

# Canadian National in Nova Scotia - Bedford Sub

Mile	Stations	Siding (feet)
5.0	Fairview	
6.0	Rockingham	yard
7.96	Millview	
10.6	Bedford	
15.6	Jct w Dart Sub	
15.7	Jct w WHRC	
15.8	Windsor Jct	
16.33	talking hot box	
20.0	Kinsac	3553
27.0	Sandy Cove	3800
30.3	talking hot box	
38.4	Milford	6100
44.3	talking hot box	
51.2	Alton	6435
61.3	talking hot box	
61.5	Hyde	8785
64.0	Truro East	

Track speeds are quite fast between Truro and Halifax while you are traveling through residential and rural areas as this subdivision is mostly flat when compared to the Springhill Sub and it's numerous grades. Plus, unless there are slow orders, the trains do not usually slow because most meets happen on the Springhill Sub. There are many grade crossings between Truro and Halifax on roads that intersect with Highway 2 and for many stretches, the railway can be seen from Highway 2. Because of some of the residential areas along Highway 2, you will want to use Highway 102 to get ahead of any train you may be pacing. Highway 102 is a divided and controlled access highway. Pacing a train in this area is not possible so 'leapfrogging' is really the only chance you may have so pick your spots carefully paying attention to the proximity of the divided Highway 102 that has a 110km/h (70mph) speed limit. Again, the track loosely follows Highway 2 between Windsor Junction and Truro while highway speeds are 80km/h (50mph) or less as it travels through villages and towns on this road. Track speed is usually 65mph.

# Halifax Area to Windsor Junction

Railfanning trains in a highly populated area like Halifax is not easy if you want to pace the train. Heck, not easy, just impossible. Here are some sights and places for you to see. We expect that you will want to pick up a street map of Halifax (usually available at gas stations) or use an online map service to see where the streets are. We ask you to please abide by the no trespassing policy and not ruin the local railfan's enjoyment of these areas as inviting as some shots may be.

## Fairview

Fairview Engine Terminal, with the still used turntable and inspection pit, are located at the end of Chisholm Avenue. Fairview is where local servicing is done on the motive power and unloading for the local brewery. MOW is also stored here. Although it is easily found and seems readily accessible, the CN police routinely patrol it and trespassing is not allowed. From various points surrounding the facility you can usually see everything on the tracks. You can get good views from parking lots along Joseph Howe Drive and from the Fairview & Saint John's Cemetery as well as walking around behind the facility. For history buffs, the Titanic cemetery is located in the Fairview Cemetery.

## Rockingham Yard

Rockingham Yard, also called ROCK, is located beside the Bedford Highway following the south side of Bedford Basin. This is where some of the trains are finally assembled for departure. You can easily view this entire yard from the street but there is no street parking. You can park on one of the side streets and walk or pay the metered parking at Mount Saint Vincent University. Centennial Park is a small public park beside the yard office (former passenger station) but there are no facilities on site.

## Halifax Intermodal Terminal

HIT is located underneath the MacKay Bridge (locally called the 'new bridge'). The track for this diverges between Fairview and Rockingham and also services the container pier (one of two in the city). It crosses through Seaview Park on its way to HIT from Rockingham. The other container pier for offloading ships is located near Halifax Ocean Terminal near Point Pleasant Park.

## Halifax Ocean Terminal

This is also called HOT and is located near Point Pleasant Park. The track that connects this yard and Rockingham is called HOTROCK and this track is in a rock cut for most of the way. The only ground level view past Fairview is off Mumford Road at West End Mall. Overhead shots of the track in the rock cut are available on Coburg, Jubilee and South Streets and

various side streets diverging from Beaufort Avenue as the tracks go to HOT. HOT is the terminus for trains including VIA's 'Ocean'. A portion of the yard is visible from the road bridge on Younge Avenue. And an overhead view is also possible on Tower Road near St Mary's University.

### Bedford Highway Irving

Railfans congregate here to watch the departing freight trains. This is found just north of the intersection of Bedford Highway and Kearney Lake Road. This is also called Mile 7 by the local foamers. The lead motive power of westbound freights usually stops here to await the conductor after collecting his paperwork from Rockingham and inspecting the train.

### Trestle in Bedford

This trestle was built during the days of the InterColonial Railway. It is easily viewed from both sides and multiple angles. There is a small public park underneath and parking is available there and at the mall.

### Rocky Lake Drive

This street has a couple of neat views. First, Trade Mart Plaza. The parking lot at this industrial mall has a cab level view of the tracks after they leave Bedford headed west. Further west on this road you will cross over the tracks and follow them for a short distance before they veer off towards Windsor Junction. If you continue on for 0.5km you can look across the lake and see the tracks as well. If you continue on this road you will intersect the Dartmouth sub in Waverley. Or if you wish to continue the Bedford sub, you can return to Highway 102 by going back to Bedford Industrial Park, near where you crossed over the tracks and following the signs. Instead of getting on the highway you could get to Windsor Junction by continuing on this road.

## **Windsor Junction to Enfield**

Leaving Windsor Junction you would either go back to Waverley to get on the 102 or continue down Fall River Road which will eventually bring you back to Highway 2. Either way, you will not be able to catch up to the train for quite some time in either direction.

### Wellington/Oakfield

The tracks cross Kings Road in Wellington and this road very close to Route 2 and depending on road conditions and traffic you may (but not likely) be able to catch up at the single lane road bridge into Laurie Park (a provincial campground) or at Oakfield Park. Both Kinsac and Sandy Cove sidings are here and can only accommodate trains 3500 and 3800 feet respectively. The west end of Sandy Cove is at the Frenchman's Road crossing, about 2 km from the 102 at Enfield. The tracks cross under highway 102 just north of the Enfield exit.

There is a talking defect detector at mile 14 near Windsor Junction that warns of approaching trains if you are within radio range; there are others at mile 30, just west of highway 102; mile 44 (between Shubenacadie and Stewiacke); and Mile 60 (Hyde, adjoining the Millbrook First Nation on the outskirts of Truro).

### Enfield

From here to Truro, the tracks, route 2 and highway 102 parallel each other and the tracks often cross route 2 or various side roads leading off of it. Some good views are in Enfield where Route 2 and the 214 intersect and various spots in Shubenacadie both at and below grade. The talking hot box is in the Enfield area. There are some above grade and at grade photo opportunities between Shubenacadie and Brookfield. The Milford siding is where the gypsum trains bound for Dartmouth leave the mine.