



THIS BOOKLET IS YOURS TO KEEP

**ROUTE GUIDE
MONTRÉAL—JONQUIÈRE
MONTRÉAL—SENNETERRE**

This guide chronicles the points of interest along the Montréal–Jonquière and Montréal–Senneterre train routes. Enjoy this opportunity to discover these regions and their history, which was forged by the railway over 100 years ago.

Bon voyage!

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

The Montréal–Senneterre train covers 717 km. It is joined to the Montréal–Jonquière train up to Hervey-Jonction before heading northwest on its own to Haute-Mauricie and Abitibi.

Most of the places 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 line from Hervey to La Tuque between 1908 and 1909, from La Tuque to Sanmaur in 1910, from Sanmaur to Clova in 1912 and from 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 unstaffed secondary stations that provide a sheltered waiting area.

Requested stops: Often stops or points of interest are indicated only by a black and white sign along the railway track, and the train only stops if a passenger wishes to get on or off the train. Many of these stops were named after private hunting and fishing clubs (Club Bélanger, Sisco Club, Iroquois Club) that disappeared in 1978 and were largely replaced by self-administered nonprofit controlled harvesting zones known as ZECs (“zones d’exploitation contrôlées”) or by outfitters. More than 35 of these outfitters in northern Québec are accessible by train and offer accommodations, meals, guides and the infrastructure required for a great adventure trip. For information: www.naturemauricie.com or 1 877 876-8824 (toll-free).

Lastly, **unscheduled stops** occur deep in the forest where no other mode of transportation is available. The train will stop 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.

On 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.

01 MONTRÉAL

Mile: 74.1

Population: 1,649,519

Founded in 1642, Montréal is the engine of the Québec economy. This lively metropolis blends European refinement and the vibrancy of large North American cities. With its lively bistros and avant-garde fashions, Montréal embodies “joie de vivre” like no other city.

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

After departure, the train heads southwest through Pointe-Saint-Charles,* Verdun* and Saint-Henri,* and 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. VIA trains have followed this route since 1990, when the tunnel under Mount Royal was first reserved for electric commuter trains.

02 SAUVÉ

Mile: 139.8

Population: 134,245

(Island of Montréal) The Sauvé train station is located in the borough of Ahuntsic-Cartierville, which extends along the banks of the Rivière des Prairies at the northern tip of Montréal. Today, the area's riverside parks, bike paths and Olympic facilities make it a great place to live.

03 ANJOU

Mile: 134.3

Population: 42,796

(Island of Montréal) Until the early 1950s, only around 800 people lived and worked in this still largely agricultural area. The parish then began to transform into an urban agglomeration—a city plan was laid out, and the municipality introduced a system of aqueducts and sewers, a police force, and public

transit. By the end of the '50s, Anjou's population had increased tenfold to nearly 10,000. Among the many points of interest, the Club de Golf Métropolitain Anjou is well worth a trip—it's the longest public golf course in Québec.

04 JOLIETTE

Mile: 101.9

Population: 20,255

The county seat of Lanaudière was founded in 1823 by Barthélémy Joliette and named Joliette in 1864. In 1850, it welcomed the second stretch of railway in Canada (between Joliette and Lanoraie). Joliette's prestigious Festival international de Lanaudière showcases internationally renowned classical music artists, and 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).

The train then heads 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 Chutes Sainte-Ursule waterfalls* (73.4) on the Maskinongé River are especially spectacular in the springtime. Soon after, you'll come

to Sainte-Angèle-de-Prémont* (71.4), Saint-Paulin* (68.0), 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'll go through a 185 m tunnel near the Shawinigan River* (50.0). Between Saint-Nobert and Charette, you'll notice several sugar shacks, and you may even spot some deer.

05 SHAWINIGAN

Mile: 49.5

Population: 50,148

The heart of La Mauricie was founded in 1901. Its 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 earned Shawinigan its former nickname, "Ville lumière" (City of Light). Since 1997, what is now known as "La Cité de l'énergie" (City of Energy), with its 115 m (38-storey) hydroelectric pylon, attracts thousands of visitors each year. It's also the birthplace of Jean Chrétien, former Prime Minister of Canada.

You'll 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 (Montréal–Senneterre train).

06 GRAND-MÈRE

Mile: 44.2

Population: 13,889

Founded in 1898 and merged with the city of Shawinigan in 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 local park. Like in many municipalities along the Saint-Maurice River, a pulp and paper mill is found here. Grand-Mère's suspended bridge, erected in 1929, was the first of its kind in Canada. As you leave, you'll pass the Garneau rail yard (40.6) and the village of Hérouxville* (3.0).

07 SAINT-TITE

Mile: 7.3

Population: 3,961

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, more than 100 times its population. The characters in *Emilie* (the English version of *Les Filles de Caleb*) spent much of their lives here—it's where the love story between Ovila Pronovost and Émilie Bordeleau occurred, inspiring a very popular novel and television series written by Arlette Cousture. Further along, to the west you'll see the church in the village of Sainte-Thècle* (14.8).

08 HERVEY-JONCTION

Mile: 18.7

Population: 300

Built in 1905, this station was the track junction for trains heading from Montréal 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 (Montréal–Jonquière and Montréal–Senneterre). After departure, you'll enter an “adventure country” dotted with rivers, lakes and wild forests, as well as a few vacation cottages.

Continuing along the Batiscan River, you'll cross the villages of Lac-aux-Sables* (23.4), Notre-Dame-de-Montauban* (28.0) and Rousseau (31.8), and return to the Batiscan River later, at mile 51.0.

09 RIVIÈRE-À-PIERRE

Mile: 39.9

Population: 694

Founded in 1897, this village now exports granite around the world. It is also the gateway to the Portneuf Wildlife Reserve, created in 1968, which you will travel through for the next 35 km. This is where the 68 km Jacques-Cartier/Portneuf bicycle path starts. From mile 51.0 to 69.9, you'll glide alongside one of Québec's most beautiful white water rivers, the Batiscan. White water enthusiasts have nicknamed this popular spot for early-season rafting "Hell's gate" because of a particularly wild stretch of rapids, shoals and cascades. Warning: Beginners, stay clear!

10 MIQUICK

Mile: 59.1

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

11 LINTON*

Mile: 61.9

Population: 32

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 River, 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 opposite shore, look for the mouth of the Jeannotte River* (65.9). You'll then pass Jacques-Cartier Club (67.1) and Falrie (68.8).

12 PONT-BEAUDET

Mile: 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 the equipment needed to supply the workers. The train then leaves the Batiscan River on its way 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). You'll return to the Batiscan further along, at Pearl Lake (84.2), Hironnelle (84.9) and Club Nicol (87.9).

13 CLUB-TRITON

Mile: 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, founded the Triton Fish and Game Club here. Its first clubhouse was built

in 1897. Since then, many celebrities have visited it, including Winston Churchill and several U.S. presidents. Today, it attracts 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 teepees in the very heart of the forest.

14 LAC-ÉDOUARD

Mile: 95.3

Population: 176

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 found here, it accommodates tourists who wish to make the most of the region's natural beauty. You'll then pass by Cherokee (100.2), Caribou (101.6) and Club Grégoire (103.8).

15 SUMMIT CLUB AND SUMMIT

Mile: 106.2/107.2

The resorts established here are located on the region's highest elevation (at an altitude of 446 m). 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'll

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).

16 LAC-BOUCHETTE

Mile: 143.0

Population: 1,168

Located on the banks of Lac des Commissaires, this village, founded in 1882, 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'll see Lac Saint-Jean* (157.0), which covers 1,275 km² and is known for its "ouananiche," a type of freshwater salmon.

17 CHAMBORD

Mile: 159.5

Population: 1,820

Founded in 1857, Chambord is the gateway to the Lac-Saint-Jean region. In addition to its public beach, the area is home to 11 caverns, called the Grotte de Chambord, that offer a total of 700 m of passages brimming with fossils and hydrological 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'll 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 the "Véloroute des Bleuets" bicycle path, inaugurated in June 2000, which makes a 256 km loop around Lac Saint-Jean.

18 HÉBERTVILLE

Mile: 181.4

Population: 2,540

Founded in 1849 and located on the old fur trade route, it became the cradle of colonization and agriculture for the Lac-Saint-Jean area.

ALMA – Pop. 29,998. Located 10 km north of Hébertville, Alma welcomes you with the Dam-en-Terre tourist centre featuring cruises on Lac Saint-Jean and a variety of activity packages. The Jardin Scullion (garden) is another must-see in the area. You'll then cross Rivière-aux-Sables* (200.6), whose overflow during the July 1996 floods hit the region particularly hard.

19 JONQUIÈRE

Mile: 201.5

Population: 60,256

Founded as a train terminal in 1847, Jonquière was merged with Kénogami and Arvida in 1975, and then with Chicoutimi in February 2002 to become the city of Saguenay (pop. 146,641). Its industry is based primarily on paper mills and aluminum smelters. Lively and teeming with outdoor cafés and nightclubs, it hosts one major event after another throughout the year. In fact, the city has become famous for its megashows and festivals.

CHICOUTIMI – Pop. 60,008. 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.

20 PONT DE LA RIVIÈRE DU MILIEU

Mile: 96.0

Literally the “middle river bridge,” this is the highest railway bridge in Québec, rising more than 60 m high and spanning 121 m—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’ll travel

through several small hamlets, including Lac-Chat* (98.2) and Lac-à-Beauce* (111.0).

21 LA TUQUE

Mile: 122.2

Population: 11,069

This municipality was founded in 1911. The Brown brothers from New Hampshire erected a pulp and paper mill here—it's now called Smurfit Stone and employs 500 workers. It is the birthplace of 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 area encompassing 460 km of railway. It was traditionally 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," in which thousands of canoeists descend the Saint-Maurice River to Shawinigan during the first weekend of September.

After leaving the town, you'll travel along the vast reservoir upriver from the La Tuque hydroelectric dam, where the Bostonnais and Croche rivers flow

into it. You'll 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.

22 CRESSMAN AND RIVIÈRE VERMILLION

Mile: 12.9

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

23 RAPIDE-BLANC

Mile: 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'll pass the Lac-Darey stop (28.4).

24 DUPLESSIS

Mile: 34.7

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

25 McTAVISH

Mile: 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 of Atikamekw Coucoucache. After McTavish, you will experience something unique—for 3 km, as you cross the Réservoir Blanc, you will feel as if you are floating on water. During the building of the reservoir, the rail line was raised, creating a long rock bridge down the middle of the water.

26 WINDIGO

Mile: 43.6

Population: 200

Former forestry town, now home to about 200 people and a few outfitters. While once again heading along

the Saint-Maurice River, through the trees you will see the torrential “heart” rapids of Rapide-des-Coeurs* (47.3). You’ll 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).

27 WEYMONTACHIE

Mile: 67.9

Population: 1,280

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 the 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 on the dams was completed. Next, you’ll come to the Ruban River* (71.0), Cann (74.5), Club Bélanger (77.2) and Hibbard (85.3).

28 CASEY

Mile: 93.9

This is a 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 m runway became a radar base and training site, but was never really used. When Canada and its allies acquired equipment that covered far more territory and could be refuelled in flight, the buildings and control tower were dismantled, but the runway is still in excellent condition. Colombian 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 hitting Manjobagues (109.9).

29 PARENT

Mile: 118.9

Population: 611

Founded in 1910, this municipality was named after Simon Napoléon Parent, premier of Québec 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 era. South of the station, you will see the Arbec Sawmill. The Bazin River that flows into it is popular for 5- to 7-day canoe trips that end at the Gatineau River. You'll 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, as 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).

30 OSKÉLANÉO RIVER

Mile: 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. The reservoir 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 Atikamekw village of Obedjiwan, a trading post founded in 1911 and located 72 km north of the reservoir, the Oskélanéo Station was the main supply point for the entire region.

31 CLOVA

Mile: 160.7

Population: 50

As a former forestry town now serving several outfitters, Clova was the bastion of the Canadian International Paper company (CIP) until 1965, and its land is now owned almost exclusively by 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'll then cross another point of access to the Gouin Reservoir: the Flapjack River* (165.0).

32 COQUAR

Mile: 166.6

Before arriving in Coquar, you will see a boundary marker for the watershed* (166.0), which happens to be “abitibi” in Algonquian and means that you are officially in Abitibi. From here, the Tamarac River* (168.0) flows into the Gatineau River, which runs all the way to Ottawa. For the next 150 km, the train stops at dozens of outfitters 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).

33 BOURMONT

Mile: 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, which flows into the La Vérendrye Wildlife Reserve. You'll then travel 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'll cross the Attic River four times (208.0/213.0/217.0/220.0), and then the Canyon River (214.9) on your way past Dix (201.1), Bolger (209.0) and Forsythe (214.9), where the Pourvoirie Forsythe is located. At Press (229.4), county seat of the Pourvoirie du Lac Faillon, you'll cross the Mégiscane River twice (233/248), near Signai (235.2) and Mégiscane (248.6). The last body of water you'll see before arriving at your destination is the Bell/Nottaway River (252.0).

This region reached its economic peak, primarily in forestry operations and log floating, between 1913 and 1960, before the arrival of roads. Until the late 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.

34 SENNETERRE

Mile: 257.0

Population: 2,962

Founded in 1919 and located on the bank of the Bell/Nottaway River, this municipality 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 offer lodging, food services and guides. In early July, the Forest Festival features lumberjack, chainsaw and log-throwing competitions.

VAL D'OR – Pop. 31,123. Founded in 1934, this municipality situated 60 km from Senneterre is an important industrial centre. A must-see is the Cité de l'Or, a gold mine located more than 91 m underground.

RAILWAY SIGNS TO WATCH FOR

The milepost, one of many railway traditions, provides the key to locating a train's current position. Mileposts may be on either side of a track, and are usually rectangular white signs with black numbers. Though Canada now uses the metric system, the original markers for railroads were in miles—and they still are today. Each line is subdivided at railway division points; these subdivisions are not a standard length, as they were based on the distance a steam locomotive could travel in a day.

MILEPOSTS

Milepost numbers increase as you travel from east to west and reset to zero at the start of each subdivision. Subdivisions are 43 to 146 miles (69 to 235 km) long.

SIDING AND STATION NAME BOARDS

Newer siding and station name boards are white with the name in black. Older station name boards are also white with the name in black, but the lettering is all uppercase and the signs are mounted on buildings.

Populations are approximate. All other information was accurate at the time of printing.

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