnel des infrastructures routières (35M\$), en coûts reliés aux accidents de la route (11M\$) et en coûts reliés à l'émission de gaz à effet de serre, alors que le camion en produit trois à cinq fois plus que le train (2M\$)³.

Une aide dédiée

La mise en place de programmes spéciaux dédiés aux chemins de fer d'intérêt local est souhaitable pour tous. Cela permettrait un accès plus facile à des fonds, tout

en assurant l'amélioration continue et la pérennité des CFIL. En 2016, le gouvernement fédéral a mis sur pied le fonds national des corridors commerciaux (FNCC), soit un *programme fondé sur le mérite visant à rendre les corridors commerciaux canadiens plus efficaces et plus fiables*. Une enveloppe de 2 milliards de dollars sur 11 ans sera accessible à l'ensemble des joueurs de l'industrie du transport au Canada dont les projets seront retenus. Les CFIL, locaux et régionaux, se retrouvent ainsi en concurrence avec des projets d'ampleur pancanadienne et ne se qualifient que très rarement.

À l'heure actuelle, les gouvernements provinciaux ainsi que le gouvernement fédéral investissent massivement dans les solutions de transport en commun sur rail, qu'il s'agisse du Réseau Express Métropolitain (REM) à Montréal ou encore de Metrolinx dans la grande région de Toronto, ou encore le projet de tramway à Québec pour ne nommer que ceux-ci. Les

investissements dans le transport en commun doivent permettre de désengorger les routes et ainsi, réduire l'empreinte écologique des voitures à essence. En suivant cette logique, les chemins de fer d'intérêt local devraient être les prochains à obtenir l'appui financier des gouvernements puisque leur impact positif au niveau de l'environnement est concret et qu'ils font partie intégrante de la solution dans la lutte aux changements climatiques. ■

Références

1. <https://www.tc.gc.ca/fra/politique/transports-canada-2016.html#ecologiquemarchandise>
2. <https://www.canada.ca/fr/environnement-changement-climatique/services/indicateurs-environnementaux/emissions-gaz-effet-serre/secteur-economique-canadien.html>
3. Joubert, Gilles, Retrospective Evaluation Huron Central Rehabilitation Project (2016) présenté à Transport Canada and Ministry of Northern Ontario Development, Mines and Forestry, Rosemère



RAIL BALLAST

Serving the Ports within the Great Lakes

Illinois: Chicago

Ohio: Ashtabula • Cleveland • Toledo

Ontario: Windsor • Sarnia • Port Colborne • Hamilton • Toronto • Thorold

Michigan: Detroit • Saginaw • Cheboygan • Ludington • Windsor

AREMA Compliant
Meets all North American
railway applications and
AREMA specifications

FRANK HURKMANS
REGIONAL SALES MANAGER – CANADA
(519) 709-4377 // fhurkmans@tomlinsongroup.com

BILL SANDERS
REGIONAL SALES MANAGER – US
(219) 775-5783 // bsanders@tomlinsongroup.com

www.tomlinsongroup.com | Ontario Trap Rock is a division of the Tomlinson Group of Companies | ©2017 Ontario Trap Rock. All Rights Reserved.

MORE RAIL: MOVING CANADA TO MARKET

Railways are the backbone of Canada's world-class supply chain. By focusing on safety, investing in private infrastructure and working collaboratively with supply chain partners, Canada's railways connect their customers to the global marketplace.



**CANADA'S RAILWAYS
PULLING FOR CANADA**

RAILCAN.CA



Railway Association
of Canada



Your Single Source

TrinityRail delivers a complete portfolio of innovative freight and tank cars, railcar parts, comprehensive fleet management and leasing options, maintenance services, and dedicated field service support.

A team of experienced and dedicated industry experts is available to help you increase the return on every component of your rail transportation investment.

TrinityRail continues to be your premier rail products and services company.

Your Single Source. TrinityRail.

Railcar Leasing & Management Solutions

TrinityRail continues to build new standards for quality, reliability and customer service.

To remain competitive in a dynamic, rapidly changing marketplace you need a partner with extensive industry knowledge and experience. TrinityRail continues to provide the unmatched rail transportation resources and capabilities of an industry leader and remains focused on meeting your challenges and delivering new ideas.



Built to Deliver®

2525 Stemmons Freeway, Dallas, Texas 75207
214.631.4420 Fax 214.589.8623
www.trinityrail.com

THE SMART CHOICE

At 40, VIA Rail is transforming to lead Canadians towards a more sustainable future.

By Yves Desjardins-Siciliano, President and Chief Executive Officer, VIA Rail Canada

Four years ago, I was appointed President and CEO of VIA Rail with a clear objective: to ensure that intercity passenger rail continued to play a key role in the economic prosperity of Canada. Since then, with the support of an exceptional and dedicated team, we have laid the groundwork for a renewed vision of a more relevant and modern VIA Rail.

Over the past four years, on a regular basis, I visited every VIA Rail regional office and maintenance centre. On each trip on our trains, I talk with passengers and crews. These hundreds of conversations have allowed me to hear different views and perceived opportunities for improved travel on VIA Rail trains, from those who know best: our passengers and our employees. Their first-hand input is reflected in a number of service enhancements we've made that have led to the successes we've recorded since 2014. Moreover, they've also provided us with a roadmap for our future.

The end of 2017 marked our 15th straight quarter of revenue growth and eighth consecutive quarter of increased ridership. Even more Canadians are recognizing the value of our service by making the smart choice to take the train. Meanwhile, internally, we increased our employee engagement score by 22 per cent compared to 2015, which places us six points over the average score for Crown Corporations and only



Yves Desjardins-Siciliano



Train exiting the station in Quebec City, Quebec / Train sortant de la gare de Québec (Québec)

UN CHOIX SENSÉ

À 40 ans, VIA Rail se transforme pour guider les Canadiens vers un avenir plus durable.

Par Yves Desjardins-Siciliano, Président et chef de la direction, VIA Rail Canada

Il y a quatre ans, j'ai été nommé président et chef de la direction de VIA Rail pour veiller à ce que le transport de passagers

intervilles continue de jouer un rôle clé dans la prospérité économique du Canada. Notre équipe, exceptionnelle et

dévouée, a depuis jeté les bases d'une vision renouvelée, où VIA Rail est plus pertinente et plus moderne.

Au cours des quatre dernières années, j'ai visité régulièrement tous les bureaux régionaux et centres de maintenance de VIA Rail. À chaque voyage à bord de nos trains, je parle aux passagers et aux équipages, qui sont les mieux placés pour m'alimenter de points de vue et de suggestions pour rehausser l'expérience de voyage en train avec VIA Rail. Cette contribution directe au fil de centaines de conversations se reflète dans un certain nombre d'améliorations qui ont mené aux réussites enregistrées depuis 2014, et qui plus est, nous fournit une feuille de route pour l'avenir.

La fin de 2017 a marqué notre quinzième trimestre consécutif de croissance des revenus et notre huitième trimestre consécutif d'augmentation de l'achalandage. De plus en plus de Canadiens reconnaissent la valeur de notre service et font le choix sensé de voyager en train. Entre-temps, à l'interne, nous avons augmenté notre cote de mobilisation des employés de 22 % par rapport à 2015, ce qui nous place à six points de plus que la note moyenne pour les sociétés d'État et à seulement cinq points de moins que la moyenne canadienne. Cette augmentation phénoménale est l'effet direct de l'écoute et de l'habilitation des employés afin qu'ils puissent continuer à donner l'exemple de tout ce qui est bon chez VIA Rail, c'est-à-dire l'engagement à accomplir les tâches, le respect pour les clients et les collègues, le dévouement au service du public et la résilience face aux difficultés hors de notre contrôle.

Les efforts que nous déployons pour accroître l'achalandage, non seulement pour le bien de l'économie du Canada et de sa population, mais aussi pour celui de l'environnement, sont essentiels à notre



PHOTO: CLAUDE ROBIDOUX



Train at Belleville station.

PHOTO: CLAUDE ROBIDOUX

five points below the Canadian average. This phenomenal increase in employee engagement is the direct effect of listening to, and empowering

employees so that they can continue to exemplify all that is good at VIA Rail: commitment to the task at hand; respect for customers and teammates;

dedication to public service; and resilience in the face of challenges beyond one's control.

Our efforts to increase our ridership, not only for the good of the Canadian economy and the Canadian population, but also for the good of the environment, are vital to our vision to be the smarter way to move people and our inclusive growth strategy heading towards 2025.

In 2015, the transportation sector was the second-largest source of GHG emissions, accounting for 24 per cent of the national total. Of that, 37 per cent was specifically attributable to the use of personal vehicles. In order to shape Canada's evolution towards a more sustainable future, it is imperative that we provide an accessible and affordable alternative to cars, and support the necessary shift towards a more sustainable transportation system.

To stimulate this shift in getting more Canadians to leave their cars at



Your Partner in Transport

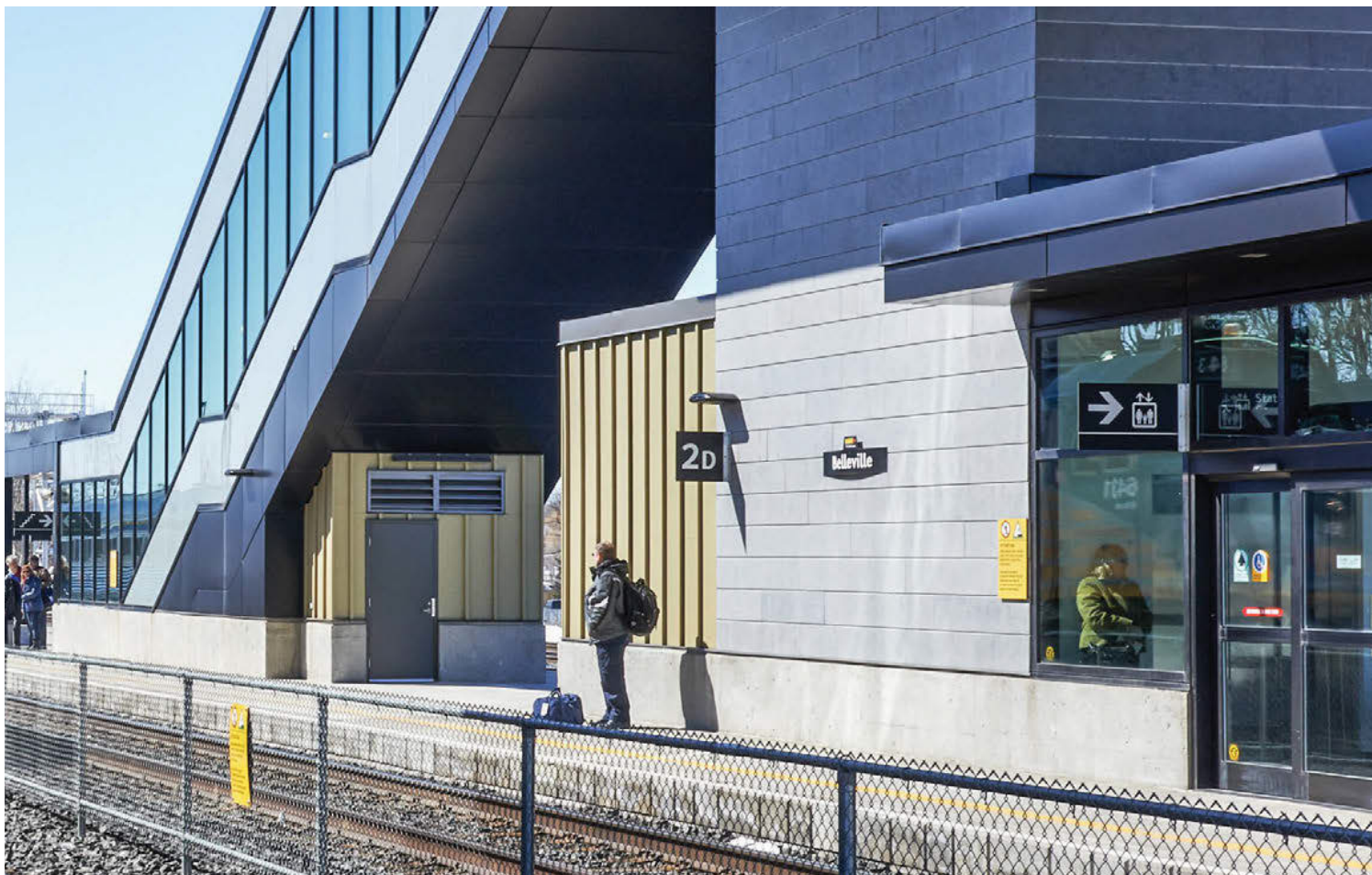
ETF, present in Canada through its subsidiary Rail Cantech, is one of the world's leading players in the rail infrastructure. The company is specialized in the construction and maintenance of fixed rail installations on mainline railways and urban transport networks as well as industrial railway sidings.

This broad range of technical competencies spans all work related to track, rail civil engineering, overhead contact lines, power supply and signaling.

Rail Cantech
 Phone: 450-652-3010 - info@railcantech.com
 Québec - 650 Lionel-Boulet Blvd, Varennes, QC, J3X 1P7
 Ontario - 1550 Enterprise Road, Mississauga, ON, L4X 4P4





Train à la gare de Belleville.

vision qui consiste à être une voie sensée pour les voyageurs et à notre stratégie de croissance inclusive d'ici 2025.

En 2015, le secteur des transports était la deuxième source d'émissions de GES en importance, représentant 24 % des émissions nationales. De ce nombre, 37 % étaient spécifiquement attribuables à l'utilisation de véhicules personnels. Afin d'assurer au Canada un avenir plus durable, il est impératif que nous fournissions une solution de rechange accessible et abordable aux voitures et que nous soutenions la transition nécessaire vers un système de transport plus durable.

Pour inciter un plus grand nombre de Canadiens à laisser leur voiture à la maison et à prendre le train, nous devons répondre aux besoins de nos passagers en leur offrant un service fiable et des déplacements plus fréquents et plus courts. Ces besoins ne peuvent être comblés que par

un meilleur accès à l'infrastructure ferroviaire dans les régions où les marchés peuvent justifier des corridors réservés aux voyageurs.

Les résultats obtenus depuis 2014 sont impressionnants, mais nous atteignons un plateau, dû aux contraintes actuelles de notre

Secure operations

Protect your rail assets and avoid downtime with Roxtec cable, pipe and conduit seals.

- Watertight
- Firestop
- Pest and rodent barrier

Visit roxtec.com or contact us at 1-800-520-4769.

home and take the train, we must meet the needs of our passengers by providing a reliable service with more frequent and shorter trips. These needs can only be met through greater access to rail infrastructure, in areas where markets can justify dedicated passenger rail corridors.

The results we have achieved since 2014 are impressive, but we are reaching a plateau within the current constraints of our operating environment. This is why, in December 2016, we submitted a plan to the Government of Canada to build dedicated passenger rail, which we are calling High Frequency Rail (HFR), within the busiest Toronto-Ottawa-Montreal-Quebec corridor. Our HFR project would lead to a reduction of 98 per cent of VIA Rail's GHGs compared to our current emissions. It would reduce the carbon footprint of Canadian travellers by more than 13 million tons. It would make travelling by train more convenient and would, according to conservative estimates, triple our ridership. It would create inclusive growth for all Canadians through universal accessibility, job creation, economic stimulus and access to property for young families, while eliminating VIA Rail's current operating subsidy for the corridor.

As we mark our 40th anniversary, we have many accomplishments to celebrate and our vision is clearer than ever.

Thanks to the funds granted by the Government of Canada in both the 2017 and 2018 Budgets, our transformation plan aimed at engaging Canadians in a more sustainable future is continuing to materialize. This plan includes renovating our fleet's stainless-steel cars and acquiring a new fleet for the Quebec City–Windsor corridor. New, modern trains will provide our travellers with safer, faster, and environmentally friendlier service. In addition, the new fleet will allow us to pursue our commitment to remaining the most accessible national and intercity mode of transportation in Canada. Budget 2018, also marked



Alexandria, Ontario.

PHOTO: CLAUDE ROBIDOUX

an important milestone as it provided \$8 million for Transport Canada to complete its analysis of our HFR proposal so our shareholder may make a decision.

We are extremely grateful to the Government of Canada for this vote of confidence. It is a clear recognition of Canadians' renewed interest in intercity passenger train service. It's also a sign of appreciation of our employees' dedication to exemplary service.

At 40, VIA Rail is in its prime. It is growing thanks to its solid historical roots and the exceptional work of its employees. All of us at VIA Rail are dedicated to offering a safe and sustainable travel option across this great country, connecting over 400 communities economically, socially and ecologically, and asserting the collective project we are all a part of: keeping Canada at the top of the list of best countries to live in. That is our commitment for the years to come. ■



environnement opérationnel. C'est pourquoi, en décembre 2016, nous avons présenté au gouvernement du Canada un plan pour construire des voies dédiées pour les passagers, que nous appelons train à grande fréquence (TGF), dans le corridor le plus occupé : Toronto-Ottawa-Montréal-Québec. Notre projet de TGF permettrait de réduire de 98 pour cent les émissions de gaz à effet de serre de VIA Rail. Il réduirait l'empreinte carbone des voyageurs

canadiens par plus de 13 millions de tonnes. Il rendrait les déplacements en train plus pratiques et, selon des prévisions conservatrices, triplerait le nombre de passagers. Notre projet créerait une croissance inclusive pour tous les Canadiens grâce à l'accessibilité universelle, à la création d'emplois, à la stimulation économique et à l'accès à la propriété pour les jeunes familles, tout en éliminant la subvention actuelle que reçoit VIA Rail pour le Corridor.

Alors que nous fêtons notre quarantième anniversaire, nous avons de nombreuses réalisations à célébrer et notre vision est plus claire que jamais.

Grâce aux fonds accordés par le gouvernement du Canada dans les budgets 2017 et 2018, notre plan de transformation visant à engager les Canadiens dans un avenir plus durable continue de se concrétiser. Ce plan comprend la rénovation des voitures en acier inoxydable de notre flotte et l'acquisition d'une nouvelle flotte pour le corridor Québec-Windsor. De nouveaux trains modernes offriront à nos voyageurs un service plus sûr, plus rapide et plus respectueux de l'environnement. De plus, la nouvelle flotte de trains nous permettra de poursuivre notre engagement à demeurer le mode de transport interurbain et national le plus accessible au Canada. Le budget de 2018 a également marqué une étape importante puisqu'il a fourni 8 millions de dollars à Transports Canada pour compléter son analyse de notre proposition de TGF et permettre à notre actionnaire de prendre une décision à cet égard.

Nous sommes extrêmement reconnaissants envers le gouvernement du Canada pour ce vote de confiance. Il s'agit d'une reconnaissance claire de l'intérêt renouvelé des Canadiens pour le service voyageur. C'est aussi un signe d'appréciation pour le dévouement de nos employés envers un service exemplaire.

À 40 ans, VIA Rail est à son apogée. Elle grandit grâce à ses solides racines historiques et au travail exceptionnel de ses employés. À VIA Rail, nous sommes tous déterminés à offrir une option de transport sécuritaire et durable partout dans ce grand pays, à relier plus de 400 collectivités sur les plans économique, social et écologique, et à promouvoir le projet collectif auquel nous participons tous : garder le Canada au sommet de la liste des pays où il fait le mieux vivre. C'est notre engagement pour les années à venir. ■



Real-World Protection

Light weight. Durable. Watertight.

DuraShield™ covers are more durable than fiberglass and lighter weight than aluminum. The design provides strength and stiffness for a more consistent and reliable seal and resists flexure and deflection in real-world environments. Maximum protection. Minimum maintenance. From the industry leader for service, engineering and quality.



Perfecting Railcar Performance | minerent.com

888 901 8174



Sarnia RAILCAR **Repair** SERVICES



- Full Service Tank & Hopper Car Repair
- Exterior Painting
- Interior Lining
- AAR Wrecks
- Project Work
- Kosher Cleaning
- Quality ARI Parts



Fleet Services of Canada

SPLC Code: 047600, CN Dely

1000 Degurse Rd. - Sarnia, ON N7T 7H5, Canada

Plant Manager: Mike Williams • mwilliams@americanrailcar.com
519.332.3739 • sales@americanrailcar.com

ARI Railcar Services LLC

a wholly owned subsidiary of

American Railcar Industries, Inc.

RAIL RELOCATION 101

On the surface, rail relocation may seem like an easy solution to railway-community proximity issues. But this process is both extremely complex and costly.

From our earliest days as a nation, Canada's railways have continuously invested in infrastructure to help connect communities and to deliver products to market. As railways built their networks from coast to coast, towns and cities across the nation competed to bring rail to their communities. Today, as cities expand, more demand is placed on railways to efficiently and safely move people and goods.

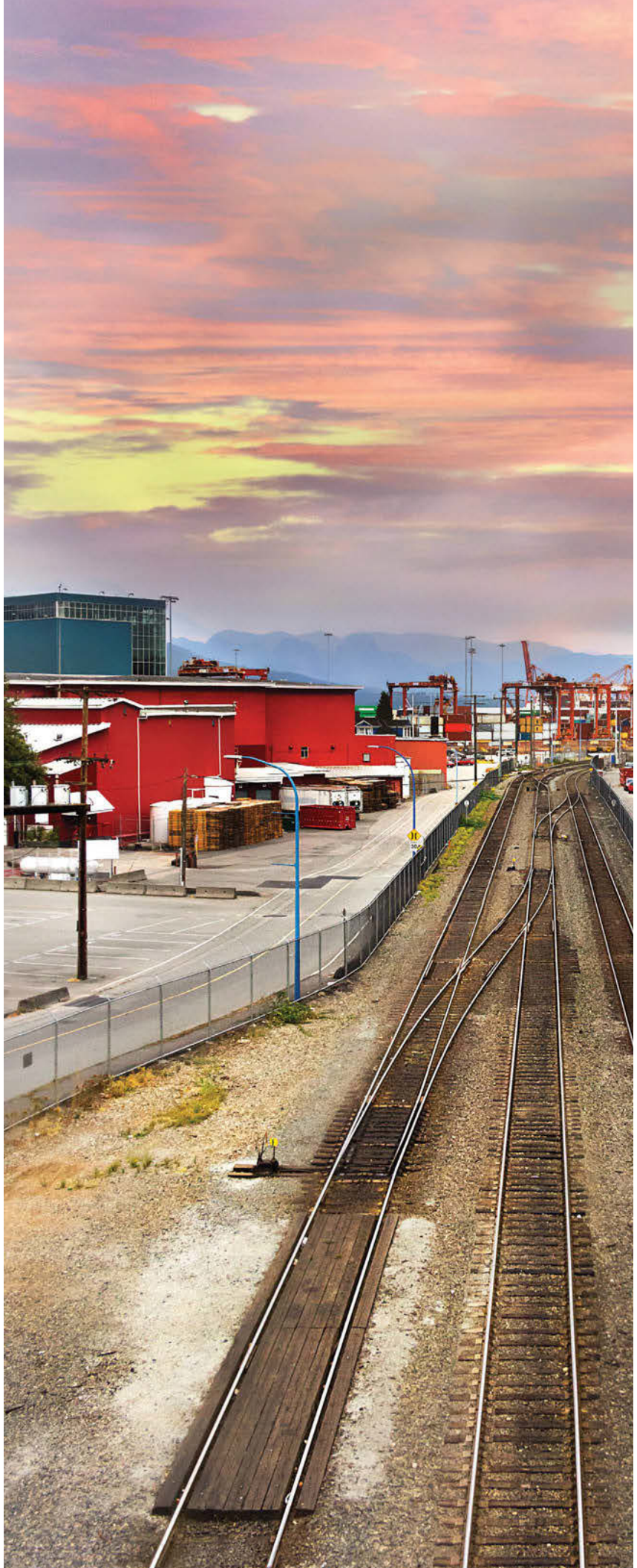
Rail relocation: Easier said than done

As developers have built up land around railway property, and urban communities have expanded near customers that have historically relied on rail, some jurisdictions have proposed relocating rail lines and yards. On the surface, rail relocation may seem like an easy solution. However, this process is both extremely complex and costly.

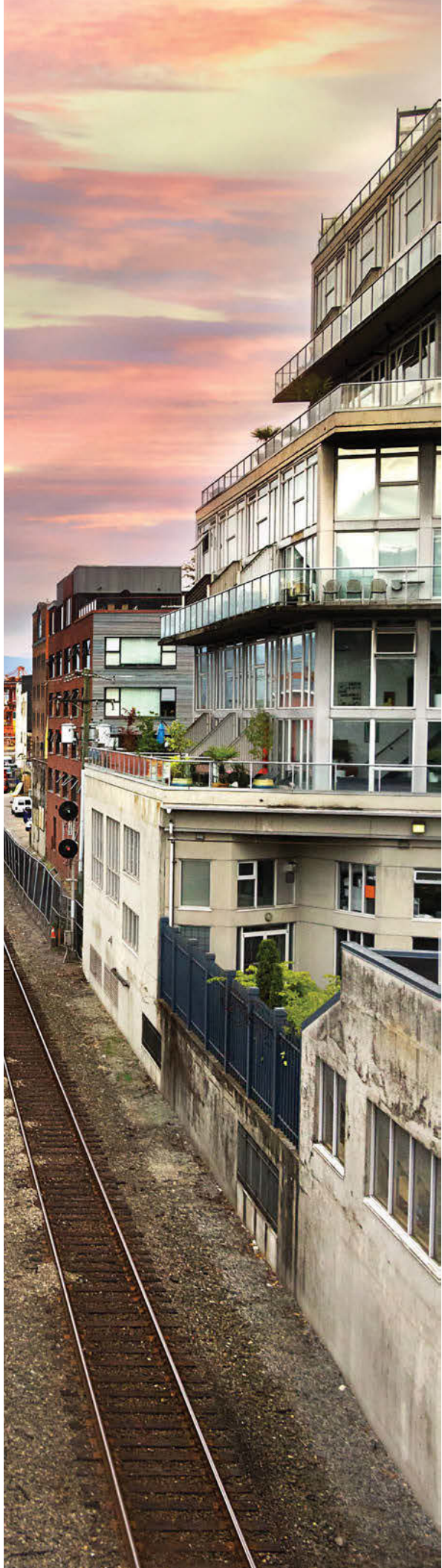
In all cases, railways and municipalities must find and purchase new land, complete environmental assessments, and resolve the concerns of affected stakeholders, among other measures. Any land formerly belonging to railway companies to be developed for other uses must undergo lengthy and expensive environmental remediation. It often involves years of work to tear out old track, build new temporary and permanent rail lines, demolish old buildings, and construct new yards and shops. Rail relocation can force some freight rail customers to move their businesses or close entirely. In addition, relocating train tracks can negatively affect intercity and commuter passenger railways, which fundamentally rely on rail lines with urban access to deliver better service to customers.

Consideration for neighbouring communities and rail customers

Municipal authorities sometimes drive rail relocation, hoping to find new locations that are less



continued on page 44



L'ABC DU DÉPLACEMENT

Au premier coup d'œil, le déplacement des voies ferrées peut sembler une solution facile. Cependant, ce processus est à la fois extrêmement complexe et coûteux.

Depuis nos tout premiers jours en tant que pays, les chemins de fer du Canada investissent continuellement dans l'infrastructure afin d'aider à relier les communautés et à livrer les produits sur le marché. Alors que les chemins de fer bâtissaient leurs réseaux d'un océan à l'autre, des villes partout au pays cherchaient à les attirer dans leurs communautés. Aujourd'hui, alors que les villes s'agrandissent, les chemins de fer font face à une demande accrue pour déplacer les gens et les biens de façon efficiente et sécuritaire.

Déplacement des voies ferrées : Plus facile à dire qu'à faire

Alors que les promoteurs construisent près des propriétés ferroviaires et que les collectivités urbaines se développent à proximité des clients qui ont toujours dépendu du transport ferroviaire, certaines juridictions proposent de déplacer des voies et des gares de triage.

Au premier coup d'œil, le déplacement des voies ferrées peut sembler une solution facile. Cependant, ce processus est à la fois extrêmement complexe et coûteux. Dans tous les cas, les chemins de fer et les municipalités doivent trouver et acheter de nouveaux terrains, faire des évaluations environnementales, répondre aux préoccupations des

intervenants touchés et prendre d'autres mesures. Toutes les terres qui appartenaient aux chemins de fer et qui vont être développées à d'autres fins doivent subir un processus d'assainissement long et coûteux. Il faut souvent des années pour enlever les vieilles voies, en construire de nouvelles, temporaires ou permanentes, démolir de vieux bâtiments et construire de nouveaux ateliers et gares de triage. Certains clients des chemins de fer marchandises sont obligés de déplacer leur entreprise ou de la fermer définitivement. De plus, le déplacement des voies ferrées peut avoir des conséquences négatives sur les chemins de fer intervilles et de banlieue, qui dépendent grandement des voies avec un accès urbain afin d'offrir un meilleur service à leurs clients.

Considérations pour les communautés voisines et les clients

Il arrive que les autorités municipales dirigent le déplacement, espérant trouver de nouveaux endroits moins perturbateurs pour leurs citoyens. Ces propositions de déplacement découlent souvent de préoccupations liées au voisinage – ce qui comprend la circulation routière, le bruit et les vibrations – et laissent entendre que tous les intervenants bénéficieront du

HBI H. BROER EQUIPMENT SALES & SERVICE INC.



www.hbi.ca

no time for downtime

24/7
SERVICE

SALES. SERVICE. RENTALS

Toll Free 855-773-3100

730 TALBOT ST. WEST, AYLMER, ON, CANADA N5H 2V1



**Mobile
Railcar Movers**



**Locomotive
Remote Controls
& Heating Products**



**Railcar Door
& Gate
Openers**

**Equipment Inspection
Field Emergency Service
Fluid Analysis
Machine Rebuilds
Preventive Maintenance
Machine Repair**

— we sell genuine parts —

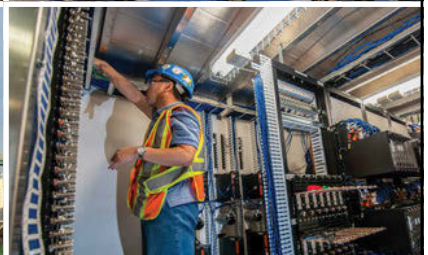
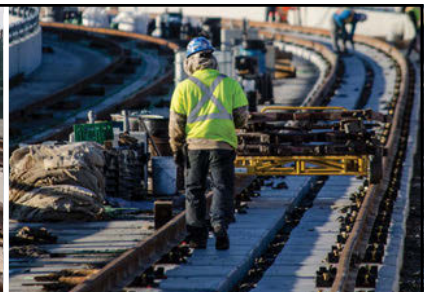
Rail King®
MOBILE RAILCAR MOVER

ZWIEHOFF
Engineering & Technology

CONTROL CHIEF
WIRELESS SOLUTIONS

**Door
Demon**

HOTSTART



BUILDING EXPECTATIONS

The PNR RailWorks team gets up every day and goes to work on the GO. Track. Signals & Communications. Maintenance and new construction.

We're proud of our longtime partnership with Metrolinx/GO Transit and the opportunity to transform greater Toronto together.

PNR RailWorks, a subsidiary of RailWorks Corporation, is a full-service contractor serving Canada's railways since 1961.



www.pnrrailworks.com

info@railworks.com

déplacement. Cependant, ce sont généralement des spéculations qui ne tiennent pas compte de l'impact sur les clients et les communautés voisines. Les municipalités qui héritent d'activités ferroviaires feront face à des défis similaires.

Certains projets de déplacement sont décidés par les compagnies

de chemin de fer. Par exemple, il se peut que le chemin de fer excède son empreinte, ou que des installations existantes ne soient plus appropriées à la mise à niveau ou à l'expansion. Le cas échéant, le chemin de fer envisage un déplacement, souvent conjointement à des projets de développement

d'infrastructure de transport majeurs. Cependant, que le déplacement soit dirigé par un chemin de fer ou une municipalité, le chemin de fer ne modifiera son infrastructure qu'après une analyse exhaustive et seulement si les changements n'ont pas de conséquences négatives sur le service à la clientèle. ■

LE DÉPLACEMENT DES VOIES FERRÉES AU CANADA

CONTEXTE

Le déplacement des lignes de chemin de fer est la pratique consistant à déplacer les voies ferrées et les installations ferroviaires hors des régions urbaines. C'est un processus extrêmement complexe et coûteux, qui implique de nombreux intervenants. Les chemins de fer ont besoin d'une infrastructure massive pour offrir un service sûr et efficace dans un marché concurrentiel. Quand des installations existantes ne peuvent être mises à niveau ou agrandies, les chemins de fer envisagent leur déplacement.

Cependant, les chemins de fer ne veulent aucunement réduire leur capacité de servir leurs clients.

FOIRE AUX QUESTIONS

Est-ce que le déplacement est une réalité ?

La réponse simple est « oui ». Il y a au Canada une loi fédérale visant à faciliter le déplacement des lignes de chemin de fer ou l'itinéraire du trafic ferroviaire dans les zones urbaines. La Loi sur le déplacement des lignes de chemin de fer et les croisements de chemin de fer, administrée par l'Office

des transports du Canada, traite de la complexité et du coût du déplacement des lignes, et de la nécessité pour les chemins de fer de maintenir un service rentable pour leurs clients. Le déplacement des lignes de chemin de fer nécessite toujours un plan solide et un financement important.

Qui planifie et finance le déplacement ?

Un principe commun est que chaque intervenant qui bénéficie d'un projet de déplacement paie sa juste part des dépenses, qui est très élevée pour toutes les parties. Les municipalités qui soutiennent le déplacement des lignes pour répondre aux préoccupations liées au voisinage sont souvent les principales bénéficiaires et doivent donc assumer un pourcentage proportionnel du coût total. Les chemins de fer y contribuent également, mais seulement en proportion de leur bénéfice net.

Le pourcentage payé par chaque intervenant est habituellement déterminé par une négociation. En raison des coûts majeurs, le processus de négociation peut être long et onéreux.

Y a-t-il un financement pour soutenir le déplacement des lignes ?

Le gouvernement fédéral offre un financement pour une partie des dépenses de déplacement, mais pas pour la totalité du projet. La Loi stipule que les autres ordres de gouvernement sont responsables d'une part substantielle du coût total. Le rapport d'examen de la Loi sur les transports au Canada recommande que le gouvernement fédéral soutienne le déplacement des lignes de chemin de fer ou l'itinéraire du trafic ferroviaire dans les zones urbaines.

LE SAVIEZ-VOUS ?

- Quand une compagnie de chemin de fer déplace une installation, en tout ou en partie, la ligne reste souvent active et le trafic ferroviaire se poursuit.
- L'Office des transports du Canada a un mécanisme pour tenter de régler les problèmes de déplacement et peut ordonner aux chemins de fer de prendre certaines mesures en vertu de la Loi. Veuillez consulter cette ressource bit.ly/RessourceDeplacement utile pour obtenir plus d'information.
- L'Office des transports du Canada a le pouvoir d'ordonner le déplacement d'une ligne, mais uniquement sans frais pour le chemin de fer. Le processus est précisé dans la Loi.

Exemples des frais pour les principaux bénéficiaires des projets de déplacement :

- Expropriation des terres
- Rezonage
- Évaluations environnementales et assainissement
- Études de faisabilité
- Enjeux imprévus
- Obstacles physiques (talus, clôtures, passages)

disruptive to their citizens. These relocation proposals are often driven by proximity concerns – including road traffic, noise and vibration – and suggest that all stakeholders will benefit from relocating a rail line. However, these claims are generally speculative and don't consider the impact on customers

and neighbouring communities. Municipalities that inherit railway operations will face similar challenges.

Some rail relocation projects are driven by railway companies. For example, railways may outgrow their footprint, or existing rail facilities may no longer be suitable for upgrading or expansion. In these

cases, railways will explore relocation, often in conjunction with other major transportation infrastructure developments. However, whether driven by railways or municipalities, rail companies will only modify their infrastructure after a comprehensive analysis, and if the changes don't negatively affect customer service. ■

RAIL RELOCATION IN CANADA

BACKGROUND

Rail relocation is the practice of moving rail lines and facilities out of urban areas. In all cases, it is an extremely complex and costly process that involves numerous stakeholders. Railways rely on their massive infrastructure to provide safe and efficient service in a competitive marketplace. In cases where existing rail facilities may not be suitable for upgrading or expansion, railways will explore relocation. However, railways will not commit to relocations that in any way impair their ability to serve their customers.

FREQUENTLY ASKED QUESTIONS

Is relocation a reality?

The simple answer is “yes.” In Canada, there is federal legislation designed to facilitate the relocation of rail lines or the rerouting of rail traffic in urban areas. *The Railway Relocation and Crossing Act* (RRCA), administered by the Canadian Transportation Agency, references the complexity and cost of rail relocation, and the need for railways to maintain cost-effective service to their customers. In all cases, rail relocation requires a sound plan and robust funding.

Who plans and pays for rail relocation?

A common principle is that every stakeholder who benefits from a rail relocation project will pay their fair share of the expense, which is significant for all parties. Municipalities promoting rail relocation to address proximity concerns are often the major beneficiaries of the initiative and will be expected to assume a proportionate percentage of the total costs. Railways will contribute, but only in proportion to their net benefit. The percentage that each stakeholder will pay is usually determined by

negotiation. Because of the major costs involved, the negotiation process can be long and onerous.

Is funding available to support rail relocation?

The federal government has funding available for a proportion of relocation expenditures, but not for the entire project. The RRCA states that other levels of government are responsible for a substantial share of the overall cost. *The Canada Transportation Act* review report recommends that the federal government facilitate the relocation of rail lines or the rerouting of rail traffic in urban areas.

DID YOU KNOW?

- When a railway company relocates all or part of a facility, the rail line often remains active and train traffic continues on that track.
- The Canadian Transportation Agency provides a mechanism to try to resolve relocation issues, and can order railways to take certain measures under the RRCA. See the helpful resource tool at bit.ly/RailRelocation for more information.
- The Agency has the authority to order a rail line to be moved, but only at no net cost to the railway. The process is described in the RRCA.

Examples of costs paid for by the major beneficiaries of rail relocation projects:

- Land expropriation
- Rezoning
- Environmental assessments and remediation
- Feasibility studies
- Unforeseen issues
- Physical defences (berms, fences, crossings)

North America's Leader In Precast Concrete Signal And Communication Foundations

Dixie Precast offers a full line of concrete and galvanized steel foundations. Retaining Wall solutions in galvanized steel and precast concrete, all in stock

All products meet or exceed applicable
AREMA standards and specifications

For additional information contact:



Dixie Precast Inc.
2950 Angelette Drive, Austell, Ga. 30001
Office: (770) 944-1930
FAX: (770) 944-9136
www.dixieprecast.com



Dixie Precast DP-16B-10
Canadian Pacific – Sparwood, BC



**CRSNG
NSERC** Industrial Research Chair
Operation and Maintenance of Railways

A Canadian leader in research!

- Instrumentation of rolling stocks
- Real time data gathering
- Mathematical modelling
- In-train force simulations
- Railway maintenance
- Heavy haul transportation
- Customized formations, etc



(418) 962-9848 ext. 373
luc.faucher@itmi.ca

PRECISION
RAILWAY EQUIPMENT COMPANY

AN AUTHORIZED HARSCO
REMANUFACTURING FACILITY



**Let Precision remanufacture your non-functional, outdated
Harsco Mark IV or 6700 Tamper into a fully functional
Jupiter II machine with the latest technology.**

Other Services:

Track Surfacing, On-Site Training, Equipment Leasing, Equipment Sales

825 S. 19th St., Independence, KS 67301 • Ph. 620.577.2511 • www.precisionrwy.com

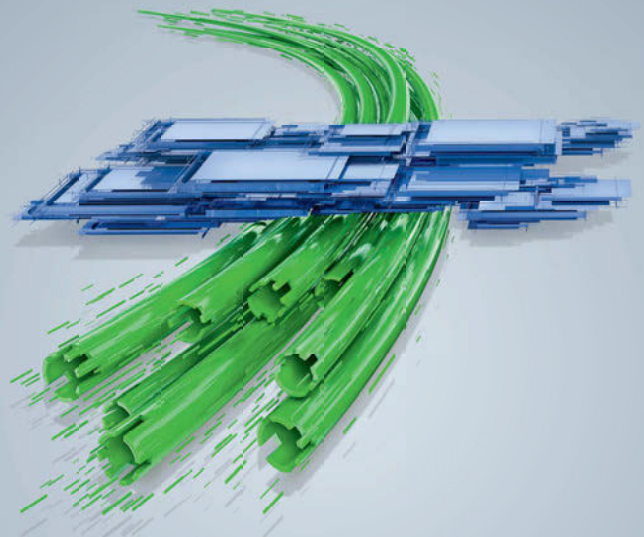


InnoTrans 2018

18–21 SEPTEMBER · BERLIN

International Trade Fair for Transport Technology
Innovative Components · Vehicles · Systems

innotrans.com



THE FUTURE OF MOBILITY

Contact

InnoTrans North American Representative
33 Prince Place · 07739 Little Silver · NJ
T +1 732 933 1118
F +1 866 204 4238
mjbalve@globaltradeshows.com

 Messe Berlin

RAIL-GOVERNMENT INTERFACE 2018

Experts discuss trade, infrastructure and more at RAC's Rail-Government Interface event in Ottawa.

More than 80 railroaders and rail industry observers gathered in Ottawa on May 16 for the Railway Association of Canada's annual Rail-Government Interface event. The conference featured three panels – covering North American trade, cross-border trade, and infrastructure, respectively – consisting of RAC member-company executives, industry association leaders and subject matter experts.

PHOTOS: JAKE WRIGHT



President of railway consulting firm ABH Consulting Anthony Hatch delivers opening remarks at Rail-Government Interface 2018 in Ottawa on May 16, 2018. Hatch's wide-ranging presentation covered everything from North American railways' history under NAFTA to the future of the rail industry's capital expenditures.

Le 16 mai 2018, Anthony Hatch, président de la firme de consultation ferroviaire ABH Consulting, prononce le discours d'ouverture d'Échanges Rail-Gouvernement 2018 à Ottawa. Son exposé détaillé traitait de plusieurs sujets, de l'histoire des chemins de fer nord-américains en vertu de l'ALENA jusqu'à l'avenir des dépenses en immobilisations de l'industrie ferroviaire.



CN's Vice-President of Corporate Development and Sustainability Janet Drysdale discusses North American trade at Rail-Government Interface 2018 in Ottawa on May 16, 2018. CN is investing \$3.4 billion in capital improvements in 2018, and approximately \$400 million of that total is going to new track infrastructure in Western Canada to meet growing demand and improve network resiliency.

Janet Drysdale, vice-présidente, Développement de l'entreprise et développement durable du CN, discute du commerce nord-américain à l'événement Échanges Rail-Gouvernement 2018, à Ottawa, le 16 mai 2018. Le CN effectue 3,4 milliards de dollars de dépenses en immobilisations en 2018, et environ 400 millions de dollars de ce total sont consacrés à de nouvelles infrastructures ferroviaires dans l'Ouest canadien afin de répondre à la demande croissante et d'améliorer la résilience du réseau.

PHOTO: MEUNIERD/SHUTTERSTOCK.COM

ÉCHANGES RAIL-GOUVERNEMENT 2018

Des experts discutent de commerce, d'infrastructure et d'autres sujets lors de l'événement Échanges Rail-Gouvernement 2018 de l'ACFC à Ottawa.

Plus de 80 cheminots et observateurs de l'industrie ferroviaire se sont réunis à Ottawa le 16 mai dernier à l'occasion de l'événement annuel de l'Association des chemins de fer du Canada, Échanges Rail-Gouvernement. La conférence comportait trois panels – couvrant respectivement le commerce nord-américain, le commerce transfrontalier et l'infrastructure – composés de dirigeants d'entreprises membres de l'ACFC, de dirigeants d'associations industrielles et d'experts en la matière.



CP's Chief Legal Officer Jeff Ellis discusses North American trade at Rail-Government Interface 2018 in Ottawa on May 16, 2018. Ellis' presentation covered CP's safety record, the competitive advantage of its network and how railways can play a role in helping Canada achieve its climate-change reduction goals.

Jeff Ellis, chef des affaires juridiques de CP, discute du commerce nord-américain à l'événement Échanges Rail-Gouvernement 2018 à Ottawa le 16 mai 2018. La présentation d'Ellis portait sur le bilan de sécurité du CP, l'avantage concurrentiel de son réseau et la façon dont les chemins de fer peuvent jouer un rôle pour aider le Canada à atteindre ses objectifs de réduction des changements climatiques.



Lisa Mitchell, Senior Director with Infrastructure Canada, discusses infrastructure at Rail-Government Interface 2018 in Ottawa on May 16, 2018. Mitchell described the development of the Canada Infrastructure Bank, an arm's-length organization that will facilitate public-private investments in infrastructure projects that are in the public interest. The bank is projected to invest roughly \$5 billion in revenue-generating infrastructure projects by 2027-2028.

Lisa Mitchell, directrice principale d'Infrastructure Canada, discute de l'infrastructure à l'événement Échanges Rail-Gouvernement 2018 à Ottawa le 16 mai 2018. M. Mitchell a décrit le développement de la Banque canadienne d'infrastructure, un organisme indépendant qui facilitera les investissements public-privé dans des projets d'infrastructure d'intérêt public. La banque devrait investir environ 5 milliards de dollars dans des projets d'infrastructure générateurs de revenus d'ici 2027-2028.

Introducing the Sargas Railroad AEI Reader



**Finally, there is a low price RF tag reader that can read
AEI identification tags on railroad vehicles**

It is now economical to automatically identify railcars at:

- Wayside detect detectors
- Scales
- Remote control switches
- Loading and unloading equipment
- Entry doors
- Individual tracks

For more information go to:

www.aeitag.com

Softrail
Formerly Signal Computer Consultants

1098 Venetia Road • Eighty-Four, PA 15330
Tel. 888.872.4612 or 724.942.1473
sales@signalcc.com



**TOGGLE-LOCK Gravity Outlet Gate
For Covered Hopper Cars**



The toughest, most reliable gate
available on the market.

www.toggle-lock.com / info@toggle-lock.com
1-514-421-0177



Providing high quality rail services and
safely delivering the best rail based solutions



Southern Railway of British Columbia Ltd.

2102 River Drive, New Westminster, BC

www.sryrailink.com



www.whiting.ca

rail@whiting.ca

HANDLING SPECIALTY
50 YEARS STRONG A Whiting Company

www.handling.com

rail@handling.com



**Trackmobile® Railcar Movers
first choice for over**

65 YEARS,

Whiting has been the trusted name for railcar movers, maintenance and lifting equipment for freight and commuter railway industries for over 100 years. All of our railcar movers and maintenance equipment are custom-built to your needs and is built upon many years of engineering knowledge and expertise.

Contact Us Today!



Jeff Moller, Assistant Vice-President of Transportation Systems and Practices with the Association of American Railroads discusses cross-border trade at Rail-Government Interface 2018 in Ottawa on May 16, 2018. Moller's presentation summarized the economic deregulation of railways in the U.S., which increased productivity, facilitated revenue growth and, as a result, allowed railways to reinvest in the safety and efficiency of their networks. In addition, Moller spoke about timely border-related regulatory issues, specifically the United States' experiences implementing Locomotive Voice and Video Recorders, and testing for drug and alcohol impairment to ensure workplaces remain safe.

Jeff Moller, vice-président adjoint, Systèmes et pratiques de transport de l'Association of American Railroads, discute du commerce transfrontalier à l'événement Échanges Rail-Gouvernement 2018, à Ottawa, le 16 mai 2018. L'exposé de M. Moller résumait comment la déréglementation économique des chemins de fer aux États-Unis a accru la productivité, facilité la croissance des revenus et, par conséquent, permis aux chemins de fer de réinvestir dans la sécurité et l'efficacité de leur réseau. En outre, M. Moller a parlé de réglementations frontalières, en particulier de l'expérience des États-Unis dans la mise en œuvre des enregistreurs vocaux et vidéo des locomotives et des tests de dépistage des facultés affaiblies par la drogue et l'alcool afin que les lieux de travail demeurent sécuritaires.



Ontario Northland President and CEO Corina Moore discusses infrastructure at Rail-Government Interface 2018 in Ottawa on May 16, 2018. Moore spoke about the unprecedented long-term investment in the shortline's equipment renewal, building upgrades and new technology. This investment, said Moore, "is making the network safer, more reliable, and providing more long-term certainty for both existing and new industry, providing a vital trade corridor from this region to the rest of the world."

La présidente et chef de la direction d'Ontario Northland, Corina Moore, discute d'infrastructure à l'événement Échanges Rail-Gouvernement 2018 à Ottawa le 16 mai 2018. M. Moore a parlé de l'investissement à long terme sans précédent dans le renouvellement de l'équipement du chemin de fer d'intérêt local, la modernisation des bâtiments et les nouvelles technologies. Cet investissement, a déclaré M. Moore, "rend le réseau plus sûr, plus fiable et une stabilité à long terme pour l'industrie existante et nouvelle, offrant ainsi un corridor commercial vital entre cette région et le reste du monde".





Canadian Chamber of Commerce President and CEO Perrin Beatty discusses cross-border trade at Rail-Government Interface 2018 in Ottawa on May 16, 2018. During his presentation, Beatty recognized the rail industry's place in history, and the importance of investing in trade-enabling infrastructure such as rail. "Since Confederation, railways have been the lifeblood of our trade system," said Beatty.

Le président et chef de la direction de la Chambre de commerce du Canada, Perrin Beatty, discute du commerce transfrontalier à l'événement Échanges Rail-Gouvernement 2018, à Ottawa, le 16 mai 2018. Au cours de sa présentation, M. Beatty a reconnu la place de l'industrie ferroviaire dans l'histoire et l'importance d'investir dans une infrastructure propice au commerce comme le rail. "Depuis la Confédération, les chemins de fer sont l'élément vital de notre système commercial", a déclaré M. Beatty.



Stuart Dwyer, Economic Minister Counselor with the U.S. Embassy in Canada discusses cross-border trade at Rail-Government Interface 2018 in Ottawa on May 16, 2018.

Stuart Dwyer, ministre conseiller de l'Économie à l'ambassade des États-Unis au Canada, discute du commerce transfrontalier à l'événement Échanges Rail-Gouvernement 2018 à Ottawa le 16 mai 2018.



Doing More for the Future of Rail



Couplers

Average life exceeds 1.5 million cycles of AAR M-216 fatigue life testing
Smooth surface finish reduces stress risers and minimizes crack initiation



Yokes

Design improvements increased fatigue life up to ten times

Coupler Components
Advanced control during manufacturing process
Consistent dimensions for interchange
Improved surface finish and tight tolerances ensure proper coupler operation



AAR M-216 E & F Knuckles

Averaged over **1 MILLION** fatigue life cycles during testing



Air Brake Hose Assemblies

Rotational forces eliminated
Reduces force to the gladhand
Machine made for consistent strength and quality



Freight Car Hardware

Pipe clamps and wedges
Branch pipe tees
Weld fittings

End of Car Arrangements

The source for all EOC brackets and trolley arrangements
Over 500 items in stock

CMB may be used to replace many EOC brackets, installs in 15 minutes



(800) 792-0500 | www.stratoinc.com

Next Day Shipping Available

THE CANADIAN HEARTLAND TRAINING RAILWAY SERVICES INC.

Supporting Safe Rail Operations



Safety Management Systems
General Rail Operating Instructions
Risk Assessments
Audits – SMS, Operations, Track
Operations and Track Inspection Training



A Safe Operation is a Productive Operation | www.chtr.ca



Diesel Electric Services leverages its unique capabilities to support customers in the transportation industry and the industries within it, such as passenger, freight, mining, steel production, forestry and agriculture.

- Mobile Wheel Truing Services • Locomotive, Freight Car & Passenger Car Maintenance and Repairs
- Complete Restoration & Wreck Repair
- Locomotive Sales and Leasing • Parts Sales
- PTC Installations and Electronic Upgrades



DIESEL ELECTRIC SERVICES

1 Foundry Road, Sudbury, ON P3A 4R7

705.674.5626

info@dieselectric.ca

www.milman.ca/diesel-electric-services



OMNI[®]
GRADE CROSSING SYSTEMS

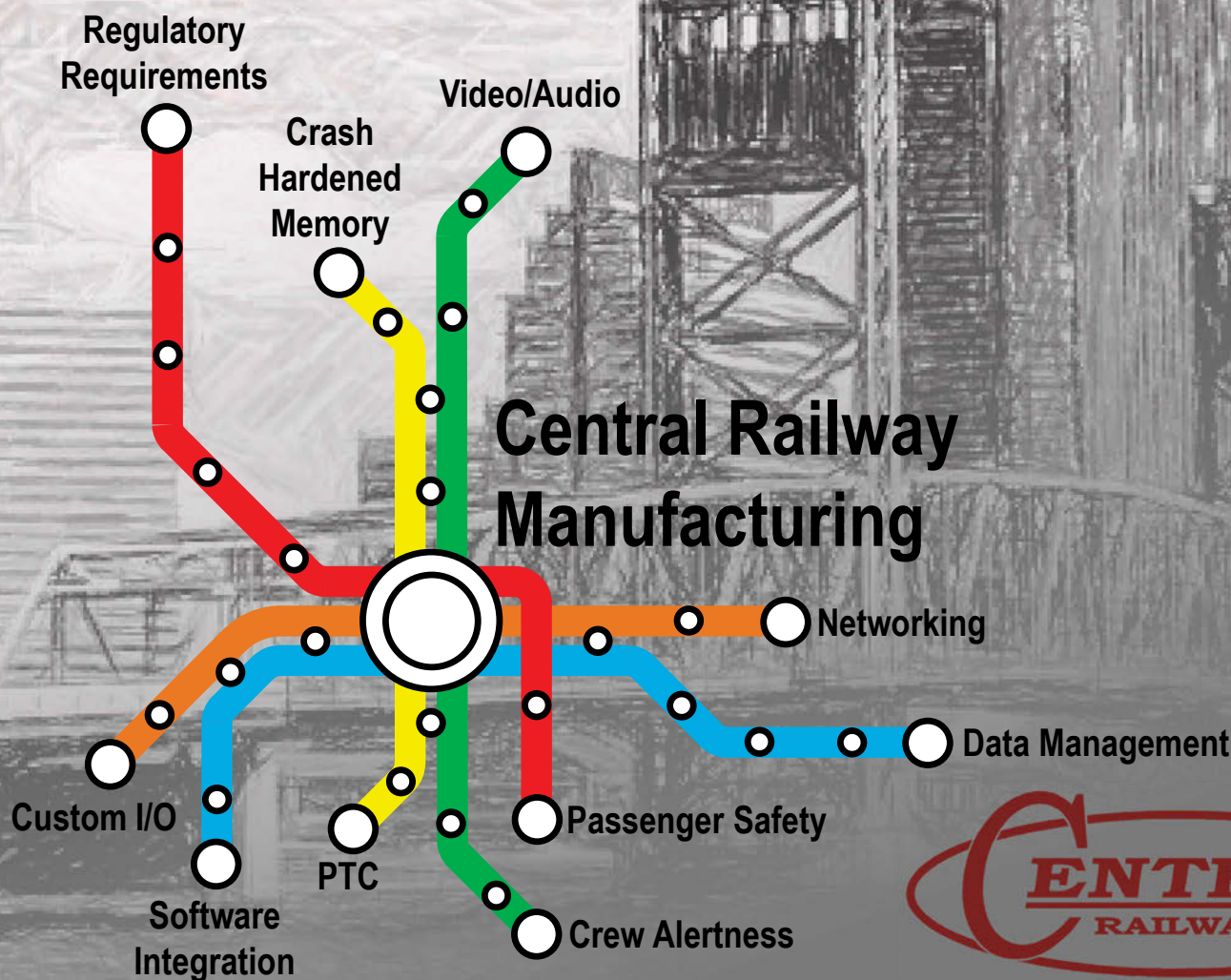


"The Only Grade Crossing Manufacturer with the Full Product Line"

- TraCast[™]
- Heavy Duty
- Steel Reinforced
- Embedded Concrete Rubber
- Improved Concrete Rail Guard[™] VRA

Call for information or visit our website
www.omnirail.com

800-275-9848



THE LIGHT AT THE END OF THE TUNNEL.

We understand the challenges of modern safety system design and integration. We can build it your way.

Software Solutions

CRM products integrate with each other and your IT networks with powerful playback, automated data mining, and installation verification applications that can run both on and off board. Data flows where and how you want it, reducing costs.

Customization

Where adding new functionality to existing systems can reduce both overall implementation and maintenance costs, CRM can help.

Event Recording

From cost-optimized discrete-centric products to 1TB completely solid state combined FRA, PTC, and video, we have a solution.

Crew Alertness

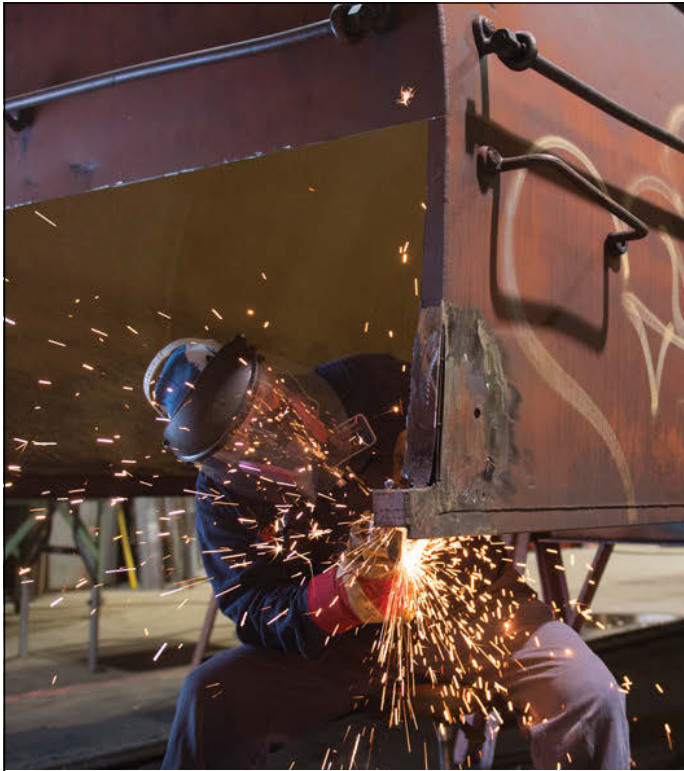
Standalone or integrates to existing safety systems, and conform to the latest CFR with patent pending cognitive operator feedback technology.

Networking

Low-cost WIFI and cellular products move your data when and how it makes the most sense for you.

www.centralrwy.com

904-647-7783



PROUD RAILROADERS REBUILDING, REPAIRING & IMPROVING YOUR RAIL EQUIPMENT

Freight Car Repair
Passenger Car Remanufacturing
Locomotive Repair
Tanker Car Inspections and Repair
Engine Rebuilds
Wheel Work
Specialty Paint Service
Rail Car Storage
Transportation Solutions

Remanufacturing & Repair
rrc.ontarionorthland.ca

➤➤➤ **Ontario Northland**

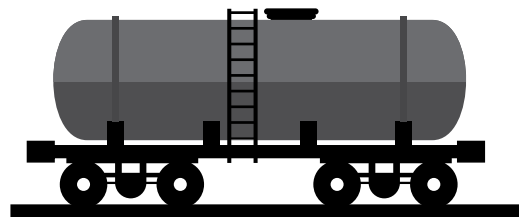


Railroad Equipment Sales

Locomotives
Freight Equipment
MOW
Hy Rail Trucks
Passenger Equipment

ozarkmountainrailcar.com

Empty and loaded railcars stored in
CN-served yard west of Montreal



Soulanges Railway Services
(450) 452-0404 | www.soulanges.net



**GREAT PLAINS RAIL
CONTRACTORS INC.**

A Universal Rail Contractors Company

Box 19, Group 210, RR2, Winnipeg, Manitoba R3C 2E6
Phone: 204.633.0135 • Fax: 204.694.2623
info@greatplainsrail.com

Index to Advertisers / Index des annonceurs

ABRASIVES

Flexovit Canada Abrasives Ltd.25
www.flexovitabrasives.com

AIR BRAKE EQUIPMENT

Strato Inc.51
www.stratoinc.com

BALLASTS

Ontario Trap Rock.....29
www.tomlinsongroup.com

BATTERIES

Surrette Battery Company Limited.....56
www.rollsbattery.com

BOGIES, AXLES, WHEELSETS & SUSPENSION COMPONENTS

Amsted Rail Company, Inc.....28
www.amstedrail.com

BRIDGE BEAMS/BEARINGS/PARAPETS

Versa-Steel, Inc.55
www.versasteel.com

CABLES/CABLE ACCESSORIES

Roxtec Inc.35
www.roxtec.com/us/industries/infrastructure/
rail-infrastructure

CIVIL ENGINEERING PRODUCTS/SERVICES

OMNI Products Inc.52
www.omnirail.com

CONSTRUCTION EQUIPMENT

Herzog Railroad Services INC.....58
www.hrsi.com

CONSTRUCTION/BUILDING SERVICES

OMNI Products Inc.52
www.omnirail.com

CONSULTING SERVICES

HATCH Corporation27
www.hatch.com
WSP Canada Inc.3
www.wsp.com

CONTRACTING SERVICES

Cando Rail Services Ltd.16
candorail.com
Great Plains Rail54
www.greatplainsrail.com
PNR RailWorks Inc.....42
www.pnrrailworks.com
Rail Cantech, Inc.34
www.railcantech.com

CRANES, RERAILING & LIFTING EQUIPMENT

Railquip, Inc.15
www.railquip.com

CROSSTIES

Koppers Inc.....24
www.koppers.com

DEPOT & WORKSHOP EQUIPMENT

Railquip, Inc.15
www.railquip.com

EDUCATION INSTITUTIONS

Cégep de Sept-Iles45
www.cegep-sept-iles.qc.ca

EMERGENCY EQUIPMENT

Railquip, Inc.15
www.railquip.com

EVENT RECORDERS

Central Railway Manufacturing Inc53
www.centralrwy.com

EXHAUST SYSTEMS

Railquip, Inc.15
www.railquip.com

FLEET MANAGEMENT

American Railcar Industries, Inc.....39
www.americanrailcar.com

FREIGHT ROLLING STOCK

Diesel Electric Service.....51
www.milman.ca
Procor Limited57
www.procor.com

FREIGHT VEHICLE EQUIPMENT & COMPONENTS

Roll Form Group.....17
rollformgroup.com

GENERAL ENGINEERING

OMNI Products Inc.52
www.omnirail.com

INDUSTRIAL LOCOMOTIVES

Railquip, Inc.15
www.railquip.com

INSPECTION SERVICES

Diesel Electric Service.....51
www.milman.ca

LEASING & SERVICING

RB&C Maintenance of Way58
www.rbcrail.com

LEVEL CROSSINGS

OMNI Products Inc.52
www.omnirail.com

LOCOMOTIVE EXTERIOR DOORS

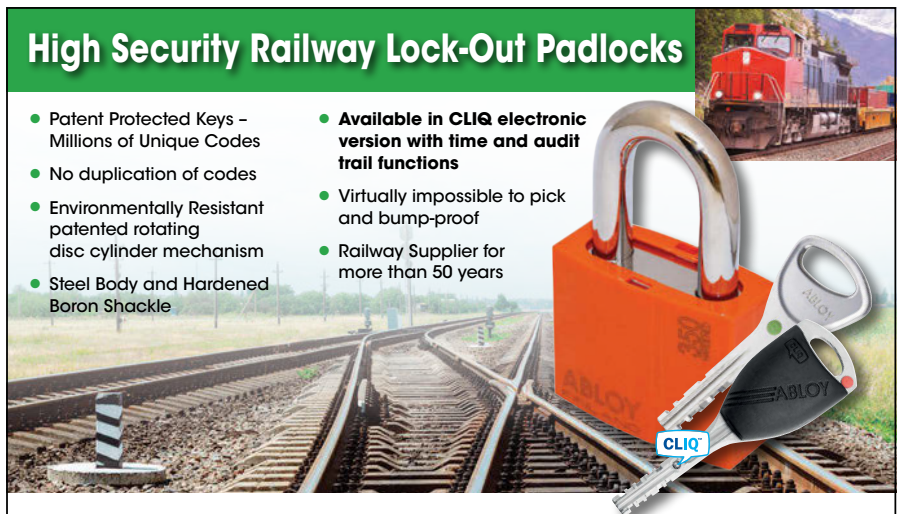
Formcrete19
www.formcrete.com

LOCOMOTIVES

Diesel Electric Service.....51
www.milman.ca
H. Broer Equipment Sales & Service Inc.42
www.hbi.ca
NRE.....6
www.nre.com

High Security Railway Lock-Out Padlocks

- Patent Protected Keys – Millions of Unique Codes
- No duplication of codes
- Environmentally Resistant patented rotating disc cylinder mechanism
- Steel Body and Hardened Boron Shackle
- Available in CLIQ electronic version with time and audit trail functions
- Virtually impossible to pick and bump-proof
- Railway Supplier for more than 50 years



ABLOY®
ABLOY CANADA INC.
an ASSA ABLOY Group Brand

1 800 465 5761
fax 1 800 730 3570
info@abloy.ca
www.abloy.ca

WE SELL AND RENT:

- > BRIDGES
- > SHORING TOWERS
- > HEAVY LONG BRIDGE BEAMS
- > PILING ACCESSORIES • TIPS SHOES • SPLICERS FOR HP, PIPE & SHEET PILE



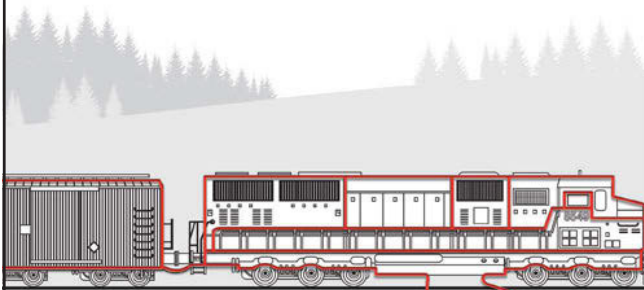
VERSA-STEEL INC.

"Helping to Build Firm Foundations Since 1976"

www.versasteel.com • 10 YARDS ACROSS THE U.S.
Phone: 800-678-0814 • Fax: 800-287-7483

Versa-Bite®
sales@versasteel.com
www.PILETIPS.com

THERE'S A LOT OF LIFE IN ONE BATTERY.



- 33% higher cranking capacity
- 5 year warranty
- Widest range of specifications available
- Protective, non-breakable dual-container construction
- Industry's largest liquid reserve, meeting 180 day watering intervals
- Environment friendly; moisture-tight outer cover



Rolls
BATTERY ENGINEERING

ROLLSBATTERY.COM

Wirth Rail

SUPPLYING RAILS WORLDWIDE SINCE 1993
FOURNISSEUR MONDIAL DE RAILS DEPUIS 1993

www.wirthrail.com 740 Notre-Dame West, Suite 1240
Tel: 514 369-7245 Montréal, QC, Canada H3C 3X6

Index to Advertisers / Index des annonceurs

LOCOMOTIVES PASSENGER

ROLLING STOCK

Ozark Mountain Railcar 54
www.ozarkmountainrailcar.com

MAGNETIC MATERIAL HANDLING EQUIPMENT

Sieb Sales & Engineering Inc. 9
www.siebsales.com

MAINTENANCE OF WAY EQUIPMENT

Loram Maintenance of Way Inc. 18
www.loram.com
Racine Railroad Products 56
www.racinerailroad.com

METAL FABRICATION

Diversified Metal Fabricators 14
www.dmfatlanta.com

MOBILE RAILCAR MOVERS

H. Broer Equipment Sales
& Service Inc. 42
www.hbi.ca
Railquip, Inc. 15
www.railquip.com
Trackmobile Inc. 58
www.trackmobile.com

OUTLET GATES

Miner Enterprises 38
minerent.com

POWER CONVERTERS/INVERTERS

Absopulse Electronics, Ltd. 16
www.absopulse.com

PRE-CAST CONCRETE UNITS

Dixie Precast 45
www.dixieprecast.com
OMNI Products Inc. 52
www.omnirail.com

PROFILE MEASURING EQUIPMENT

Railquip, Inc. 15
www.railquip.com

PROTECTIVE COATINGS/PAINT

Williams-Hayward Protective
Coatings 21
www.williams-hayward.com

RAIL CONTRACTORS

Cando Rail Services Ltd. 16
candorail.com
Great Plains Rail 54
www.greatplainsrail.com

RAIL FASTENINGS

Koppers Inc. 24
www.koppers.com

RAIL JOINTS

Koppers Inc. 24
www.koppers.com

RAIL PARTS

Railroad Component Rebuilds 16
www.rrcri.com/index.html

RAIL PRODUCTS

Sumitomo Canada Limited 57
www.sumitomocanada.com

RAIL SERVICES

Cando Rail Services Ltd. 16
candorail.com

RAIL TRANSPORTATION SERVICES

TrinityRail 31
www.trinityrail.com

RAIL WELDING

Great Plains Rail 54
www.greatplainsrail.com

RAILCAR MOVERS

Railquip, Inc. 15
www.railquip.com

RAILCAR REPAIR

Cando Rail Services Ltd. 16
candorail.com

RAIL GRINDERS • WELD SHEARS • TIE TAMPERS • HYDRAULIC POWER UNITS • MAINTENANCE CARTS



RACINE RAILROAD PRODUCTS

Serving the industry since 1970

We manufacture and distribute a wide variety of portable gas and hydraulic hand tools, as well as large maintenance-of-way production equipment. Visit our website at www.racinerailroad.com

1955 Norwood Court
Mount Pleasant, WI 53403
Fax (262) 637-9069



Ride-on Tie Plugger



Dual Anchor Spreader & Adjuster



Trak Pak II Power Unit



Ultra Kut Saw – Gas



Trak Kut II Saw – Gas



High Speed Rail Drill – Gas



Impact Wrench – Gas

RAIL SAWS • RAIL DRILLS • ANCHOR MACHINES • IMPACT WRENCHES

RAIL SAWS • RAIL DRILLS • ANCHOR MACHINES • IMPACT WRENCHES

TIE PRESERVATIVE & PLUGGING APPLICATIONS • MATERIAL RECLAIMERS • TIE PLATE INSERTERS

RAILCAR STORAGE

Cando Rail Services Ltd.16
candorail.com
Soulanges Railway Services Inc.....54
www.soulanges.net

RAILROAD FREIGHT CAR MANUFACTURERS

The Greenbrier Companies.....10
www.gbrx.com

RAILROAD SOFTWARE & AEI PRODUCTS

Softrail Inc.48
www.aeitag.com

RAILS

M.F. Wirth Rail Corporation56
www.wirthrail.com

RAILWAY COMPANIES

Canadian Pacific Railway Inside Back Cover
www.cpr.ca
Cando Rail Services Ltd.16
candorail.com
Via Rail Canada.....16
www.viarail.ca
Southern Railway of British Columbia48
www.sryrailink.com

RAILWAY CONTRACTORS

Universal Rail Systems.....4
www.abrail.com

RAILWAY EQUIPMENT LEASING & MAINTENANCE

R.E.L.A.M. Inc.26
www.relaminc.com

RAILWAY PARTS

Davanac Inc.48
www.davanac.com
Progress Rail Services..... Outside Back Cover
www.progressrail.com

ROAD-RAIL VEHICLES

Railquip, Inc.15
www.railquip.com

SECURITY EQUIPMENT/SERVICES

Abloy Canada.....55
www.abloy.ca

SENSORS

Smith Systems, Inc.....58
www.smith-systems-inc.com

SHORT LINE/REGIONAL RAILWAYS

Ontario Northland Transportation Commission.....54
rrc.ontarionorthland.ca

SIGNALING/TRAIN CONTROL SYSTEMS

Frauscher Sensor Technology USA Inc.20
www.frauscher.us

SIGNALING MAINTENANCE/RENEWAL

PNR RailWorks Inc.....42
www.pnrrailworks.com

SPECIALTY CABLES/PIPE ACCESSORIES

Roxtec Inc.35
www.roxtec.com/us/industries/infrastructure/
rail-infrastructure

Sumitomo Canada Limited is proud to be a supplier to
Canadian Railways for more than 30 years.

Sumitomo is your global source for
rail, tieplates, OTM, ties, wheels, axles and other
components.

Providing service in:

- Project Development
- Finance
- Transportation
- Investment
- Joint Ventures
- Trade

Working as

- Information Specialist
- Project Manager
- Consultant
- Investor
- Partner



Sumitomo Canada Limited

Railway Products
Your contact:

Denis Schaeffer

denis.schaeffer@sumitomocorp.com

Suite 3131, 380 St. Antoine West
Montreal, Quebec H2Y 3X7

Tel: 514-878-0104

www.sumitomocanada.com

DRILL MORE HOLES WITH CARBIDE

NEW!

**Longer Tool Life
and More Efficient
Hole Production**

Trak-Star introduces the new RB35 rail drill designed for using the new Carbide Tipped Twister Bits™. With a higher RPM, the RB35 takes full advantage of the carbide tooling for more efficient hole making and dramatically increased tool life in both standard and extremely hard rail. Includes an easy start 4 stroke Honda motor, high torque gearing, center balanced carrying handle, thru-the-tool pressurized coolant system, quill feed arbor, 10 point clamping and weighs only 45 lbs.



Trak-Star®

866-245-3745

www.trak-star.com



PROCOR

Value & Reliability for the Journey

Procor is the leading provider of tank cars and other specialized rail cars in Canada. At Procor, full service leasing has been our core business for over 65 years. Your Procor team offers a wide range of value-added services with a nationwide support infrastructure.

www.procor.com

A Marmori/Berkshire Hathaway Company.






**WE'VE EXPANDED OUR
CANADIAN PRESENCE!**






**No matter the need,
Herzog has you covered.**




Herzog Railroad Services of Canada, LTD.
6800 39th Street
Leduc, AB T9E0Z4

and now

Herzog Contracting of Canada, LTD.
139 Northfield Dr West, Ste 205
Waterloo, ON N2L 5A6




www.hrsi.com
780.868.1625





**SWITCH – HEATING CONTROL/
MONITORING EQUIPMENT**

PNR RailWorks Inc.....42
www.pnrrailworks.com

TRACK MAINTENANCE

Great Plains Rail54
www.greatplainsrail.com
PNR RailWorks Inc.....42
www.pnrrailworks.com
Rail Cantech, Inc.....34
www.railcantech.com

TRACK MAINTENANCE EQUIPMENT

Hougen Canada57
www.trak-star.com
Plasser American Corporation.....Inside Front Cover
www.plasseramerican.com
Rail Cantech, Inc.....34
www.railcantech.com

TRACK MAINTENANCE EQUIPMENT/SERVICES

Flexovit Canada Abrasives Ltd.25
www.flexovitabrasives.com
PNR RailWorks Inc.....42
www.pnrrailworks.com
Precision Railway Equipment45
www.precisionrwy.com

TRACK MAINTENANCE/CONSTRUCTION

Cando Rail Services Ltd.16
candorail.com

TRACK MATERIALS

Cando Rail Services Ltd.16
candorail.com

**TRACK MATERIALS/PERMANENT
WAY EQUIPMENT**

PNR RailWorks Inc.....42
www.pnrrailworks.com
Rail Cantech, Inc.....34
www.railcantech.com
Railquip, Inc.15
www.railquip.com

TRACK REMOVAL

Cando Rail Services Ltd.16
candorail.com

TRACK SWITCH HEATERS

Spectrum18
www.spectruminfrared.com

TRADE SHOWS/RAILWAYS

Messe Berlin GmbH.....45
innotrans.com

TRAIN WASHING PLANTS/EQUIPMENT

Railquip, Inc.15
www.railquip.com

TRAINING & EDUCATION

The Canadian Heartland Training
Railway Services Inc.51
www.chtr.ca

VEGETATION CONTROL

Great Plains Rail54
www.greatplainsrail.com

VEHICLE LIFTING EQUIPMENT

Railquip, Inc.15
www.railquip.com
Whiting Equipment Canada Inc.48
www.whiting.ca

WEIGHING SYSTEMS

Railquip, Inc.15
www.railquip.com

WELDING PRODUCTS/SERVICES

Great Plains Rail54
www.greatplainsrail.com

Classifieds

MOBILE RAILCAR MOVERS

Trackmobile Mobile Railcar Movers

1602 Executive Drive
LaGrange, GA 30240
Ph: (706) 884-6651
Email: info@trackmobile.com
Web: trackmobile.com

*Canada's #1 railcar mover just got bigger!
With the greatest Trackmobile pulling capacity,
the Atlas has the latest technology to safely,
efficiently, and reliably handle your railcar
spotting needs!*

SENSORS

Smith Systems, Inc.

6 Mill Creek Center
Brevard, NC 28712-9688
Ph: (828) 884-3490
Fax: (828) 877-3100
Email: info@smith-systems-inc.com
Web: www.smith-systems-inc.com

*Smith Systems, Inc. designs, engineers, and
manufactures standard and custom Speed,
Temperature, and Motion sensors Designed
to Survive™ in harsh environments. OEM and
aftermarket products available. Contact us today.*

RB & C
Maintenance de voies

ANDRÉ CASSIVI

Directeur Achats et planification
(Purchasing & Planning Manager)

1830 rue le Ber
Montréal (Québec) H3K 2A4
Tél.: 438-333-5513
Fax: 438-333-1919
Cell.: 514-992-5448
acassivi@rbcrail.com

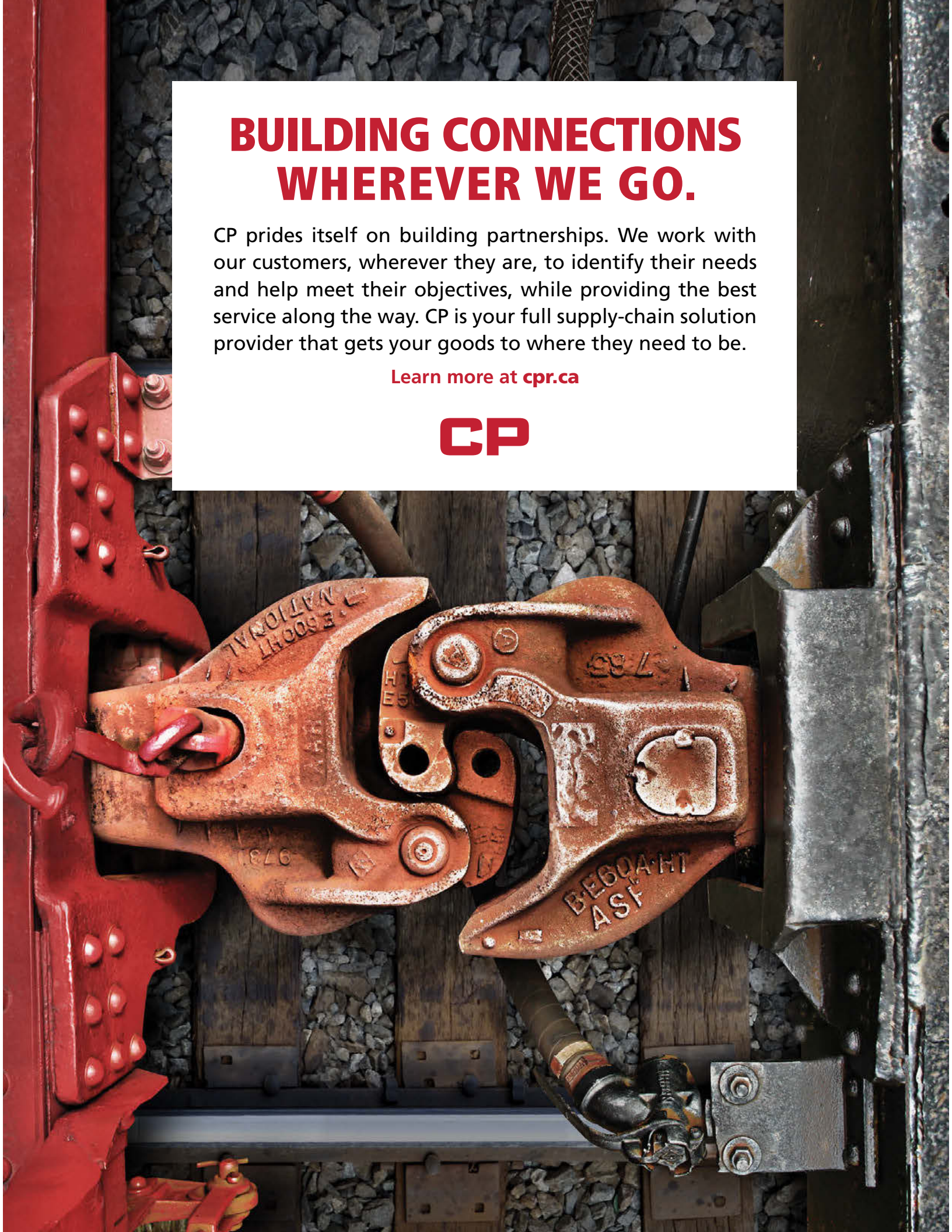
www.rbcrail.com

BUILDING CONNECTIONS WHEREVER WE GO.

CP prides itself on building partnerships. We work with our customers, wherever they are, to identify their needs and help meet their objectives, while providing the best service along the way. CP is your full supply-chain solution provider that gets your goods to where they need to be.

Learn more at cpr.ca

CP





KEEPING YOU **ON TRACK**

As a market leader in rail infrastructure, we focus on high quality products and dependable solutions. We are pleased to have expanded our offerings to include rail fastening systems for freight and transit customers around the world.

Contact us today to see how Progress keeps you rolling.

NEW & USED TRACKWORK • RAIL & OTM PRODUCTS • RAIL WELDING • RAIL RECYCLING • FASTENERS



Progress Rail
A Caterpillar Company

progressrail.com •  @Progress_Rail