

### Brief Synopsis of Rail Relocation History in Regina

Canadian National Railway (CN) and Canadian Pacific Railway (CP) both have a long history in the city with rails within the city existing as early as 1886. From west to east, the most direct CP route main line runs right through the centre of Regina from Vancouver to points as far east as Montreal and Quebec City along the St. Lawrence Seaway. CN similarly does the same, but with a more northerly route through Saskatoon.

As Regina has developed, interest and execution in relocating some or all of the railways has occurred. This has been the result of various interests including such as concerns about noise, safety, incompatible adjacent land uses, urban redevelopment and delays in the city road network.

Rail relocation in Regina started with work in the 1960's, continued through the 1980's with an ending of the program in the early 1990's. In the 1980's, as part of the Rail Relocation Initiative, the City applied to the Canadian Transport Commission for a decision to relocate the CN Marshalling Yard, CN Central Butte, CN Craik, CN Qu'Appelle and CP Lanigan Subdivisions to a corridor around the north side of the city. An affirmative decision was handed down in 1987; however, a combination of lack of funding and other factors resulted in the City withdrawing the pursuit of further relocations.

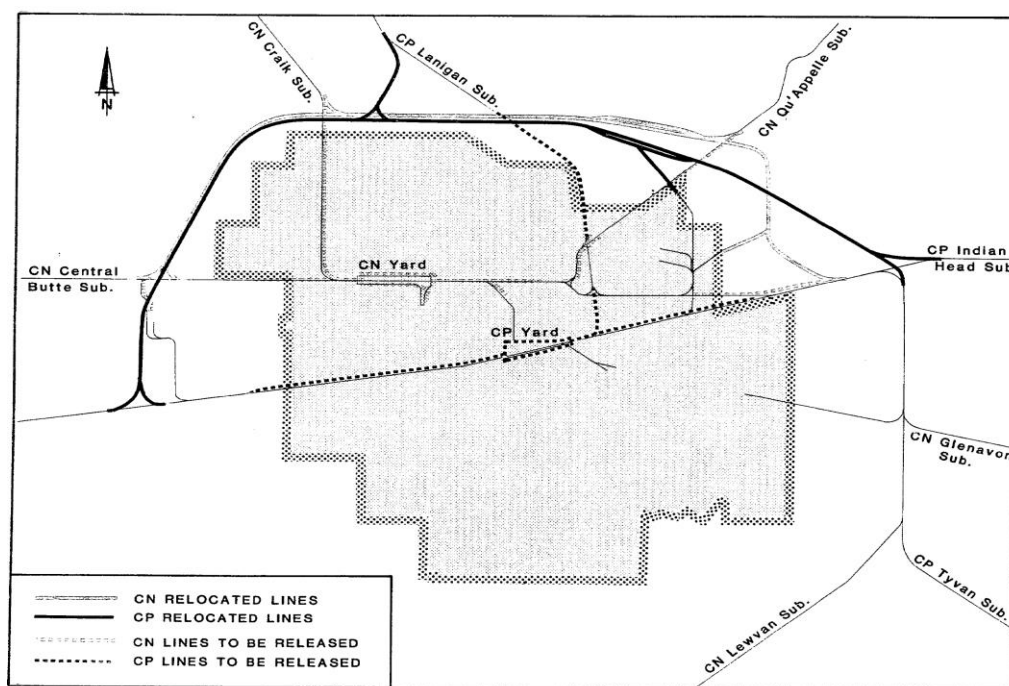


Figure: Regina's Global Railway Relocation Program, 1984

Subsequent discussions in the late 1980's and early 1990's to facilitate a compromise with both CN and CP to relocate both subdivisions within the city limits to a joint operating corridor were also unsuccessful at that time.