

## New loading track in New Richmond is up and running

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NEW RICHMOND – When the two new Cascapedia-St-Jules railway bridges required a completion rush, at the beginning of December, the track crew of the Gaspésie Railway Society left the construction site of the new loading track in New Richmond, to concentrate its effort on the mainline, nine miles to the west.

After the Christmas and New Year's Day break, the track gang resumed work on January 4 to complete the loading track started on November 17. That track was necessitated by the end of the agreement that had linked Northern Crane Services and Fabrication Delta, after four years. The two parties could not reach another

agreement for the next two years and a pinch-hit solution was found north of the New Richmond station.

Nine days were needed to finish the track laying and the landscaping work that now allow Northern Crane Services' new subcontractor to load the windmill blades fabricated in Gaspé by LM Wind Power.

The use of the 2,300-foot-long spur started on January 13 with the loading of a standard train carrying 48 blades on 72 flat cars. The operation ended on January 22 and the train left a day later.

The building contract of that spur was carried out by the Gaspésie Railway Society instead of being outsourced. The subcontractors were Gaétan Couture, Soudex and LFG Construc-

tion, all of New Richmond, as well as Clôture Kennedy, of Gaspé, which installed the fences.

The next windmill blade train in New Richmond is now scheduled for the beginning of February.

The closure of the old Cascapedia-St. Jules railway bridges and the rush to complete the new ones was forced by the December 1-2 floods, and the Grand Cascapedia River one was major. During the 23-day closure of the line at that point, a windmill blade train was loaded in Nouvelle, on a location situated in the east part of the village. That location was laid out in a handful of days, proving once more the capacity of the Gaspésie Railway Society to adapt to emergency situations.