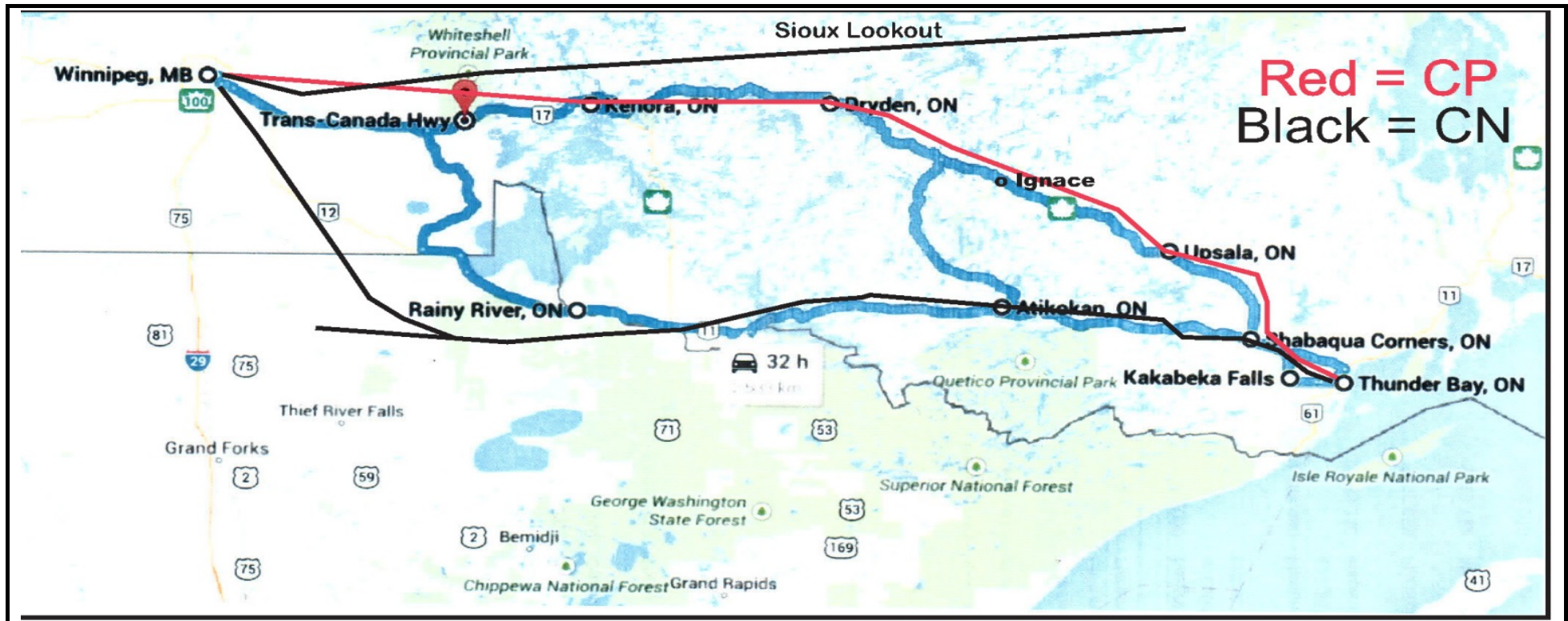


# Road log for railroad features west of Thunder Bay



Routes:

- Trans Canada Highway in Manitoba from Winnipeg to Ontario border
- Highway 17 (Trans Canada Highway "TCH") from Manitoba border to Thunder Bay
- Alternative Highway 11 via Atikokan to Shabaqua Corners
- Alternative Highway 102 from Hwy 11/17 east of Shabaqua Corners to Thunder Bay





Notes:


*On some portions of the TCH in Ontario there are Km posts every 2 kms which count down to zero on the Ontario-Manitoba border. Where these exist they are used as references for distances on the TCH. Where such signs do not exist we have described features by the best available means, usually distance from a prominent feature like a highway junction. Therefore correlate your car odometer from whatever starting feature we have used so that you can then recalculate your road log to match your odometer.*

*At the time of writing this road log we were unaware of any major road construction on the described routes.*





Location	Hwy	Kms	Features
TCH Winnipeg to the Ontario border	TCH 1	0 - 142 Kms Wpg - ON border	Both CN and CP main lines are well north of the TCH in this portion of Manitoba and there is little RR related to see without making a deviation northwards. One recommended deviation is to go north on Hwy 11 (82 kms from Wpg), cross the CN tracks, then turn east at Km 32 onto Hwy 44 which parallels the CP tracks to the point close to the road where the CN crosses the CP on an overpass just west of Rennie. Continuing east on Hwy 44 beside the CP line allows one to rejoin the TCH via West Hawk
TCH Ontario border to Shabaqua Corners	Hwy 17	Wpg - T Bay is 685 Kms	This whole length of Hwy is never far from the CP mainline except where the road has been rerouted such as the bypass north of Kenora. The CP mainline used to be double track all the way from Thunder Bay to Winnipeg but with the advent of CTC the second tracked was ripped out but the extra wide grade and many double width bridges still exist along the Right of Way. Now it is only double track for the last 50 or so kilometres into Thunder Bay.
	Hwy 17	Approx 42 kms from MB border	When approaching Kenora take the old road that runs right through the town and stop at the railroad museum on the south side of the main street. There are a restored CP SW1200RS locomotive (CP 8120) and a CP caboose (CP 437473). Specific address is at intersection of Parson Street and Lakeview Drive, next to the Dairy Queen.
	Hwy 17	Approx 20 kms east of Kenora	The CP main line crosses over Hwy 17 on an overpass with the highway taking an S bend to pass under the tracks. Just beyond the overpass are a layby area on the highway.
	Hwy 17	203 Kms from MB border	Dryden, which has a large paper mill with a long CP yard and usually lots of box car switching activity. Also has a restored CP caboose (CP 434424) on static display adjacent to the main road. The CP tracks and yard are parallel to and beside the road through the east half of Dryden.



	Hwy 17	308 Kms from MB border	Ignace is one of the many small places along the highway where road and rail are close and a meal can be had with a view of the tracks.	
	Hwy 17	413 Kms from MB border	Upsala is another small place with similar attributes to Ignace. It is the last community in the Central Time Zone so one should move ones watch ahead one hour by the time one raches the next stop.	
	Hwy 17	488 Kms from MB border	Shabaqua Corners is a junction where Ontario Hwy 11 coming from Atikokan and points west joins Hwy 17. Since leaving Upsala the terrain has become more hilly as the rivers cut down towards the lower elevation of Lake Superior. Consequently the CP mainline diverges east of the Hwy and follows down the Kaministiquia River valley while the Hwy sticks to the higher ground. At Shabaqua Corners the CN branch from Atikokan and the USA is intermittently visible on the west of the highway. 0.5 kms east of the junction is a store with a very photogenic steam traction engine on its front lawn.	
	Hwy 17	18.1 Kms east from Shabaqua Corners	Sunroom River bridge on CP where double track. This thru truss bridge is right beside the highway there is very little space to pull off the highway safely. For several kilometres either side of this bridge the CP tracks parallel the highway in view of the highway.	
	Hwy 17	21 Kms east from Shabaqua Corners	Hwy 102/Hwy 11/Hwy 17 junction. Hwy 102 is the truckers cut off to Thunder Bay, while the TCH continues along 11+17 southwards. The junction is elevated to accommodate an overpass over the CN tracks to Atikokan.	

Hwy 17	16 Kms east from Hwy 102 Jct	Kakabeka Falls. This is an impressive waterfall, well worth stopping for, immediately on the north side of the small town of Kakabeka. Km distance is to the Falls Park entrance. For those interested in old military machines, the Legion at the south end of Kakabeka has a pair of tiny (by today's standards) armoured personnel carriers on display. This 1 Km further east than the Falls entrance.
Hwy 17	26.7 Kms east from Hwy 102 Jct	Overpass over CN single track mainline.
Hwy 17	30.8 Kms east from Hwy 102 Jct	Hwy junction with Arthur Street taking off on south side of Hwy 17. This provides an alternate route into Thunder Bay. 3.7 Kms along Arthur Street is a propane facility unloading spur off the CP mainline and 4.2 kms along Arthur Street is the overpass over the double track CP mainline.
Hwy 17		<p>On reaching the outskirts of Thunder Bay by Hwy 17 there is a major intersection with the four lane bypass road. To reach the Prince Arthur Hotel, go straight across this intersection and continue to follow what is now called Harbour Expressway for several kilometres till you cross the CN line on a grade level crossing and then turn left at the next lights onto Fort William Road going north. It parallels the CP and CN yard tracks and the road changes name to Water Street, After about 2 kilometres you will pass the fire station on your left and then the old Canadian Northern station on your right. Immediately thereafter turn left and the Prince Arthus Hotel is visible one block up the hill with the front entrance on Cumberland Street.</p> 
Canadian Northern station		



Hwy 11 Atikokan - Shabaqua Corners	Hwy 11 - 11B to Atikokan	<p>The town of Atikokan is 2 - 3 kms north of Hwy 11 along a side road labelled Hwy 11B. Several features in the town are well worth a visit. They are described hereafter with street names specifying their location. The first is the CN rail yard and former station which parallels Front Street. On Front Street opposite the remains of the train station raised platform is the elegant brick former railway hotel building which is still a hotel.</p>	
	Atikokan	<p>On Main Street on the north side near the junction with Mark St is the former Union Hall dating from the 1940s when the nearby Steep Rock iron mine was being constructed. Outside it there is a large open pit mining shovel bucket on display as well as various other smaller mining items. The hall now operates as a restaurant and bar and is worth a visit to examine the fascinating old photographs of the mine, railway, rivers diversion etc that hang on every wall.</p>	
	Atikokan	<p>At the east end of Main Street is an open air park which is also an open air museum which includes many items of railway equipment including one of only 3 Shay locomotives in Ontario, a CN caboose, logging bunk cars, mining machines, a stamp mill, ore cars and a large (by 1940s standards) Euclid open pit truck. All can be touched, got into, measured, photographed etc without fences or barriers preventing detailed examination.</p>	
	Atikokan	<p>For those with lots of time and an interest in mines one can drive north along O'Brien Street and eventually reach the road into the old open pit iron mine. There was a rail spur right into the mine so iron ore could be loaded out and sent to Thunder Bay for onward shipment. The remains of some of the load out buildings are still evident. The pit is now mostly flooded.</p>	

Hwy 11	From 80 - 130 kms east of Atikokan	East from Atikokan all the way to Shabaqua Corners the CN rail line parallels the road but due to the rugged topography is rarely visible until about 80 kms east of Atikokan. Thereafter the line is visible on the north side of the road till near the west end of Shebandowan lake where there is an at grade road crossing and immediately east of that crossing is a very recently rebuild bridge. Until the fall of 2013 it was a wooden trestle, now replaced by a steel beams on piles structure.
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Hwy 11	East of Shebandowan there is a passing siding close to the Highway and visible from it.
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Hwy 11	Junction with Hwy 17	The Shabaqua Corners Junction brings one back to the road log described above under Hwy 17.
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Hwy 102	Km 0	The junction of Hwy 102 and Hwy 11/17 is locally referred to as the Kaministiquia Junction because it is close to that named river.	
Hwy 102	Km 3.7 - 3.8	Overpasses over CN rail line and former Canadian Northern line.	
Hwy 102	Km. 4.1 - 4.2	High level concrete highway bridge which crosses over the CP bridge which is crossing the Kaministiquia River in a stacked bridge feature. Views of the CP bridge are best had from the next point of interest.	
Hwy 102	Km 5	Turning to the right (south) leads to Kaministiquia CP siding and yard, rivers edge and view of the double bridge feature. Best view of bridges is from river's edge at end of old road where old bridge has been removed. Exercise care when driving to the end of the old road as it crosses the multiple rail tracks with no warning signals as to whether a train is approaching.	
Hwy 102		Continue along Hwy 102 to Thunder Bay where you will reach the junction with the four lane bypass highway. Keep straight across onto what is then named Red River Road. Keep following Red River road all the way to almost its end (i.e. you can see the lake as you come down the last hill) then turn left onto Cumberland Street and the Prince Arthur Hotel is two or three blocks north on the right hand side.	

ARRIVE IN THUNDER BAY

***ADDITIONAL RAILFANNING INFORMATION FOR THE IMMEDIATE  
THUNDER BAY AREA WILL BE AVAILABLE IN SEPARATE  
DOCUMENTS HANDED OUT AT CONVENTION REGISTRATION.***