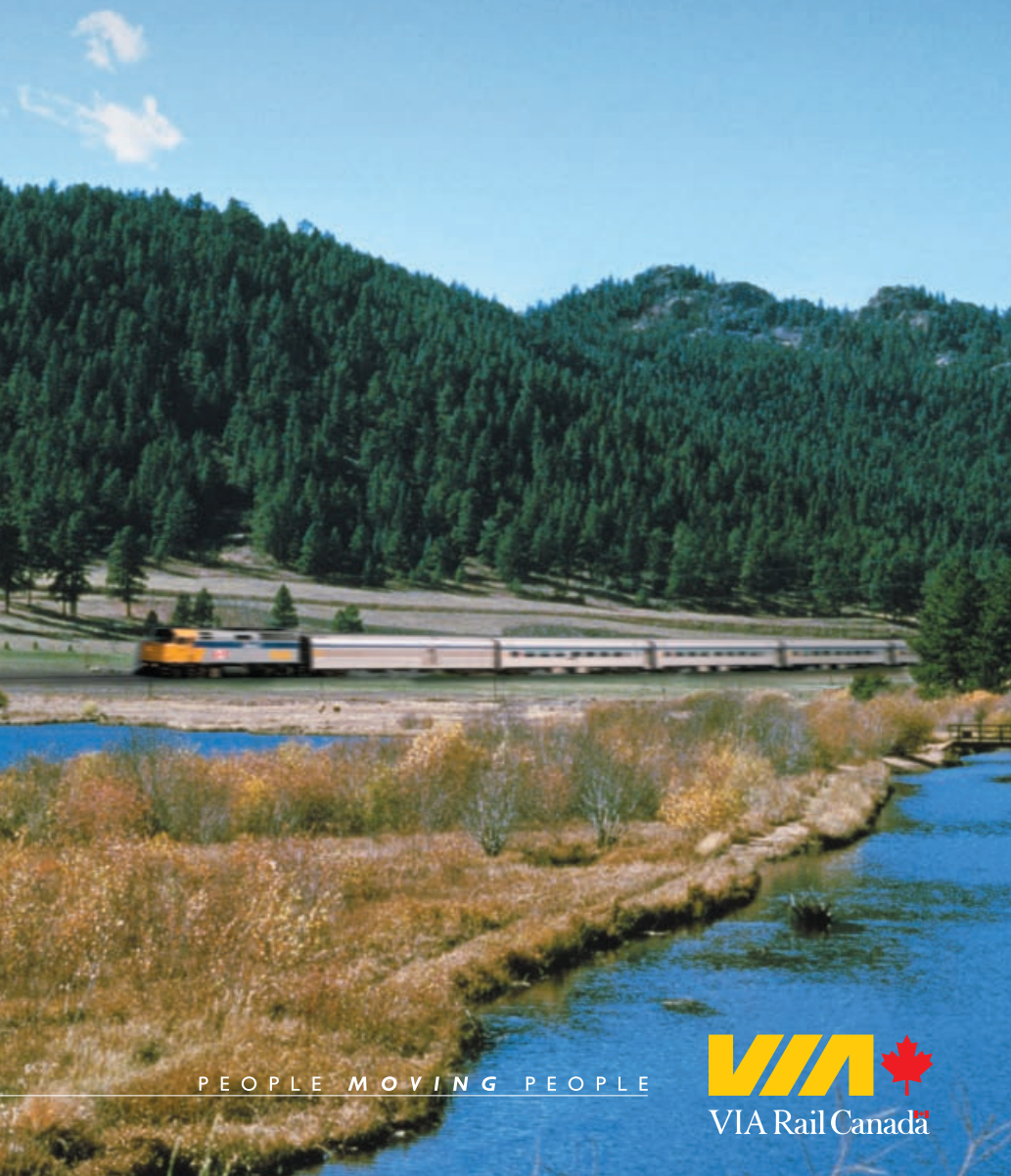


ABITIBI AND SAGUENAY

NORTHERN QUÉBEC TRAINS



PEOPLE MOVING PEOPLE



This guide chronicles the points of interest along the *Abitibi*[™] and *Saguenay*[™] train routes. For many years, these two trains were night trains, making it difficult to appreciate the scenery. Since their renovation in 1996, they have been on a daytime schedule, providing year-round comfort and excellent service. Enjoy your opportunity today to discover their namesake regions and their history, which has been forged by the railway for 100 years. Bon voyage!

The *Saguenay* train between Montréal and Jonquière covers 510 km. It crosses the island of Montréal, heads through the St. Lawrence River Valley to Lanaudière and on to La Mauricie, the Portneuf region, Haute-Mauricie, Lac Saint-Jean and the Saguenay region.

The *Abitibi* train covers 717 km and ends in Senneterre. It is joined with the *Saguenay* train up to Hervey Junction, then heads northwest on its own to Haute-Mauricie and Abitibi.

Most of the localities in this guide were founded with the arrival of the railway. The section of track between Rivière-à-Pierre and Chambord was first completed in 1888, followed by the Chambord-Jonquière section in 1893. The southern section also expanded progressively: Shawinigan to Saint-Tite in 1898, Saint-Tite to Rivière-à-Pierre and Joliette to Shawinigan in 1901 and Montréal to Joliette in 1904. Construction was completed on the Hervey to La Tuque line between 1908 and 1909, followed by La Tuque to Sanmaur in 1910, Sanmaur to Clova in 1912 and Clova to Senneterre in 1913.

The points of interest along a railway line can be identified in various ways: **scheduled stops** are usually main stations staffed by VIA personnel, or secondary stations without personnel that provide a sheltered waiting area.

Requested stops: Often the stop or the point of interest is only indicated by a black and white sign along the railway track, and the train only stops if a passenger wishes to board or leave the train. Many of these stops have the term “Club” in their name (Club Bélanger, Sisco Club, Iroquois Club); these private hunting and fishing clubs disappeared in Québec in 1978 and were largely replaced by self-administered non-profit controlled operating zones known as ZECs (Zones d’exploitation contrôlées) or by outfitters’ lodges. More than 35 of these outfitters’ lodges in northern Québec are accessible by train and offer accommodations,

meals, guides and the full infrastructure required for a successful adventure trip. For information: (819) 676-8824 or www.naturemauricie.com.

Lastly, **unscheduled stops** occur deep in the forest where no other mode of transportation is available. Train stops upon request to pick up or drop off a passenger. However, it is recommended that you let VIA know at least 24 hours in advance by calling 1 888 VIA-RAIL.

In the following pages, the rail mileage (or milepost) given after a place name represents the distance in miles to a given point. The mile countdown is reset to zero in two places: Garneau and Fitzpatrick. White signs posted alongside the track indicate each mile. Locations followed by an asterisk(*) are not scheduled stops.

1 MONTRÉAL

Metro pop. 3,300,000. Founded in 1642, Montréal is the engine of the Québec economy. This vibrant metropolis blends European refinement and the dynamism of large North American cities. With its lively bistros and avant-garde fashions, Montréal defines joie de vivre like no other city.

You discover Montréal from a unique point of view by train, crossing through its numerous industrial and residential areas. Montréal Central Station is located beneath the Queen Elizabeth Hotel. A transfer hub for several commuter and intercity trains, you can also board a train here for New York, Toronto, Ottawa, Québec City, Gaspé, Halifax and, of course, Jonquière or Senneterre.

After departure, the train heads southwest through Pointe-Saint-Charles*, Verdun* and Saint-Henri* then turns north toward the borough of Saint-Laurent*. From the Taschereau* rail yard (146.1) it continues alongside the industrial sections of Montréal North, then heads east and stops close to Sauvé and Saint-Hubert streets at the Ahuntsic station (139.5). VIA trains have followed this route since 1990, when the tunnel under Mount Royal was reserved for electric commuter trains.

2 POINTE-AUX-TREMBLES (127.8)

Founded in 1905 and merged with Montréal in 1982, Pointe-aux-Trembles is a residential area located on the eastern point of the island of Montréal. Named for its trees by Jacques Cartier, the first European explorer who reached the Montréal region in 1535. “Trembles” is French for poplars, also known as aspen trees, which were very abundant in this region. Leaving the island of Montréal, you cross two branches of Rivière des Prairies (125.8/125.2) and on the east side, you see the Le Gardeur* Bridge. You enter the Lanaudière region through Charlemagne* (124.0), where Céline Dion grew up.

3 LE GARDEUR (122.3)

Pop 18,000. The town of Le Gardeur (known as Saint-Paul L’Ermite until 1978) was founded in 1857. In the heart of this bedroom community, to the north, is SNC Industrial Technologies, an arms factory. You are now leaving the suburban, densely populated outer ring of Montréal for farmland.



4 L'ASSOMPTION RIVER (117.4)

Pop. 16,000. The Seigneurie Saint-Pierre-du-Portage-de-l'Assomption was founded here in 1724. Canadian Prime Minister Wilfrid Laurier (1841-1919) attended its college. The town of L'Assomption was built on a bend of the L'Assomption River, used as a portage path by the First Nations. You then cross the Achigan* River (114.5). You will see l'Épiphanie village* (114.4) to the north and the Saint-Esprit* River (113.4), then cross Crabtree* (107.0), home of a Scott paper products factory, and the Ouareau River.

5 JOLIETTE (101.9)

Pop. 18,000. County seat of Lanaudière. It was founded in 1823 by Barthélémy Joliette and named Joliette in 1864. From 1850 on, it welcomed the second stretch of railway in Canada (between Joliette and Lanoraie). Joliette's prestigious Festival international de Lanaudière showcases internationally renowned artists in classical music performances. Its open-air amphitheatre is one of the most beautiful in North America. Also not to be missed are its art museum and, in winter, skating on L'Assomption* River (101.6), the longest skating rink in Québec (9 km).

You now head out of the St. Lawrence River Valley toward La Mauricie, passing through a number of small towns: Sainte-Élizabeth* (95.5), Saint-Norbert* (90.5), Saint-Cuthbert* (88.2), Saint-Barthélémy* (82.8) and Saint-Justin (78.1). On the south side, the waterfalls at Chutes Sainte-Ursule* (73.4) on the Maskinongé River are especially spectacular in the springtime. Soon after, you come to Sainte-Angèle-de-Prémont* (71.4) and Saint-Paulin* (68.0), then the Du-Loup* (65.1), Yamachiche West* (61.0) and East* (58.1) rivers, Charette (62.2) and Saint-Boniface* (55.9). At mile 50.7, you go through a 185-metre tunnel near the Shawinigan River* (50.0).

6 SHAWINIGAN (49.5)

Pop. 53,000. The heart of La Mauricie was founded in 1901. The name is derived from the Algonquian term for "portage on the crest" referring to the waterfalls found here before construction of a dam. Its numerous hydroelectric installations also earned it the nickname Ville lumière (light town). Since 1997, La Cité de l'énergie (city of energy) with its 115-metre-tall hydro-electric pylon (equal to 38 storeys) attracts thousands of visitors. This is also the birthplace of Jean Chrétien, former Prime Minister of Canada.

You cross the Saint-Maurice* River three times (50.0/46.0/43.5). This river is the backbone of the entire region's industrial development, and with nine hydroelectric dams over its 523 km length, it is the world's most harnessed river. From 1901 to 1995, it was used to float logs. Since then, it has been cleaned up and transformed into the spearhead of the area's recreational tourism industry. The train comes to the Saint-Maurice River again in 125 km, at La Tuque (*Abitibi* train).

7 GRAND-MÈRE (44.2)

Founded in 1898 and merged with the city of Shawinigan since January 2002, this town owes its name to a natural wonder: a rock in the shape of an old woman's head, called "kokomis" in Algonquian, "grand-mère" in French, and "grandmother" in English. Following construction of the dam in 1916, the rock was moved to a city park. Like many centres along the Saint-Maurice River, a pulp and paper mill is found here. Grand-Mère's suspended bridge was the first of its kind in Canada (1929). Leaving, you cross the Garneau rail yard (40.6) and the village of Hérouxville* (3.0).

8 SAINT-TITE (7.3)

Pop. 4,000. This village, founded in 1910, is known for its Western Festival. Every September since 1967, its rodeo and parade attract more than 400,000 visitors, about 100 times its population. The characters in *Emilie* (the English version of *Les Filles de Caleb*) spent much of their lives here; this is where the love story between Ovila Pronovost and Émilie Bordeleau occurred, which inspired a very popular novel, and television series written by Arlette Cousture. Further along to the west, you see the church in the village of Sainte-Thècle* (14.8).

9 HERVEY-JONCTION (18.7)

Pop. 300. Built in 1905, this station is at that time the track junction for trains from Montréal en route to Québec City and the Saguenay-Lac Saint-Jean, Haut-Saint-Maurice and Abitibi regions. Today, the train stops for a few minutes to perform the split switch and separation of the two passenger trains (*Abitibi* and *Saguenay*). Following departure, you enter an "adventure country" dotted with rivers, lakes and wild forests and a few vacation cottages. Continuing along the Batiscan River, you cross the hamlets of Lac-aux-Sables* (23.4), Montauban* (28.0) and Rousseau (31.8); you will return to the Batiscan River later at mile 51.0.



10 RIVIÈRE-À-PIERRE (39.9)

Pop. 750. Founded in 1897, this village now exports granite around the world. It is also the gateway to the Portneuf Wildlife Reserve, created in 1968, that you will cross for the next 35 kilometres. This is where the 68-km-long Jacques-Cartier/Portneuf bicycle path starts. From mile 51.0 to 69.9, you travel alongside one of Québec's most beautiful white water rivers, the Batiscan. White water enthusiasts have nicknamed this place "hell's gates" for a particularly wild stretch of rapids, shoals and cascades. Warning: Beginners, stay clear!

11 MIQUICK (59.1)

"Bear" in Algonquian. Many canoe and kayak expeditions depart from the campsite on the island across from it, Île-à-la-Croix.

12 LINTON* (61.9)

From 1907 to 1949, Linton was the railway transfer point from Québec City to La Tuque. You will see the remains of the old bridge on the southwest side of the Batiscan, a few hundred metres to the north. This section of the river is magnificent and, if you look closely, you may see rock climbers on the majestic cliffs. On the other shore, look for the mouth of the Jeannotte River* (65.9). You then cross Jacques-Cartier Club (67.1) and Falrie (68.8).

13 PONT-BEAUDET (69.9)

Former site of the Windsor Loghouse, headquarters of the company responsible for building the railway in 1886, Pont BeauDET simply consisted of a farm, a general store and all the equipment needed to supply the workers.

Soon, the train leaves the Batiscan River to travel through Saint-Hilaire (70.0), Bi-Ma (71.8), Lac-Malouin (72.8), Iroquois Club (74.5), Lac aux Rognons* (76.0), Stadacona (76.4) and Sanford (80.7). We return to the Batiscan further along, at Pearl Lake (84.2), Hirondelle (84.9) and Club Nicol (87.9).

14 CLUB-TRITON (90.7)

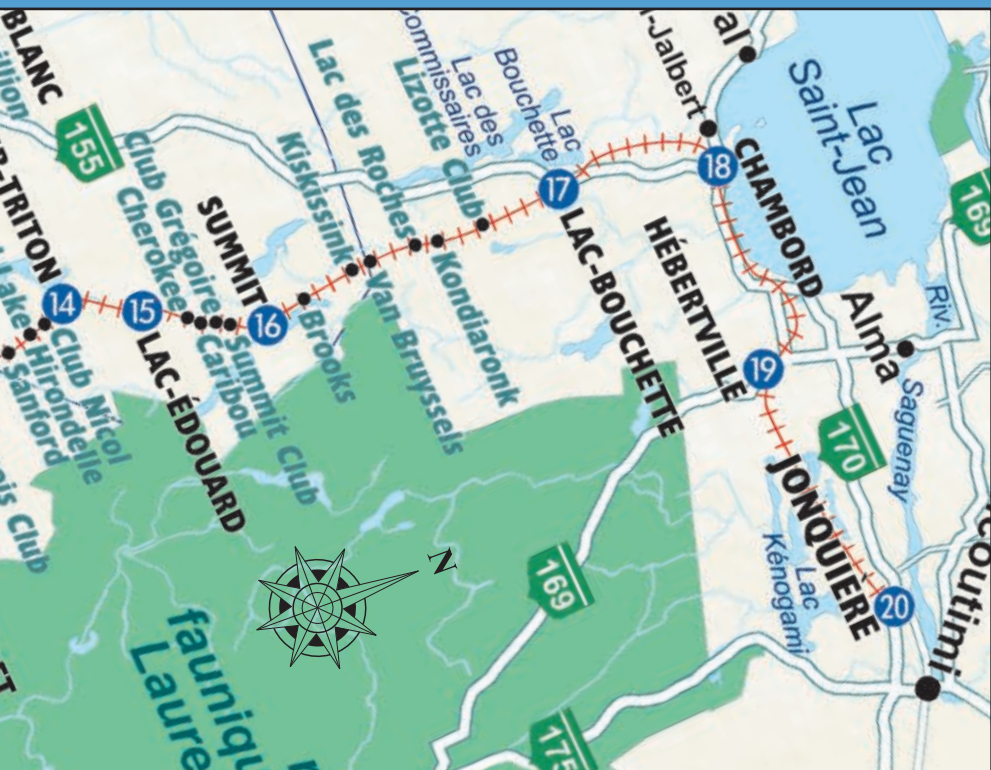
This station serves La Seigneurie du Triton, a 50-room hotel located in the forest, 4 km downstream from the river. In 1886, the engineer in charge of railway construction, A.L. Light, erected and founded the Triton Fish and Game Club here. The first Club House was built in 1897. Since then, many celebrities have visited it, including Winston Churchill and several American presidents. It now attracts numerous tourists from around the world. There are no roads or paths; it can only be reached by water, notably from the station. From here, you can also reach the Innusit Village, which offers stays in tepees in the very heart of the forest.

15 LAC-ÉDOUARD (95.3)

Pop. 159. The village was founded in 1885. The 28-km-long lake is the source of the Batiscan and Jeannotte rivers. In times gone by, this village had a sanatorium for people with tuberculosis. Today, like the many outfitters' lodges found here, it accommodates tourists who wish to make the most of the region's natural beauty. You then come to Cherokee (100.2), Caribou (101.6) and Club Grégoire (103.8).

16 SUMMIT CLUB AND SUMMIT (106.2/107.2)

The resorts established here are located on the region's



highest elevation (at an altitude of 446 metres). This area is also the boundary of three drainage basins: the Saint-Maurice River (Bostonnais River* 117.3), Lac Saint-Jean (Métabetchouane River) and the St. Lawrence (Batiscan River). From here, you head down to Lac Saint-Jean through Brooks (110.8), Lac Kiskissink (115.0 to 117.1), Van Bruyssels (118.1), Lac des Roches (122.8), Kondiaronk (123.9), Lac au Mirage* (128.0 to 130.0) and Lizotte Club (130.0).

17 LAC-BOUCHETTE (143.0)

Pop. 1,500. Founded in 1882. Located on the banks of Lac des Commissaires, it offers attractions such as its Centre Vacances-Nature and L'Ermitage Saint-Antoine-de-Padoue, a pilgrimage and renewal centre since 1907, which also offers lodging. Its museum houses treasures of Québec's religious heritage. In the distance to the northeast, you can now see Lac Saint-Jean* (157.0), which covers 1,275 km² and is known for its ouananiche, a freshwater salmon.

18 CHAMBORD (159.5)

Pop. 1,800. Founded in 1857. Gateway to Lac Saint-Jean. In addition to its public beach, there are 11 caverns close to this municipality, called the Grotte de Chambord, that offer a total of 700 metres of passages full of fossils and hydrologic curiosities.

A few kilometres from here, the historic village of Val-Jalbert commemorates the 1901 installation of a pulp mill followed by the uprooting of the workers when it closed in 1927. Leaving Chambord, for the next 24 km you follow the shoreline of spectacular Lac Saint-Jean and the Métabetchouane* (164.6), Keospeganishe* (169.5)

and Belle* (174.4) rivers to the beach at Saint-Gédéon* (174.6). Alongside the railway track, you will see "La Véloroute des bleuets" bicycle path inaugurated in June 2000, circling Lac Saint-Jean for 256 km.

19 HÉBERTVILLE (181.4)

Pop. 3,900. Founded in 1849 and located on the old fur trade route, it became the cradle of colonization and agriculture for Lac Saint-Jean. ALMA (pop. 27,000). Located 10 km north of Hébertville, Alma welcomes you with the Dam-en-terre tourist centre featuring cruises on Lac Saint-Jean and package rates for a variety of activities. The history museum is another must-see in the area. You then cross Rivière-aux-Sables* (200.6), which was particularly hard hit during the July 1996 floods.

20 JONQUIÈRE (201.5)

Saguenay train terminal. Founded in 1847, Jonquière was merged with Chicoutimi to become the city of Saguenay (pop. 153,000) in February 2002. Its industry is based primarily on paper mills and aluminum smelters. It had previously merged with Kénogami and Arvida in 1975. Lively and teeming with cafes-terraces and disco-bars, it hosts one major event after another throughout the year. The city has become famous for its mega-shows and festivals. CHICOUTIMI – Located 10 km from Jonquière, Chicoutimi is an important cultural and economic centre: the Old Port of Chicoutimi, La Pulperie, painter Arthur Villeneuve's home, the Cross of Sainte-Anne, the Carnaval-Souvenir and excursions on the Saguenay fjord are just some of the many activities to enjoy in this one-of-a-kind city.



21 PONT DE LA RIVIÈRE-DU-MILIEU (96.0)

Literally the “middle river bridge,” this is the highest railway bridge in Québec. It rises more than 60 metres high and spans 121 metres; it is the gateway to Haut-Saint-Maurice. Winding at its feet is the Milieu River, which originates in the Portneuf Wildlife Reserve. From here, surrounded by stunning landscapes, you go through several small hamlets, including Lac-Chat* (98.2) and Lac-à-Beauce* (111.0).

22 LA TUQUE (122.2)

Pop. 13,300. Founded in 1911. The Brown brothers from New Hampshire erected a pulp and paper mill on this site, which is now called Smurfit Stone and employs 800 workers. It is the birthplace of French novelist and singer-songwriter Félix Leclerc. The name La Tuque comes from a hill shaped like a wool hat (tuque) that was partially destroyed by dynamite during the construction of the La Tuque Dam in 1940. The town opens onto a vast hunting, fishing and outdoor adventure territory encompassing 460 km of railway. It has also traditionally been a fur-processing site as it is located at the confluence of four waterways that drain an immense territory: the Saint-Maurice, Vermillion, Croche and Bostonnais rivers. Since 1934, it has been the starting point of the international canoe race, the “Classique internationale de canots de la Mauricie,” during which thousands of canoeists descend the Saint-Maurice River to Shawinigan during the first weekend of September.

Following departure, you travel along the vast reservoir upriver from the La Tuque hydroelectric dam, where the Bostonnais and Croche rivers flow into it. You cross the Fitzpatrick rail yard (125.4 or 0) and further along to the west, between the trees, you will see the Beaumont Dam* (7.3), built in 1958.

23 CRESSMAN AND RIVIÈRE VERMILLION (12.9)

From the Cressman Station to the bridge over the Vermillion River* (18.4), you can see, northbound, a turbulent river that is highly prized by white water enthusiasts. On the bridge, look south and soon you will see the Iroquois Waterfall, where legend has it that a group of Iroquois who attacked the Algonquins drowned. From Club Vermillion and (18.7) for the next 3 km, the river is now on the south side of the train.

24 RAPIDE-BLANC (20.4)

A small village that was a temporary home to the workers who constructed the Rapide-Blanc Dam in 1934, this hamlet is best known for the song of the same name by Oscar Thifault, made popular in 1954. Today, a few cottages are all that remain. Further on, you cross the Lac-Darey stop (28.4).

25 DUPLESSIS (34.7)

Specialized outfitter for outdoor activities, hunting and fishing. The train crosses more than 30 of these outfitters’ lodges over the next 350 km. You then travel along Deadman Lake* (37.8), where several railway workers died during construction of the railway line in 1910.

26 McTAVIS (38.7)

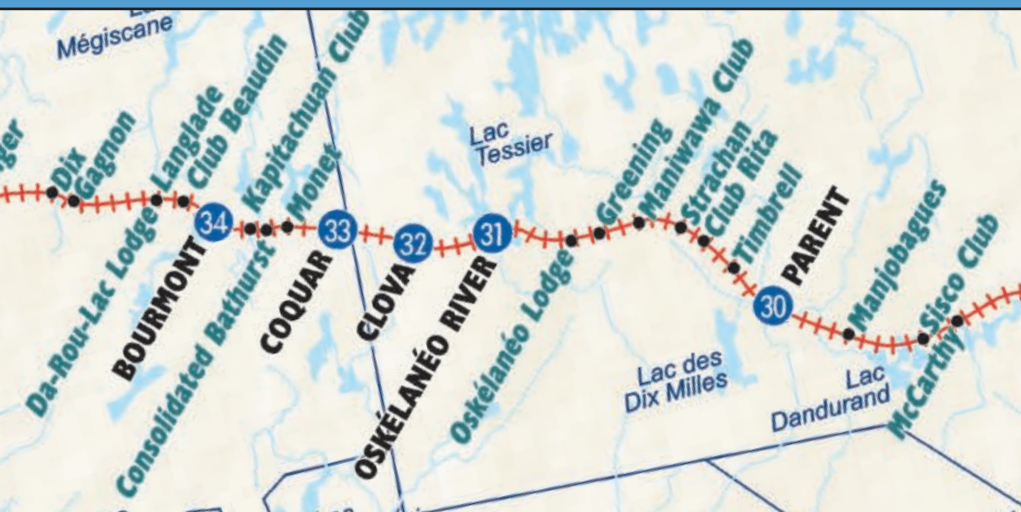
Former village almost entirely flooded during construction of the Rapide-Blanc Dam in 1934. Today it is home to the Chez Farrar Inn and, on the other bank, the ancestral village Atikamekw Coucoucache. After McTavis, you will experience a unique phenomenon. For 3 km, as you cross the Réservoir Blanc, you will feel as if you are floating on water. During the reservoir’s construction, the rail line was raised, creating a long rock bridge down the middle of the water.

27 WINDIGO (43.6)

Former forestry town, now home to 200 people and a few outfitters. While once again heading along the Saint-Maurice River, you will see through the trees the torrential “heart” rapids, Rapide-des-Coeurs* (47.3). You then cross the Saint-Maurice River several times as you wind through the hamlets of Ferguson (49.0), Club Wigwam (52.1), Vandry (57.9), Dessane (62.3) and Saint-Maurice River Boom (66.2).

28 WEYMONTACHIE (67.9)

Pop. 1,150. Meaning “mountain vantage point” in the local dialect, Atikamekw is a community of Algonquin origin located on the side of a mountain. Since 1846, it has been a trading post for the Hudson’s Bay Company, located at the mouth of the Manouane, Ruban and Saint-Maurice rivers. In June 1997, a forest fire threatened to burn down the village but stopped a few metres short of the first houses, to the northwest. A new road bridge was built



in 1992 to shorten the journey south. On the other side of Saint-Maurice is Sanmaur (70.1), a village that takes its name from the first two syllables of Saint-Maurice. Until 1955, 2,000 people lived here. It has been virtually deserted since construction was completed on the dams. Next, you come to the Ruban River* (71.0), Cann (74.5), Club Bélanger (77.2) and Hibbard (85.3).

29 CASEY (93.9)

Former forestry town. A few kilometres to the north is a huge military airport, built in 1947 at the start of the cold war. It was shut down in 1958. As part of the Canada–U.S. Dew line project, the 3,000-metre-long runway was a radar base and training site, but was never really used. When Canada and her allies acquired equipment that covered far more territory and that could be refuelled in flight, the buildings and the control tower were dismantled, but the runway is still in excellent condition. Columbian drug traffickers were arrested here in 1990 when their plane landed in what is considered to be the province's largest drug bust. The Ruban River that you see in Casey is another favourite of canoeists and campers. A little further, the train stops at McCarthy (104.5) and Sisco Club (105.3). You will see the Sisco mica mine (106.0) just before Manjogabues (109.9).

30 PARENT (118.9)

Pop. 500. Founded in 1910. Its name comes from Simon Napoléon Parent, Québec Premier from 1900 to 1905. It has a Western look and during the summer it becomes the supply point for several dozen outfitters, and in the winter it is a major centre for the snowmobile industry. It also has an old radar base from the Dew line. South of the station, you will see the Kruger Sawmill, which employs 150 workers. The Bazin River that flows into it is popular for 5- to 7-day canoe trips that end at the Gatineau River. You cross the Bazin River again at mile 123.0. Traces of the famous 1995 forest fire that threatened the village can be seen for the next 50 km, along which you pass through Timbrell (126.9), Club Rita (131.8), Strachan (134.6), Maniwawa Club (137.2), Greening (142.4) and Oskélanéo Lodge (146.1).

31 OSKÉLANÉO RIVER (152.9)

The Oskélanéo River provides access to the gigantic Gouin Reservoir (2,000 km² and 180-km-long), created during construction of the Gouin Dam on the Saint-Maurice River in 1918 by the Shawinigan Water & Power (SWP) company. It owes its name to Lomer Gouin, premier of Québec at the time (1905-1920) and SWP administrator (1920-1928). Before construction of the road to the village of Atikamekw d'Obédjwan, a trading post founded in 1911 located 72 km north of the Gouin Reservoir, the Oskélanéo Station was the main supply point for the entire region.

32 CLOVA (160.7)

Former forestry town, now serving several outfitters' lodges. It was the bastion of the Canadian International Paper company (CIP) until 1965, and is now virtually the exclusive property of private enterprise. A German prisoner of war camp was located here during World War II. Clova was briefly in the limelight in 1996, when drug traffickers dumped several tons of drugs into the nearby lake named, appropriately enough, Lac Stone. You then cross another point of access to the Gouin Reservoir, the FlapJack River* (165.0).

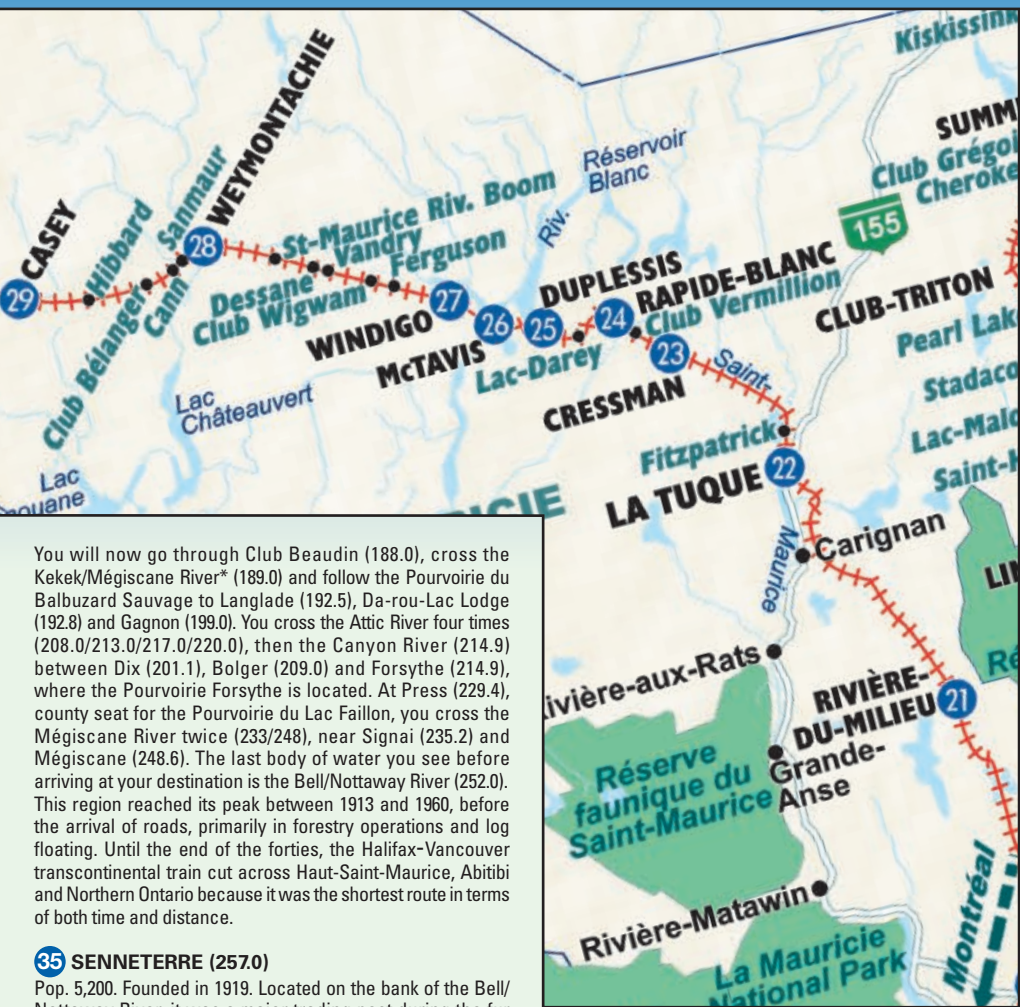
33 COQUAR (166.6)

Before you arrive in Coquar, you will see a boundary marker for the water separation line* (166.0), which happens to be "abitibi" in Algonquian, and which means that you are now officially in Abitibi. From here, the Tamarac River* (168.0) flows into the Gatineau River and on, all the way to Ottawa.

For the next 150 km, the train stops at dozens of outfitters' lodges to drop off or pick up visitors. One such stop is the Pourvoirie Monet in Monet (175.3), followed by stops at Consolidated Bathurst (180.9) and Kapitachuan Club (183.5).

34 BOURMONT (185.0)

From here, a portage path a few hundred metres long allows you to reach Lac Choiseul at the head of one of the region's most beautiful sports rivers, the Kapitachouan. At its mouth, this river flows into the La Vérendrye Wildlife Reserve.



You will now go through Club Beaudin (188.0), cross the Kekek/Mégiscane River* (189.0) and follow the Pourvoirie du Balbuzard Sauvage to Langlade (192.5), Da-rou-Lac Lodge (192.8) and Gagnon (199.0). You cross the Attic River four times (208.0/213.0/217.0/220.0), then the Canyon River (214.9) between Dix (201.1), Bolger (209.0) and Forsythe (214.9), where the Pourvoirie Forsythe is located. At Press (229.4), county seat for the Pourvoirie du Lac Faillon, you cross the Mégiscane River twice (233/248), near Signai (235.2) and Mégiscane (248.6). The last body of water you see before arriving at your destination is the Bell/Nottaway River (252.0). This region reached its peak between 1913 and 1960, before the arrival of roads, primarily in forestry operations and log floating. Until the end of the forties, the Halifax-Vancouver transcontinental train cut across Haut-Saint-Maurice, Abitibi and Northern Ontario because it was the shortest route in terms of both time and distance.

35 SENNETERRE (257.0)

Pop. 5,200. Founded in 1919. Located on the bank of the Bell/Nottaway River, it was a major trading post during the fur trade period. It owes its name to Lieutenant De Senneterre of the De Languedoc regiment under the command of Montcalm, who defended Québec against the British in 1759. Its economy has always depended on the forest industry and the railway network and, until 1988, on the presence of the Canadian Armed Forces who ran a radar base (Dew line). Close-by, more than 20 outfitters' lodges offer lodging, food services and guides. In early July, the Forest Festival features lumberjack, chainsaw and log-throwing competitions.

VAL D'OR – Pop. 25,000. Founded in 1934. Located 60 km from Senneterre is an important industrial Abitibi centre. A must-see is the Cité de l'or, a gold mine located at more than 91 m underground.

For more information, contact your travel agent,
call VIA Rail Canada at
1 888 VIA-RAIL (1 888 842-7245)
TTY 1 800 268-9503 (hearing impaired)
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