

GO ELECTRIFICATION STUDY

Baseline Report

Issue 1 - DRAFT for Comment

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EXECUTIVE SUMMARY

CONTEXT

Metrolinx operates a comprehensive transportation system of bus and commuter rail lines in the Greater Toronto and Hamilton Area (GTHA). The system includes the GO rail network, which is an essential part of Metrolinx's service to the area commuters. GO Transit currently provides commuter rail service on seven corridors in the GTHA, using conventional diesel-electric locomotives and non-powered bi-level coaches in push-pull configuration.

In late 2008, Metrolinx published a Regional Transportation Plan – The Big Move – a multimodal vision for regional transportation to strengthen the economic, social and environmental sustainability of the Greater Toronto and Hamilton Area. The Big Move sets out a fast, frequent and expanded regional rapid transit network as a key element of the plan. The plan includes establishing Express Rail and Regional Rail services at speeds and frequencies that are typically provided by electrified systems. As an interim stage GO rail services are being developed to provide more frequent 2-way all-day service (as envisioned in the GO2020 strategic plan).

ELECTRIFICATION STUDY

Metrolinx has initiated a study of the electrification of the entire GO Transit rail system as a future alternative to diesel trains now in service. The electrification study is examining how the future GO rail services will be powered – using electricity, enhanced diesel technology or other means –when improved services are implemented in the future. The study will assess the benefits and costs of a full range of technology options, including enhanced diesel, electric and alternative technologies. The study will consider the existing GO Transit network, the proposed network expansions to St. Catharines, Kitchener/Waterloo, Allandale, Bloomington, Bowmanville, as well as the future Pearson Air Rail Link.

BASELINE REPORT

This Baseline Report is the second in a series of reports prepared as part of the electrification study. It builds on the High Level Decision-Making Framework, which outlines the overall decision-making process being used to develop findings and conclusions for the study.

The purpose of the Baseline Report is to assemble and present key background and foundational information that will provide the basis for identifying and comparing technology options for powering GO trains in the future – using electricity, enhanced diesel technology or other means.

This report:

- Describes the **planning context** for the electrification study, including key legislation and plans (Places to Grow, The Big Move and GO 2020) that provide the legislative and policy backdrop for the study.
- Provides a comprehensive description of **existing conditions** including:
 - The **GO Transit network** of seven rail corridors and bus services;
 - The **Infrastructure** (tracks, stations, platforms, parking lots, signal systems, bridges, crossings, culverts and grade separations) that supports GO's rail operations;
 - The current **service levels** provided by GO Transit to its rail passengers for each of the seven rail corridors; and
 - The **rolling stock** – locomotives and coaches – now used to provide GO rail service in the GTHA.
- Introduces the **Reference Case**, a reasonable scenario for future GO service which incorporates existing attributes and approved/planned enhancements of GO's rail network, rolling stock, rail infrastructure and service levels consistent with the GO2020 service vision. The Reference Case, prepared specifically for this study, includes a high level service concept (not a plan), which is one possible outcome, subject to detailed feasibility, passenger demand and capital/operating funding. The Reference Case provides a consistent basis and assumptions for comparing future technology and network options as part of the electrification study.

Next steps in the study include identifying and evaluating a broad range of existing and future rolling stock and electrification system technologies that could be used to provide future GO rail services, and recommending a "short list" of technologies for more detailed assessment and analysis.

1 Introduction

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 - The current **service levels** provided by GO Transit to its rail passengers for each of the seven rail corridors; and
 - The **rolling stock** – locomotives and coaches – now used to provide GO rail service in the GTHA.
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It is intended that this report be updated during the course of the study as new data and information becomes available.

2 Planning Context

The Electrification study is taking place within the context of a number of planning initiatives as set out below.

2.1 Places to Grow

In 2005 the Government of Ontario passed the Places to Grow Act. The Places to Grow Act helps the Ontario government strategically plan for growth. It gives the government the authority to designate any geographic region of the province as a growth plan area and develop growth plans. Growth plans identify where and how development should occur within a region and help guide government investments.

In June 2006 the growth plan for the Greater Golden Horseshoe was released. The Greater Golden Horseshoe is one of the most important regions in Canada and is among the fastest growing areas in North America. The region extends from Niagara Falls to Peterborough. Currently home to over eight million people, the region is expected to have another 3.7 million people and 1.8 million more jobs by 2031.

This 25-year growth plan will guide urban development in the Greater Golden Horseshoe and provides a framework for the government to coordinate planning and decision-making for long-term growth and infrastructure development. The plan recognizes that while growth can be good for our economy, urban sprawl has an adverse effect on the economy, our health, the environment and quality of life. A key element of the plan is the recognition that more people must spend more time commuting to work resulting in more vehicles contributing to gridlock, delays in the movement of goods and elevated pollution levels.

The Places to Grow plan envisions further intensification of built-up areas, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and grey fields. The plan recognizes that concentrating new development in these areas will provide a focus for transit and infrastructure investments which in turn will support future growth. The plan places the highest priority on public transit for transportation infrastructure planning and major transportation investments. The plan also establishes criteria to guide decisions on transit planning and investment including:

- Using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- Placing priority on increasing the capacity of existing transit systems to support intensification areas;
- Expanding transit service to areas that have achieved, or will be planned so as to achieve, transit-supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development wherever possible;
- Facilitating improved linkages from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas;
- Consistency with the strategic framework for future transit investments (as outlined on Schedule 5 of the Places to Grow plan);
- Increasing the modal share of transit¹.

¹ Growth Plan for the Greater Golden Horseshoe, 2006; p.25

There are a number of related Provincial initiatives that support Places to Grow. Since the plan recognizes the importance of transit, both intra and inter-city, the establishment of Metrolinx was one of these initiatives.

2.2 Metrolinx – The Big Move

Metrolinx was created by the Government of Ontario to develop and integrate a multi-modal transportation plan for the Greater Toronto and Hamilton Area (Toronto, Hamilton, Durham, Halton, Peel and York).

Metrolinx has developed a Regional Transportation Plan (RTP) called “The Big Move”, which will guide future transportation development in the GTHA. The Metrolinx RTP includes the construction of over 1,200 kilometres of rapid transit — more than triple what exists now. This will provide 80 per cent of residents in the region with access to rapid transit within two kilometres of their homes. This will facilitate the reduction in average commute times and transit riders will have access to jobs that were previously difficult to reach by transit.

The Big Move identifies new transportation initiatives that amount to two billion dollars annually over the next 25 years — the largest public transit expansion in half a century. Over its life span, this investment will not only help create thousands of new green and well-paid jobs, but also will save billions of dollars in time, energy and other efficiencies.

Transportation related emissions account for about one-third of greenhouse gases emitted in Ontario. The Big Move will provide travel alternatives which will reduce emissions leading to a healthier environment. Each year traffic congestion costs \$6 billion through delays and lost productivity. An improved transit system will enhance our competitiveness, provide direct employment and contribute \$70 billion in business revenue.

The vision for the Regional Transportation Plan (RTP)² is:

- “...The distance we drive every day will drop by **one-third***
- ...We will have access to **six** times more bike lanes and trails*
- ...**One in five** of us will walk or cycle to where we have to go*
- ...**All** transit vehicles will be accessible*
- ...We will use a single, integrated fare card for **all** transit trips*
- ...Our emissions from passenger transportation will be cut in **half**”*

² The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area, November 2008; p. 13

There are thirteen goals of the RTP³ that guide progress towards the vision:

1. Transportation Choices

People will have a wide range of options available to them for getting around regardless of age, means or ability, including walking, cycling, public transit and automobiles.

2. Comfort and Convenience

There will be a strong emphasis on the traveller. Getting around will be more convenient with coordinated information, facilities, operations and pricing; more comfort and less crowding; and the highest standard of customer service across the system. Uncertainty regarding travel times and delays will be reduced.

3. Active and Healthy Lifestyles

Walking and cycling will be attractive and realistic choices for all, including children and seniors.

4. Safe and Secure Mobility

Getting around will be safer and more secure. Parents will feel comfortable allowing and encouraging their children to walk, cycle or take public transit to school.

5. Fairness and Transparency

Citizens will be active partners in shaping the future transportation system. Decision making will be transparent and inclusive.

6. A Smaller Carbon Footprint and Lower Greenhouse Gas Emissions

The transportation system will operate sustainably within the capacities of – and in balance with – the GTHA's ecosystems. GHGs and other harmful emissions related to transportation will be reduced.

7. Reduced Dependence on Non-Renewable Resources

By reducing our dependence on non-renewable resources, the transportation system will be more resilient. We will be better able to withstand volatility in energy supply and prices, and have more flexibility to switch to new fuels and technologies.

8. Foundation of an Attractive and Well-Planned Region

The transportation system will be a cornerstone of city building, helping to create a region that is a destination of choice for new residents and businesses. The transportation system will help us create valuable, beautiful and attractive places. Roads, streets, transit lines and stations will be designed to benefit both travelers and local residents. The transportation system itself will use less space, and help curb sprawl by supporting more compact and efficient urban forms. Transportation services, particularly transit, will not lag behind population and employment growth.

³ The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area, November 2008; p. 15

9. Foundation of an Attractive and Well-Planned Region

Prosperity and Competitiveness: The transportation system will respond efficiently and equitably to the needs of the Ontario economy. It will create opportunities for greater prosperity throughout the region and support Ontario in becoming a leader in attracting the best and the brightest from around the world, especially for new green jobs in the transportation sector. Deliveries, imports and exports will be faster and more reliable thanks to a more efficient, integrated and coordinated transportation system. Residents will be able to get to a greater number of jobs.

10. Multi-Modal Integration

The transportation system will be fully integrated. It will be easy to make a decision on how to get somewhere or ship something thanks to seamless integration, accurate and timely information, and prices determined in a transparent manner.

11. Interconnectedness

The GTHA transportation system will be well connected to surrounding regions, the rest of Canada and the world.

12. Efficiency and Effectiveness

The transportation system will be designed to optimize the use of resources and provide better value to households, businesses and governments. Greater emphasis will be placed on moving people and goods, rather than vehicles.

13. Fiscal Sustainability

Funding to build and operate the new and existing system will be sufficient, reliable and predictable. Technology and infrastructure will be selected that promotes system productivity and safety, reduces ongoing operating and maintenance costs, and ensures integration across the system.

To achieve these goals, Metrolinx has identified “The Nine Big Moves”⁴. These include:

- 1. A fast, frequent and expanded regional transit network;*
- 2. High-order transit connections to the Pearson Airport district from all directions;*
- 3. An expanded Union Station – the heart of the GTHA’s transportation system;*
- 4. Complete walking and cycling networks with bike-sharing programs;*
- 5. An information system for travellers where and when they need it;*
- 6. A region-wide integrated transit fare system;*

⁴ The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area, November 2008; p. 20

7. *A system of connected mobility hubs;*
8. *A comprehensive strategy for goods movement; and*
9. *An Investment Strategy to provide immediate, stable and predictable funding.*

The Big Move will be implemented through a three phased plan.

Phase 1 – Projects approved in the 2008 provincial budget and already underway;

Phase 2 – Fifteen priority projects which are being constructed with the MoveOntario 2020 commitment. Some of these projects are underway; and

Phase 3 – Investments which will take place beyond 2015 for which funding options will be identified after 2013.

2.3 GO 2020

GO Transit is the Greater Toronto and Hamilton Area's interregional public transportation service. Each weekday GO Transit carries over 200,000 passengers on 180 train trips and 2000 bus trips. The trains operate on seven train lines and service almost 60 stations. GO Transit carries almost 55 million people annually.

GO 2020 is GO Transit's strategic plan which commits to meeting the region's interregional transportation needs, consistent with the Growth Plan for the Greater Golden Horseshoe and Metrolinx's RTP. Together, GO 2020 and Metrolinx's RTP provide the basis for GO Transit's 10-year capital program, three-year operating plan, and annual business plans and budgets.

GO Transit's vision is to be the preferred choice for interregional travel in the Greater Golden Horseshoe.⁵ This will be achieved with:

- Comprehensive network;
- Frequent service;
- Adequate seating capacity;
- Competitive travel times; and
- Service reliability.

In order to achieve this vision, GO has identified six objectives⁶:

1. *GO will deliver a high-quality interregional transit service throughout the Greater Golden Horseshoe;*
2. *GO Transit will be a leader in customer service;*
3. *GO Transit will continue to enhance quality through organizational excellence;*

⁵ GO 2020, 2008; p. 11

⁶ GO 2020, 2008; p. 13

4. *GO Transit will be a model for sustainability, and be seen as a leader in “green” development and operations;*
5. *GO Transit’s strong partnerships with stakeholders will maximize the benefit of GO services in the region; and*
6. *GO Transit’s operations will be economically sustainable.*

In GO 2020 it is noted that in order to be successful, supportive conditions must exist, including⁷:

- Reliable and adequate source of capital and operating funds;
- Supportive business partnership with the railways;
- Supportive land use; and
- Supportive and effective local transit.

GO Transit will provide a desirable travel option for trips between the Urban Growth Centres identified in the Growth Plan for the Greater Golden Horseshoe and other areas through the region. More intensive service will be provided to the central built-up area in support of the Growth Plan. Outlying Urban Growth Centres will be linked by appropriate levels of interregional transit services.

2.4 Electrification Study

Electrification is being considered for the interregional transit provided on the GO Transit lines. This study is being carried out by Metrolinx. In developing the evaluation framework that will guide the GO Electrification study, the various planning and strategic documents noted above were considered. Specifically, the documented visions, goals and objectives guided the formation of the objectives that will be used in assessing the appropriateness of electrification for one or more of the seven GO Transit lines servicing the Greater Golden Horseshoe area.

⁷ GO 2020, 2008; p. 21

3 The GO Transit Network – 2010

3.1 Overview

Figure 1 shows schematically both the GO Train network and the GO Bus network. The level of rail services operated on the network has been developed incrementally over the years to meet the growing demand on the system, given the engineering and financial considerations presented to GO Transit. The seven rail corridors are:

- A - Lakeshore West;
- B - Lakeshore East;
- C - Milton;
- D - Georgetown;
- E - Barrie;
- F - Richmond Hill; and
- G - Stouffville.

GO Transit Train Services - 2010

- The GO Train service is available at all GO stations during peak rush-hour periods. During weekday off-peak hours, train service is available only on the Lakeshore line between Oshawa in the east and Aldershot in the west and on the Georgetown line between Union Station in the east and Bramalea in the northwest. On weekends, trains run between Oshawa in the east and Aldershot in the west. Service is provided through a combination of direct and contracted operations. GO operates all stations and terminals, while trains are controlled, operated and maintained through contracted third-parties. Key operating statistics are set out in Table 1.
- Located in downtown Toronto, Union Station is the hub of GO's commuter rail system and is also a primary hub for VIA Rail. The two organizations share facilities at Union Station. Union Station is also used by other inter and intra-city operators such as Ontario Northland and is connected to the Toronto Transit Commission (TTC) subway system. All rail lines and 96% of GO train ridership is either to or from Union Station.
- The varying and unique operating and service demands of these users, combined with rapid demand growth and the historic nature of Union Station, have constrained GO's ability to expand rail, bus and customer service capacity at Union Station. Work is currently underway to revitalize Union Station, including improvements to the train shed roof, stair and elevator access, and track and signal improvements. GO and the City of Toronto are the primary sponsors undertaking the major improvement services on the concourse levels.

GO Transit Bus Services- 2010

- GO Buses provide frequent express service between the municipalities surrounding Toronto, including service to 14 bus terminals, and also serve locations as far as 100 kilometres (60 miles) from downtown Toronto. GO Transit connects with municipal transit systems in the Greater Toronto and Hamilton areas. Key operating statistics are set out in Table 2.

Figure 1: GO Transit System Map 2010



Table 1: GO Transit Rail Service Key Statistics 2010

Category	Quantity
Lines	7
Annual ridership	47 million
Locomotives	45
Stations	59
Bi-level passenger railcars	470
Route kilometers	390 km
Average trip length	33.5 km
Weekday train trips	180
Average Rail car seating capacity	154 passengers per car
Fleet size	41 train sets

Table 2: GO Transit Bus Service Key Statistics (2007)

Category	Quantity
Buses	316
Annual ridership	8 million
Weekday bus trips, total system	1,814
Weekday Union Station bus trips	424

Park and Ride

At a number of GO Transit stations there are dedicated park and ride spaces. At the end of 2007 there were more than 49,000 parking spaces on the GO Transit network, with an additional 10,000 spaces planned by the end of 2010. Park and Ride provision is critical in facilitating ridership growth on the GO Transit system because this allows passengers from a significantly wider catchment to utilize GO services.

3.2 Rolling Stock – 2010

All GO Transit rail corridors have seen significant growth in recent years and many projects have been implemented in terms of improving the infrastructure and providing additional capacity, on each of the lines. The improvements in infrastructure capacity have been matched by a continual process of purchasing new rolling stock to supplement, and gradually replace, the existing fleet.

The rolling stock currently used is in the same formation for each route of the network: it is comprised of a diesel locomotive at one end, a cab car at the other end, a wheelchair accessible coach (the fifth car from the locomotive) with a set of bi-level passenger coaches, running in push-pull formation. The fleet of diesel locomotives is made up of two classes: the F59 and the more modern and more powerful MP40. The higher power of the MP40 locomotives (4000 HP) allows the trains to be lengthened up to 12 coaches and still be able to meet the speeds necessary to fulfill the timetable.

There are 41 sets of bi-level rolling stock in active service on any given weekday. They are formed of 10 coaches except on the Lakeshore and Milton lines where 12 coach consists have been introduced.

A 12-car operation may be introduced on the Stouffville, Barrie, Georgetown and Richmond Hill corridors as demand warrants and platforms are extended.

There are several different types of coaches:

- A cab car has an operating cab from which the train is controlled in "push" mode (e.g. westbound on Lakeshore service)
- Accessible coaches have the standard seats replaced with flip-up seats and other minor changes in the lower level to allow the boarding and placing of wheelchairs and other wheeled conveyances. These coaches are placed in the 5th position from the locomotive; and
- Standard coaches fill out the rest of the train. Standard coaches currently come in two variations, one with the washroom on mezzanine level and a second which has the washroom on the lower level.

All coaches are bi-level in the middle, and single-level at the ends. The doors are double-leaf sliding doors, situated approximately ¼ and ¾ of the way along the coach.

The coaches are of different ages, and the interiors have some relatively minor differences. All coaches have between 150 and 162 seats and the average seating capacity is approximately 154 per coach.

Table 3 below summarizes the position with rolling stock and locomotives.

Table 3: Quanta of Locomotives and Coaches 2010

Unit Type	Current
F59 Locomotive	29
MP40 Locomotive	27
Bi-Level coaches	495

Rolling Stock Characteristics

The following section sets out the key characteristics of the various units currently being operated by GO Transit.

MP40 LOCOMOTIVE

- New to GO's rail fleet as of 2008
- Length: 20.73 m (68ft)
- Width: 3.24 m (10ft 7 1/2 in)
- Height: 4.97 m (16ft 3 1/2 in)
- Gross weight: 129 tons (289,000 lb)
- Fuel capacity: up to 8,410 L (1,850 Imp. gal)
- Maximum operating speed: 150 km/h (93 mph)
- Horsepower: 4000
- Can move a maximum of 12 bi-level railcars

F59PH LOCOMOTIVE

- Length: 17.7 m (58ft 2 in)
- Width: 3.2 m (10ft 6 in)
- Height: 4.8 m (15ft 9.2 in)
- Gross weight: 118 tons (260,000 lb)
- Fuel capacity: up to 8,410 L (1,850 Imp. gal)
- Maximum operating speed: 133 km/h (83 mph)
- Horsepower: 3000
- Can move a maximum of 10 bi-level railcars

BI-LEVEL COACHES

- Seating capacity: up to 162 passengers (average 154 passengers)
- Seating available on upper and lower levels, as well as middle "mezzanine" level at each end of railcar
- Length: 25.9 m (85 ft)
- Width: 3.0 m (9 ft 10 in)
- Height: 4.85 m (15 ft 11 in)
- Weight (empty): 49 tons (109,000 lb)
- Up to four bicycles can be accommodated on each railcar, outside of rush hour

3.3 Infrastructure – 2010

The current rail corridors and accompanying GO rail stations are shown schematically in Figure 2. The rail network subdivisions comprising each of the seven lines, along with the station milepost locations, and civil speed limits are shown in Appendix A1. The Corridor infrastructure includes the physical components such as track work, stations, platforms, parking lots and garages, signal systems components, bridges, subways, level crossings, road-rail and rail-rail grade separations, river crossings and culverts. This is detailed in Appendix A3.

The seven rail corridors of the GO Transit Network and the current ownership are shown in Figure 3. The ownership for each of the infrastructure sections of the GO Transit network is also detailed in Appendix A3.

Figure 2: Schematic Diagram of the GO Transit Network



Figure 3: Existing GO Network Showing Ownership – 2010



3.4 Service – 2010

The following describes the train service operating on each line, under the current (2010) timetable. This information is taken principally from the timetables in force in terms of periods referred in this document:

- The AM peak period service is defined as arriving Union between 0630 and 0930, a 3-hour period;
- The PM peak period service is one that leaves Union between 1530 and 1930, a 4-hour period; and
- Off-peak service is provided between 0930 and 1530, and evening service after 1930. Evening services are assumed to run up to 0130 for a total of 12 hours of off-peak service.

GO Transit offers two types of rail service, local trains and express trains. Local trains are trains that stop at all stations between a train's origin and destination. Express trains stop at select stations between origin and destination, generally stopping at all stations on the first 1/3 to 1/2 of the route and non-stop on the remainder. Express services are offered on the Lakeshore and Georgetown Corridors only.

Lakeshore West

On the Lakeshore West line, there is a frequent service into Union in the 3-hour AM peak period, with 6 local trains, and 7 express trains. The 4-hour PM peak period has almost the same overall number of trains departing from Union, although as it is longer, the service provided is less frequent.

In the AM peak period, the number of services departing from Union is equivalent to the off-peak (1 local train an hour). There is also one additional express train in the PM peak period arriving into Union. In the peak periods, trains run as far as Hamilton, but outside the peaks, they only run through to Aldershot. There is an hourly evening service in both directions, with the final service arriving into Union around midnight and departing Union just after 00.30.

There is also a weekend and holiday service that run from Union to Aldershot, and a seasonal service to Niagara Falls that also runs on weekends and holidays.

The Lakeshore West service is, from an operational point of view, interworked with the Lakeshore East service, where some Lakeshore West service arriving into Union station forms Lakeshore East service out of Union station.

The infrastructure on this line is shared with VIA, CP and CN. The section of this corridor between Burlington and Hamilton is a key component of the freight network's access to the USA.

Lakeshore East

On the Lakeshore East line, there is a significant level of similarity with the Lakeshore West service. In the AM peak period, there are a total of 6 local and 6 express trains arriving into Union station (which do not stop at stations between Rouge Hill/Pickering and Union). The PM peak provides a similar service in capacity departing from Union, albeit less frequent, with 6 local and 7 express services over a 4-hour PM peak.

In the AM peak period 4 local and 1 express departs from Union, and 6 local and 2 express services in the longer evening peak period. The off-peak service is an hourly service to/from Union Station to Oshawa, stopping at all stations. These trains originate on the Lakeshore West line. There is an hourly evening service in both directions, with the final service arriving into Union around 0030 and departing Union just after midnight.

The stretch of line is shared with VIA and CN, which operate on the Union to Pickering section of the corridor. This is the principal route to Montréal and eastern Canada for VIA.

Milton

The service is formed of 7 local trains arriving into Union in the AM peak and departing from Union in the PM peak. There is no off-peak or counter-peak (trains departing Union in the AM peak or arriving into Union in the PM peak).

CP Freight uses the section between Toronto West and Milton for many of their trains.

Barrie

The service is formed of 4 local trains arriving into Union in the AM peak and departing from Union in the PM peak. Currently there is no off-peak or counter-peak service offered on this line.

There is some freight on the northern parts of the route, but GO is the principal operator.

Georgetown

The service is formed of 5 stopping and 1 express (non-stop from Bramalea to Union Station) into Union in the AM peak 3-hour period and also a late post peak train), with 6 stopping trains departing Union in the 4-hour PM peak. There is a limited off-peak service as far as Bramalea. There are currently no counter-peak services.

VIA operates across this entire corridor with 3 trains a day in each direction into Union station. The services to the airport will use this corridor, with 4 trains per hour in each direction for much of the operating day. These trains will share the tracks between the junction to the airport and Union Station. CN freight also makes significant use of the Bramalea to Georgetown section which is a major link to the USA.

Two tracks on this section are exclusively used by CN and VIA.

Richmond Hill

The service is formed of 4 local services arriving into Union in the AM peak and departing from Union in the PM peak, plus an additional train post-peak. There is no counter-peak or off-peak service.

CN operates on the entire route with primary activities on the northern section of the corridor (north of Doncaster) which forms part of CN's route to western Canada.

Stouffville

The service is formed of 4 stopping trains arriving into Union over the 3-hour AM peak period, with an additional early train. In the 4-hour PM peak period, there are 5 trains departing from Union in total. There is no counter-peak or off-peak service.

The stretch of line between Union Station and Scarborough is shared with CN, VIA and GO Lakeshore East services. There are some limited off-peak freight services on the route from Scarborough to Lincolntonville.

4 Reference Case

4.1 Overview

The Reference Case was developed for comparative purposes. It represents a reasonable scenario for future GO service which incorporates existing attributes and approved/planned enhancements of GO's rail network, rolling stock, rail infrastructure and service levels consistent with the GO2020 service vision. The Reference Case, prepared specifically for this study, includes a high level service concept (not a plan), which is one possible outcome, subject to detailed feasibility, passenger demand and capital/operating funding. The Reference Case provides a consistent basis and assumptions for comparing future technology and network options as part of the electrification study.

Assumptions

This study has made a number of assumptions about the GO network, service level and available infrastructure to enable a consistent and identifiable approach to be taken when comparing alternative technologies.

The Reference case which is presented in Appendix B was compiled during meetings and workshops with representatives from GO Transit and Metrolinx. It represents the network infrastructure that is assumed will be in place at the start of the implementation of the new technology. The key data relating to the infrastructure is provided in Appendix A3.

The key assumptions for the Reference Case are as follows:

- The infrastructure is as represented in Figure 4 below.
- The service levels set out in Tables 5 and 6 represent the level of service planned to be in place at the time of the reference case.
- Union Station will have the capacity to receive the inbound and outbound services in the reference case.
- Each train will have 10 bi-level coaches, each carrying 1540 seated passengers and this will be the same for each corridor.
- Train consist length will not be changed during normal daily operation.
- The operations of CN/CP and Via Rail are allowed for and are assumed to have no impact on the proposed schedule.
- The reference case Diesel Locomotive will be an MP40 upgraded to Tier 4 emission standards to meet the requirements of the EPA standards to be introduced in 2015.
- The Airport Rail Link (ARL) will be a 2 way service at 15 minute headways over a 19 hour period. The services will operate 2-car Diesel Multiple Units (DMU) that meet the U.S. EPA Tier 4 emission standards. The service will operate from Pearson Airport, along the newly constructed

spur line, sharing track along the Georgetown Corridor and Union Station Rail Corridor, and have a dedicated platform at Union Station.

- The whole GO network will be considered for Electrification.

4.2 Reference Case Rolling Stock

As part of the GO Electrification Study, the Reference Case will assume that Tier 4 Diesel MP40 rolling stock will be in operation. This will therefore be the rolling stock against which other technologies are assessed in the Study.

Based on the service levels outlined in section 4.4, including the increased AM peak period service and the allowance for significant mileage during the off-peak, the size of the fleet is estimated to be 91 train sets.

4.3 Reference Case Infrastructure

The Reference Case infrastructure is shown on the following diagrams. Figure 4 shows the whole Network and Figure 5 is a schematic diagram, which indicates the number of tracks within the right of way available to service GO transit corridor extensions and station locations.

Figure 4: Reference Case Schematic Network Showing Stations and Corridor Extensions

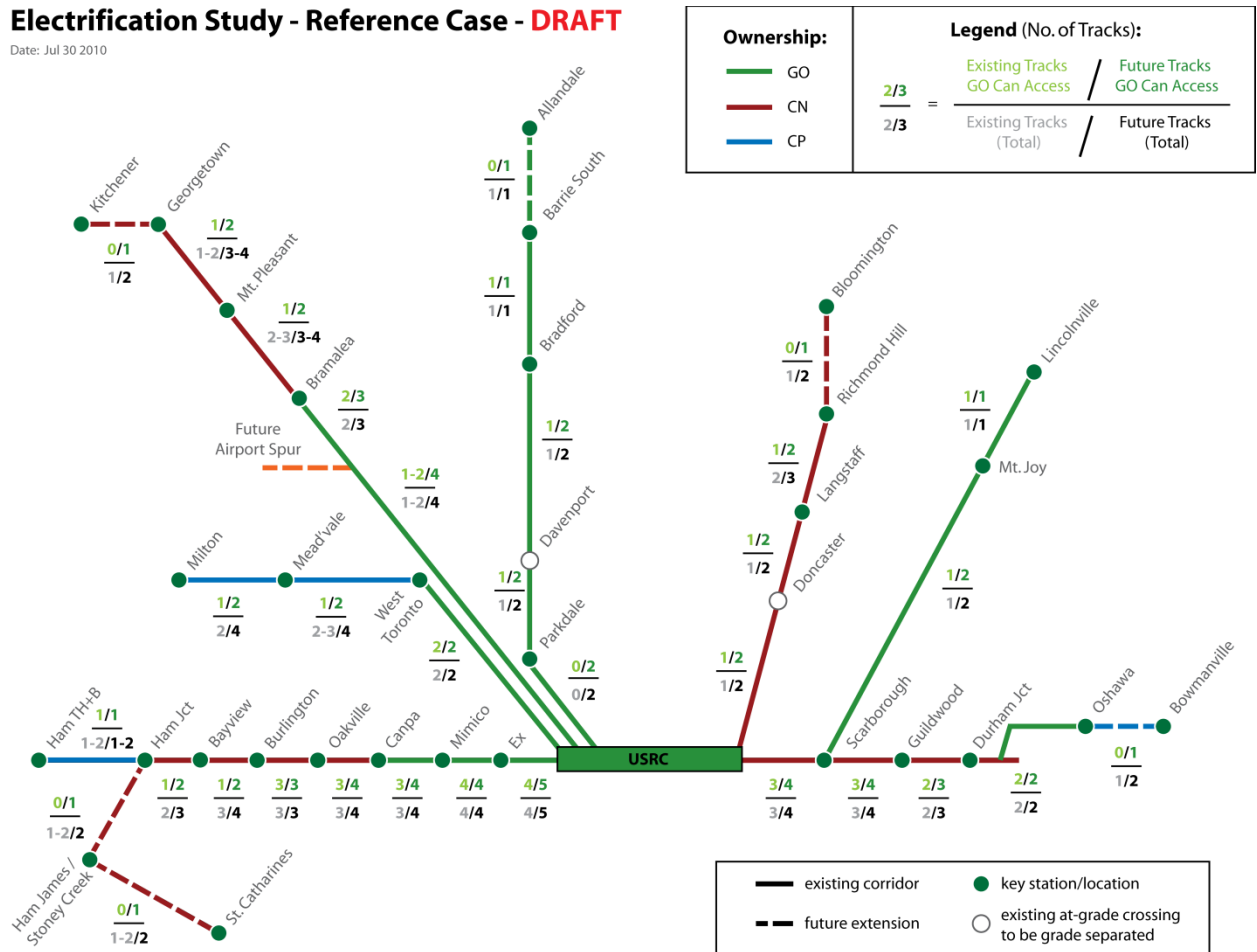


Note: Schematic is illustrative and strictly for the purposes of the Electrification Study comparative analysis

Figure 5: Reference Case Schematic Network Showing Ownership, Number of Tracks and Location of Facilities

Electrification Study - Reference Case - DRAFT

Date: Jul 30 2010



Note: Schematic is illustrative and strictly for the purposes of the Electrification Study comparative analysis

Maintenance and Layover Facilities

The locomotives and coaches are maintained at the Willowbrook maintenance facility, to the west of Union Station. Layover of the trains overnight is largely undertaken at the terminus of each line; during the day it is done at layover points in the city centre (Willowbrook, Bathurst and Don Yard). Table 4 lists the current layover facilities and their capacities. Figure 6 illustrates the locations of these sites, along with potential new sites.

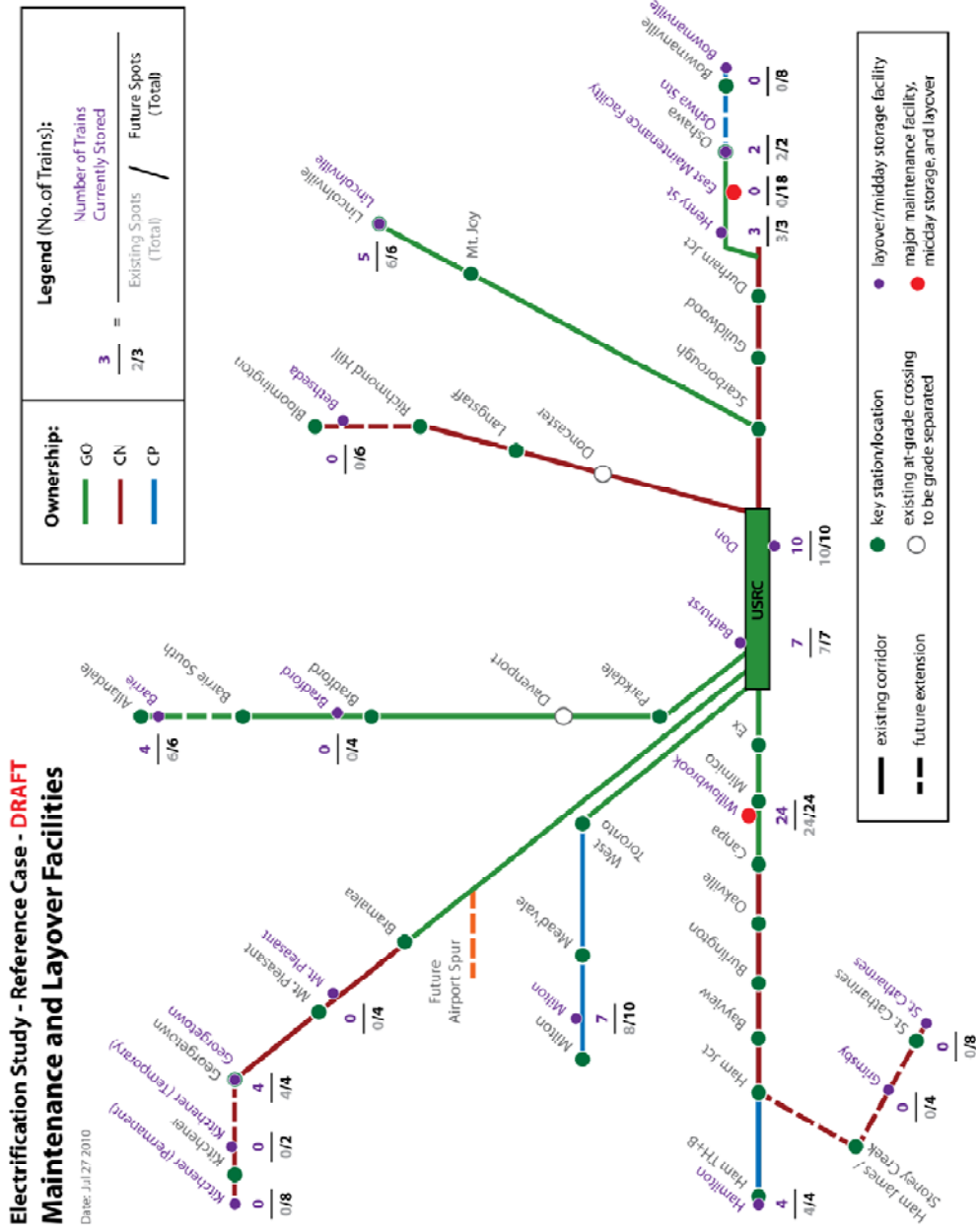
With the combined 10 layover sites, there is sufficient capacity on the network to provide layover for 68 trains. Seventeen (17) tracks (7 at Bathurst North Yard and 10 at Don Yard) are currently used exclusively for midday storage.

Table 4: Locations of Current Layover Points and Capacities

Line	Location	Capacity
Lakeshore West	Willowbrook*	21
	Bathurst*	7
	Hamilton	4
Lakeshore East	Don Yard*	10
	Whitby	3
	Oshawa	2
Milton	Milton	8
Georgetown	Georgetown	4
Barrie	Barrie	4
Richmond Hill	n/a	0
Stouffville	Stouffville	5
Total		68

* Locations currently used for midday layover (Willowbrook Yard also used for overnight storage)

Figure 6: Current and Potential Location of Layover Facilities



Note: Schematic is illustrative and strictly for the purposes of the Electrification Study comparative analysis

4.4 Reference Case Service Levels

The reference case refers to a future level of service planned by GO and Metrolinx. These service concepts were prepared to provide an effective base, which can be used to assess the benefits of alternate modes of propulsion. Further analysis of the operating plan is required to refine systemic requirements. Final implementation may vary as feasibility is confirmed, demand warrants, and operating/capital funding is provided in the medium term horizon.

In order to deliver the levels of service described below, a series of infrastructure enhancements may be necessary, together with the acquisition of new rolling stock. The details below are taken from the description of the reference case service concept as supplied by GO Transit for Metrolinx. This reference case is only an indication of the increase in service over the next decade for the purpose of this study. It does not provide as much detail as a timetable plan, and will be subject to further refinement throughout the study. Whilst the specification is purely indicative for the purpose of this Study and therefore not in as much detail as a timetable plan and is subject to further refinement in due course, it is an indication of the significant increase in service that is desired over the next decade.

Services may operate across Union Station, from one route to another (like Lakeshore East and West today), but this is an aspect that will be defined as more detailed analysis is undertaken of the timetable and the rolling stock requirements. It is however to be assumed that where appropriate, Lakeshore East and West services will operate as a through service.

The train considered for the Reference case is a diesel-electric locomotive hauling 10 coaches and having a seated capacity of about 1540 passengers per train. The use of trains with 12 coaches and a seating capacity of about 1850 passengers may be required during periods of particularly high demand.

Lakeshore West

On the Lakeshore West line, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 13 to 20 by 2021. Within the peak hour (0730-0830) there will be 12 trains arriving into Union Station, representing an average headway of 5-minute. There will also be a significant increase in the off-peak service, with an expansion from 1 to 2 trains per hour in each direction by 2021.

There will continue to be through running with Lakeshore East but given the imbalance in service in the peak direction on one route and the counter-peak direction on the other, there will be more trains that will terminate at Union Station. They will be stabled before their next turn of duty.

Lakeshore East

On the Lakeshore East line, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 12 to 17 by 2021. Within the peak hour (0730-0830) there will be 9 trains arriving into Union Station, representing a 6 to 7-minute headway. There will also be a significant increase in the off-peak service, with an expansion from 1 to 2 trains per hour in each direction.

Milton

On the Milton line, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 7 to 14 by 2021. There will also be a significant level of counter-peak and off-peak service, which is not provided today.

Barrie

On the Barrie line, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 4 to 10 by 2021. There will also be a significant level of counter-peak and off-peak service, which is not provided today.

Georgetown

On the Georgetown line, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 6 to 14 by 2021. This route sees a number of service extensions, through to Kitchener. In addition, the trains to the airport will use this corridor, but will not be operated by GO.

Richmond Hill

On the Richmond Hill line, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 4 to 9 by 2021. There will also be a significant level of counter-peak and off-peak service, which is not provided today.

Stouffville

On the Stouffville, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 5 to 12 by 2021. There will also be a significant level of counter-peak and off-peak service not provided today.

5 Comparison of Service Levels – 2010 and Reference Case

Detailed Service Levels

Table 5 summarizes the number of trains arriving into Union Station currently and for the Reference Case during the AM peak period. Table 6 summarizes the total daily number of trains arriving into Union Station currently and for the Reference Case. The peak frequency into Union Station approximately doubles by the time of the Reference Case. The number of AM peak services into Union Station and total daily services are illustrated graphically in Figures 7 and 8. Tables 7 through 13 show the detail of the above train services operated currently and in the Reference Case for each corridor.

Table 5: Trains Arriving into Union Station by AM Peak Period (0630-0930)

AM Peak (0630-0930) Services	Current	Reference Case
Lakeshore West	13	20
Lakeshore East	12	17
Milton	7	14
Barrie	4	10
Georgetown	6	14
Richmond Hill	4	9
Stouffville	4	12
TOTAL	50	96

Table 6: Trains Arriving and Departing Union Station Every Day

Total Daily Services	Current	Reference Case
Lakeshore West	63	104
Lakeshore East	63	98
Milton	14	62
Barrie	8	53
Georgetown	13	61
Richmond Hill	9	52
Stouffville	10	59
TOTAL	180	489

Figure 7: Comparison of Reference Case AM Peak Period Services with Current Services

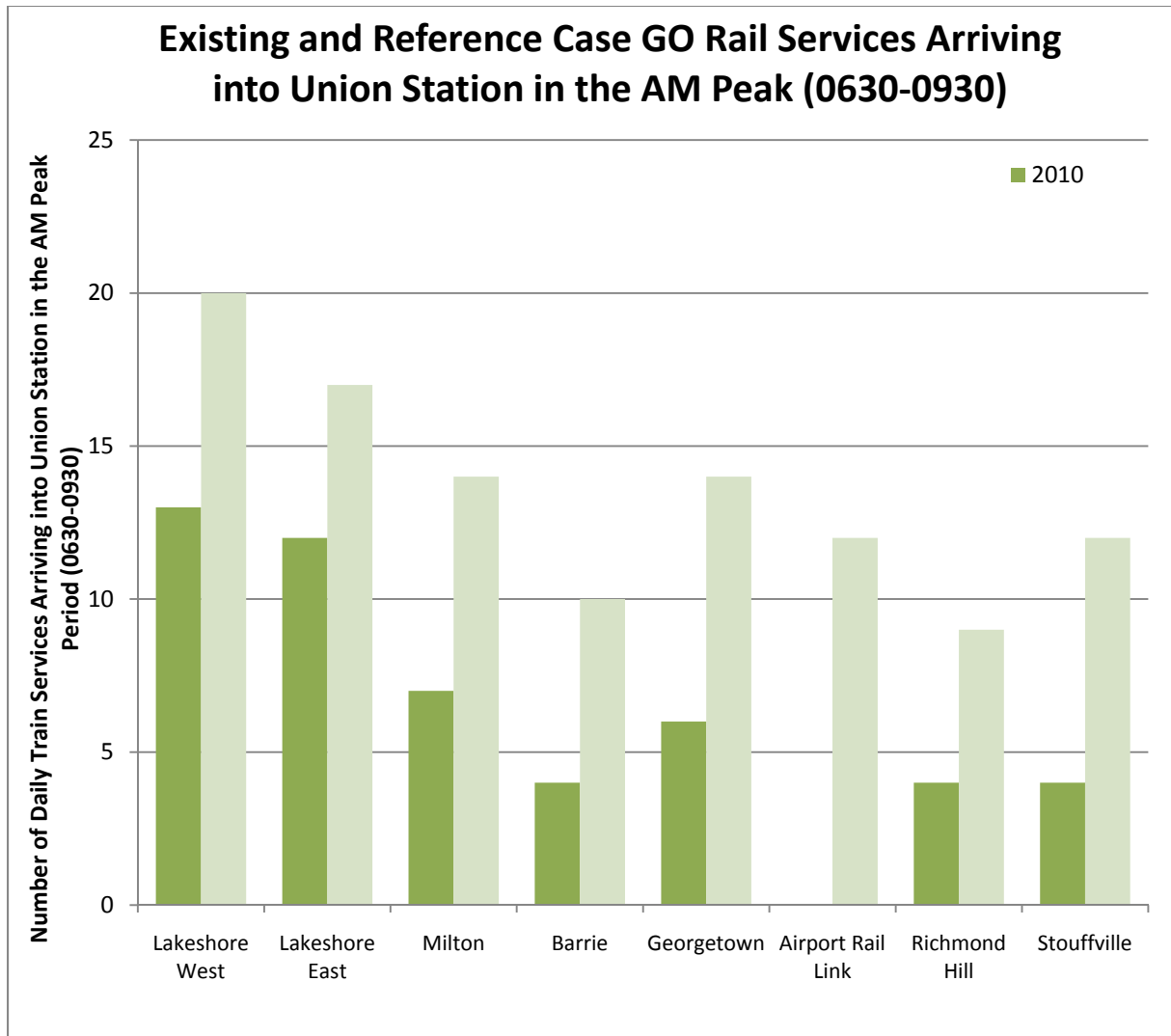
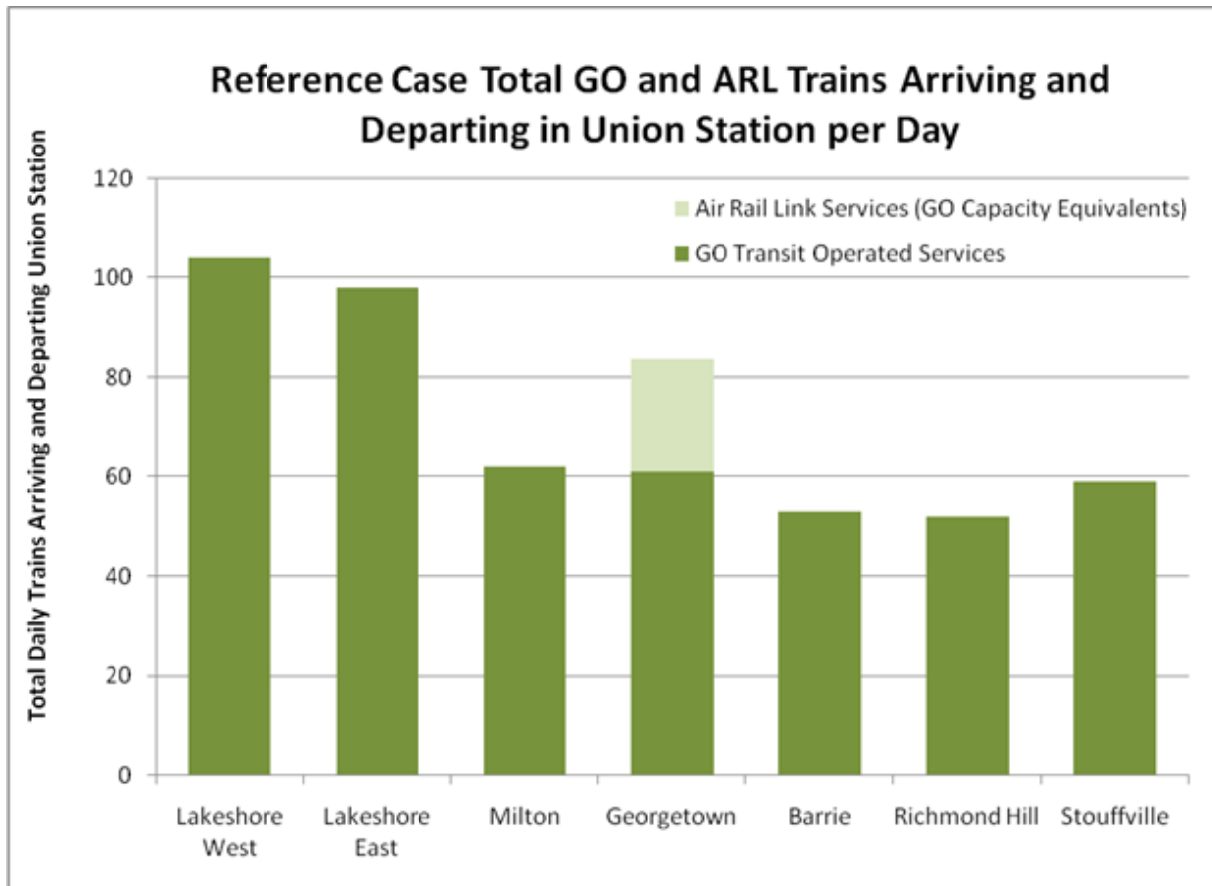


Figure 8: Reference Case GO and ARL Total Daily Services Arriving into and Departing from Union Station



Note: As the ARL will operate 2-car DMUs compared to GO's 10-car diesel locomotive trains in the Reference Case, the number of ARL trains have been factored down by the ratio of their respective passenger capacities to derive GO-equivalents for illustrative purposes.

Table 7: Lakeshore West Corridor Service Levels

Lakeshore West Corridor		Current (Local/Express)			Reference Case (Local/Express)		
		In	Out	Total	In	Out	Total
Before AM peak		1	1	2	-	-	-
AM peak	06:30 - 07:30	2/1	1	3/1	4	2	6
	07:30 - 08:30	2/4	1	3/4	6/6	2	8/6
	08:30 - 09:30	2/2	1	3/2	4	2	6
Inter-peak	09:30 - 15:30	7	7	14	12	12	24
PM peak	15:30 -16:30	1	2/2	3/2	2	4	6
	16:30 - 17:30	1	2/3	3/3	2	5/4	7/4
	17:30 - 18:30	2	2/1	4/1	2	4/1	6/1
	18:30 - 19:30	1/1	1/1	2/2	2	4	6
Evening	19:30 - 01:30	5	6	11	12	12	24
Corridor Totals		24/8	24/7	48/15	46/6	47/5	93/11
		32	31	63	52	52	104

Table 8: Lakeshore East Corridor Service Levels

Lakeshore East Corridor		Current (Local/Express)			Reference Case (Local/Express)		
		In	Out	Total	In	Out	Total
Before AM peak		1	1	2	-	-	-
AM peak	06:30 - 07:30	3	2	5	4	2	6
	07:30 - 08:30	1/4	1/1	2/5	5/4	2	7/4
	08:30 - 09:30	2/2	1	3/2	4	2	6
Inter-peak	09:30 - 15:30	6	6	12	12	12	24
PM peak	15:30 -16:30	2	2/2	4/2	2	4	6
	16:30 - 17:30	1/1	1/3	2/4	2	4/3	6/3
	17:30 - 18:30	1/1	2/1	3/2	2	4	6
	18:30 - 19:30	2	1/1	3/1	2	4	6
Evening	19:30 - 01:30	6	5	11	12	12	24
Corridor Totals		25/8	22/8	47/16	45/4	46/3	91/7
		33	30	63	49	49	98

Table 9: Milton Corridor Service Levels

Milton Corridor		Current (Local/Express)			Reference Case (Local/Express)		
		In	Out	Total	In	Out	Total
Before AM peak		-	-	-	-	-	-
AM peak	06:30 - 07:30	1	-	1	4	1	5
	07:30 - 08:30	3	-	3	6	1	7
	08:30 - 09:30	3	-	3	4	1	5
Inter-peak	09:30 - 15:30	-	-	-	6	6	12
PM peak	15:30 - 16:30	-	1	1	1	4	5
	16:30 - 17:30	-	3	3	1	5	6
	17:30 - 18:30	-	2	2	1	4	5
	18:30 - 19:30	-	1	1	1	4	5
Evening	19:30 - 01:30	-	-	-	6	6	12
Corridor Totals		7	7	14	30	32	62

Table 10: Barrie Corridor Service Levels

Barrie Corridor		Current (Local/Express)			Reference Case (Local/Express)		
		In	Out	Total	In	Out	Total
Before AM peak		-	-	-	-	-	-
AM peak	06:30 - 07:30	1	-	1	3	1	4
	07:30 - 08:30	2	-	2	4	1	5
	08:30 - 09:30	1	-	1	3	1	4
Inter-peak	09:30 - 15:30	-	-	-	6	6	12
PM peak	15:30 - 16:30	-	1	1	1	3	4
	16:30 - 17:30	-	2	2	1	3	4
	17:30 - 18:30	-	1	1	1	3	4
	18:30 - 19:30	-	-	-	1	3	4
Evening	19:30 - 01:30	-	-	-	6	6	12
Corridor Totals		4	4	8	26	27	53

Table 11: Georgetown Corridor Service Levels

Georgetown Corridor		Current (Local/Express)			Reference Case (Local/Express)		
		In	Out	Total	In	Out	Total
Before AM peak		-	-	-	-	-	-
AM peak	06:30 - 07:30	2	-	2	4	1	5
	07:30 - 08:30	2/1	-	2/1	4/2	1	5/2
	08:30 - 09:30	1	-	1	4	1	5
Inter-peak	09:30 - 15:30	1	-	1	6	6	12
PM peak	15:30 - 16:30	-	2	2	1	4	5
	16:30 - 17:30	-	2	2	1	4	5
	17:30 - 18:30	-	1	1	1	4	5
	18:30 - 19:30	-	1	1	1	4	5
Evening	19:30 - 01:30	-	-	-	6	6	12
Corridor Totals		6/1	6	12/1	28/2	31	59/2
		7	6	13	30	31	61

Table 12: Richmond Hill Corridor Service Levels

Richmond Hill Corridor		Current (Local/Express)			Reference Case (Local/Express)		
		In	Out	Total	In	Out	Total
Before AM peak		-	-	-	-	-	-
AM peak	06:30 - 07:30	1	-	1	3	1	4
	07:30 - 08:30	2	-	2	3	1	4
	08:30 - 09:30	1	-	1	3	1	4
Inter-peak	09:30 - 15:30	-	-	0	6	6	12
PM peak	15:30 - 16:30	-	1	1	1	3	4
	16:30 - 17:30	-	1	1	1	3	4
	17:30 - 18:30	-	1	1	1	3	4
	18:30 - 19:30	-	1	1	1	3	4
Evening	19:30 - 01:30	-	1	1	6	6	12
Corridor Totals		4	5	9	25	27	52

Table 13: Stouffville Corridor Service Levels

Stouffville Corridor		Current (Local/Express)			Reference Case (Local/Express)		
		In	Out	Total	In	Out	Total
Before AM peak		0/1	-	0/1	-	-	-
AM peak	06:30 - 07:30	1	-	1	4	1	5
	07:30 - 08:30	2	-	2	4	1	5
	08:30 - 09:30	1	-	1	4	1	5
Inter-peak	09:30 - 15:30	-	-	0	6	6	12
PM peak	15:30 - 16:30	-	1	1	1	4	5
	16:30 - 17:30	-	2	2	1	4	5
	17:30 - 18:30	-	1	1	1	4	5
	18:30 - 19:30	-	1	1	1	4	5
Evening	19:30 - 01:30	-	-	-	6	6	12
Corridor Totals		4/1	5	9/1	28	31	59
		5	5	10	28	31	59

6 Travel Demand

Growth in Travel Demand

GO Transit carries more than 200,000 passengers on a typical weekday. Of that total, 170,000 travel by train and/or related bus services in the train corridors. The remaining 30,000 daily riders travel by bus.

In 2008, GO Transit carried 46.5 million passengers, a growth of 7% compared to 2007, and 5.3% compared to 2006.

Table 14 breaks down the total number of passenger trips by line. It shows that Lakeshore East and West lines are the busiest lines, carrying 58% of the rail network passengers.

Table 14: GO Transit Annual Passenger Ridership 2008

GO Service	Annual 2008	Growth versus 2007	Growth versus 2001
Lakeshore West	14,766,700	5%	18%
Lakeshore East	12,040,200	6%	15%
Milton	6,707,600	6%	41%
Georgetown	4,315,800	9%	42%
Barrie	3,084,900	18%	167%
Richmond Hill	2,269,200	7%	28%
Stouffville	3,299,100	10%	138%
Total GO Train	46,483,500	7.0%	33%
Total GO Bus	8,199,100	8.5%	-2%
Total GO Transit	54,682,600	7.3%	26%

Service Capacity

There are 41 sets of bi-level rolling stock in active service on any given weekday. They are formed of 10 coaches except on the Lakeshore and Milton lines where 12 coach consists have been introduced.

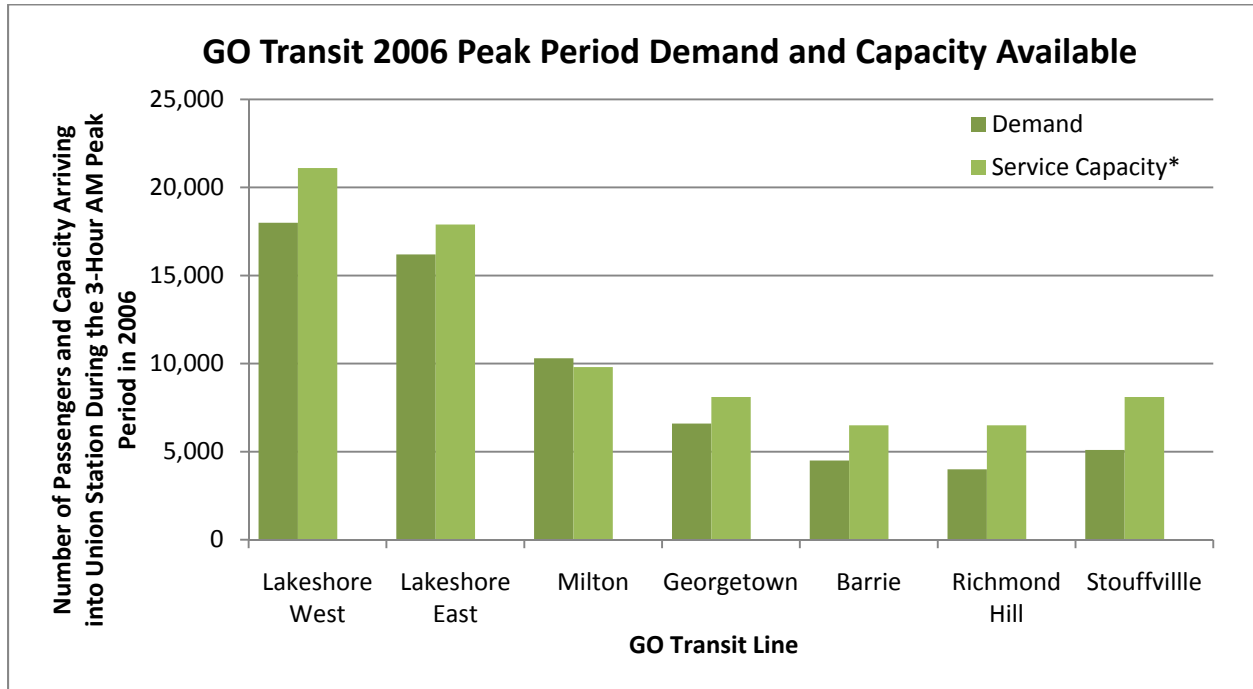
A 12-car operation may be introduced on the Stouffville, Barrie, Georgetown and Richmond Hill corridors as demand warrants and platforms are extended.

Analysis of the 2006 GO Transit biannual cordon surveys at Union Station shows that 64,500 passengers arrive in the 3-hour peak period on a week day and the number of services carrying these passengers. The corresponding number of arriving passengers and capacity by line is shown in Figure 9. The illustration of the seating capacity on each line is for the 3-hour AM peak period, assuming all trains with 10 passenger coaches.

Figure 9 shows that Milton line was the most crowded line with 105% peak load to seating capacity observed, although the peak period services have been strengthened since. It should also be noted that the peak hour typically attracts around 60% of the 3-hour peak period demand, so crowding is a

particular issue for the busiest peak services. These crowding issues are likely to continue in the future, with more passengers crowded off or change departure times to avoid the peak services.

Figure 9: Passengers and Capacity Arriving into Union Station by Line 2006 AM Peak



Loading Profiles

Figures 10 through 16 show the relative number of boarding passengers at each station and the cumulative loading, based on the 2006 AM peak Transportation Tomorrow Survey (TTS) origin data for passengers arriving at Union Station. This analysis will be revised as more recent data is collected.

The data shows that the busiest five stations (with over 2,500 passengers originating from) include:

- Oakville (Lakeshore West)
- Clarkson (Lakeshore West)
- Cooksville (Milton)
- Whitby (Lakeshore East)
- Ajax (Lakeshore East)

It should be noted that these do not include demand that alight before Union Station, nor does it include demand that originate from a wider catchment beyond the station through interchange of other transit services, therefore these figures should be considered as indicative only.

Figure 10: Lakeshore West Loading Profiles

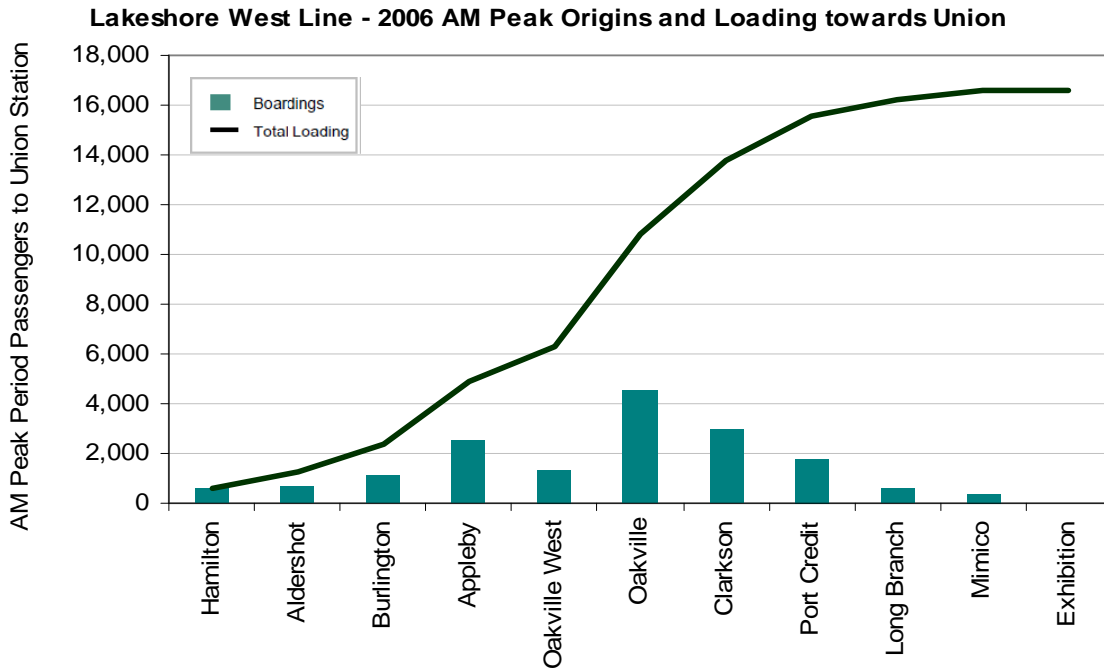


Figure 11: Lakeshore East Loading Profile

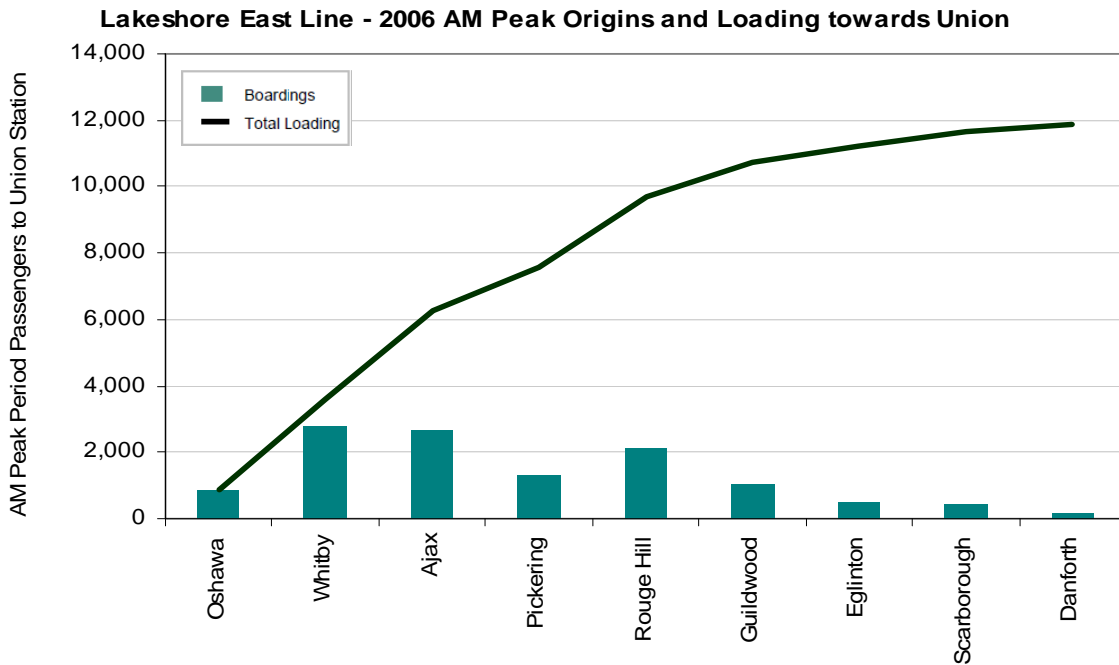


Figure 12: Milton Loading Profile

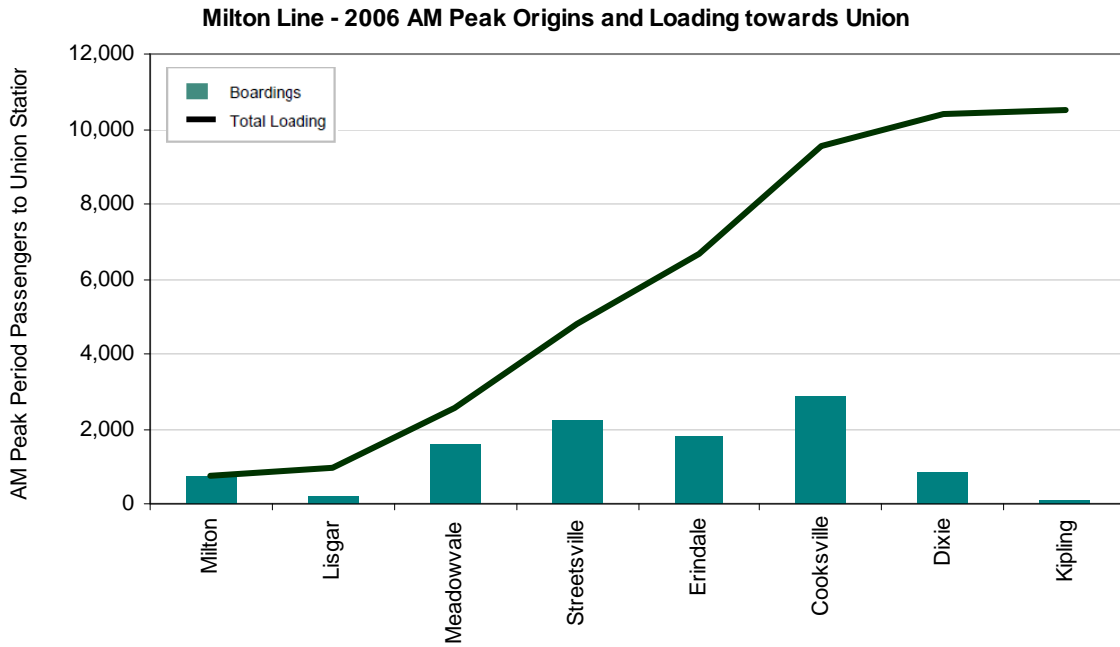


Figure 13: Barrie Loading Profile

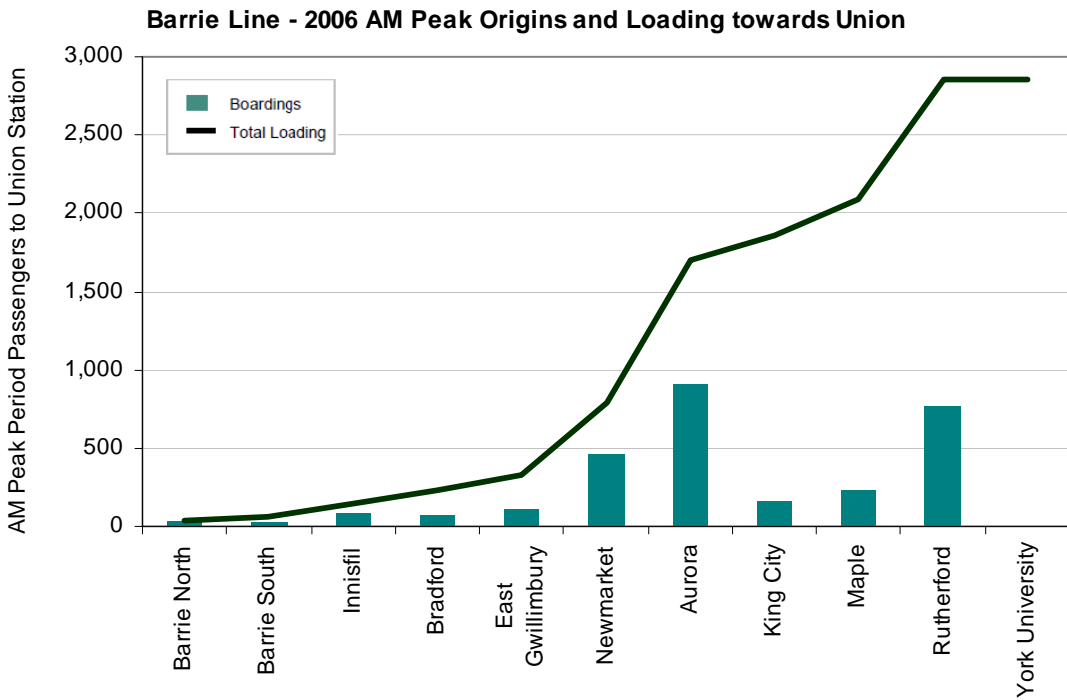


Figure 14: Georgetown Loading Profile

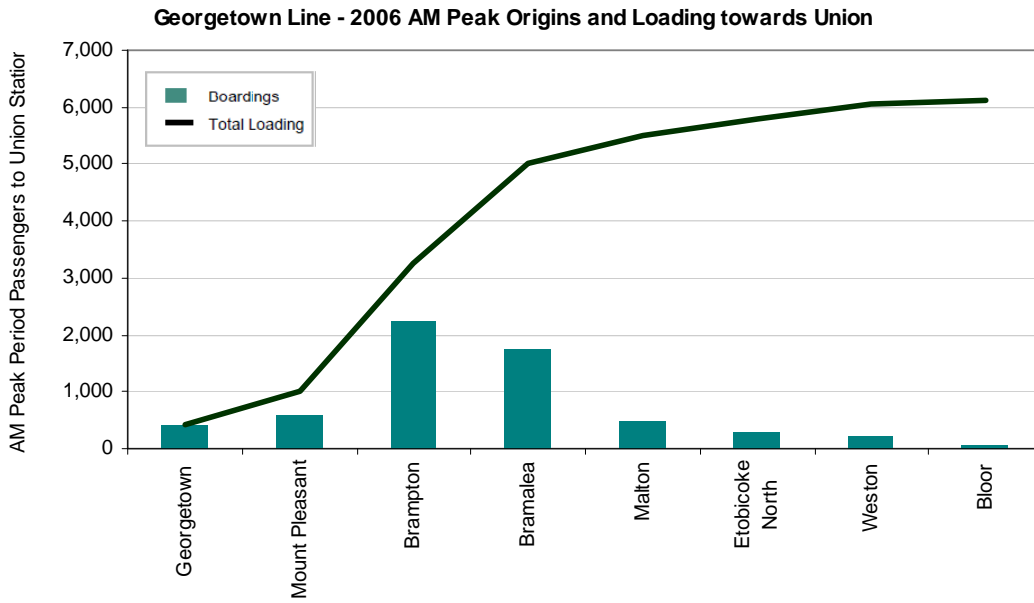


Figure 15: Richmond Hill Loading Profile

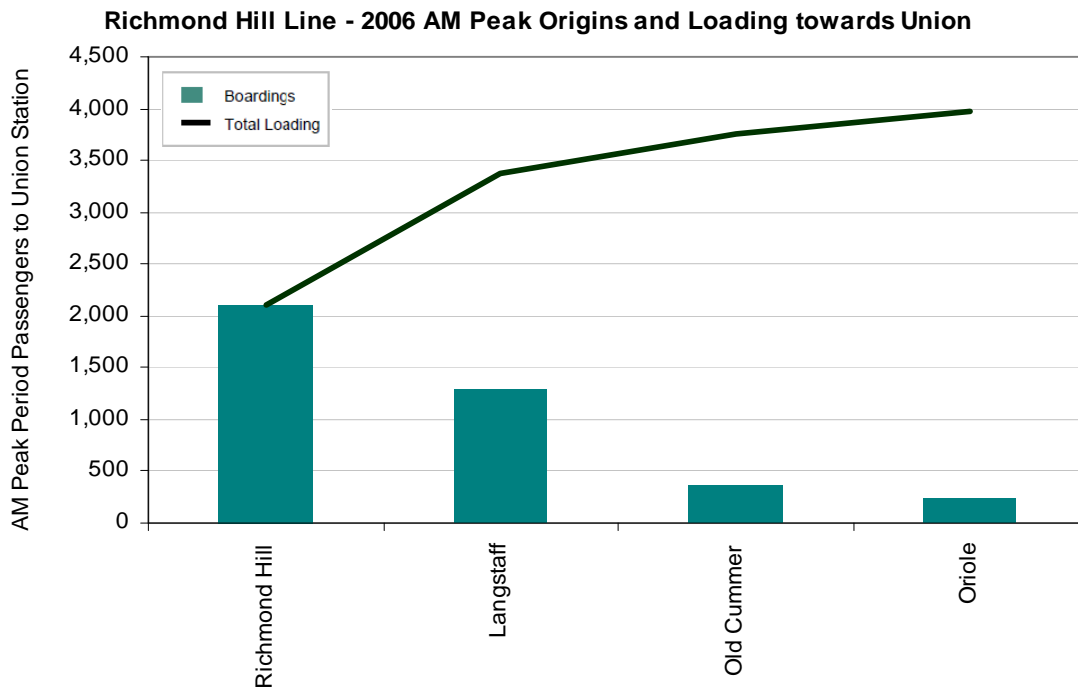
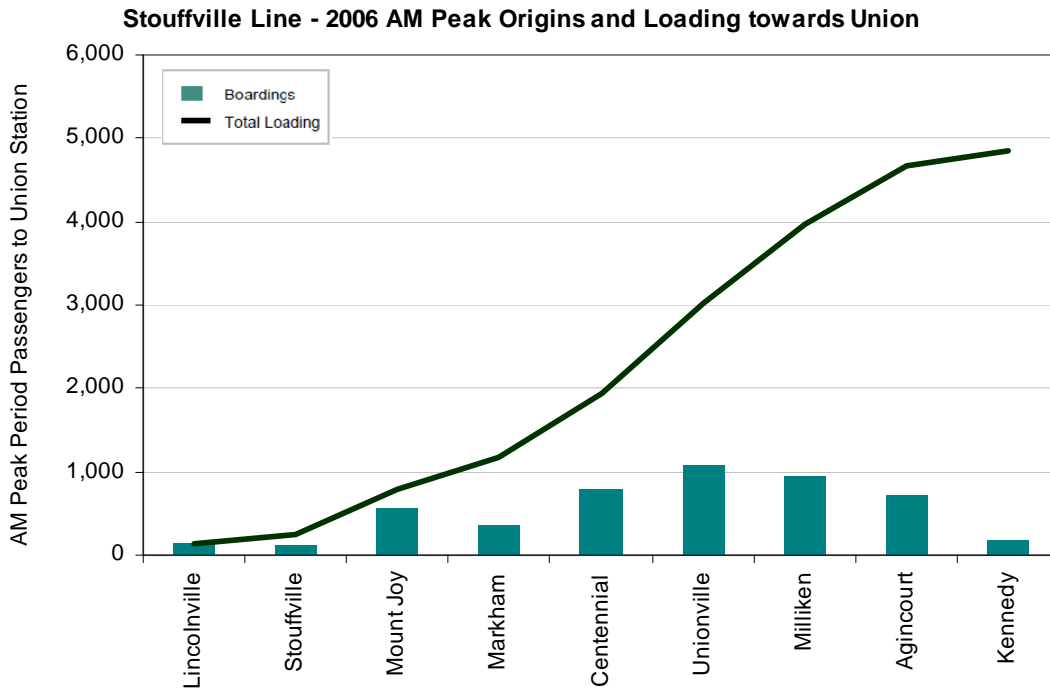


Figure 16: Stouffville Loading Profile



Future Travel Demand

Demand for public transportation is expected to continue to grow into the future. The growth is driven by a number of factors, such as:

- Growth in population and employment in the GTHA;
- Increase in highway congestion causing extended journey times and unreliability;
- Increase in motoring costs such as fuel and parking charges; and
- Increase in propensity to travel.

This presents an opportunity to GO Transit in ridership growth and gaining market share if services are enhanced to accommodate for this growth and make GO Transit a more attractive mode.

7 Next Steps

This Baseline Report is part of the electrification study, building on the High Level Decision-Making Framework, which outlines the overall decision-making process being used to develop findings and conclusions for the study. The report presents the Reference Case, which contains key background and foundational information that will provide the basis for identifying and comparing technology options for powering GO trains in the future.

Next steps include refining the Baseline Report based on feedback and addition of new data. A broad range of technology options will be identified, evaluated and a “short list” of technologies will be recommended for more detailed assessment and analysis.

Appendices

Appendix A1 – Station Location and Speed Tables

Appendix A2 – Track Crossing and Clearances

Appendix A3 – Infrastructure Data Book

Appendix B – Reference Case Final Workbook

The Data presented within the following Appendices has been compiled from information received from several sources and is subject to ongoing review and updating by GO.

Appendix A1 – Station Location and Speed Tables

Station Location and Speed Tables

The following Tables record the data obtained relative to Station Location, subdivisions, chainage and track speed.

Table A1.1: Lakeshore West GO Line

Station Location Table

Subdivision	Mile Post	Station Name
GO USRC	0.0	Union Station
GO USRC	2.0	Exhibition
GO Oakville	6.7	Mimico
CN Oakville	9.6	Long Branch
CN Oakville	12.8	Port Credit
CN Oakville	16.7	Clarkson
CN Oakville	21.4	Oakville
CN Oakville	24.7	Bronte
CN Oakville	27.9	Appleby
CN Oakville	31.5	Burlington
CN Oakville	34.6	Aldershot
CP Hamilton	57.50	Hamilton TH-B
CN Oakville	39.3	Hamilton-James
CN Grimsby	43.7	Hamilton-James
CN Grimsby	37.6	Stoney Creek
CN Grimsby	27.4	Grimsby
CN Grimsby	11.8	St. Catherines

Speed Table

Subdivision	Track Mileage Change Marker	Speed (mph)
GO USRC	0 - 0.7	30
GO USRC	0.7 - 2	60
GO Oakville	2 - 3.1	65
GO Oakville	3.1 - 6.5	80
GO Oakville	6.5 - 6.7	75
CN Oakville	6.7 - 7.2	75
CN Oakville	7.2 - 9.6	95
CN Oakville	9.6 - 11.5	95
CN Oakville	11.5 - 11.8	80
CN Oakville	11.8 - 12.8	95
CN Oakville	12.8 - 16.7	95
CN Oakville	16.7 - 21.4	95
CN Oakville	21.4 - 24.7	95
CN Oakville	24.7 - 27.9	95
CN Oakville	27.9 - 31.5	95
CN Oakville	31.5 - 34.6	95
CN Oakville	34.6 - 36.4	95
CN Oakville	36.4 - 36.9	50
CN Oakville	36.9 - 39.3	30
CP Hamilton	60.1 - 58.5	25
CP Hamilton	58.5 - 57.8	30
CP Hamilton	57.8 - 57.5	25
CN Grimsby	43.7 - 39	30
CN Grimsby	39 - 37.6	65
CN Grimsby	39.6 - 27.4	65
CN Grimsby	27.4 - 15	65
CN Grimsby	15 - 11.8	65

Table A1.2: Lakeshore East GO Line

Station Location Table

Subdivision	Mile Post	Station Name
CP Belleville	164.90	Bowmanville (Martin)
CP Belleville	168.90	Courtice Road
CP Belleville	171.60	Oshawa 2 (Bloor)
CP Belleville	173.60	Oshawa 1
GO	8.90	Whitby
GO	3.50	Ajax
GO	1.00	Pickering North
CN Kingston	317.30	Rouge Hill
CN Kingston	321.20	Guildwood
CN Kingston	323.20	Eglinton
CN Kingston	325.20	Scarborough
CN Kingston	328.60	Danforth
CN Kingston	333.80	Union Station

Speed Table

Subdivision	Track Mileage Change Marker	Speed (mph)
CP Belleville	164.9 - 167.9	60
CP Belleville	167.6 - 168.9	55
CP Belleville	168.9 - 171.6	60
CP Belleville	171.6 - 173.6	60
CP Belleville	173.6 - 175.5	60
CP Belleville	175.5 - 175.91	50
Conn. Track	1.4 - 0	50
GO	10.64 - 9.1	85
GO	9.1 - 8.9	65
GO	8.9 - 8.6	65
GO	8.6 - 3.5	85
GO	3.5 - 1	85
GO	1 - 0.7	85
GO	0.7 - 0	45
CN Kingston	313.87 - 316.8	85
CN Kingston	316.8 - 317.3	95
CN Kingston	317.3 - 317.8	95
CN Kingston	317.8 - 318.4	90
CN Kingston	318.4 - 319.6	75
CN Kingston	319.6 - 321.2	90
CN Kingston	321.2 - 321.4	90
CN Kingston	321.4 - 322.2	80
CN Kingston	322.2 - 322.6	70
CN Kingston	322.6 - 323.2	85
CN Kingston	323.2 - 324.5	85
CN Kingston	324.5 - 325.2	90
CN Kingston	325.2 - 326.5	90
CN Kingston	326.5 - 328.6	80
CN Kingston	328.6 - 328.8	80
CN Kingston	328.8 - 330.4	90
CN Kingston	330.4 - 331.3	80
CN Kingston	331.3 - 332.4	60
CN Kingston	332.4 - 333.8	30

Table A1.3: Milton GO Line

Station Location Table

Subdivision	Mile Post	Station Name
GO USRC	0.00	Union Station
CP Galt	9.7	Kipling
CP Galt	12.4	Dixie
CP Galt	15.4	Cooksville
CP Galt	18.1	Erindale
CP Galt	20.3	Streetsville
CP Galt	23.1	Meadowvale
CP Galt	25.1	Lisgar
CP Galt	31.2	Milton

Speed Table

Subdivision	Track Mileage Change Marker	Speed (mph)
GO USRC	0 - 0.7	30
GO USRC	0.7 - 1.12	45
GO Lwr Galt	1.12 - 1.6	45
GO Lwr Galt	1.6 - 4.76	50
GO Lwr Galt	4.76 - 4.9	50
CP Galt	4.9 - 6.8	60
CP Galt	6.8 - 8.5	50
CP Galt	8.5 - 9.7	65
CP Galt	9.7 - 12.4	65
CP Galt	12.4 - 13.8	65
CP Galt	13.8 - 14.2	60
CP Galt	14.2 - 15.4	65
CP Galt	15.4 - 18	65
CP Galt	18 - 18.1	55
CP Galt	18.1 - 18.6	55
CP Galt	18.6 - 20.3	50
CP Galt	20.3 - 22	50
CP Galt	22 - 23	70
CP Galt	23.1 - 23.1	70
CP Galt	24.9 - 25.1	75
CP Galt	25.1 - 30	75
CP Galt	30 - 31.2	75

Table A1.4: Georgetown GO Line

Station Location Table

Subdivision	Mile Post	Station Name
GO USRC	0.00	Union Station
GO Weston	4.00	Bloor
GO Weston	8.60	Weston
GO Weston	11.00	Etobicoke N.
GO Weston	14.70	Malton
CN Halton	11.60	Bramalea
CN Halton	15.40	Brampton
CN Halton	18.30	Mount Pleasant
CN Halton	23.50	Georgetown
GEXR Guelph	36.10	Acton
GEXR Guelph	48.80	Guelph
GEXR Guelph	58.40	Breslau
GEXR Guelph	62.60	Kitchener

Speed Table

Subdivision	Track Mileage Change Marker	Speed (mph)
GO USRC	0 - 0.7	30
GO USRC	0.7 - 1.2	45
GO Weston	1.12 - 1.6	45
GO Weston	1.6 - 4	55
GO Weston	4 - 4.6	35
GO Weston	4.6 - 5	35
GO Weston	5 - 5.3	55
GO Weston	5.3 - 8.2	80
GO Weston	8.2 - 8.6	35
GO Weston	8.6 - 9.3	35
GO Weston	9.3 - 11	80
GO Weston	11 - 12.5	80
GO Weston	12.5 - 14.1	30
GO Weston	14.1 - 14.7	80
GO Weston	14.7 - 16.5	80
GO Weston	16.5 - 16.8	70
GO Weston	16.8 - 16.98	60
CN Halton	11.14 - 11.2	50
CN Halton	11.2 - 11.6	60
CN Halton	11.6 - 14.2	60
CN Halton	14.2 - 15.4	50
CN Halton	15.4 - 15.6	50
CN Halton	15.6 - 15.8	35
CN Halton	15.8 - 18.3	70
CN Halton	18.3 - 22.2	70
CN Halton	22.2 - 22.3	50
CN Halton	22.3 - 22.5	45
CN Halton	22.5 - 22.7	45
CN Halton	22.7 - 22.9	45
CN Halton	22.9 - 23.5	50
CN Halton	23.5 - 24.09	50
GEXR Guelph	29.98 - 30	30
GEXR Guelph	30 - 36.1	70
GEXR Guelph	36.1 - 48.8	70
GEXR Guelph	48.8 - 49.8	10
GEXR Guelph	49.8 - 58.4	70
GEXR Guelph	58.4 - 61.8	70
GEXR Guelph	61.8 - 62.6	30

Table A1.5: Barrie GO Line

Station Location Table

Subdivision	Mile Post	Station Name
GO USRC	0.00	Union Station
GO Newmarket	10.90	Downsview
GO Newmarket	16.70	Rutherford
GO Newmarket	18.30	Maple
GO Newmarket	22.70	King City
GO Newmarket	29.90	Aurora
GO Newmarket	34.20	Newmarket
GO Newmarket	35.50	East Gwillimbury
GO Newmarket	41.50	Bradford
GO Newmarket	51.90	Innisfil
GO Newmarket	59.50	Barrie South
GO Newmarket	63.00	Allandale

Speed Table

Subdivision	Track Mileage Change Marker	Speed (mph)
GO USRC	0 - 0.7	30
GO USRC	0.7 - 1.12	45
GO Weston	1.12 - 2.53	45
GO Newmarket	2.53 - 3	45
GO Newmarket	3 - 3.2	50
GO Newmarket	3.2 - 3.4	50
GO Newmarket	3.4 - 4.5	60
GO Newmarket	4.5 - 5.5	45
GO Newmarket	5.5 - 6	65
GO Newmarket	6 - 10.9	75
GO Newmarket	10.9 - 12.9	75
GO Newmarket	12.9 - 13.9	45
GO Newmarket	13.9 - 16.7	75
GO Newmarket	16.7 - 17.9	75
GO Newmarket	17.9 - 18.3	60
GO Newmarket	18.3 - 22.7	60
GO Newmarket	22.7 - 29.9	60
GO Newmarket	29.9 - 33.3	60
GO Newmarket	33.3 - 34.2	50
GO Newmarket	34.2 - 35.5	50
GO Newmarket	35.5 - 36.4	50
GO Newmarket	36.4 - 41.4	60
GO Newmarket	41.4 - 41.5	30
GO Newmarket	41.5 - 41.9	30
GO Newmarket	41.9 - 43.5	75
GO Newmarket	43.5 - 51.9	80
GO Newmarket	51.9 - 52.8	80
GO Newmarket	52.8 - 53	60
GO Newmarket	53 - 54.1	80
GO Newmarket	54.1 - 56.6	60
GO Newmarket	56.6 - 58.6	80
GO Newmarket	58.6 - 59.3	60
GO Newmarket	59.3 - 59.5	15
GO Newmarket	59.5 - 63	30

Table A1.6: Richmond Hill GO Line

Station Location Table

Subdivision	Mile Post	Station Name
CN Bala	0.00	Union Station
CN Bala	12.20	Oriole
CN Bala	14.10	Old Cummer
CN Bala	18.30	Langstaff
CN Bala	21.00	Richmond Hill
CN Bala	26.30	Stouffville
CN Bala	28.50	Bloomington

Speed Table

Subdivision	Track Mileage Change Marker	Speed (mph)
CN Bala	0 - 1.4	30
CN Bala	1.4 - 1.9	25
CN Bala	1.9 - 1.2	30
CN Bala	2 - 4.5	35
CN Bala	4.5 - 6.9	40
CN Bala	6.9 - 10	35
CN Bala	10 - 12.2	45
CN Bala	12.2 - 13.4	45
CN Bala	13.4 - 14.1	65
CN Bala	14.1 - 16	65
CN Bala	16 - 16.1	60
CN Bala	16.1 - 16.3	30
CN Bala	16.3 - 17.2	60
CN Bala	17.2 - 18.3	55
CN Bala	18.3 - 18.9	55
CN Bala	18.9 - 20.3	60
CN Bala	20.3 - 20.5	55
CN Bala	20.5 - 20.7	15
CN Bala	20.7 - 21	55
CN Bala	21 - 25	60
CN Bala	25 - 26.3	45
CN Bala	26.3 - 27.8	45
CN Bala	27.8 - 28.5	40

Table A1.7: Stouffville GO Line

Station Location Table

Subdivision	Mile Post	Station Name
GO Uxbridge	38.80	Lincolnville
GO Uxbridge	40.60	Stouffville
GO Uxbridge	45.80	Mount Joy
GO Uxbridge	47.00	Markham
GO Uxbridge	48.50	Centennial
GO Uxbridge	50.70	Unionville
GO Uxbridge	52.90	Milliken
GO Uxbridge	55.50	Agincourt
GO Uxbridge	59.50	Kennedy
CN Kingston	333.80	Union Station

Speed Table

Subdivision	Track Mileage Change Marker	Speed (mph)
GO Uxbridge	38.8 - 39.1	15
GO Uxbridge	39.1 - 39.4	30
GO Uxbridge	39.4 - 39.6	15
GO Uxbridge	39.6 - 40.6	30
GO Uxbridge	40.6 - 41.3	30
GO Uxbridge	41.3 - 43	50
GO Uxbridge	43 - 44	40
GO Uxbridge	44 - 45.8	50
GO Uxbridge	45.8 - 46.9	50
GO Uxbridge	46.9 - 47	25
GO Uxbridge	47 - 47.4	25
GO Uxbridge	47.4 - 48.5	50
GO Uxbridge	48.5 - 49.7	50
GO Uxbridge	49.7 - 50.2	25
GO Uxbridge	50.2 - 50.7	50
GO Uxbridge	50.7 - 50.9	50
GO Uxbridge	50.9 - 51.3	35
GO Uxbridge	51.3 - 52.9	50
GO Uxbridge	52.9 - 55.5	50
GO Uxbridge	55.5 - 59.5	40
GO Uxbridge	59.5 - 61.27	40
CN Kingston	325.56 - 326.5	90
CN Kingston	326.5 - 328.8	80
CN Kingston	328.8 - 330.4	90
CN Kingston	330.4 - 331.3	80
CN Kingston	331.3 - 332.4	60
CN Kingston	332.4 - 33.8	30

Appendix A2 – Track Crossing and Clearances

Location			Crossings		Overhead Clearances		
GO Line	Subdivision	Mileage	Crossing Type	Crossing Description	GO Clearance	Clearance (ft.ft)	Clearance (mm)
Lakeshore West	USRC	0.21	Overhead Bridge	Skywalk	NA		NA
	USRC	0.40	Overhead Bridge	CN Tower Pedestrian Bridge	NA		NA
	USRC	0.42	Overhead Bridge	John Street	NA		NA
	USRC	0.56	Overhead Bridge	Peter Street	NA		NA
	USRC	0.80	Overhead Bridge	Weston Sub Flyover	NA	23.00	7010
	Oakville	1.09	Overhead Bridge	Bathurst Street	23' 3"	23.25	7087
	Oakville	1.57	Overhead Bridge	Strachan Ave.	22' 8"	22.67	6910
	Oakville	2.38	Overhead Bridge	Dufferin St.	23' 0"	23.00	7010
	Oakville	2.69	Overhead Bridge	Dunn Ave.	21' 0"	21.00	6401
	Oakville	2.85	Overhead Bridge	Jameson Ave.	21' 11"	21.92	6681
	Oakville	3.02	Overhead Bridge	Dowling Ave.	21' 5"	21.42	6529
	Oakville	3.54	Overhead Bridge	Sunnyside Beach Pedestrian Overpass	23' 3"	23.25	7087
	Oakville	5.61	Overhead Bridge	Q.E.W (two track)	22' 10"	22.83	6959
	Oakville	7.46	Overhead Bridge	Islington Ave.	NA		NA
	Oakville	9.41	Overhead Bridge	Brown's Line	22' 3"	22.25	6782
	Oakville	18.77	Overhead Bridge	Royal Windsor Dr. (HWY. No.122)	22' 9"	22.75	6934
	Oakville	31.28	Overhead Bridge	Drury Lane Pedestrian Bridge	22' 5"	22.42	6834
	Oakville	32.71	Overhead Bridge	Q.E.W.	22' 5"	22.42	6834
	Oakville	34.75	Overhead Bridge	Waterdown Rd.	23' 0"	23.00	7010
	Oakville	35.35	Overhead Bridge	Lenmonville Rd.	22' 11"	22.92	6986
	Oakville	36.37	Overhead Bridge	Snake Rd.	22' 8"	22.67	6910
	Oakville	36.63	Overhead Bridge	Plains Rd. West □	22' 7"	22.58	6882
	Oakville	36.67	Overhead Bridge	Spring Garden RD. □	22' 9"	22.75	6934
	Hamilton	58.93	Overhead Bridge	Hunt Street	No Info		NA
	Hamilton	58.88	Overhead Bridge	Church Access Bridge	No Info		NA
	Hamilton	58.86	Overhead Bridge	King Street	No Info		NA
	Hamilton	58.68	Overhead Bridge	Main Street West	20' 5.9"	20.50	6248
	Hamilton	58.56	Overhead Bridge	Dundurn Street South	21' 4.6"	21.38	6517
	Hamilton	58.31	Overhead Bridge	Locke Street	20' 9.5"	20.79	6337
	Hamilton	58.22	Overhead Bridge	Pearl Street	20' 11.3"	21.94	6688
	Hamilton	58.05	Overhead Bridge	Hunter Street Tunnel, North Portal	21' 10"	21.83	6655
	Hamilton	57.68	Overhead Bridge	Hunter Street Tunnel, South Portal (Park Street)	21' 0.5"	21.48	6547
	Oakville	39.11	Overhead Bridge	Bay St.	25' 0"	25.00	7620
	Oakville	39.22	Overhead Bridge	MacNab St.	NA		NA
	Oakville	39.30	Overhead Bridge	James St.	23' 3"	22.25	6782
	Grimbsy	43.66	Overhead Bridge	James St.	23' 3"	22.25	6782
	Grimbsy	43.51	Overhead Bridge	John Street, Hamilton	23' 2"	23.17	7062
	Grimbsy	43.38	Overhead Bridge	Mary St.	NA		NA
	Grimbsy	43.25	Overhead Bridge	Ferguson St.	23	23.00	7010
	Grimbsy	42.85	Overhead Bridge	Pedestrian overpass (Emerald St.)	22' 7"	22.58	6882
	Grimbsy	27.64	Overhead Bridge	Christie St.	23' 0"	23.00	7010
	Grimbsy	27.25	Overhead Bridge	Maple Ave.	23' 0"	23.00	7010
Grimbsy	15.00	Overhead Bridge	Conc. O. 3 Lot 9 (9th St)	23' 4"	23.33	7111	
Grimbsy	14.45	Overhead Bridge	Reg. Rd. No. 34 Reg. Mun. Niagara (7th St. Louth)	23' 2"	23.17	7062	
Grimbsy	11.68	Overhead Bridge	St. Paul St. W. Reg. Rd. 81	21' 2"	21.17	6453	
Grimbsy	11.53	Overhead Bridge	Pelham Rd.	22' 11"	22.92	6986	
Grimbsy	10.95	Overhead Bridge	Glenridge Ave. Reg. Rd. 50	21' 11"	21.92	6681	
Grimbsy	9.79	Overhead Bridge	PCHR Town Line spur 4.1 Miles	22' 2"	22.17	6757	
Grimbsy	9.63	Overhead Bridge	Merritt St. Reg. Rd. 52	23' 5"	23.42	7138	

Location			Crossings		Overhead Clearances		
GO Line	Subdivision	Mileage	Crossing Type	Crossing Description	GO Clearance	Clearance (ft.ft)	Clearance (mm)
Lakeshore East	Kingston	330.96	Overhead Bridge	Pape Ave. Pedestrian Overpass	23'8"	23.67	7215
	Kingston	328.64	Overhead Bridge	Main St.	23' 1"	23.08	7035
	Kingston	328.60	Overhead Bridge	Danforth Platform Pedestrian Overhead Bridge	23' 6"	23.50	7163
	Kingston	326.50	Overhead Bridge	Birchmount Road	22' 0"	22.00	6706
	Kingston	326.15	Overhead Bridge	Woodrow Ave.	23' 6"	23.50	7163
	Kingston	325.76	Overhead Bridge	Kennedy Rd	23' 6"	23.50	7163
	Kingston	322.51	Overhead Bridge	Markham Hwy No. 48	22' 6"	22.50	6858
	Kingston	321.45	Overhead Bridge	Kingston Rd. Hwy. No. 2	NA		NA
	Kingston	314.95	Overhead Bridge	Granite Court	23' 4"	23.33	7111
	Kingston	314.76	Overhead Bridge	Whites Rd. (Durham Reg. Rd. 38)	NA		NA
	GO Sub	0.35	Overhead Bridge	York Sub	22.41	22.41	6831
	GO Sub	0.84	Overhead Bridge	Liverpool Rd.	23.50	23.50	7163
	GO Sub	1.92	Overhead Bridge	Brock Rd.	22.99	22.99	7007
	GO Sub	4.52	Overhead Bridge	Harwood Ave. South	23.47	23.47	7154
	GO Sub	6.60	Overhead Bridge	Lakeridge Rd.	23.03	23.03	7020
	GO Sub	8.72	Overhead Bridge	Henry St.	23.82	23.82	7260
	GO Sub	9.00	Overhead Bridge	Brock St. South	24.00	23.96	7303
	GO Sub	10.13	Overhead Bridge	Hopkins St.	24.49	24.49	7465
	Belleville	175.08	Overhead Bridge	Stevenson Rd. S.	22.8	22.80	6949
	Belleville	174.55	Overhead Bridge	Park Rd. S.	23.5	23.50	7163
	Belleville	174.04	Overhead Bridge	Simcoe St. S.	22.4	22.40	6828
	Belleville	173.94	Overhead Bridge	Albert St.	22.3	22.30	6797
	Belleville	173.52	Overhead Bridge	Ritson Rd. S.	23.7	23.70	7224
	Belleville	172.75	Overhead Bridge	Farewell St.	22	22.00	6706
	Belleville	172.49	Overhead Bridge	Harmony Rd. S.	23	23.00	7010
	Belleville	168.79	Overhead Bridge	Courtice Rd.	24'	24.00	7315
	Belleville	164.80	Overhead Bridge	Martin Rd.	25.2	25.20	7681
	Belleville	164.12	Overhead Bridge	Prospect Rd.	22.6	21.60	6584
Belleville	163.99	Overhead Bridge	Elgin St.	22' 4"	22.30	6797	
Belleville	161.84	Overhead Bridge	Providence Rd.	22' 6"	22.50	6858	
Milton	USRC	0.21	Overhead Bridge	Skywalk	NA		NA
	USRC	0.40	Overhead Bridge	CN Tower Pedestrian Bridge	NA		NA
	USRC	0.42	Overhead Bridge	John Street	NA		NA
	USRC	0.56	Overhead Bridge	Peter Street	NA		NA
	USRC	0.80	Overhead Bridge	Weston Sub Flyover	NA	23.00	7010
	USRC	1.09	Overhead Bridge	Bathurst Street	23' 3"	23.25	7087
	Lower Galt	1.44	Overhead Bridge	Strachan Avenue	24' 3.5"	24.28	7400
	Lower Galt	3.34	Overhead Bridge	Dundas Street	23' 8"	23.67	7215
	Lower Galt	4.12	Overhead Bridge	Wallace Avenue Pedestrian Bridge	24' 0"	24.00	7315
	Galt	7.76	Overhead Bridge	Dundas Street West	24.20 ft	24.20	7376
	Galt	9.39	Overhead Bridge	Kipling Avenue	23.30 ft	23.30	7102
	Galt	10.87	Overhead Bridge	Highway 427	24.30 ft	24.30	7407
	Galt	14.17	Overhead Bridge	Dundas Street East	23.60 ft	23.60	7193
	Galt	22.39	Overhead Bridge	Erin Mill Parkway	24.23 ft	24.23	7385
	Galt	26.30	Overhead Bridge	Highway 407	23.95 ft	23.95	7300
	Galt	27.57	Overhead Bridge	Trafalgar Road	23.74 ft	23.74	7236
	Galt	32.90	Overhead Bridge	CNR Railway	22.50 ft	22.50	6858

Location			Crossings		Overhead Clearances		
GO Line	Subdivision	Mileage	Crossing Type	Crossing Description	GO Clearance	Clearance (ft.ft)	Clearance (mm)
Georgetown	USRC	0.21	Overhead Bridge	Skywalk	NA		NA
	USRC	0.40	Overhead Bridge	CN Tower Pedestrian	NA		NA
	USRC	0.42	Overhead Bridge	John Street	NA		NA
	USRC	0.56	Overhead Bridge	Peter Street	NA		NA
	USRC	0.80	Overhead Bridge	Weston Sub Flyover	NA	23.00	7010
	USRC	1.09	Overhead Bridge	Bathurst Street	23' 3"	23.25	7087
	Weston	1.59	Overhead Bridge	Strachan Avenue	24' 3.5"	24.28	7400
	Weston	3.45	Overhead Bridge	Dundas St.	24.09	24.09	7343
	Weston	4.27	Overhead Bridge	Wallace Ave. □ Pedestrian Bridge	24.82	24.82	7565
	Weston	4.87	Overhead Bridge	North Toronto Subdivision Grade Separation (Tracks 1&2) (New)	22' 0"	22.00	6706
	Weston	4.87	Overhead Bridge	North Toronto Subdivision Grade Separation (Tracks 3&4) (new)	23' 0"	23.00	7010
	Weston	4.99	Overhead Bridge	Old Weston Rd.	22' 0"	22.00	6706
	Weston	4.99	Overhead Bridge	Old Weston Rd.	23' 0"	23.00	7010
	Weston	6.12	Overhead Bridge	Rogers Rd.	22.49	22.49	6855
	Weston	7.35	Overhead Bridge	Indian Line	22' 9"	22.75	6934
	Weston	7.70	Overhead Bridge	Jane St.	24.02	24.02	7321
	Weston	8.63	Overhead Bridge	John Street Pedestrian Overpass	25' 0"	25.00	7620
	Weston	8.74	Overhead Bridge	King Street	23' 0"	23.00	7010
	Weston	8.94	Overhead Bridge	Church Street	25' 6"	25.50	7772
	Weston	10.41	Overhead Bridge	Islington Ave.	23.37	23.37	7123
	Weston	10.68	Overhead Bridge	HWY No. 401	23.93	23.93	7294
	Weston	13.50	Overhead Bridge	Hwy. No. 427	22.88	22.88	6974
	Weston	13.52	Overhead Bridge	Hwy No. 427/409 Ramp	23.89	23.89	7282
	Weston	13.90	Overhead Bridge	North Signal	24.52	24.52	7474
	Weston	14.00	Overhead Bridge	South Signal	23.67	23.67	7215
	Weston	16.90	Overhead Bridge	Hwy. No. 407	25.13	25.13	7660
	Weston	16.94	Overhead Bridge	Hwy. No. 407	23.56	23.56	7181
	Halton	11.39	Overhead Bridge	Bramlea Rd.	NA		NA
	Halton	11.80	Overhead Bridge	Steeles Ave.	23' 8"	23.67	7215
	Halton	12.83	Overhead Bridge	West Drive	NA		NA
	Halton	13.33	Overhead Bridge	Hwy. No. 410	NA		NA
	Halton	13.36	Overhead Bridge	Heartlake Rd.	NA		NA
	Halton	14.56	Overhead Bridge	Trueman St. Pedestrian Bridge	22' 5"	22.42	6834
	Halton	17.24	Overhead Bridge	Chinguacousy Rd.	23' 2"	23.16	7059
	Halton	17.60	Overhead Bridge	Williams Parkway	23' 2"	23.17	7062
	Halton	18.16	Overhead Bridge	Hwy. No. 7	22' 8"	22.67	6910
	Halton	22.89	Overhead Bridge	Maple Ave.	NA		NA
	Halton	23.10	Overhead Bridge	Mountainview Rd.	23' 1"	23.08	7035
	Halton	24.09	Overhead Bridge	Main Street Hwy. No. 7	22' 6"	22.50	6858
	Guelph	32.58	Overhead Bridge	5th Avenue	NA		NA
	Guelph	40.25	Overhead Bridge	6th Line Rd.	NA		NA
	Guelph	44.79	Overhead Bridge	Jones Baseline Con. 3	NA		NA
	Guelph	48.26	Overhead Bridge	Metcalfe & Huron St. Pedestrian Crossing	NA		NA
	Guelph	61.11	Overhead Bridge	River Bridge Pedestrian Bridge	NA		NA
	Guelph	62.44	Overhead Bridge	Margaret Ave.	22' 1"	22.08	6730
	Guelph	65.13	Overhead Bridge	Fischer-Hallman Rd.	NA		NA
Guelph	66.17	Overhead Bridge	Ira Needles Blvd.	NA		NA	

Location			Crossings		Overhead Clearances		
GO Line	Subdivision	Mileage	Crossing Type	Crossing Description	GO Clearance	Clearance (ft.ft)	Clearance (mm)
Barrie	USRC	0.21	Overhead Bridge	Skywalk	NA		NA
	USRC	0.40	Overhead Bridge	CN Tower Pedestrian Bridge	NA		NA
	USRC	0.42	Overhead Bridge	John Street	NA		NA
	USRC	0.56	Overhead Bridge	Peter Street	NA		NA
	USRC	0.80	Overhead Bridge	Weston Sub Flyover	NA	23.00	7010
	Newmarket	1.09	Overhead Bridge	Bathurst Street	23' 3"	23.25	7087
	Newmarket	1.59	Overhead Bridge	Strachan Avenue	24' 3.5"	24.28	7400
	Newmarket	3.37	Overhead Bridge	Dundas Street	22.41	22.41	6831
	Newmarket	5.65	Overhead Bridge	Innes Avenue Pedestrian Bridge	23.50	23.50	7163
	Newmarket	6.50	Overhead Bridge	Eglinton Avenue	22.99	22.99	7007
	Newmarket	8.80	Overhead Bridge	Hwy 401	22.80	22.80	6949
	Newmarket	19.60	Overhead Bridge	Keele Street	23.82	23.82	7260
	Newmarket	23.26	Overhead Bridge	Kings Road	26.72	26.72	8144
	Newmarket	23.30	Overhead Bridge	Keele Street	24.49	24.49	7465
	Newmarket	26.50	Overhead Bridge	Bathurst Street, Vaughn	22.88	22.88	6974
	Newmarket	33.95	Overhead Bridge	Queen Street	22.93	22.93	6989
Newmarket	53.70	Overhead Bridge	6th Line	22.35	22.35	6812	
Newmarket	60.30	Overhead Bridge	Big Bay Point Road	22.73	22.73	6928	
Richmond Hill	Bala	1.93	Overhead Bridge	Gardiner Expressway Ramp From DVP	No Info		NA
	Bala	1.98	Overhead Bridge	Queen Street East	No Info		NA
	Bala	2.26	Overhead Bridge	Dundas Street	22' 3"	22.25	6782
	Bala	2.45	Overhead Bridge	Gerrard Street	NA		NA
	Bala	2.67	Overhead Bridge	Riverdale Park Pedestrian Bridge	22' 4"	22.33	6806
	Bala	3.31	Overhead Bridge	Bloor Street East	NA		NA
	Bala	3.65	Overhead Bridge	DVP to Bayview Extension	22' 2"	22.17	6757
	Bala	4.03	Overhead Bridge	CP Belleville Subdivision	NA		NA
	Bala	5.39	Overhead Bridge	Millwood Road	NA		NA
	Bala	6.50	Overhead Bridge	Don Mills Road	24' 5"	24.42	7443
	Bala	6.53	Overhead Bridge	Pedestrian Bridge	23' 5"	23.42	7138
	Bala	6.60	Overhead Bridge	Don Valley Parkway	23' 10"	23.83	7263
	Bala	8.26	Overhead Bridge	Eglinton	NA		NA
	Bala	8.94	Overhead Bridge	CP Belleville Subdivision	21' 4"	21.33	6501
	Bala	9.60	Overhead Bridge	Lawrence Avenue East	23' 1"	23.08	7035
	Bala	10.28	Overhead Bridge	Don Mills Road	22' 8"	22.67	6910
	Bala	11.14	Overhead Bridge	York Mills Road	22' 7"	22.58	6882
	Bala	12.10	Overhead Bridge	Oriole GO Station Pedestrian Bridge	23' 11"	23.92	7291
	Bala	12.16	Overhead Bridge	Hwy 401 Ramp	22' 4"	22.33	6806
	Bala	12.20	Overhead Bridge	Hwy 401	NA		NA
	Bala	12.23	Overhead Bridge	Hwy 401 Ramp	NA		NA
	Bala	16.08	Overhead Bridge	York CN Subdivision Grade Separation	24' 0"	24.00	7315
	Bala	16.33	Overhead Bridge	John Street, Thornhill	23' 4"	23.33	7111
	Bala	16.92	Overhead Bridge	Bayview Avenue	NA		NA
	Bala	18.19	Overhead Bridge	Hwy 407 West	NA		NA
	Bala	18.21	Overhead Bridge	Hwy 407 East	NA		NA
	Bala	18.23	Overhead Bridge	Hwy 7	NA		NA
	Bala	18.33	Overhead Bridge	Pedestrian Overpass	24' 0"	24.00	7315
	Bala	18.45	Overhead Bridge	High Tech Drive	NA		NA
	Bala	18.95	Overhead Bridge	Bantry Avenue	NA		NA
Bala	19.47	Overhead Bridge	Carville Road (16th Avenue)	NA		NA	
Bala	29.98	Overhead Bridge	Hwy 404 South	NA		NA	
Bala	30.01	Overhead Bridge	Hwy 404 North	NA		NA	

Location			Crossings		Overhead Clearances		
GO Line	Subdivision	Mileage	Crossing Type	Crossing Description	GO Clearance	Clearance (ft.ft)	Clearance (mm)
Stouffville	Kingston	330.96	Overhead Bridge	Pape Ave. Pedestrian Overpass	23' 8"	23.67	7215
	Kingston	328.64	Overhead Bridge	Main St.	23' 1"	23.08	7035
	Kingston	328.60	Overhead Bridge	Pedestrian Overhead Bridge	23' 6"	23.50	7163
	Kingston	326.50	Overhead Bridge	Birchmount Road	22' 0"	22.00	6706
	Kingston	326.15	Overhead Bridge	Woodrow Ave.	23' 6"	23.50	7163
	Kingston	325.76	Overhead Bridge	Kennedy Rd.	23' 6"	23.50	7163
	Uxbridge	59.49	Overhead Bridge	Eglinton Ave.	23.67	23.67	7215
	Uxbridge	58.79	Overhead Bridge	Mooregate/Tara Ave Pedestrian Overpass	24.38	24.38	7431
	Uxbridge	58.30	Overhead Bridge	Lawrence Ave. E.	23.05	23.05	7026
	Uxbridge	57.05	Overhead Bridge	Ellesmere Rd.	23.42	23.42	7138
	Uxbridge	56.30	Overhead Bridge	Hwy. No. 401	23.4	23.40	7132
	Uxbridge	56.00	Overhead Bridge	CP Bellville Sub.	21.99	21.99	6703
	Uxbridge	51.50	Overhead Bridge	14TH Ave.	22.52	22.52	6864
	Uxbridge	51.10	Overhead Bridge	CN York Sub - Over Uxbridge Sub	No Info		NA
	Uxbridge	50.97	Overhead Bridge	HWY 407	23.57	23.57	7184
	Uxbridge	50.95	Overhead Bridge	Hwy. No. 407	24.48	24.48	7462

Appendix A3 – Detailed Infrastructure Data Book

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings		Clearance	Comments/Remarks
							ASL	Grade		Crossing	Description		
Platform	USRC	0.00	0.00	Station	Union Station			GO					Toronto 42424
T	USRC		0.01	Platform	Union Station			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.01	Signal	001ND, 001SD			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.02	Platform	Union Station			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.02	Signal	002ND, 002SD			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.03	Platform	Union Station			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.03	Signal	003ND, 003SD			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.04	Platform	Union Station			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.04	Signal	004ND, 004SD			GO					Oakville-Kingston N and S Connecting Track
T	USRC		0.05	Platform	Union Station			GO					
T	USRC		0.06	Platform	Union Station			GO					
T	USRC		0.07	Platform	Union Station			GO					
T	USRC		0.08	Platform	Union Station			GO					
T	USRC		0.09	Platform	Union Station			GO					
T	USRC		0.09	Signal	009T3, 009T4			GO					
T	USRC		0.10	Platform	Union Station			GO					
T	USRC		0.11	Platform	Union Station			GO					
T	USRC		0.12	Platform	Union Station			GO					
T	USRC		0.13	Platform	Union Station			GO					
T	USRC		0.14	Platform	Union Station			GO					
T	USRC		0.15	Platform	Union Station			GO					
T	USRC		0.16	Platform	Union Station			GO					
T	USRC		0.17	Platform	Union Station			GO					
T	USRC		0.18	Platform	Union Station			GO					
T	USRC		0.19	Platform	Union Station			GO					
T	USRC		0.20	Platform	Union Station			GO					
T	USRC		0.21	Platform	Union Station			GO					
T	USRC		0.23	Signal	001ND, 001SD			GO	Overhead Bridge	Skywalk	Required		info from GO Transit's email dated May 4, 2010.
T	USRC		0.25	Signal	001ND, 001SD			GO	Subway	John St. East	n/a		
T	USRC		0.26	Signal	Simcoe St.			GO					
T	USRC		0.28	Signal	002ND, 002SD			GO					
T	USRC		0.38	Signal	003ND, 003SD			GO	Overhead Bridge	CN Tower Pedestrian	Required		info from GO Transit's email dated May 4, 2010.
T	USRC		0.40	Signal	003ND, 003SD			GO	Overhead Bridge	John Street	Required		info from GO Transit's email dated May 4, 2010.
T	USRC		0.42	Signal	004ND, 004SD			GO	Overhead Bridge	Peter Street	Required		info from GO Transit's email dated May 4, 2010.
T	USRC		0.43	Signal	004ND, 004SD			GO	Overhead Bridge	Spadina Avenue	21'11"		info from GO Transit 2008 Electrification Report (8 tracks) (NEW)
T	USRC		0.56	Signal	004ND, 004SD			GO	Overhead Bridge	Weston Sub Flyover	Required		info from GO Transit's email dated May 4, 2010.
T	USRC		0.69	Signal	009T3, 009T4			GO					
T	USRC		0.80	Signal	009T3, 009T4			GO					
T	USRC		0.90	Signal	096D1, 096D2			GO					
T	USRC		0.96	Signal	096D1, 096D2			GO					
T	Oakville	1.00	1.00	Marker	Bathurst Station 42310			GO	Overhead Bridge	Bathurst St.	23'3"		West Limits USRC = D Tracks = Mile 1.0
T	Oakville		1.10	Signal	011T1, 011T2			GO					
T	Oakville		1.11	Signal	118A2, 118A3			GO					
T	Oakville		1.18	Signal	118A2, 118A3			GO					
T	Oakville		1.19	Signal	118A2, 118A3			GO					
T	Oakville		1.20	Signal	118A2, 118A3			GO					
T	Oakville		1.21	Signal	118A2, 118A3			GO					
T	Oakville		1.22	Signal	118A2, 118A3			GO					
T	Oakville		1.23	Signal	118A2, 118A3			GO					
T	Oakville		1.24	Signal	118A2, 118A3			GO					
T	Oakville		1.25	Signal	118A2, 118A3			GO					
T	Oakville		1.26	Signal	118A2, 118A3			GO					
T	Oakville		1.30	Signal	013T1, 013T2, 013T3, 013T4 & 013D			GO					Field Sign
T	Oakville		1.37	Signal	013T1, 013T2, 013T3, 013T4 & 013D			GO					
T	Oakville		1.38	Signal	013T1, 013T2, 013T3, 013T4 & 013D			GO					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks	
							ASL	Grade		Speed Limit	PAX	FRT		Crossing
	Oakville		1.44						GO					
	Oakville		1.45						GO					
	Oakville		1.46						GO					
	Oakville		1.47						GO					
	Oakville		1.48						GO					
	Oakville		1.49						GO					
	Oakville		1.50		Track Switches	Switch 25 (red) - Track 4 Diversion to Oakville-Kingston North Connecting Track			GO				013D	
	Oakville		1.51		Track Switches	Switch 23B (red) - Track 4 Turnout (to Track 3)			GO					
	Oakville		1.52			Switch 19 (red) - Track 1 Diversion to Western Lead & Switch 21 (red) - Track 4								
	Oakville		1.53		Track Switches	Diversion to Oakville-Kingston South Connecting Track & Switch 23A (red) - Track 3 Turnout (to Track 4)			GO				0.15D, 017D2	
	Oakville		1.54		Track Switches	Switch 15B (red) - Track 1 Turnout			GO					
	Oakville		1.55			Switch 15A (red) - Track 2 Turnout			GO					
	Oakville		1.56		Track Switches	Switch 13B (red) - Track 4 Turnout			GO					
	Oakville		1.57		Track Switches	Switch 11B (red) - Track 2 Turnout			GO		Overhead Bridge	Stachan Ave.	22' 8"	
	Oakville		1.58		Track Switches	Switch 13A (red) - Track 3 Turnout			GO					Switch Blower (ALL)
	Oakville		1.59		Track Switches	Switch 11A (red) - Track 3 Turnout			GO					
	Oakville		1.60		Track Switches	Switch 9B (red) - Track 3 Turnout			GO					Tool House
	Oakville		1.61			Switch 5A (red) - Track 3 Turnout			GO					Tool House
	Oakville		1.62		Track Switches	Switch 9A (red) - Track 4 Turnout			GO					Tool House
	Oakville		1.63		Track Switches	Switch 5A (red) - Track 2 Turnout			GO					Tool House
Oakville		1.64		Track Switches	Switch 3B (red) - Track 2 Turnout			GO					Tool House	
Oakville		1.65		Track Switches	Switch 3A (red) - Track 1 Turnout			GO					Tool House	
Oakville		1.66		Track Switches	CN Fort York - 43315			GO					Change in speed marker - PSGR 65FRT 60 changes to PSGR 60FRT20	
Oakville		1.67		Speed Change	Exhibition Station			GO		Level Crossing	Foreman's Crossing	n/a		
Oakville		1.68		Platform End	Exhibition Station			GO						
Oakville		1.69		Platform	Exhibition Station			GO						
Oakville		1.80		Platform	Exhibition Station			GO						
Oakville		1.90		Platform	Exhibition Station			GO						
Oakville		1.91		Platform	Exhibition Station			GO						
Oakville		1.92		Platform	Exhibition Station			GO						
Oakville		1.93		Platform	Exhibition Station			GO						
Oakville		1.94		Platform	Exhibition Station			GO						
Oakville		1.95		Platform	Exhibition Station			GO						
Oakville		1.96		Platform	Exhibition Station			GO						
Oakville		1.97		Platform	Exhibition Station			GO						
Oakville		1.98		Platform	Exhibition Station			GO						
Oakville		1.99		Platform	Exhibition Station			GO						
Oakville	2.00		2.00	Platform	Exhibition Station			GO						
Oakville		2.01		Platform	Exhibition Station			GO					022T1, 022T2, 022T3 & 022T4	

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings			Comments/Remarks	
							ASL	Grade			PAX	FRT	Crossing		Description
	Oakville		2.02	Platform	Exhibition Station			65	GO						
	Oakville		2.03	Platform	Exhibition Station			65	GO						
	Oakville		2.04	Platform	Exhibition Station			65	GO		Subway	Psgr. Tunnel	n/a		
	Oakville		2.05	Platform	Exhibition Station			65	GO						
	Oakville		2.06	Platform	Exhibition Station			65	GO						
	Oakville		2.07	Platform	Exhibition Station			65	GO						
	Oakville		2.08	Platform	Exhibition Station			65	GO						
	Oakville		2.09	Platform End	Exhibition Station			65	GO						
	Oakville		2.10			Exhibition Station			65	GO					
	Oakville		2.20		Signal	022T1, 022T2, 022T3, 022T4			65	GO					
	Oakville		2.23						65	GO					
	Oakville		2.24						65	GO					
	Oakville		2.25						65	GO					
	Oakville		2.26						65	GO					
	Oakville		2.27						65	GO					
	Oakville		2.28						65	GO					
	Oakville		2.29						65	GO					
	Oakville		2.30		Track Switches	Switch 3B (green) - Track 1 Turnout and Switch 5B (green) - Track 4 Turnout Signals --> 023T1, 023T2, 023T3, 023T4			65	GO				Switch Heater (north & south sides)	
	Oakville		2.31						65	GO					Switch Heater (north & south sides)
	Oakville		2.32						65	GO					Switch Heater (north & south sides)
Oakville		2.33						65	GO					Switch Heater (north & south sides)	
Oakville		2.34						65	GO					Switch Heater (north & south sides)	
Oakville		2.35						65	GO					Switch Heater (north & south sides)	
Oakville		2.36						65	GO					Switch Heater (north & south sides)	
Oakville		2.37						65	GO					Switch Heater (north & south sides)	
Oakville		2.38		Track Switches	Switch 3A (green) - Track 2 Turnout and Switch 5A (green) - Track 3 Turnout			65	GO		Overhead Bridge	Dufferin St.	21' 2"	Switch Heater (north & south sides) info from GO Transit 2008 Electrification Report 6450 mm clearance (4 tracks)	
Oakville		2.39						65	GO						
Oakville		2.40		Signal	024T1, 024T2, 024T3, 024T4			65	GO					Old VIA Exhibition Platforms	
Oakville		2.50		Signal Marker	CN Dufferin			65	GO					info from GO Transit 2008 Electrification Report 6450 mm clearance (4 tracks)	
Oakville		2.69						65	GO		Overhead Bridge	Dunn Ave.	21' 0"	info from GO Transit 2008 Electrification Report 6750 mm clearance (4 tracks)	
Oakville		2.85						65	GO		Overhead Bridge	Jameson Ave.	21' 11"	info from GO Transit 2008 Electrification Report 6575 mm clearance (4 tracks)	
Oakville		3.00						65	GO						
Oakville		3.02						65	GO		Overhead Bridge	Dowling Ave.	21' 5"	info from GO Transit 2008 Electrification Report 6575 mm clearance (4 tracks)	
Oakville		3.10		Speed Change	Change in speed marker - PSGR 80 changes to PSGR 65			80	GO						
Oakville		3.54						80	GO		Overhead Bridge	Summyside Beach Pedestrian Overpass	23' 3"	(GO Transit's list says mileage 3.51)	
Oakville		3.89						80	GO		Subway	Parkside Drive	n/a		
Oakville		3.98		Signal	040T1, 040T2, 040T3, 040T4 and 041T1, 041T2, 041T3, 041T4			80	GO						
Oakville		4.00						80	GO						
Oakville		4.17						80	GO		Subway	Colborne Lodge Drive	n/a		
Oakville		4.54						80	GO		Subway	Ellis Ave.	n/a		
Oakville		4.60		Speed Change				80	GO		Subway	Windermere Ave.	n/a		
Oakville		4.70						80	GO		Subway	Riverside Drive (Kingsway)	n/a		
Oakville		4.90						80	GO		Subway		n/a		
Oakville		4.99		Signal	050T1, 051T2, 051T3, 051T4 and 051T1, 051T2, 051T3, 051T4			80	GO						

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings			Clearance	Comments/Remarks
							ASL	Grade			PAX	FRT	Crossing		
	Oakville	5.00	5.00					20	80	GO	River Bridge	Humber River	n/a		
	Oakville		5.02		Formerly Queen St. (Structure in place Road Closed)				80	GO	Subway	No name???????	n/a		
	Oakville		5.15		GO W.I.L.D. (Tracknumber1 only)				80	GO				w	
	Oakville		5.30						80	GO	Subway	TTC Loop	n/a		
	Oakville		5.32						80	GO					
	Oakville		5.38						80	GO					
	Oakville		5.39						80	GO					
	Oakville		5.40						80	GO					
	Oakville		5.41						80	GO					
	Oakville		5.42						80	GO					
	Oakville		5.43						80	GO					
	Oakville		5.44						80	GO					
	Oakville		5.45						80	GO					
	Oakville		5.46						80	GO					
	Oakville		5.47						80	GO					
	Oakville		5.48						80	GO					
	Oakville		5.49						80	GO					
	Oakville		5.50						80	GO					
	Oakville		5.51						80	GO					
	Oakville		5.52						80	GO					
	Oakville		5.53						80	GO					
	Oakville		5.54						80	GO					
	Oakville		5.55						80	GO					
	Oakville		5.56						80	GO					
	Oakville		5.57						80	GO					
	Oakville		5.58						80	GO					
	Oakville		5.61						80	GO					
	Oakville		5.68			Radio Tower			80	GO	Overhead Bridge	Gardiner Expressway	Required	(GO Transit's list says mileage 5.64)	
Oakville		5.82				100		80	GO	Level Crossing	Foreman's Crossing	n/a			
Oakville		5.94						80	GO	Subway	Park Lawn Rd.	n/a			
Oakville		6.00		Signal	061T1, 061T2, 061T3 & 061T4			80	GO	River Bridge	Mimico Creek	n/a			
Oakville		6.01						80	GO						
Oakville		6.02		Track Switches	Switch 17B (red) - Track 1 Turnout			80	GO						
Oakville		6.03		Track Switches				80	GO						
Oakville		6.04		Track Switches	Switch 15B (red) - Inbound/Outbound Track Turnout (Track 4 turnout)			80	GO						
Oakville		6.05		Track Switches				80	GO						
Oakville		6.06						80	GO						
Oakville		6.07						80	GO						
Oakville		6.08		Track Switches	Switch 17A (red) - Track 2 Turnout			80	GO						
Oakville		6.09		Track Switches	Switch 13B (red) - Track 2 Turnout			80	GO						
Oakville		6.10		Track Switches	Switch 15A (red) - Track 3 Turnout			80	GO						
Oakville		6.11						80	GO						
Oakville		6.12		Track Switches	Switch 13A (red) - Track 3 Turnout			80	GO						
Oakville		6.13		Track Switches	Switch 11B (red) - Track 3 Turnout			80	GO						
Oakville		6.14						80	GO						
Oakville		6.15						80	GO						
Oakville		6.16		Track Switches	Switch 7B (red) - Track 3 Turnout			80	GO						
Oakville		6.17		Track Switches	Switch 11A (red) - Track 4 Turnout			80	GO						
Oakville		6.18		Track Switches	Switch 9 (red) - Track 4 siding to Outbound Track			80	GO						

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings		Comments/Remarks
							ASL	Grade		Crossing	Description	
	Oakville		6.19	Track Switches	Switch 5B (red) - Track 3 Turnout			GO				
	Oakville		6.20	Track Switches	Switch 7A (red) - Track 2 Turnout			GO			062D	
	Oakville		6.21	Track Switches	Switch 1B (green) - Track 2 Turnout			GO				
	Oakville		6.22	Track Switches	Switch 5A (red) - Track 4 Turnout			GO				
	Oakville		6.23	Track Switches	Switch 3B (red) - Track 2 Turnout			GO				
	Oakville		6.24	Track Switches	Switch 1A (green) - Track 3 Turnout			GO				
	Oakville		6.25	Track Switches	Switch 3A (red) - Track 1 Turnout			GO				
	Oakville		6.26	Track Switches	Change in speed marker - PSGR 95 changes to PSGR 80			GO				
	Oakville		6.27	Track Switches	Switch 27 (red) - Track 1 Sliding to Willowbrook Lead			GO			Note: Only switches Nos. 3, 15, 19 & 27 are Dual Control (others are Power Switches)	
	Oakville		6.28	Track Switches	Switch 19B (green) - Track 2 Turnout			GO			Note: Only switches Nos. 3, 15, 19 & 27 are Dual Control (others are Power Switches)	
	Oakville		6.29	Track Switches	Platform End			GO				
	Oakville		6.30	Platform	Platform			GO				
	Oakville		6.43	Platform	Platform			GO				
	Oakville		6.44	Platform	Platform			GO				
	Oakville		6.45	Platform	Platform			GO				
	Oakville		6.46	Platform	Platform			GO				
	Oakville		6.47	Platform	Platform			GO				
	Oakville		6.48	Platform	Platform			GO				
	Oakville		6.50	Speed Change	Platform			GO				
	Oakville		6.53	Track Switches	Platform			GO				
	Oakville		6.54	Track Switches	Platform			GO				
	Oakville		6.55	Track Switches	Platform			GO				
	Oakville		6.56	Track Switches	Platform			GO				
	Oakville		6.57	Track Switches	Platform			GO				
	Oakville		6.58	Track Switches	Platform			GO				
	Oakville		6.60	Track Switches	Platform			GO				
	Oakville		6.61	Track Switches	Platform			GO				
Oakville		6.62	Track Switches	Platform			GO					
Oakville		6.63	Track Switches	Platform			GO					
Oakville		6.64	Track Switches	Platform			GO					
Oakville		6.65	Track Switches	Platform			GO					
Oakville		6.65	Track Switches	Platform			GO					
Oakville		6.66	Track Switches	Platform			GO					
Oakville		6.66	Track Switches	Platform			GO					
Oakville		6.67	Track Switches	Platform			GO					
Oakville		6.68	Track Switches	Platform			GO					
Oakville		6.69	Track Switches	Platform			GO					
Oakville		6.70	Track Switches	Platform			GO					
Oakville		6.71	Track Switches	Platform			GO					
Oakville		6.72	Track Switches	Platform			GO					
Oakville		6.73	Track Switches	Platform			GO					
Oakville		6.74	Track Switches	Platform			GO					
Oakville		6.75	Track Switches	Platform			GO					
Oakville		6.76	Track Switches	Platform			GO					
Oakville		6.77	Track Switches	Platform			GO					
Oakville		6.78	Track Switches	Platform			GO					
Oakville		6.79	Track Switches	Platform			GO					
Oakville		6.80	Track Switches	Platform			GO					
Oakville		6.81	Track Switches	Platform			GO					
Oakville		6.82	Track Switches	Platform			GO					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings		Comments/Remarks
							ASL	Grade		Crossing	Description	
	Oakville		6.83						CN			
	Oakville		6.84						CN			
	Oakville		6.85						CN			
	Oakville		6.86	Track Switches	Willidbrook Lead turnout - Sound Barrier				CN			Location of turnout is approximated from track schematics as no file post provided
	Oakville		6.87						CN			
	Oakville		6.88						CN			
	Oakville		6.89						CN			
	Oakville		6.90						CN			
	Oakville		6.91						CN			
	Oakville		6.92						CN			
	Oakville		6.93						CN			
	Oakville		6.99						CN			
	Oakville		7.00						CN			
	Oakville		7.01						CN			
	Oakville		7.02						CN			
	Oakville		7.03						CN			
	Oakville		7.04						CN			
	Oakville		7.05						CN			
	Oakville		7.06						CN			
	Oakville		7.07						CN			
	Oakville		7.08						CN			
	Oakville		7.09						CN			
	Oakville		7.10						CN			
	Oakville		7.11						CN			
	Oakville		7.12						CN			
	Oakville		7.13						CN			
	Oakville		7.14						CN			
	Oakville		7.15						CN			
Oakville		7.16						CN				
Oakville		7.17						CN				
Oakville		7.18						CN				
Oakville		7.19						CN				
Oakville		7.20		Speed Change				CN				
Oakville		7.21						CN				
Oakville		7.22						CN				
Oakville		7.23						CN				
Oakville		7.24						CN				
Oakville		7.25						CN				
Oakville		7.26						CN				
Oakville		7.27						CN				
Oakville		7.28						CN				
Oakville		7.29						CN				
Oakville		7.30						CN				
Oakville		7.31						CN				
Oakville		7.32						CN				
Oakville		7.33						CN				
Oakville		7.34						CN				
Oakville		7.35						CN				
Oakville		7.36						CN				
Oakville		7.37						CN				
Oakville		7.38						CN				
Oakville		7.39						CN				
Oakville		7.40		Signal	074T1, 074T2, 074T3			CN				
Oakville		7.41						CN				
Oakville		7.42						CN				
Oakville		7.43						CN				
Oakville		7.44						CN				
Oakville		7.45						CN				

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Clearance	Comments/Remarks
						ASL	Grade		PAX	FRT		Crossing	Description	Clearance		
	Oakville		7.46		CN - CP Joint Yard and Mimico Willowbrook Yard (GO)				95	60	CN	Overhead Bridge	Islington Ave.	Required		
	Oakville		7.47						95	60	CN					
	Oakville		7.48						95	60	CN					
	Oakville		7.49						95	60	CN					
	Oakville		7.50	Signal	0751T1, 0751T2, 0751T3				95	60	CN					
	Oakville		7.51						95	60	CN					
	Oakville		7.52						95	60	CN					
	Oakville		7.53						95	60	CN					
	Oakville		7.54						95	60	CN					
	Oakville		7.55						95	60	CN					
	Oakville		7.56						95	60	CN					
	Oakville		7.57						95	60	CN					
	Oakville		7.58						95	60	CN					
	Oakville		7.59						95	60	CN					
	Oakville		7.60						95	60	CN					
	Oakville		7.61						95	60	CN					
	Oakville	8.00	8.00						95	60	CN					
	Oakville		8.05		081T1, 081T2, 081T3, 081				95	60	CN	Subway	Kipling Ave.	n/a		
	Oakville		8.10						95	60	CN					
	Oakville		8.20						95	60	CN					
	Oakville		8.21						95	60	CN					
	Oakville		8.22						95	60	CN					
	Oakville		8.23						95	60	CN					
	Oakville		8.24						95	60	CN					
	Oakville		8.25						95	60	CN					
	Oakville		8.26						95	60	CN					
	Oakville		8.27						95	60	CN					
	Oakville		8.28						95	60	CN					
	Oakville		8.29						95	60	CN					
	Oakville		8.30						95	60	CN					
	Oakville		8.31						95	60	CN					
	Oakville		8.33						95	60	CN					
	Oakville		8.34						95	60	CN					
	Oakville		8.35						95	60	CN					
	Oakville		8.36	Track Switches	Switch 21 (red) - Willowbrook Lead siding to North Service				95	60	CN					
	Oakville		8.37						95	60	CN					
	Oakville		8.38						95	60	CN					
	Oakville		8.39	Track Switches	Switch 23 (red) - track 4 turnout				95	60	CN					
	Oakville		8.40	Track Switches Marker	CN Campa - 43347				95	60	CN					
	Oakville		8.41						95	60	CN					
	Oakville		8.42						95	60	CN					
	Oakville		8.43						95	60	CN					
	Oakville		8.44	Track Switches	Switch 17B (green) - Track 3 Turnout (to/from Track 2) Switch 19 (red) - Track 1 siding to Willowbrook Lead				95	60	CN				Gates and Lights	
	Oakville		8.45						95	60	CN					
	Oakville		8.46						95	60	CN					
	Oakville		8.47						95	60	CN					
	Oakville		8.48						95	60	CN					
	Oakville		8.49	Track Switches	Switch 15 (red) - Track 1 Diversion along South Track to CP Galt Sub				95	60	CN					
	Oakville		8.50						95	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						ASL	Grade		PAX	FRT		Crossing	Description	Clearance	
	Oakville		8.51	Track Switches	Switch 17A (green) - Track 2 Turnout (to/from Track 3) & Switch 11B (red) - Track 1 Turnout (to/from track 2)				95	60	CN				
	Oakville		8.52						95	60	CN				
	Oakville		8.53						95	60	CN				
	Oakville		8.54						95	60	CN				
	Oakville		8.55						95	60	CN				
	Oakville		8.56	Track Switches	Switch 9 (red) - Track 1 Diversion along north track to CP Galt Sub Switch 5B (red) - Track 2 Turnout (to/from Track 3) Switch 11A (red) - Track 2 turnout (to/from Track 1) Switch 5B (red) - Track 2 turnout (to/from Track 3)				95	60	CN				
	Oakville		8.57						95	60	CN				
	Oakville		8.58						95	60	CN				
	Oakville		8.59	Track Switches	Switch 3B (green) - Track 2 Turnout (to/from Track 1)				95	60	CN				
	Oakville		8.60						95	60	CN				
	Oakville		8.61	Track Switches	Switch 5A (red) - Track 3 Turnout (to/from Track 2)				95	60	CN				
	Oakville		8.62						95	60	CN				
	Oakville		8.63						95	60	CN				
	Oakville		8.64						95	60	CN				
	Oakville		8.65						95	60	CN				
	Oakville		8.66	Track Switches	Switch 3A (green) - Track 1 Turnout (to/from Track 2)				95	60	CN				
	Oakville		8.67	Track Switches	Switch 1 (red) - Track 1 siding to Flintcote Lead M873-3000'				95	60	CN				
	Oakville		8.68						95	60	CN				
	Oakville		8.69						95	60	CN				
	Oakville		8.70						95	60	CN				
Oakville		8.71						95	60	CN					
Oakville		8.77						95	60	CN		Subway	30th Street	n/a	Fincole Lead, Regular Derailer for both Atlas Roofing and The Banana Track
Oakville		8.88		Signal	088T1, 088T2, 088T3, 088D			95	60	CN					
Oakville		9.00						95	60	CN					
Oakville		9.05						95	60	CN					
Oakville		9.06						95	60	CN					
Oakville		9.07						95	60	CN					
Oakville		9.08						95	60	CN					
Oakville		9.09						95	60	CN					
Oakville		9.10	Track Switches	Track 3 siding to M725 376'				95	60	CN				Burmah - Castro Oil Hand Operated Switch	
Oakville		9.11						95	60	CN					
Oakville		9.12	Track Switches	Track 3 siding to M726 760'				95	60	CN				Burmah - Castro Oil Hand Operated Switch	
Oakville		9.13						95	60	CN					
Oakville		9.14						95	60	CN					
Oakville		9.15						95	60	CN					
Oakville		9.16						95	60	CN					
Oakville		9.17						95	60	CN					
Oakville		9.30		Signal	093T1, 093T2, 093T3			95	60	CN					
Oakville		9.30	Speed Change					95	60	CN					
Oakville		9.31						95	60	CN					
Oakville		9.32						95	60	CN					
Oakville		9.33						95	60	CN					
Oakville		9.34	Track Switches	Track 1 siding to Flintcote Lead M873-3000'		93		95	60	CN				Regular Derail with Electric Lock	
Oakville		9.35						95	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						ASL			PAX	FRT		Crossing	Description	Clearance	
	Oakville		9.41						95	60	CN	Overhead Bridge	Brown's Line	22.3"	info from GO Transit, 2008 Electrification Report 6750 mm clearance (3 tracks)
	Oakville		9.50						95	60	CN				
	Oakville		9.51	Platform End	Long Branch Station				95	60	CN				
	Oakville		9.52	Platform	Long Branch Station				95	60	CN				
	Oakville		9.53	Platform	Long Branch Station				95	60	CN				
	Oakville		9.54	Platform	Long Branch Station				95	60	CN				
	Oakville		9.55	Platform	Long Branch Station				95	60	CN				
	Oakville		9.56	Platform	Long Branch Station				95	60	CN				
	Oakville		9.57	Platform	Long Branch Station				95	60	CN				
	Oakville		9.58	Platform	Long Branch Station				95	60	CN				
	Oakville		9.59	Platform	Long Branch Station				95	60	CN				
	Oakville		9.60	Station	Long Branch Station				95	60	CN				Marker - 43352
	Oakville		9.61	Platform	Long Branch Station				95	60	CN				
	Oakville		9.62	Platform	Long Branch Station				95	60	CN				
	Oakville		9.63	Platform	Long Branch Station				95	60	CN				
	Oakville		9.64	Platform	Long Branch Station				95	60	CN				
	Oakville		9.65	Platform	Long Branch Station				95	60	CN				
	Oakville		9.66	Platform	Long Branch Station				95	60	CN				
	Oakville		9.67	Platform	Long Branch Station				95	60	CN				
	Oakville		9.68	Platform	Long Branch Station				95	60	CN				
	Oakville		9.69	Platform End	Long Branch Station				95	60	CN				
	Oakville		9.70						95	60	CN				
	Oakville		9.81	Signal	098T1, 098T2, 098T3		184		95	60	CN	Subway	Pggr. Tunnel	n/a	GO Station Parking
	Oakville		9.82						95	60	CN	River Bridge	Pedestrian Subway	n/a	
	Oakville	10.00	10.00						95	60	CN	River Bridge	Etbobcoke Creek	n/a	
	Oakville		10.18						95	60	CN	Subway	Dixie Road	n/a	
	Oakville		10.30	Speed Change					95	60	CN	River Bridge	Applewood Creek	n/a	
	Oakville		10.59						95	60	CN	Level Crossing	Haig Blvd.	n/a	Crossing Pushbutton Gates and Lights
	Oakville		10.60	Track Switches	Electric Lock (spiked) - Track 3 siding to Ontario Hydro-Lakeview Generating Station All Tracks Out of Service				95	60	CN				
	Oakville		10.61						95	60	CN	River Bridge	Serson Creek	n/a	
	Oakville		10.62						95	60	CN				
	Oakville		10.63						95	60	CN				
	Oakville		10.64						95	60	CN				
	Oakville		10.84						95	60	CN	Level Crossing	Ogden Ave.	n/a	Crossing Pushbutton Gates and Lights
	Oakville	11.00	11.00						95	60	CN				
	Oakville		11.02						95	60	CN	Level Crossing	Alexandra Ave.	n/a	Crossing Pushbutton Gates and Lights
	Oakville		11.47	Signal	115T3				95	60	CN	Subway	Cawthra Rd.	n/a	
	Oakville		11.50		CN Port Credit East				95	60	CN				
	Oakville		11.52						95	60	CN				
	Oakville		11.53	Signal	115T3				80	60	CN				
	Oakville		11.54						80	60	CN				
	Oakville		11.55						80	60	CN				
	Oakville		11.56						80	60	CN				
	Oakville		11.57						80	60	CN				
	Oakville		11.58						80	60	CN				
	Oakville		11.59						80	60	CN				
	Oakville		11.60	Signal	116T3, 116				80	60	CN				
	Oakville		11.80	Speed Change			45		80	60	CN	River Bridge	Cooksville Creek	n/a	
	Oakville	12.00	12.00						95	60	CN				

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
								PAX	FRT		Crossing	Description	Clearance	
								ASL	Grade					
Platform	Oakville		12.02					95	60	CN	Level Crossing	Revus Ave.	n/a	Gates and Lights Crossing Pushbuttons and Stop Boards
Platform	Oakville		12.61					95	60	CN				
Platform	Oakville		12.62					95	60	CN				
Platform	Oakville		12.63					95	60	CN				
Platform	Oakville		12.64					95	60	CN				
Platform	Oakville		12.65					95	60	CN				
Platform	Oakville		12.66					95	60	CN				
Platform	Oakville		12.67					95	60	CN				
Platform	Oakville		12.68					95	60	CN				
Platform	Oakville		12.69					95	60	CN				
Platform	Oakville		12.70					95	60	CN				
	Oakville		12.71	Platform End	CN Port Credit Station			95	60	CN				
	Oakville		12.72	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.73	Platform	CN Port Credit Station			95	60	CN	Subway	Hwy. 10 Hurontario St.	n/a	
	Oakville		12.74	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.75	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.76	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.77	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.78	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.79	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.80	Station	CN Port Credit Station			95	60	CN				
	Oakville		12.81	Platform	CN Port Credit Station			95	60	CN	Subway	Psgr. Tunnel	n/a	
	Oakville		12.82	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.83	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.84	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.85	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.86	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.87	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.88	Platform	CN Port Credit Station			95	60	CN				
	Oakville		12.89	Platform End	CN Port Credit Station			95	60	CN				
	Oakville		12.90					95	60	CN				
	Oakville		12.91					95	60	CN				
	Oakville		12.93					95	60	CN				
	Oakville		12.97					95	60	CN				
	Oakville		12.98					95	60	CN				
	Oakville		12.99					95	60	CN				
	Oakville	13.00	13.00					95	60	CN				
	Oakville		13.01					95	60	CN				
	Oakville		13.02					95	60	CN				

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings		Clearance	Comments/Remarks
							ASL	Grade		Crossing	Description		
	Oakville		13.03						CN				
	Oakville		13.04						CN				
	Oakville		13.05						CN				
	Oakville		13.06						CN				
	Oakville		13.07						CN				
	Oakville		13.08						CN				
	Oakville		13.09						CN				
	Oakville		13.11						CN				
	Oakville		13.12						CN		Level Crossing		Gates and Lights
	Oakville		13.13						CN				
	Oakville		13.14						CN				
	Oakville		13.15						CN				
	Oakville		13.16						CN				
	Oakville		13.17						CN				
	Oakville		13.18						CN				
	Oakville		13.19						CN				
	Oakville		13.20						CN				
	Oakville		13.21						CN				
	Oakville		13.27						CN				
	Oakville		13.39		Signal	135T1, 135T2, 135T3	275		CN		River Bridge		n/a
	Oakville		13.50						CN		Subway		n/a
	Oakville		13.55						CN				
	Oakville		13.56		Track Switches	Switch 7B(green) - Track 1 turnout			CN				
	Oakville		13.57						CN				
	Oakville		13.58						CN				
	Oakville		13.59						CN				
	Oakville		13.60						CN				
	Oakville		13.61						CN				
	Oakville		13.62		Track Switches	Switch 7A(green) - Track 2 turnout			CN				
	Oakville		13.64						CN				
	Oakville		13.65						CN				
	Oakville		13.66		Track Switches	Switch 5B(green) - Track 3 turnout			CN				
	Oakville		13.67						CN				
Oakville		13.68						CN					
Oakville		13.69						CN					
Oakville		13.70						CN					
Oakville		13.71						CN					
Oakville		13.72						CN					
Oakville		13.73						CN					
Oakville		13.74		Track Switches	Switch 5A(green) - Track 2 turnout			CN					
Oakville		13.75						CN					
Oakville		13.76		Track Switches	Switch 3B(green) - Track 2 turnout			CN				Switch Heater (ALL)	
Oakville		13.77						CN					
Oakville		13.78						CN					
Oakville		13.79						CN					
Oakville		13.80		Signal	138T1, 181T2, 138T3			CN					
Oakville		13.81						CN					
Oakville		13.82		Track Switches	Switch 1B(green) - Track 2 turnout			CN					
Oakville		13.83		Track Switches	Switch 3A(green) - Track 1 turnout			CN					
Oakville		13.84						CN					
Oakville		13.85						CN					
Oakville		13.86						CN					
Oakville		13.87						CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings			Comments/Remarks
							ASL	Grade			PAX	FRT	Crossing	
	Oakville		13.88						95	CN				
	Oakville		13.89	Track Switches	Switch 1A(green) - Track 1 turnout				95	CN				
	Oakville	14.00	14.00						95	CN				2 Hot Box Scanner & PCDS-PCDN-PCD1 (Actual 14.07)
	Oakville		14.20						95	CN	Culvert	Tecumesh Creek	n/a	
	Oakville		14.52						95	CN	Culvert	Lorne Creek	n/a	
	Oakville		14.60						95	CN				
	Oakville		14.70						95	CN				
	Oakville		14.72						95	CN				
	Oakville	15.00	15.00						95	CN	Level Crossing	Lorne Park Rd.	n/a	Gates and Lights
	Oakville		15.07		Signal	150T1, 150T2, 150T3 151T1, 151T2, 151T3			95	CN				
	Oakville		15.45						95	CN	Culvert	Birchwood Creek	n/a	Clarkson Signal Plant
	Oakville		15.80						95	CN				
	Oakville		15.84						95	CN	Culvert	Turtle Creek	n/a	
	Oakville	16.00	16.00		Signal	160T1, 160T2, 160T3 161T1, 161T2, 161T3			95	CN				
	Oakville		16.08						95	CN	Level Crossing	Clarkson Rd.	n/a	Gates and Lights
	Oakville		16.09						95	CN				
	Oakville		16.14						95	CN				
	Oakville		16.15						95	CN				
	Oakville		16.16		Track Switches	Track 2 siding to service track (OB31 and OB40 - 840)			95	CN				Regular Derailer with Hand Operated Switch
	Oakville		16.17						95	CN				
	Oakville		16.18						95	CN				
	Oakville		16.19						95	CN				
	Oakville		16.20						95	CN				
	Oakville		16.21						95	CN				
	Oakville		16.22						95	CN				
	Oakville		16.45						95	CN				
	Oakville		16.46						95	CN				
	Oakville		16.47						95	CN				
Oakville		16.60						95	CN					
Oakville		16.61		Platform End				95	CN					
Oakville		16.62		Platform	Clarkson Station			95	CN					
Oakville		16.63		Platform	Clarkson Station			95	CN	Subway	Southdown Rd. (dual)	22' 5"		
Oakville		16.64		Platform	Clarkson Station			95	CN					
Oakville		16.65		Platform	Clarkson Station			95	CN	Subway	Psgr. Tunnel	n/a		
Oakville		16.66		Platform	Clarkson Station			95	CN					
Oakville		16.67		Platform	Clarkson Station			95	CN					
Oakville		16.68		Platform	Clarkson Station			95	CN	River Bridge	Sheridan Creek Diversion	n/a		
Oakville		16.69		Platform	Clarkson Station			95	CN					
Oakville		16.70		Platform	Clarkson Station			95	CN				Marker - 43630	
Oakville		16.71		Platform	Clarkson Station			95	CN					
Oakville		16.72		Platform	Clarkson Station			95	CN					
Oakville		16.73		Platform	Clarkson Station			95	CN					
Oakville		16.74		Platform	Clarkson Station			95	CN					
Oakville		16.75		Platform	Clarkson Station			95	CN					
Oakville		16.76		Platform	Clarkson Station			95	CN					
Oakville		16.77		Platform	Clarkson Station			95	CN					
Oakville		16.78		Platform	Clarkson Station			95	CN					
Oakville		16.79		Platform End	Clarkson Station			95	CN					
Oakville		16.80						95	CN					
Oakville		16.89						95	CN	Subway	Psgr. Tunnel	n/a		
Oakville	17.00	17.00						95	CN					
Oakville		17.43						95	CN					
Oakville		17.44						95	CN					
Oakville		17.45						95	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks
							ASL	Grade		Speed Limit	Crossing	Description	
	Oakville		17.46					PAX	CN				
	Oakville		17.47		Switch 5A (red) - OB31 Service Track turnout to Track 2, or continuing to Canadian Salt (Windsor) Co.			FRT	CN				(Switching Signal Route Available) Regular Derail 176D OH37-600', OH36-1200'
	Oakville		17.48	Track Switches									
	Oakville		17.49		Switch 5B (red) - Track 2 Turnout to OB31 Service Track								Switch Heater (ALL) Signals - 175N, 175S, 175
	Oakville		17.50	Track Switches									
	Oakville		17.51	Signal		175T1, 175T2, 175T3, 175							
	Oakville		17.52	Track Switches		Switch 3A (green) - Track 1 Turnout							Switch Heater (ALL)
	Oakville		17.53										
	Oakville		17.54										
	Oakville		17.55										
	Oakville		17.56										
	Oakville		17.57										
	Oakville		17.58										
	Oakville		17.59	Track Switches		Switch 3B (green) - Track 2 Turnout							
	Oakville		17.60	Track Switches		Switch 1A (green) - Track 1 Turnout							Marker - CN Park Royal
	Oakville		17.61										
	Oakville		17.62										
	Oakville		17.63										
	Oakville		17.64										
	Oakville		17.65										
	Oakville		17.66										
	Oakville		17.67	Track Switches		Switch 1B (green) - Track 2 Turnout							
	Oakville		17.68										
	Oakville		17.69										
	Oakville		17.80	Signal		178T1, 178T2, 178T3							A.E.I (APPROXIMATE LOCATION)
	Oakville		17.83										
	Oakville		17.92										
	Oakville	18.00											
Oakville		18.22											
Oakville		18.50											
Oakville		18.67											
Oakville		18.70	Signal		187T1, 187T2, 187T3								
Oakville		18.77											
Oakville		18.78											
Oakville		18.79											
Oakville		18.80											
Oakville		18.81											
Oakville		18.82											
Oakville		18.83											
Oakville		18.84											
Oakville		18.85											
Oakville		18.86											
Oakville		18.87	Track Switches		Switch 7 (red) - South Service Track diversion to St. Lawrence Lead								
Oakville		18.90											
Oakville		18.95											
Oakville		18.96	Track Switches		Switch 5A (green) - Track No. 3 turnout								
Oakville		18.97											

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade	Speed Limit		Owner	Crossings		Comments/Remarks
								PAX	FRT		Crossing	Description	
	Oakville		18.98					95	60	CN			
	Oakville		18.99					95	60	CN			
	Oakville	19.00						95	60	CN			
	Oakville		19.01					95	60	CN			
	Oakville		19.02			Switch 5E(green) - Track No.2 turnout		95	60	CN			
	Oakville	19.03			Track Switches	Switch 3A (green) - Track No.2 turnout		95	60	CN			
	Oakville	19.04			Track Switches			95	60	CN			
	Oakville		19.05					95	60	CN			
	Oakville		19.06					95	60	CN			
	Oakville		19.07					95	60	CN			
	Oakville		19.08					95	60	CN			
	Oakville		19.09					95	60	CN			
	Oakville		19.10					95	60	CN			
	Oakville		19.11					95	60	CN			
	Oakville		19.12					95	60	CN			
	Oakville		19.13			Switch 3B(green) - CN Trackage - Out of Service turnout to No. 1 track		95	60	CN			
	Oakville		19.15		Track Switches	Switch 1(red) - Track 1 siding to North Service track		95	60	CN			
	Oakville		19.16					95	60	CN			
	Oakville		19.17					95	60	CN			
	Oakville		19.27					95	60	CN			
	Oakville		19.28					95	60	CN			
	Oakville		19.29					95	60	CN			
	Oakville		19.30					95	60	CN			Marker for CN 9th Line
	Oakville		19.31					95	60	CN			
	Oakville		19.32					95	60	CN			
	Oakville		19.33					95	60	CN			
	Oakville		19.34					95	60	CN			
	Oakville		19.35					95	60	CN			
Oakville		19.36					95	60	CN				
Oakville		19.40		Signal	194T1, 194T2, 194T3, 194		95	60	CN				
Oakville		19.42					95	60	CN				
Oakville		19.43					95	60	CN				
Oakville		19.44					95	60	CN				
Oakville		19.45					95	60	CN				
Oakville		19.46					95	60	CN			Regular detainer	
Oakville		19.47					95	60	CN				
Oakville		19.48					95	60	CN				
Oakville		19.49					95	60	CN				
Oakville		19.50					95	60	CN				
Oakville		19.51					95	60	CN				
Oakville		19.52					95	60	CN				
Oakville		19.53					95	60	CN				
Oakville		19.54					95	60	CN				
Oakville		19.55					95	60	CN				
Oakville		19.56					95	60	CN				
Oakville		19.57					95	60	CN				
Oakville		19.58					95	60	CN				
Oakville		19.59					95	60	CN				
Oakville		19.60					95	60	CN				
Oakville	20.00						95	60	CN				
Oakville	20.20						95	60	CN				
Oakville	20.21						95	60	CN				
Oakville		20.30		Signal	2031, 203T1, 203T2, 203T2, 20513		95	60	CN				
Oakville		20.55					95	60	CN		Chartwell Rd.	n/a	Gates and Lights

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						ASL			PAX	FRT		Crossing	Description	Clearance	
	Oakville		20.56	Track Switches	Switch 7B(red) - North Service Track Turnout (Switching Signal Route Available) Switch 9B - No.3 Track Turnout				95	60	CN				
	Oakville		20.57						95	60	CN				
	Oakville		20.58						95	60	CN				
	Oakville		20.59						95	60	CN				
	Oakville		20.60		Track Switches	Switch 7A(red) - No.1 track turnout			95	60	CN				Marker for CN Oakville Yard - 43640
	Oakville		20.61		Track Switches	Switch 1 - North Service Track siding to Oakville North Yard Switch 9A(red) - No.2 track turnout Switch 5B(red) - No.1 track turnout			95	60	CN				
	Oakville		20.62						95	60	CN				
	Oakville		20.63						95	60	CN				
	Oakville		20.64						95	60	CN				
	Oakville		20.65		Track Switches	Switch 5A(red) - No. 2 track turnout			95	60	CN				
	Oakville		20.66		Track Switches	Switch 3B(red) - No. 2 track turnout			95	60	CN				Switch heater ALL
	Oakville		20.67						95	60	CN				
	Oakville		20.68						95	60	CN				
	Oakville		20.69		Track Switches	Switch 1B(red) - No. 2 track turnout			95	60	CN				Switch heater ALL
	Oakville		20.70						95	60	CN				
	Oakville		20.71		Track Switches	Switch 3A(red) - Track No. 3 turnout			95	60	CN				Switch heater ALL
	Oakville		20.72						95	60	CN				
	Oakville		20.73		Track Switches	Switch 1A(red) - No.1 Track turnout			95	60	CN				Switch heater ALL
	Oakville		20.74		Track Switches	Switch 15(green) - track No. 3 turnout			95	60	CN				Oakville Radio Tower
	Oakville		20.75						95	60	CN				
Oakville		20.76						95	60	CN					
Oakville		20.77						95	60	CN					
Oakville		20.78						95	60	CN					
Oakville		20.80		Signal	208, 208T1, 208T2, 208T3, 208T4			95	60	CN					
Oakville		20.90						95	60	CN					
Oakville		20.95						95	60	CN					
Oakville		21.00		Signal	212T4			95	60	CN				square yellow sign with R	
Oakville		21.20						95	60	CN					
Oakville		21.21						95	60	CN					
Oakville		21.22						95	60	CN					
Oakville		21.23						95	60	CN					
Oakville		21.24						95	60	CN					
Oakville		21.25						95	60	CN					
Oakville		21.26						95	60	CN					
Oakville		21.27						95	60	CN					
Oakville		21.28						95	60	CN					
Oakville		21.30						95	60	CN					
Oakville		21.31		Platform End	Oakville Station			95	60	CN					
Oakville		21.32		Platform	Oakville Station			95	60	CN					
Oakville		21.33		Platform	Oakville Station			95	60	CN					
Oakville		21.34		Platform	Oakville Station			95	60	CN					
Oakville		21.35		Platform	Oakville Station			95	60	CN					
Oakville		21.36		Platform	Oakville Station			95	60	CN					
Oakville		21.37		Platform	Oakville Station			95	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings		Clearance	Comments/Remarks	
							ASL	Grade		Crossing	Description			
	Oakville		21.38	Platform	Oakville Station		95	60	CN					
	Oakville		21.39	Platform	Oakville Station		95	60	CN				Marker CN Oakville - 43640	
	Oakville		21.40	Station	Oakville Station		95	60	CN					
	Oakville		21.41	Platform	Oakville Station		95	60	CN					
	Oakville		21.42	Platform	Oakville Station		95	60	CN					
	Oakville		21.43	Platform	Oakville Station		95	60	CN					
	Oakville		21.44	Platform	Oakville Station		95	60	CN					
	Oakville		21.45	Platform	Oakville Station		95	60	CN					
	Oakville		21.46	Platform	Oakville Station		95	60	CN					
	Oakville		21.47	Platform	Oakville Station		95	60	CN					
	Oakville		21.48	Platform	Oakville Station		95	60	CN					
	Oakville		21.49	Platform End	Oakville Station		95	60	CN					
	Oakville		21.50	Signal	Oakville Station	215T4	95	60	CN					
	Oakville		21.51				95	60	CN					
	Oakville		21.52				95	60	CN					
	Oakville		21.53				95	60	CN					
	Oakville		21.54				95	60	CN					
	Oakville		21.55				95	60	CN					
	Oakville		21.56		Speed Change		95	60	CN					
	Oakville		21.60				95	60	CN					
	Oakville		21.71				95	60	CN	Subway	Cross Ave.	n/a		
	Oakville		21.71				95	60	CN	River Bridge	Sixteen Mile Creek	n/a		
	Oakville		21.76				95	60	CN				A.E.I. Scammer	
	Oakville		21.67		Signal	219N, 219S	490	95	60	CN				
	Oakville		21.90		Track Switches	Switch 7A (green) - future track No. 1 turnout to no 2 track		95	60	CN				
	Oakville		21.91					95	60	CN				
	Oakville		21.92					95	60	CN				
	Oakville		21.93					95	60	CN				
Oakville		21.94					95	60	CN	Level Crossing	Kerr St.	n/a	Gates and Lights	
Oakville		21.95		Track Switches	Switch 7A (green) - track 2 turnout to future no 1 track		95	60	CN					
Oakville		21.96					95	60	CN					
Oakville		21.97		Track Switches	Switch 5B (green) - Track No. 2 turnout		95	60	CN					
Oakville		21.98					95	60	CN					
Oakville		21.99					95	60	CN					
Oakville		22.00	22.00				95	60	CN					
Oakville		22.01					95	60	CN					
Oakville		22.02					95	60	CN					
Oakville		22.03					95	60	CN					
Oakville		22.04		Track Switches	Switch 5A (green) - Track No. 3 turnout		95	60	CN					
Oakville		22.05		Track Switches	Switch 3B (green) - Track No. 3 turnout		95	60	CN				Switch Heater	
Oakville		22.06					95	60	CN					
Oakville		22.07					95	60	CN					
Oakville		22.08					95	60	CN					
Oakville		22.09		Marker	CN KERR ST.		95	60	CN					
Oakville		22.10		Speed Change			95	60	CN					
Oakville		22.11					95	60	CN					
Oakville		22.12					95	60	CN					
Oakville		22.13		Track Switches	Switch 3A (green) - Track No. 2 turnout		95	60	CN				Switch Heater	
Oakville		22.14					95	60	CN					
Oakville		22.15		Track Switches	Switch 1B (green) - Track No. 2 turnout		95	60	CN					
Oakville		22.16					95	60	CN					
Oakville		22.17					95	60	CN					
Oakville		22.18					95	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings		Clearance	Comments/Remarks
							ASL	Grade			PAX	FRT		
	Oakville		22.19						95	CN				
	Oakville		22.20	Signal	222T1, 222T2, 222T3				95	CN				
	Oakville		22.21						95	CN				
	Oakville		22.22						95	CN				
	Oakville		22.23		Track Switches	Switch 1A(green) - Track No. 1 turnout to track 2			95	CN				
	Oakville		22.36						95	CN				
	Oakville		22.37						95	CN				
	Oakville		22.38		Track Switches	Track 1 Siding to NAMPAC			95	CN				Regular Derail Track 1 Siding to OH84-2030'
	Oakville		22.39						95	CN				
	Oakville		22.40						95	CN				
	Oakville		22.59						95	CN				
	Oakville		22.89				16		95	CN	Subway	Dorval Drive	n/a	
	Oakville		23.00						95	CN	River Bridge	McCraney Creek	n/a	
	Oakville		23.13						95	CN				
	Oakville		23.60		Signal	236T1, 236T2, 236T3			95	CN				
	Oakville		23.70		Signal	273T1, 273T2, 273T3			95	CN				
	Oakville		23.85		Track Switches	Track 1 Siding to Canadian General Electric			95	CN				In CTC - Hand operated Smt. In ABS - X-over Smt. OC30-1259' Regular Derailer
	Oakville		24.00						95	CN				
	Oakville		24.18				45		95	CN	River Bridge	Fourteen Mile Creek	n/a	
	Oakville		24.19		Track Switches	Track No.3 Siding to JEMPAK Canada Ltd.			95	CN				Electric Lock Regular Derail OC33-567'
	Oakville		24.20						95	CN				
	Oakville		24.21						95	CN				
	Oakville		24.24						95	CN				
	Oakville		24.25						95	CN				
	Oakville		24.26						95	CN				
	Oakville		24.27						95	CN				
	Oakville		24.28						95	CN				
	Oakville		24.35						95	CN				
Oakville		24.36						95	CN					
Oakville		24.37						95	CN					
Oakville		24.38						95	CN					
Oakville		24.39						95	CN					
Oakville		24.40						95	CN					
Oakville		24.42						95	CN					
Oakville		24.61		Platform End	Bronte Station			95	CN					
Oakville		24.62		Platform	Bronte Station			95	CN					
Oakville		24.63		Platform	Bronte Station			95	CN					
Oakville		24.64		Platform	Bronte Station			95	CN					
Oakville		24.65		Platform	Bronte Station			95	CN					
Oakville		24.66		Platform	Bronte Station			95	CN					
Oakville		24.67		Platform	Bronte Station			95	CN					
Oakville		24.68		Platform	Bronte Station			95	CN					
Oakville		24.69		Platform	Bronte Station			95	CN					
Oakville		24.70		Station	Bronte Station			95	CN					
Oakville		24.71		Platform	Bronte Station			95	CN					
Oakville		24.72		Platform	Bronte Station			95	CN					
Oakville		24.73		Platform	Bronte Station			95	CN					
Oakville		24.74		Platform	Bronte Station			95	CN					
Oakville		24.75		Platform	Bronte Station			95	CN					
Oakville		24.76		Platform	Bronte Station			95	CN					
Oakville		24.77		Platform	Bronte Station			95	CN					
Oakville		24.78		Platform	Bronte Station			95	CN					
Oakville		24.79		Platform End	Bronte Station			95	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks	
							ASL	Grade		Speed Limit	Crossing	Description		Clearance
	Oakville	24.99							CN					
	Oakville	25.00							CN					
	Oakville	25.01							CN					
	Oakville	25.02		Track Switches	Track Siding - ROPAK Industries (Husky Oil)				CN				In CTC - Hand operated Swt. In ABS - X-over Swt. Regular Derailer OC40-1120'	
	Oakville	25.03							CN					
	Oakville	25.04							CN					
	Oakville	25.05							CN					
	Oakville	25.20		Signal	252T1, 252T2, 252T3				CN					
	Oakville	25.30		Signal	253T1, 253T2, 235T3				CN					
	Oakville	25.31							CN					
	Oakville	25.32							CN					
	Oakville	25.33		Track Switches	Track Siding - Ontario Hydro				CN				OC43-1724' In CTC - Hand operated Swt. In ABS - X-over Swt. Regular Derailer - Frog removed	
	Oakville	25.34							CN					
	Oakville	25.35							CN					
	Oakville	25.36							CN					
	Oakville	25.63							CN					
	Oakville	25.64							CN					
	Oakville	25.65		Track Switches	Track 3 Siding - BPB Canada Inc.				CN				OC55-970', OC56-1000', OC57-600' In CTC - Hand operated Swt. In ABS - X-over Swt.	
	Oakville	25.66							CN					
	Oakville	25.67							CN					
	Oakville	25.68							CN					
	Oakville	25.69							CN					
	Oakville	25.87		Track Switches	Track 3 siding to Petro-Canada Service Track	558			CN		Subway	Bronte Rd.	n/a	(AKA: 12 Mile Creek) Electric Lock, Regular Derail
	Oakville	25.94		Track Switches		260			CN		River Bridge	Bronte Creek	n/a	OC60 3943'
Oakville	25.95							CN						
Oakville	25.96							CN						
Oakville	25.97							CN						
Oakville	26.00							CN						
Oakville	26.19							CN						
Oakville	26.20							CN		Level Crossing	Emergency Fire Crossing (McPherson Rd.)	n/a	X	
Oakville	26.21							CN						
Oakville	26.22							CN						
Oakville	26.23							CN						
Oakville	26.24							CN						
Oakville	26.68							CN						
Oakville	26.69							CN						
Oakville	26.70		Track Switches	Track 3 Siding - to Petro-Canada Service Track	267			CN					Electric Lock OC60 3943'	
Oakville	26.71							CN		River Bridge	Sheldon Creek East	n/a		
Oakville	26.87							CN						
Oakville	26.88		Track Switches	Switch 7B (green) - Track 1 turnout to track 2				CN						
Oakville	26.89							CN						
Oakville	26.90		Signal	269T1, 269T2, 269T3				CN						
Oakville	26.91							CN						
Oakville	26.92							CN						
Oakville	26.93							CN						
Oakville	26.94							CN						

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks
							ASL	Grade		Crossing	Description	Clearance	
	Oakville		26.95	Track Switches	Switch 7A (green) - Track No. 2 turnout to track 1			CN	Level Crossing	Burloak Drive	n/a	Gates and Lights	
	Oakville		26.96					95 60					
	Oakville		26.97					95 60					
	Oakville		26.98		Track Switches	Switch 5B (green) - Track No. 3 turnout			CN				
	Oakville		26.99					95 60					
	Oakville	27.00		27.00				95 60					
	Oakville		27.01					95 60					Marker - CN Burloak 43650
	Oakville		27.02					95 60					
	Oakville		27.03					95 60					
	Oakville		27.04					95 60					
	Oakville		27.05		Track Switches	Switch 5A (green) - Track No. 2 turnout to track 3			CN				Switch Blower
	Oakville		27.06		Track Switches	Switch 3B (green) - Track No. 2 turnout to track 3			CN				Switch Blower
	Oakville		27.07					95 60					
	Oakville		27.08					95 60					
	Oakville		27.09					95 60					
	Oakville		27.10		Marker	CN Burloak 43650			CN				
	Oakville		27.11		Track Switches	Switch 1B (green) - Track No. 2 turnout to track 1			CN				
	Oakville		27.12					95 60					
	Oakville		27.13		Track Switches	Switch 3A (green) - Track No. 3 turnout to track 2			CN				
	Oakville		27.14					95 60					
	Oakville		27.15					95 60					
	Oakville		27.16					95 60					
	Oakville		27.17					95 60					
	Oakville		27.18		Track Switches	Switch 1A (green) - Track No. 1 turnout to track 2			CN				
	Oakville		27.20		Signal	27211, 27212, 27213	35		CN	River Bridge	Sheldon Creek	n/a	
	Oakville		27.45		Platform End	Appleby Station			CN				
	Oakville		27.81		Platform	Appleby Station			CN				
	Oakville		27.82		Track Switches	Track No. 3 - siding to Henderson Paper Products (43655)			CN				Regular Derail Electric Lock
Oakville		27.83		Platform	Appleby Station	278		CN					
Oakville		27.84		Platform	Appleby Station			CN					
Oakville		27.85		Platform	Appleby Station			CN					
Oakville		27.86		Platform	Appleby Station			CN					
Oakville		27.87		Platform	Appleby Station			CN					
Oakville		27.88		Platform	Appleby Station			CN	Culvert		n/a		
Oakville		27.89		Platform	Appleby Station			CN					
Oakville		27.90		Platform	Appleby Station			CN					
Oakville		27.91		Platform	Appleby Station			CN					
Oakville		27.92		Platform	Appleby Station			CN					
Oakville		27.93		Platform	Appleby Station			CN					
Oakville		27.94		Platform	Appleby Station			CN					
Oakville		27.95		Platform	Appleby Station			CN					
Oakville		27.96		Platform	Appleby Station			CN					
Oakville		27.97		Platform	Appleby Station			CN					
Oakville		27.98		Platform	Appleby Station			CN					
Oakville	28.00		28.00	Platform End	Appleby Station			CN					
Oakville		28.25						CN	Subway	Appleby Line	n/a		
Oakville		28.50						CN	Culvert		n/a		
Oakville		28.51						CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings		Clearance	Comments/Remarks
							ASL	Grade		Crossing	Description		
	Oakville	28.52							CN				
	Oakville	28.53							CN				
	Oakville	28.54			Track 1 - Siding to Dominion Nickel Alloy LTD, OC88775'				CN				Electric lock
	Oakville	28.55							CN				
	Oakville	28.56							CN				
	Oakville	28.60			Signal	286T1, 286T2, 286T3			CN				
	Oakville	28.63							CN				
	Oakville	28.64			Track Switches	Track No. 3 - siding to Pibroco OC92 995'			CN				In CTC - Hand operated Smt. In ABS - X-over Smt. Electric Lock
	Oakville	28.65							CN				
	Oakville	28.66							CN				
	Oakville	28.70			Signal	287T1, 287T2, 287T3			CN				
	Oakville	29.00							CN				
	Oakville	29.04							CN				
	Oakville	29.53							CN				
	Oakville	29.64							CN				
	Oakville	30.00			Signal	303T1, 303T2, 303T3			CN				
	Oakville	30.30			Track Switches	Switch 11B (green) - Track No. 3 turnout			CN				
	Oakville	30.42							CN				
	Oakville	30.43							CN				
	Oakville	30.44							CN				
	Oakville	30.45							CN				
	Oakville	30.46							CN				
	Oakville	30.47							CN				
	Oakville	30.48			Track Switches	Switch 11A (green) - Track No. 2 turnout			CN				
	Oakville	30.49							CN				
	Oakville	30.50			Track Switches	Switch 7B (green) - Track No. 1 turnout			CN				Marker - CN Burlington
	Oakville	30.51							CN				
	Oakville	30.52							CN				
	Oakville	30.53							CN				
	Oakville	30.54							CN				
Oakville	30.55							CN					
Oakville	30.56							CN					
Oakville	30.57			Track Switches	Switch 7A (green) - Track 2 turnout			CN					
Oakville	30.58							CN					
Oakville	30.59			Track Switches	Switch 5B (green) - Track 2 turnout			CN					
Oakville	30.60							CN					
Oakville	30.61							CN					
Oakville	30.62							CN					
Oakville	30.63							CN					
Oakville	30.64							CN					
Oakville	30.65							CN					
Oakville	30.66			Track Switches	Switch 5A (green) - Track 1 turnout			CN					
Oakville	30.67			Track Switches	Switch 1B (green) - Track 2 turnout			CN					
Oakville	30.68							CN					
Oakville	30.69							CN					
Oakville	30.70							CN					
Oakville	30.71							CN					
Oakville	30.72							CN					
Oakville	30.73							CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings			Comments/Remarks	
							ASL	Grade			PAX	FRT	Crossing		Description
	Oakville		30.74	Track Switches	Switch 1A (green) - Track 3 turnout			95	60	CN					
	Oakville		30.80	Signal	308T1, 308T2, 308T3			95	60	CN	Subway	Guelph Line	n/a		
	Oakville		30.81					95	60	CN					
	Oakville		30.89					95	60	CN					
	Oakville	31.00		31.00				95	60	CN					
	Oakville		31.01					95	60	CN					
	Oakville		31.02		Track Switches	Track No. 1 - siding to OD35 530' (Hood Packaging)			95	60	CN				In CTC - Hand operated Swt. In ABS - X-over Swt.
	Oakville		31.03						95	60	CN	Overhead Bridge	Drury Lane Pedestrian Bridge	22' 5"	(GO Transit's list says mileage 31.25)
	Oakville		31.28						95	60	CN				
	Oakville		31.40						95	60	CN				
	Oakville		31.41		Platform End	Burlington Station			95	60	CN				
	Oakville		31.42		Platform	Burlington Station			95	60	CN	Culvert	East Rambo Creek	n/a	
	Oakville		31.43		Platform	Burlington Station			95	60	CN				
	Oakville		31.44		Platform	Burlington Station			95	60	CN				
	Oakville		31.45		Platform	Burlington Station			95	60	CN				
	Oakville		31.46		Platform	Burlington Station			95	60	CN				
	Oakville		31.47		Platform	Burlington Station			95	60	CN				
	Oakville		31.48		Platform	Burlington Station			95	60	CN				
	Oakville		31.49		Platform	Burlington Station			95	60	CN				
	Oakville		31.50		Station	Burlington Station			95	60	CN	Subway	Passenger Tunnel	n/a	44660
	Oakville		31.51		Platform	Burlington Station			95	60	CN				
	Oakville		31.52		Platform	Burlington Station			95	60	CN				
	Oakville		31.53		Platform	Burlington Station			95	60	CN				
	Oakville		31.54		Platform	Burlington Station			95	60	CN				
	Oakville		31.55		Platform	Burlington Station			95	60	CN				
	Oakville		31.56		Platform	Burlington Station			95	60	CN				
	Oakville		31.57		Platform	Burlington Station			95	60	CN				
	Oakville		31.58		Platform	Burlington Station			95	60	CN				
Oakville		31.59		Platform End	Burlington Station			95	60	CN					
Oakville		31.60						95	60	CN					
Oakville		31.67		Track Switches	Siding from Burlington North Service Line to Bull Moose Tube Ltd.			95	60	CN				Regular Derailer In CTC - Hand operated Swt. In ABS - X-over Swt. ODS6 680'	
Oakville		31.68						95	60	CN					
Oakville		31.69			Burlington North Service Spiked to Halton Subdivision along out of service Halton-Oakville Connecting Track			95	60	CN				Spiked, In CTC - Hand operated Swt. In ABS - X-over Swt.	
Oakville		31.70						95	60	CN					
Oakville		31.71						95	60	CN					
Oakville		31.72						95	60	CN					
Oakville		31.73						95	60	CN					
Oakville		31.74						95	60	CN					
Oakville		31.75						95	60	CN					
Oakville		31.76						95	60	CN					
Oakville		31.77						95	60	CN					
Oakville		31.78						95	60	CN					
Oakville		31.79						95	60	CN					
Oakville		31.80		Speed Change				95	60	CN					
Oakville		31.81			Track No. 1 diversion to Burlington North Service			95	60	CN				Hand operated switch	
Oakville		31.86			Track No. 3 diversion to Beach Spur			95	60	CN				In CTC - Hand operated Swt. In ABS - X-over Swt.	
Oakville		31.87						95	60	CN					
Oakville		31.88						95	60	CN					
Oakville		31.89						95	60	CN					
Oakville		31.91						95	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks	
							ASL	Grade		Crossing	Description	Clearance		
	Oakville	31.92							CN	Subway	Brant St	n/a		
	Oakville	32.00			Diversion from Track No.3 to Track No.2				CN				Switch # 15 (green)	
	Oakville	32.08							CN					
	Oakville	32.09							CN					
	Oakville	32.10							CN					
	Oakville	32.11							CN					
	Oakville	32.12							CN					
	Oakville	32.13							CN					
	Oakville	32.14							CN					
	Oakville	32.15				Diversion from Track No.2 to Track No.1			CN				Switch # 15 (green)	
	Oakville	32.16							CN					
	Oakville	32.17				Track diversion from Track No. 1 to (along?) Halton Subdivision			CN				Switch # 13 (green)	
	Oakville	32.18				Diversion from Track No.1 to Track No.2 & diversion from Track No.2 to Track No.3			CN				Switch # 7 and Switch # 11 respectively (green)	
	Oakville	32.19							CN					
	Oakville	32.20				Border of Track Circuit --> RTC: CH8T2, *5-470#RTC: CH8T1, *5-460#			CN				Marker - CN Burlington West Jct. with halton Sub.	
	Oakville	32.21							CN					
	Oakville	32.22							CN					
	Oakville	32.23							CN					
	Oakville	32.24							CN					
	Oakville	32.25				Track diversion from Track No.1 to Halton Subdivision			CN					
	Oakville	32.26				Diversion Track No.2 to Track No. 1.			CN				Switch # 9 (green), Switch # 7 (green), Switch # 11 (green)	
	Oakville	32.27				Diversion Track No. 3 to Track No. 2			CN					
	Oakville	32.30							CN		Subway	Plains Rd.	n/a	
	Oakville	32.31				Switch # 3B (green) - Track turnout at Track No. 2			CN					
	Oakville	32.32							CN					
	Oakville	32.33				Switch # 5B (green) - Track turnout at Track No. 1			CN					
Oakville	32.34							CN						
Oakville	32.35							CN						
Oakville	32.36							CN						
Oakville	32.37							CN						
Oakville	32.38				Switch # 3A (green) - Track turnout at Track No. 3			CN						
Oakville	32.39							CN						
Oakville	32.40				Switch # 5A (green) - Track turnout at Track No. 2			CN					Signals - 324T1, 324T2, 324T3 Switch Heater * ALL	
Oakville	32.41				Switch # 1B (green) - Track turnout at Track No. 2			CN						
Oakville	32.42							CN						
Oakville	32.43							CN						
Oakville	32.44							CN						
Oakville	32.45							CN						
Oakville	32.46							CN						
Oakville	32.47							CN						
Oakville	32.48				Switch # 1A (green) - Track turnout at Track No. 3			CN						
Oakville	32.67							CN		River Bridge	Hagar Creek G.E.W.	n/a		
Oakville	32.71							CN		Overhead Bridge		22' 5"		

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings		Comments/Remarks	
							ASL	Grade		Crossing	Description		Clearance
	Oakville		32.80				95	60	CN			W.I.L.D. - A.E.I. HOT BOX HEATER white fringed with W	
	Oakville		32.84				95	60	CN				
	Oakville		32.85				95	60	CN				
	Oakville		32.86				95	60	CN				
	Oakville		32.87				95	60	CN				
	Oakville		32.88				95	60	CN				
	Oakville		32.89				95	60	CN				
	Oakville	33.00					95	60	CN				
	Oakville	33.10				Switch 5B (red) - Track turnout at Track No.3		95	60	CN	Culvert	Indian Creek	n/a
	Oakville	33.18			Track Switches			95	60	CN			
	Oakville	33.19						95	60	CN			
	Oakville	33.20						95	60	CN			
	Oakville	33.21						95	60	CN			
	Oakville	33.22						95	60	CN			
	Oakville	33.23			Track Switches	Switch 5A (red) - Track turnout at Track No.2		95	60	CN			
	Oakville	33.24			Track Switches	Switch 3B (red) - Track turnout at Track No.2		95	60	CN			
	Oakville	33.25						95	60	CN			
	Oakville	33.26						95	60	CN			
	Oakville	33.27						95	60	CN			
	Oakville	33.28						95	60	CN			
	Oakville	33.29			Track Switches	Switch 3A (red) - Track turnout at Track No.1		95	60	CN			
	Oakville	33.30			Marker	CN Aldershot East		95	60	CN			
	Oakville	33.31			Track Switches	Switch 1B (red) - Track turnout at track No.1 (Switching Signal Route Available)		95	60	CN	Level Crossing	King RD.	n/a
	Oakville	33.32						95	60	CN			
	Oakville	33.33			Signal	333, 333T1, 333T2, 333T3		95	60	CN			
	Oakville	33.34						95	60	CN			
	Oakville	33.35			Track Switches	Switch 1A (red) - track turnout at Service Track (Switching Signal Route Available)		95	60	CN			
	Oakville	33.36						95	60	CN			
	Oakville	33.37						95	60	CN			
	Oakville	33.38						95	60	CN			
	Oakville	33.39						95	60	CN			
	Oakville	33.40						95	60	CN			
	Oakville	33.41						95	60	CN			
Oakville	33.42						95	60	CN				
Oakville	33.43						95	60	CN				
Oakville	33.80						95	60	CN				
Oakville	34.00			Signal	343T1, 343T2, 343T3		95	60	CN	Culvert	Falcon Creek	n/a	
Oakville	34.30			Track Switches	Switch 1 (Green) Diversion Track No. 3		95	60	CN				
Oakville	34.34						95	60	CN				
Oakville	34.35						95	60	CN				
Oakville	34.36						95	60	CN				
Oakville	34.37						95	60	CN				
Oakville	34.38						95	60	CN				
Oakville	34.39						95	60	CN				
Oakville	34.40						95	60	CN				
Oakville	34.41						95	60	CN				
Oakville	34.51			Platform End	Aldershot Station		95	60	CN				
Oakville	34.52			Platform	Aldershot Station		95	60	CN				
Oakville	34.53			Platform	Aldershot Station		95	60	CN				
Oakville	34.54			Platform	Aldershot Station		95	60	CN				

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings		Clearance	Comments/Remarks
							ASL	Grade			PAX	FRT		
Platform	Oakville		34.55	Platform	Aldershot Station			95	CN					
T	Oakville		34.56	Platform	Aldershot Station			95	CN					
T	Oakville		34.57	Platform	Aldershot Station			95	CN					
T	Oakville		34.58	Platform	Aldershot Station			95	CN					
T	Oakville		34.59	Platform	Aldershot Station			95	CN					
T	Oakville		34.60	Platform	Aldershot Station			95	CN					441540
T	Oakville		34.61	Platform	Aldershot Station			95	CN					
T	Oakville		34.62	Platform	Aldershot Station			95	CN					
T	Oakville		34.63	Platform	Aldershot Station			95	CN					
T	Oakville		34.64	Platform	Aldershot Station			95	CN					
T	Oakville		34.65	Platform	Aldershot Station			95	CN					
T	Oakville		34.66	Platform	Aldershot Station			95	CN					
T	Oakville		34.67	Platform	Aldershot Station			95	CN					
T	Oakville		34.68	Platform	Aldershot Station			95	CN					
T	Oakville		34.69	Platform	Aldershot Station			95	CN					
T	Oakville		34.70	Platform	Aldershot Station			95	CN					
T	Oakville		34.71	Platform End	Aldershot Station			95	CN					
T	Oakville		34.73					95	CN		Overhead Bridge	Waterdown Rd.	23'0"	(GO Transit's list says mileage 34.80)
T	Oakville		34.75					95	CN					
T	Oakville		34.80	Signal	348T1, 348T2, 348T3			95	CN					
T	Oakville	35.00	34.90	Track Switches	348T1, 348T2, 348T3			95	CN					
T	Oakville		35.00					95	CN					
T	Oakville		35.24					95	CN		River Bridge	Grindstone Creek	n/a	a.k.a. Applegarth's Creek
T	Oakville		35.25					95	CN		Subway	Hidden Valley Rd.	n/a	
T	Oakville		35.35					95	CN		Overhead Bridge	Lenmonville Rd.	22'11"	
T	Oakville		35.70					95	CN		Culvert		n/a	
T	Oakville		35.85					95	CN		Culvert		n/a	
T	Oakville		35.99					95	CN					
T	Oakville	36.00	36.00					95	CN					
T	Oakville		36.02					95	CN					
T	Oakville		36.03					95	CN					
T	Oakville		36.04					95	CN					
T	Oakville		36.05					95	CN					
T	Oakville		36.06					95	CN					
T	Oakville		36.07					95	CN					
T	Oakville		36.08	Signal	Illuminated Flashing DV Signal 361T1, 361T2 & 361T3			95	CN					
T	Oakville		36.09					95	CN					
T	Oakville		36.10	Track Switches	Switch # 7B (green) - Track 3 Turnout 361, 361T1, 361T2, 361T3			95	CN					Signals - 361, 361T1, 361T2, 361T3
T	Oakville		36.11					95	CN					
T	Oakville		36.12	Track Switches	Switch # 9 (red) - Track 1 diversion to Services Track			95	CN					
T	Oakville		36.13	Track Switches	Switch # 5B (green) - Track 1 Turnout			95	CN					
T	Oakville		36.14					95	CN					
T	Oakville		36.15					95	CN					
T	Oakville		36.16					95	CN					
T	Oakville		36.17	Track Switches	Switch # 7A (green) - Track 2 Turnout			95	CN					
T	Oakville		36.18					95	CN					
T	Oakville		36.19					95	CN					
T	Oakville		36.20					95	CN		Culvert		n/a	
T	Oakville		36.21	Track Switches	Switch # 5A (green) - Track 2 Turnout			95	CN					
T	Oakville		36.22	Track Switches	Switch # 3B (green) - Track 2 Turnout to Track 1			95	CN					
T	Oakville		36.23					95	CN					
T	Oakville		36.24					95	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks
							ASL	Grade		Crossing	Description	Clearance	
	Oakville		36.25						CN				
	Oakville		36.26						CN				
	Oakville		36.27						CN				
	Oakville		36.28	Track Switches	Switch # 1B (green) - Track 2 Turnout to track 3				CN				Switch Heater (All)
	Oakville		36.29	Track Switches	Switch # 3A (green) - Track 1 Turnout to track 2 CN Snake				CN				Switch Heater (All)
	Oakville		36.30	Marker					CN				Switch Heater (All)
	Oakville		36.31						CN				Switch Heater (All)
	Oakville		36.32						CN				Switch Heater (All)
	Oakville		36.33						CN				Switch Heater (All)
	Oakville		36.34						CN				Switch Heater (All)
	Oakville		36.35						CN				Switch Heater (All)
	Oakville		36.36	Track Switches	Switch # 1A (green) - Track 3 Turnout to Track 2				CN				Switch Heater (All)
	Oakville		36.37						CN				
	Oakville		36.38	Signal	364T1, 364T2 & 364T3				CN	Overhead Bridge	Snake Rd.	22' 8"	
	Oakville		36.39						CN				
	Oakville		36.40	Marker	Change in speed marker - PSGR 50 and FRT 40 changes to PSGR 95 and FRT 60 and 354T1, 364T2, 364T3				CN				
	Oakville		36.40	Speed Change					CN				
	Oakville		36.41						CN				
	Oakville		36.50						CN	Culvert		n/a	
	Oakville		36.54						CN	Culvert		n/a	
	Oakville		36.58						CN	Culvert		n/a	
	Oakville		36.60						CN		Hwy. No.2 Plains Rd. West	22' 7"	A.E.I. (GO Transit's list says mileage 36.62)
	Oakville		36.63						CN	Overhead Bridge			
	Oakville		36.65	Signal	365T2 & 3645T3				CN				
	Oakville		36.67	Signal	367T1				CN	Overhead Bridge	Spring Garden Rd.	22' 9"	(Beth Jacob Crt. Pedestrian Bridge) & 367T1
	Oakville		36.70	Signal	367T1				CN	Culvert		n/a	
	Oakville		36.71	Signal	367T1				CN	Level Crossing	Foreman's Crossing	n/a	
	Oakville		36.72						CN				
	Oakville		36.73	Track Switches	Switch 7B (green) - Track No.3 Track turnout to Main Track				CN				
	Oakville		36.74						CN				
Oakville		36.75						CN					
Oakville		36.76						CN					
Oakville		36.77						CN					
Oakville		36.78						CN					
Oakville		36.79						CN					
Oakville		36.80	Track Switches	Switch 7A (green) - Main Track Turnout to No. 3 Track Junction Switch & Dundas Subdivision connecting to West Track?				CN					
Oakville		36.81	Track Switches					CN					
Oakville		36.82						CN					
Oakville		36.83						CN					
Oakville		36.84						CN					
Oakville		36.85						CN					
Oakville		36.86						CN					
Oakville		36.87						CN					
Oakville		36.88						CN					
Oakville		36.89						CN					
Oakville		36.90	Marker	CN Bayview & Change in speed marker - PSGR 30 and FRT 30 changes to PSGR 50 and FRT 40				CN				CN Bayview 44523	
Oakville		36.90	Speed Change					CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks	
								PAX	FRT		Crossing	Description			
	Oakville		36.91					30	30	CN					
	Oakville		36.92					30	30	CN					
	Oakville		36.95					30	30	CN			n/a	Switch heater (ALL)	
	Oakville		36.98					30	30	CN	Level Crossing	Foreman's Crossing	n/a		
	Oakville	37.00		37.00	Signal	370S & 370N			30	30	CN	Subway	Valley Jm Rd.	n/a	
	Oakville		37.27						30	30	CN				
	Oakville		37.28						30	30	CN				
	Oakville		37.29						30	30	CN				
	Oakville		37.30		Track Switches	Switch 9 (red) - Main track diversion to Dundas Subdivision along COWPATH Switches - 373S & S73N			30	30	CN				Marker - CN Hamilton Jct. 44515 A.E.I.
	Oakville		37.31						30	30	CN				
	Oakville		37.37						30	30	CN				
	Oakville		37.38		Track Switches	Switch 7 (yellow) - Main track diversion to CN-CP West Connecting Track			30	30	CN				
	Oakville		37.39						30	30	CN				
	Oakville		37.40		Track Switches	Switch 8B (yellow) - Connecting track turnout Signals 374S & 374N			30	30	CN				
	Oakville		37.41						30	30	CN				
	Oakville		37.42						30	30	CN				
	Oakville		37.43						30	30	CN				
	Oakville		37.44						30	30	CN				
	Oakville		37.45						30	30	CN				
	Oakville		37.46		Track Switches	Switch 5A (yellow) - Main track turnout			30	30	CN				
	Oakville		37.47						30	30	CN				
	Oakville		37.48		Track Switches	Switch 3B (red) - Main Track Turnout			30	30	CN				
	Oakville		37.49						30	30	CN				
	Oakville		37.50						30	30	CN				
	Oakville		37.51						30	30	CN				
	Oakville		37.52		Track Switches	Switch 1 (yellow) - Main track turnout to CN-CP East Connecting Track & Switch 3A (red) - Connecting track turnout to main track			30	30	CN				
	Oakville		37.53						30	30	CN				
	Oakville		37.54						30	30	CN				
Oakville		37.55						30	30	CN					
Oakville		37.56						30	30	CN					
Oakville		37.57						30	30	CN					
Oakville		37.58						30	30	CN					
Oakville		37.59						30	30	CN					
Oakville		37.60		Signal	376S & 376N (CTC)	73 ft		30	30	CN	River Bridge	Desjardins Canal	n/a		
Oakville		37.71						30	30	CN					
Oakville		37.72						30	30	CN					
Oakville		37.73						30	30	CN					
Oakville		37.74						30	30	CN					
Oakville		37.75						30	30	CN					
Oakville		37.76						30	30	CN					
Oakville		37.77						30	30	CN					
Oakville		37.78						30	30	CN					
Oakville		37.79						30	30	CN					
Oakville		37.80						30	30	CN					
Oakville		37.81						30	30	CN					
Oakville		37.82						30	30	CN					
Oakville		37.83						30	30	CN					
Oakville		37.86						30	30	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						ASL	Grade		PAX	FRT		Crossing	Description	Clearance	
	Oakville		37.97						30	30	CN				
	Oakville		37.98						30	30	CN				
	Oakville		37.99						30	30	CN				
	Oakville	38.00	38.00						30	30	CN				
	Oakville		38.01						30	30	CN				
	Oakville		38.02						30	30	CN				
	Oakville		38.03						30	30	CN				
	Oakville		38.04						30	30	CN				
	Oakville		38.05						30	30	CN				
	Oakville		38.06						30	30	CN				
	Oakville		38.07						30	30	CN				
	Oakville		38.08						30	30	CN				
	Oakville		38.09	Marker	Hamilton 'A' Yard turnout to Oakville Gimbsy Connecting Track				30	30	CN				Entrance turnout to Hamilton 'A' Yard from Connecting Track
	Oakville		38.10						30	30	CN				
	Oakville		38.11						30	30	CN				
	Oakville		38.12						30	30	CN				
	Oakville		38.13						30	30	CN				
	Oakville		38.14						30	30	CN				
	Oakville		38.15						30	30	CN				
	Oakville		38.16						30	30	CN				
	Oakville		38.17						30	30	CN				
	Oakville		38.18						30	30	CN				
	Oakville		38.19						30	30	CN				
	Oakville		38.77						30	30	CN				
	Oakville		38.78						30	30	CN				
	Oakville		38.79						30	30	CN				
	Oakville		38.80						30	30	CN				
	Oakville		38.81						30	30	CN				
	Oakville		38.82	Track Switches	Main Track turnout to Hamilton 'B' Yard Cargo Flow				30	30	CN				Regular Derail In CTC - hand Operated Swt. In ABS - X-over Swt.
	Oakville		38.83						30	30	CN				
	Oakville		38.88						30	30	CN				
	Oakville		38.89						30	30	CN				
	Oakville		38.90						30	30	CN				
	Oakville		38.91						30	30	CN				
	Oakville		38.92						30	30	CN				
	Oakville		38.93						30	30	CN				
	Oakville		38.94						30	30	CN				
	Oakville		38.95						30	30	CN				
	Oakville		38.97						30	30	CN				
	Oakville		38.98						30	30	CN				
	Oakville		38.99						30	30	CN				
	Oakville	39.00	39.00	Speed Change					65	60	CN				
	Oakville		39.01						65	60	CN				
	Oakville		39.02						65	60	CN				
	Oakville		39.03						65	60	CN	Overhead Bridge	Bay SL	25' 0"	
	Oakville		39.11						65	60	CN				
	Oakville		39.21						65	60	CN	Overhead Bridge	MacNab SL	Required	
	Oakville		39.22						65	60	CN				
	Oakville		39.23						65	60	CN				
	Oakville		39.24						65	60	CN				
	Oakville		39.25						65	60	CN				
	Oakville		39.26						65	60	CN				
	Oakville		39.27						65	60	CN				
	Oakville		39.28	Track Switches	Oakville Gimbsy Connecting Track - Siding to AA01 (Hamilton 'A' Yard)				65	60	CN				

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks	
							ASL	Grade		Speed Limit	Clearance	Description		Clearance
	Oakville		39.29											
	Oakville		39.30	Marker	CN Hamilton (44510-Yard)			65	CN	Overhead Bridge	James St.	23' 3"	End of Oakville Subdivision	
	Oakville		39.30	Speed Change Junction	Hamilton-James Junction			65	CN					
	Oakville		39.30					65	CN					
	Grimbsy		43.70					30	CN					
	Grimbsy		43.69					30	CN					
	Grimbsy		43.68					30	CN					
	Grimbsy		43.67					30	CN					
	Grimbsy		43.66		Signal	436N (dwarf)/436S		30	CN	Overhead Bridge	James St.	23' 3"	End of Grimbsy Subdivision	
	Grimbsy		43.53					30	CN					
	Grimbsy		43.52					30	CN					
	Grimbsy		43.51		Track Switches	Switch 1A (red) - North Track Turnout		30	CN	Overhead Bridge	John St.	232"		
	Grimbsy		43.50					30	CN					
	Grimbsy		43.49					30	CN					
	Grimbsy		43.48					30	CN					
	Grimbsy		43.47					30	CN					
	Grimbsy		43.46		Track Switches	Switch 1B (red) - South Track turnout		30	CN	Subway	Catherine St.	n/a		
	Grimbsy		43.45					30	CN					
	Grimbsy		43.43					30	CN					
	Grimbsy		43.42					30	CN					
	Grimbsy		43.41					30	CN					
	Grimbsy		43.40					30	CN					
	Grimbsy		43.39					30	CN					
	Grimbsy		43.38					30	CN	Overhead Bridge	Mary St.	Required		
	Grimbsy		43.37		Track Switches	Switch 5 (red) - Track Diversion - N&NW Spur from North Track		30	CN					
	Grimbsy		43.36					30	CN					
	Grimbsy		43.35					30	CN					
	Grimbsy		43.34					30	CN					
Grimbsy		43.27		Track Switches	Switch 11 (red) - South Track Turnout		30	CN						
Grimbsy		43.26					30	CN						
Grimbsy		43.25					30	CN	Overhead Bridge	Ferguson St.	Required	Under construction?		
Grimbsy		43.24					30	CN						
Grimbsy		43.23		Track Switches	Switch 11 (red) - North Track Turnout		30	CN						
Grimbsy		43.22					30	CN						
Grimbsy		43.20		Signal	431S South Track / 431N North Track		30	CN						
Grimbsy		43.14					30	CN						
Grimbsy		43.00	43.00				30	CN	Level Crossing	Wellington St.	N/A	Gates and Lights		
Grimbsy		42.99					30	CN	Level Crossing	Victoria Ave.	N/A	Gates and Lights		
Grimbsy		42.85					30	CN	Overhead Bridge	Pedestrian overpass (Emerald St)	22' 7"			
Grimbsy		42.61					30	CN	Level crossing	Wenworth St.	N/A	Gates and Lights		
Grimbsy		42.56			West boundary of Westinghouse Foreign Owned Trackage		30	CN						
Grimbsy		42.50		Hot Box Detector	(Hot Box Scanner) Birch (BIRN & BIRS)		30	CN						
Grimbsy		42.45					30	CN						
Grimbsy		42.44					30	CN						
Grimbsy		42.43					30	CN						
Grimbsy		42.42					30	CN						
Grimbsy		42.41					30	CN						
Grimbsy		42.40		Track Switches	Siding from North Track with diversion to Slater Steel Hand Operated Switch		30	CN					In CTC - Hand operated Swt. In ABS - X-over Swt.	

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						ASL			PAX	FRT		Crossing	Description	Clearance	
	Grimbsy		42.36	Track Switches	Siding from South Track with diversions to Westinghouse - Foreign Owned Trackage. Hand Operated Switch.				30	30	CN				
	Grimbsy		42.35						30	30	CN				In CTC - Hand operated Smt. In ABS - Kover Smt.
	Grimbsy		42.27						30	30	CN	Subway	Birch St.	N/A	
	Grimbsy		42.18						30	30	CN				
	Grimbsy		42.17						30	30	CN				
	Grimbsy		42.16						30	30	CN				
	Grimbsy		42.15		Track Switches	Diversion from Siding along Slater Steel (AD39)			30	30	CN				
	Grimbsy		42.14						30	30	CN				
	Grimbsy		42.13						30	30	CN				
	Grimbsy		42.12						30	30	CN	Level Crossing	Sherman Ave.	N/A	Gates and Lights
	Grimbsy	42.00		42.07					30	30	CN				
	Grimbsy		42.00						30	30	CN	Level Crossing	Lottidge Ave.	n/a	Gates and Lights
	Grimbsy		41.82						30	30	CN	Level Crossing	Gage Ave.	N/A	Gates and Lights
	Grimbsy		41.54						30	30	CN	Subway	T.H. & B. (Foreign Owned Trackage)	N/A	
	Grimbsy		41.18						30	30	CN	Level Crossing	Ottawa St.	N/A	Gates and Lights
	Grimbsy		41.02						30	30	CN				
	Grimbsy	41.00		41.00					30	30	CN				
	Grimbsy		40.99		Track Switches	Hand Operated Switch Electric Lock (E.L. 4100) Regular Derailer Siding from North Track to N&NW and Gages Spur A/E50 / to Hamilton Metal Distribution Centre.			30	30	CN				
	Grimbsy		40.98						30	30	CN				
	Grimbsy		40.97						30	30	CN				
	Grimbsy		40.49						30	30	CN				
	Grimbsy		40.48						30	30	CN	Subway	Kenilworth Ave.	N/A	
	Grimbsy		40.47						30	30	CN				
	Grimbsy		40.46						30	30	CN				
	Grimbsy		40.45						30	30	CN				
Grimbsy		40.44						30	30	CN					
Grimbsy		40.43						30	30	CN					
Grimbsy		40.42						30	30	CN					
Grimbsy		40.41						30	30	CN					
Grimbsy		40.40						30	30	CN					
Grimbsy		40.39						30	30	CN					
Grimbsy		40.36						30	30	CN					
Grimbsy		40.35						30	30	CN					
Grimbsy		40.34						30	30	CN					
Grimbsy		40.33						30	30	CN					
Grimbsy		40.32						30	30	CN					
Grimbsy		40.31						30	30	CN					
Grimbsy		40.30						30	30	CN					
Grimbsy	40.00		40.00					30	30	CN					
Grimbsy		39.57						30	30	CN					
Grimbsy		39.56						30	30	CN					
Grimbsy		39.55						30	30	CN					
Grimbsy		39.54						30	30	CN					
Grimbsy		39.53						30	30	CN					
Grimbsy		39.52		Track Switches	Hand Operated Switch Electric Lock End of Siding from Hamilton Metal Distribution Centre.			30	30	CN					
Grimbsy		39.50						30	30	CN	Level Crossing	Parkdale Ave.	N/A	Gates and Lights	
Grimbsy		39.45						30	30	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						ASL	Grade		PAX	FRT		Crossing	Description	Clearance	
	Grimbsy		39.44	Track Switches	Hand Operated Switch Siding to Rennie St. Team Track AD47-473 ⁺ Regular Derailer				30	30	CN				
	Grimbsy		39.43						30	30	CN				
	Grimbsy		39.42						30	30	CN				
	Grimbsy		39.41						30	30	CN				
	Grimbsy		39.40						30	30	CN				
	Grimbsy		39.29						30	30	CN				
	Grimbsy		39.28						30	30	CN				
	Grimbsy		39.27						30	30	CN				
	Grimbsy		39.26		Track Switches	Hand Operated Switch Siding to Pearce Carriage Ltd. Ad48-570 ⁺ Regular Derailer			30	30	CN				
	Grimbsy		39.25						30	30	CN				
	Grimbsy		39.24						30	30	CN				
	Grimbsy		39.23						30	30	CN				
	Grimbsy		39.10						30	30	CN				Switch Blower (A.E.I.)
	Grimbsy		39.05		Signal	Signal 390N/391N on North Track Signal 390S/391S on South Track			30	30	CN				
	Grimbsy		39.04		Speed Change				30	30	CN	Level Crossing	Woodward Ave.	n/a	Gates and Lights
	Grimbsy		39.00						65	60	CN				
	Grimbsy		38.82						65	60	CN				
	Grimbsy		38.81						65	60	CN				
	Grimbsy		38.80						65	60	CN	Culvert			n/a
	Grimbsy		38.79		Track Switches	Hand Operated Switch Siding to Hamilton Sewage Plant SW04-4573			65	60	CN				
Grimbsy		38.78						65	60	CN					
Grimbsy		38.77						65	60	CN					
Grimbsy		38.65						65	60	CN	Subway	Red Hill Creek Expressway	n/a		
Grimbsy		38.64						65	60	CN	Culvert	Red Hill Creek Expressway	n/a		
Grimbsy		38.56						65	60	CN	Level Crossing	Nash Rd.	n/a	Gates and Lights	
Grimbsy		38.37						65	60	CN					
Grimbsy		38.36						65	60	CN					
Grimbsy		38.35						65	60	CN					
Grimbsy		38.34		Track Switches	Hand Operated Switch Siding to Prestige/Sunac Warehousing SE22-500			65	60	CN					
Grimbsy		38.31						65	60	CN	Level Crossing	Kenora Rd.	n/a	Gates and Lights	
Grimbsy		38.30						65	60	CN					
Grimbsy		38.05						65	60	CN					
Grimbsy		38.04						65	60	CN	Subway	Hwy 20 Centennial Pkwy.	n/a		
Grimbsy		38.03		Track Switches	Hand Operated Switch Siding to J.W. Waxman & Sons Limited - SW12-1968 ⁺ Regular Derailer			65	60	CN					
Grimbsy		38.02						65	60	CN					
Grimbsy		38.01						65	60	CN					
Grimbsy		38.00						65	60	CN					
Grimbsy		37.99						65	60	CN					
Grimbsy		37.98						65	60	CN					
Grimbsy		37.97						65	60	CN					
Grimbsy		37.96						65	60	CN					
Grimbsy		37.95						65	60	CN					
Grimbsy		37.92						65	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks
								PAX	FRT		Crossing	Description		
	Grimbsy		37.90					65	60	CN	Culvert		n/a	
	Grimbsy		37.70					65	60	CN				
	Grimbsy		37.69	Platform End	Stoney Creek Station			65	60	CN				
	Grimbsy		37.68	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.67	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.66	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.65	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.64	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.63	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.62	Track Switches	Hand Operated Switch End of Siding SW12			65	60	CN				
	Grimbsy		37.62	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.61	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.60	Station	Stoney Creek Station			65	60	CN				
	Grimbsy		37.59	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.58	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.57	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.56	Platform	Stoney Creek Station			65	60	CN	Subway	Lake Ave. N.		n/a
	Grimbsy		37.55	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.54	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.53	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.52	Platform	Stoney Creek Station			65	60	CN				
	Grimbsy		37.51	Platform End	Stoney Creek Station			65	60	CN				
	Grimbsy		37.51					65	60	CN				
	Grimbsy		37.30					65	60	CN	Culvert			n/a
	Grimbsy		37.07					65	60	CN	Culvert			n/a
	Grimbsy		37.00					65	60	CN				
	Grimbsy		36.97					65	60	CN	Level Crossing	Gray's Rd.		n/a
	Grimbsy		36.62					65	60	CN	Culvert			n/a
	Grimbsy		36.59					65	60	CN				
	Grimbsy		36.58					65	60	CN				
Grimbsy		36.57					65	60	CN					
Grimbsy		36.56					65	60	CN					
Grimbsy		36.55					65	60	CN					
Grimbsy		36.54					65	60	CN					
Grimbsy		36.53					65	60	CN					
Grimbsy		36.52					65	60	CN					
Grimbsy		36.51	Track Switches	Hand Operated Switch Siding SE28-280 to DSM Engineering Plastics			65	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Owner	Crossings			Comments/Remarks	
							ASL	Grade		Speed Limit	Crossing	Description		Clearance
							PAX	FRT						
	Grimbsy		36.45				65	60	CN	Culvert	Storm Sewer			
	Grimbsy		36.40				65	60	CN					
	Grimbsy		36.39				65	60	CN	Level Crossing	Green's Rd.	n/a	Gates and Lights	
	Grimbsy		36.38		Track Switches	Hand Operated Switch Sliding SW18-800' & SW17-946' to A.E. Staley Mfg.		65	60	CN				
	Grimbsy		36.37					65	60	CN				
	Grimbsy		36.36					65	60	CN				
	Grimbsy		36.31					65	60	CN				
	Grimbsy		36.30					65	60	CN				
	Grimbsy		36.29					65	60	CN				
	Grimbsy		36.28					65	60	CN				
	Grimbsy		36.27					65	60	CN				
	Grimbsy		36.26					65	60	CN				
	Grimbsy		36.25		Track Switches	Hand Operated Switch Sliding to SE30 - 610 to Turksira Lumber Regular Derailer		65	60	CN				
	Grimbsy		36.20					65	60	CN	Culvert	Storm Sewer	n/a	
	Grimbsy		36.00					65	60	CN				
	Grimbsy		35.87					65	60	CN	Level Crossing	Millian Rd.	n/a	Gates and Lights
	Grimbsy		35.44		Signal	Signal 325N/325S		65	60	CN	Culvert		n/a	
	Grimbsy		35.33					65	60	CN				
	Grimbsy		35.12					65	60	CN	Level Crossing	Dewitt Rd.	n/a	Gates and Lights
	Grimbsy		35.31					65	60	CN				
	Grimbsy		35.30		Track Switches	Switch 1A (green) - Track turnout from North track to South Track.		65	60	CN				
	Grimbsy		35.29					65	60	CN				
	Grimbsy		35.28					65	60	CN				
	Grimbsy		35.27					65	60	CN				
	Grimbsy		35.26					65	60	CN				
	Grimbsy		35.25					65	60	CN				
	Grimbsy		35.24					65	60	CN				
	Grimbsy		35.23		Track Switches	Switch 1B (green) - Track turnout 1b from North track to South Track.		65	60	CN				
Grimbsy		35.22					65	60	CN					
Grimbsy		35.21		Track Switches	Switch 3B- Track turnout 3b from South track to North Track. Switch Heater		65	60	CN					
Grimbsy		35.20					65	60	CN					
Grimbsy		35.19					65	60	CN	Culvert		n/a		
Grimbsy		35.18					65	60	CN					
Grimbsy		35.17					65	60	CN					
Grimbsy		35.16					65	60	CN					
Grimbsy		35.15					65	60	CN					
Grimbsy		35.14		Track Switches	Switch 3A - BC5630Track turnout 3a from South track to North Track. Signals 351N/351S		65	60	CN					
Grimbsy		35.13					65	60	CN					
Grimbsy		35.12					65	60	CN					
Grimbsy		35.00					65	60	CN					
Grimbsy		34.84					65	60	CN	Subway	Fruitland Rd. (H-W Reg. Rd. 455)	n/a		
Grimbsy		34.62					65	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Clearance	Comments/Remarks
						ASL			PAX	FRT		Crossing	Description			
	Grimsby		34.61	Track Switches	Hand Operated Switch Siding to Bantek Ingredients SW/20-600'				65	60	CN				Private Derial with private lock	
	Grimsby		34.60						65	60	CN	Culvert		n/a	Regular Derial	
	Grimsby		34.59						65	60	CN					
	Grimsby		34.58						65	60	CN					
	Grimsby		34.57						65	60	CN					
	Grimsby		34.56						65	60	CN					
	Grimsby		34.36						65	60	CN					
	Grimsby		34.35						65	60	CN					
	Grimsby		34.34						65	60	CN					
	Grimsby		34.33						65	60	CN					
	Grimsby		34.32						65	60	CN					
	Grimsby		34.31						65	60	CN					
	Grimsby		34.30		Track Switches	Hand Operated Switch Track Siding to H.S. Bartram Ltd. (SE42-595) Regular Derial			65	60	CN					
	Grimsby		34.29						65	60	CN	Level Crossing	Jones Rd.		n/a	Gates and Lights
	Grimsby		34.10						65	60	CN	Culvert			n/a	
	Grimsby		34.00						65	60	CN					
	Grimsby		33.82						65	60	CN					
	Grimsby		33.81						65	60	CN					
	Grimsby		33.80						65	60	CN					
	Grimsby		33.79						65	60	CN					
Grimsby		33.78		Track Switches	Hand Operated Switch Out of service track siding to Nova Steel (SW21-1600')			65	60	CN						
Grimsby		33.77						65	60	CN						
Grimsby		33.75						65	60	CN						
Grimsby		33.74						65	60	CN	Level Crossing	Glover Rd (H-W Reg. Rd. 452)		n/a	Gates and Lights	
Grimsby		33.50						65	60	CN	Culvert			n/a		
Grimsby		33.22						65	60	CN	Level Crossing	McNeilly Rd.		n/a	Gates and Lights	
Grimsby		33.00						65	60	CN						
Grimsby		32.94		Track Switches	Hand Operated Switch Track Siding to Siemens Canada (SAG1-620)			65	60	CN						
Grimsby		32.93						65	60	CN						
Grimsby		32.92						65	60	CN						
Grimsby		32.91						65	60	CN						
Grimsby		32.90						65	60	CN						
Grimsby		32.89						65	60	CN						
Grimsby		32.86						65	60	CN						
Grimsby		32.69						65	60	CN	Level Crossing	Lewis Rd.		n/a	Gates and Lights	
Grimsby		32.60						65	60	CN	Culvert			n/a		
Grimsby		32.17						65	60	CN	Level Crossing	Winona Rd.		n/a	Gates and Lights	
Grimsby		32.00						65	60	CN						
Grimsby		31.67						65	60	CN	Level Crossing	50 Road (H-W Reg. Rd. 450)		n/a	Gates and Lights	
Grimsby		31.41						65	60	CN	Subway	Private (Bridgman Lane)		n/a		
Grimsby		31.40						65	60	CN	River Bridge	Fifty Mile Creek (83 ft.)		n/a		
Grimsby		31.39						65	60	CN	Subway	Contc. No. 1		n/a		
Grimsby		31.00						65	60	CN						
Grimsby		30.90						65	60	CN	Level Crossing	Kelson Ave.		n/a	Gates and Lights	
Grimsby		30.89		Signal	Signal 308N/309N on North Track Signal 308S/309S on South Track			65	60	CN					Gates and Lights	

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks
								PAX	FRT		Crossing	Description		
T	Grimsby		30.80					65	60	CN	Culvert	n/a		
T	Grimsby		30.62					65	60	CN	Culvert	n/a		
T	Grimsby		30.40					65	60	CN	Culvert	n/a		
T	Grimsby		30.39					65	60	CN	Level Crossing	Oakes Rd. N	Gates and Lights	
T	Grimsby		30.30					65	60	CN	Culvert	n/a		
T	Grimsby		30.15					65	60	CN	Culvert	n/a		
T	Grimsby	30.00	30.00					65	60	CN	Culvert	n/a		
T	Grimsby		29.99					65	60	CN	Culvert	n/a		
T	Grimsby		29.87					65	60	CN	Level Crossing	Hunter Rd.	Gates and Lights	
T	Grimsby		29.57					65	60	CN	Culvert	n/a		
T	Grimsby		29.37					65	60	CN	Level Crossing	Casablanca Boulevard (H W Reg. Rd. 10)	Gates and Lights	
T	Grimsby		29.20					65	60	CN	Culvert	n/a		
T	Grimsby	29.00	29.00					65	60	CN	Culvert	n/a		
T	Grimsby		28.64					65	60	CN	Level Crossing	Roberts Rd.	n/a	
T	Grimsby		28.60		Winona (WNON & WNOS)			65	60	CN	Culvert	n/a		
T	Grimsby		28.32					65	60	CN	Level Crossing	Kerman Ave.	Gates and Lights	
T	Grimsby	28.00	28.00					65	60	CN	Level Crossing	n/a		
T	Grimsby		27.70					65	60	CN	River Bridge	Forty Mile Creek	n/a	
T	Grimsby		27.64					65	60	CN	Overhead Bridge	Christie St.	S 23' 0", N 23' 1"	
T	Grimsby		27.63					65	60	CN		n/a	N 23' 1"	
T	Grimsby		27.57					65	60	CN	Subway	Elizabeth St.		
T	Grimsby		27.52					65	60	CN				
T	Grimsby		27.51					65	60	CN				
T	Grimsby		27.50	Platform End	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.49	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.48	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.47	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.46	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.45	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.44	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.43	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.42	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.41	Platform	VIA Grimsby Station			65	60	CN	Level Crossing	Ontario St.	n/a	Gates and Lights
T	Grimsby		27.40	Station	VIA Grimsby Station			65	60	CN				VIA Grimsby 27.4 / 48116 Radio Tower
T	Grimsby		27.39	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.38	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.37	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.36	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.35	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.34	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.33	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.32	Platform	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.31	Platform End	VIA Grimsby Station			65	60	CN				
T	Grimsby		27.30					65	60	CN	Overhead Bridge	Maple Ave.	S 23' 2", N 23' 0"	
T	Grimsby		27.25					65	60	CN				N 23' 0"
T	Grimsby		27.24					65	60	CN				
T	Grimsby	27.00	27.00					65	60	CN	Culvert	n/a		
T	Grimsby		26.95					65	60	CN				
T	Grimsby		26.87					65	60	CN				
T	Grimsby		26.86					65	60	CN				
T	Grimsby		26.85					65	60	CN				
T	Grimsby		26.84					65	60	CN				
T	Grimsby		26.83					65	60	CN				
T	Grimsby		26.82					65	60	CN				

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings		Clearance	Comments/Remarks	
							ASL	Grade			PAX	FRT			Crossing
	Grimbsy		17.70					65	60	CN	River Bridge	Twenty Mile Creek Viaduct = 1170' (Jordan Harbour)	n/a		
	Grimbsy		17.19					65	60	CN	Level Crossing	Jordan Rd. Reg. Rd. 26	n/a	Gates and Lights	
	Grimbsy	17.00	17.00					65	60	CN	Level Crossing	15th St. Louth Twp.	n/a	Gates and Lights	
	Grimbsy		16.65		Signal	Signal 166.			65	60	CN				
	Grimbsy		16.64						65	60	CN				
	Grimbsy		16.63		Track Switches	Switch 1 (green) - Track Turnout from North Track to South Track. Signals 165N/165S.			65	60	CN				Switch Heater.
	Grimbsy		16.62						65	60	CN				
	Grimbsy		16.61						65	60	CN				
	Grimbsy		16.60						65	60	CN				CN Jordan 16.6 48136
	Grimbsy		16.59						65	60	CN				
	Grimbsy		16.50						65	60	CN	Level Crossing	Farm Xing Creek	n/a	
	Grimbsy		16.20						65	60	CN	Culvert		n/a	
	Grimbsy	16.00	16.00						65	60	CN	River Bridge	16 Mile Creek Viaduct = 578'	n/a	
	Grimbsy		15.00	15.00					65	60	CN	Overhead Bridge	9th Street	23' 4"	Concession No. 3 Lot B-9
	Grimbsy		14.80	14.80					65	60	CN	Culvert	Fifteen Mile Creek	n/a	
	Grimbsy		14.45	14.45					65	60	CN	Overhead Bridge	7th St. Louth	S 23' 2", N 23' 7"	Reg. Rd. No. 34 Reg. Mun. Niagara
	Grimbsy		14.20	14.20					65	60	CN	Culvert		n/a	
	Grimbsy		14.00	14.00					65	60	CN				
	Grimbsy		13.91	13.91					65	60	CN	Subway	Middle Rd. Reg. Rd. 77 (4th Ave.)	n/a	
	Grimbsy		13.39	13.39					65	60	CN	Level Crossing	Third St. Louth Conc. 4	n/a	Gates and Lights
	Grimbsy		13.38	13.38					65	60	CN				
	Grimbsy		13.00	13.00	Signal	134N/135N on North Track 134S/135S on South Track			65	60	CN				
	Grimbsy		12.85	12.85					65	60	CN	Level Crossing	First St. Louth Townline	n/a	Gates and Lights
	Grimbsy		12.75	12.75					65	60	CN				
	Grimbsy		12.74	12.74					65	60	CN				
	Grimbsy		12.73	12.73					65	60	CN				
	Grimbsy		12.72	12.72	Track Switches	Hand operated Swt. Track diversion to MS70-290' Stark Lbr. Co.			65	60	CN				
	Grimbsy		12.71	12.71					65	60	CN				
Grimbsy		12.70	12.70					65	60	CN					
Grimbsy		12.67	12.67					65	60	CN					
Grimbsy		12.60	12.60					65	60	CN	Culvert	Richardson's Creek	n/a	Gates and Lights	
Grimbsy		12.55	12.55					65	60	CN	Level Crossing	Vansickle Rd. (Rd Closed by Municipality)	n/a		
Grimbsy		12.11	12.11					65	60	CN	Level Crossing	Louth St. Reg. Rd. 72	n/a	Gates and Lights	
Grimbsy		12.02	12.02					65	60	CN					
Grimbsy		11.92	11.92					65	60	CN					
Grimbsy		11.91	11.91	Platform End	VIA St. Catharines			65	60	CN					
Grimbsy		11.90	11.90	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.89	11.89	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.88	11.88	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.87	11.87	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.86	11.86	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.85	11.85	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.84	11.84	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.83	11.83	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.82	11.82	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.81	11.81	Platform	VIA St. Catharines			65	60	CN					
Grimbsy		11.80	11.80	Station	VIA St. Catharines			65	60	CN				11.8 - Station Platform on North Track (698ft.)	

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings		Clearance	Comments/Remarks
							ASL	Grade			PAX	FRT		
	Grimbsy		11.79	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.78	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.77	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.76	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.75	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.74	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.73	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.72	Platform	VIA St. Catharines			65	CN					
	Grimbsy		11.71	Platform End	VIA St. Catharines			65	CN					
	Grimbsy		11.68			Overhead Bridge	St. Paul St. West		65	CN	Overhead Bridge	St. Paul St. West	S 21' 2" N 21' 3"	Reg. Rd. 81
	Grimbsy		11.53			Overhead Bridge	Pelham Rd.		65	CN	Overhead Bridge	Pelham Rd.	22' 11"	
	Grimbsy		11.40		Speed Change			40	40	CN				
	Grimbsy		11.24					40	40	CN	Subway	Private Rd. (Bridge = 512')	n/a	
	Grimbsy		11.20					40	40	CN	River Bridge	Twelve Mile Creek (Bridge = 512')	n/a	
	Grimbsy		11.16					40	40	CN	Subway	Pedestrian Walkway (Bridge = 512')	n/a	
	Grimbsy		11.00					40	40	CN	Overhead Bridge	Glenridge Ave. Reg. Rd. 50	S 21' 11" N 22' 1"	Regional Road 50
	Grimbsy		10.95					40	40	CN	Culvert		n/a	
	Grimbsy		10.74		Hot Box Detector	Stand Alone Dragging Equip. Detector		40	40	CN	Culvert		n/a	
	Grimbsy		10.48					40	40	CN	Culvert		n/a	
	Grimbsy		10.29					40	40	CN	Culvert	Dick's Creek	n/a	
Grimbsy		10.10		Speed Change			65	60	CN	Subway	Hwy. No. 406	n/a		
Grimbsy		10.05					65	60	CN					
Grimbsy		10.00					65	60	CN					
Grimbsy		9.99					65	60	CN					
Grimbsy		9.98					65	60	CN					
Grimbsy		9.97					65	60	CN					
Grimbsy		9.96		Track Switches	Switch 1B (red) - Track turnout from North Track to South Track. Signals 100N / 100S.		65	60	CN					
Grimbsy		9.95					65	60	CN					
Grimbsy		9.94					65	60	CN					
Grimbsy		9.93					65	60	CN	Level Crossing	Private	n/a		
Grimbsy		9.92					65	60	CN					
Grimbsy		9.91		Track Switches	Switch 1A (red) - Track turnout from North Track to South Track. Signals 99N / 99S. Switch Blower		65	60	CN					
Grimbsy		9.90					65	60	CN	River Bridge	Old Welland Canal	n/a		
Grimbsy		9.89					65	60	CN					
Grimbsy		9.79					65	60	CN	Overhead Bridge	PCHR Town Line spur	S 22' 2" N 22' 4"	4.1 Miles	
Grimbsy		9.63					65	60	CN	Overhead Bridge	Merritt St. Reg. Rd. 52	S 23' 7" N 23' 5"	Radio Tower & Toolhouse "Out building"	
Grimbsy		9.46					65	60	CN					
Grimbsy		9.45		Track Switches	Hand operated Swt. / Electric Lock / Foreign owned trackage / Out of Service trackage to Ind. Lead. MIM65		65	60	CN					
Grimbsy		9.44					65	60	CN					
Grimbsy		9.43					65	60	CN					
Grimbsy		9.42					65	60	CN					

GO Lakeshore West Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						ASL	Grade		PAX	FRT		Crossing	Description	Clearance	
	Grimsby		9.41						65	60	CN				
	Grimsby		9.40	Track Switches	Hand operated Swt. / Electric Lock / Foreign owned trackage / Out of Service trackage to PCHR Thorold Line				65	60	CN				
	Grimsby		9.39						65	60	CN				
	Grimsby		9.38						65	60	CN				
	Grimsby		9.37						65	60	CN				
	Grimsby		9.36						65	60	CN				
	Grimsby		9.35						65	60	CN				
	Grimsby		9.34						65	60	CN				
	Grimsby		9.33						65	60	CN				
	Grimsby		9.32						65	60	CN				
Grimsby		9.31						65	60	CN					
Grimsby		9.30						65	60	CN					

GO Georgetown Line

Track Layout Sketch (Under Development)		Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit	Owner	Crossings		Comments/Remarks
							Grade	PAX	FRT	Crossing	Description	Clearance
T	T	USRC	0.00	0.00	Station	Union Station		30	15			
T	T	USRC		0.01	Platform	Union Station		30	15			
T	T	USRC		0.02	Platform	Union Station		30	15			
T	T	USRC		0.03	Platform	Union Station		30	15			
T	T	USRC		0.04	Platform	Union Station		30	15			
T	T	USRC		0.05	Platform	Union Station		30	15			
T	T	USRC		0.06	Platform	Union Station		30	15			
T	T	USRC		0.07	Platform	Union Station		30	15			
T	T	USRC		0.08	Platform	Union Station		30	15			
T	T	USRC		0.09	Platform	Union Station		30	15			
T	T	USRC		0.10	Platform	Union Station		30	15			
T	T	USRC		0.11	Platform	Union Station		30	15			
T	T	USRC		0.12	Platform	Union Station		30	15			
T	T	USRC		0.13	Platform	Union Station		30	15			
T	T	USRC		0.14	Platform	Union Station		30	15			
T	T	USRC		0.15	Platform	Union Station		30	15			
T	T	USRC		0.16	Platform	Union Station		30	15			
T	T	USRC		0.17	Platform	Union Station		30	15			
T	T	USRC		0.18	Platform	Union Station		30	15			
T	T	USRC		0.19	Platform	Union Station		30	15			
T	T	USRC		0.20	Platform	Union Station		30	15			
T	T	USRC		0.21	Platform	Union Station		30	15			
T	T	USRC		0.22	Platform	Union Station		30	15			
T	T	USRC		0.23	Platform	Union Station		30	15			
T	T	USRC		0.24	Platform	Union Station		30	15			
T	T	USRC		0.25	Platform End	Union Station		30	15			
T	T	USRC		0.26				30	15			
T	T	USRC	1.00	1.00				45	15			
T	T	USRC		1.07				45	15			
T	T	USRC		1.08				45	15			
T	T	USRC		1.09	Track Switches	Track C1 - siding to Bathurst St. North Yard		45	15	Overhead Bridge	Bathurst St.	Required
T	T	USRC		1.10				45	15			
T	T	USRC		1.11				45	15			
T	T	USRC		1.12	Junction	Weston/Oakville Junction		45	15			
T	T	USRC		1.13				45	15			From Subhash's Stations/Speed Tables
T	T	USRC		1.14				45	15			
T	T	USRC		1.15				45	15			
T	T	USRC		1.49				45	15			
T	T	USRC		1.50	Signal	15N, 15S, 15-1		45	15			Marker CN Strachan Yellow Triangle with L
T	T	USRC		1.57				45	15			
T	T	USRC		1.58	Signal	15EC1, 15RC2		45	15			
T	T	USRC		1.59				45	15	Level Crossing	Strachan Avenue	n/a
T	T	USRC		1.60	Speed Change			55	30			
T	T	USRC		1.61				55	30			
T	T	USRC		1.62				55	30			
T	T	USRC		1.63				55	30			
T	T	USRC	2.00	2.00				55	30	Level Crossing	Foreman's Crossing King St.	n/a
T	T	USRC		2.01				55	30	Subway		n/a
T	T	USRC		2.35				55	30			
T	T	USRC		2.37				55	30			
T	T	USRC		2.38				55	30			
T	T	USRC		2.39				55	30			
T	T	USRC		2.40				55	30			
T	T	USRC		2.41				55	30			
T	T	USRC		2.42				55	30			
T	T	USRC		2.46				55	30	Subway	Queen St.	n/a
T	T	USRC		2.47				55	30			
T	T	USRC		2.48				55	30			

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	Weston		2.48				55	30	GO				
T	Weston		2.50				55	30	GO				
T	Weston		2.51	Signal	25-1		55	30	GO				
T	Weston		2.52	Signal	25-2		55	30	GO				
T	Weston		2.61	Signal	26-1		55	30	GO				
T	Weston		2.62	Signal	26-2		55	30	GO				
T	Weston		2.63				55	30	GO				
T	Weston		2.64				55	30	GO				
T	Weston		2.65				55	30	GO				
T	Weston		2.66				55	30	GO				
T	Weston		2.67				55	30	GO				
T	Weston		2.68				55	30	GO				
T	Weston		2.69				55	30	GO				
T	Weston		2.70				55	30	GO				
T	Weston		2.71				55	30	GO				
T	Weston		2.79	Signal	29N and 29S		55	30	GO	Subway	Brock Ave.	n/a	
T	Weston		2.98				55	30	GO				
T	Weston		2.99				55	30	GO				
T	Weston	3.00	3.00	Junction	Switch 3 (green) - Newmarket Sub. Diversion to/from Weston Sub. North Track		55	30	GO		CN Parkdale		Merler CN Parkdale Weston Sub. & Newmarket Sub. (42233) Signal 30, 30N, 30S
T	Weston		3.01	Track Switches	Switch 1B (green) - Weston South Track diversion to Weston Sub. North (main) Track		55	30	GO				* Switch Healer
T	Weston		3.02				55	30	GO				
T	Weston		3.03				55	30	GO				
T	Weston		3.04				55	30	GO				
T	Weston		3.05				55	30	GO				
T	Weston		3.06				55	30	GO				
T	Weston		3.07				55	30	GO				
T	Weston		3.08	Track Switches	Switch 1A (green) - Weston North Track diversion to Weston Sub. South Track		55	30	GO				* Switch Healer
T	Weston		3.09				55	30	GO				
T	Weston		3.10				55	30	GO				
T	Weston		3.11				55	30	GO				
T	Weston		3.12				55	30	GO	Subway	Landsdowne Ave.	n/a	
T	Weston		3.13				55	30	GO				
T	Weston		3.14				55	30	GO				
T	Weston		3.15				55	30	GO				
T	Weston		3.16				55	30	GO				
T	Weston		3.17				55	30	GO				
T	Weston		3.18				55	30	GO				
T	Weston		3.19				55	30	GO				
T	Weston		3.20				55	30	GO				
T	Weston		3.21				55	30	GO				
T	Weston		3.22				55	30	GO				
T	Weston		3.23				55	30	GO				
T	Weston		3.24				55	30	GO				
T	Weston		3.25				55	30	GO				
T	Weston		3.26				55	30	GO				
T	Weston		3.27				55	30	GO				
T	Weston		3.28				55	30	GO				
T	Weston		3.29				55	30	GO				
T	Weston		3.30				55	30	GO				
T	Weston		3.31				55	30	GO				
T	Weston		3.32				55	30	GO				
T	Weston		3.44				55	30	GO				
T	Weston		3.45				55	30	GO	Overhead Bridge	Dundas St.	23' 8"	
T	Weston		3.46				55	30	GO				
T	Weston		3.90	Platform End			55	30	GO				
T	Weston		3.91	Platform	Bloor Station		55	30	GO				
T	Weston		3.92		Bloor Station		55	30	GO				

GO Georgetown Line

Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						PAX	FRT		Crossing	Description	Clearance	
Weston		3.93	Platform	Bloor Station		55	30	GO				
Weston		3.94	Platform	Bloor Station		55	30	GO				
Weston		3.95	Platform	Bloor Station		55	30	GO				
Weston		3.96	Platform	Bloor Station		55	30	GO	Subway	Bloor St.	nia	
Weston		3.97	Platform	Bloor Station		55	30	GO				
Weston		3.98	Platform	Bloor Station		55	30	GO				
Weston	4.00	3.99	Platform	Bloor Station		55	30	GO				
Weston		4.00	Station	Bloor Station		35	30	GO				
Weston		4.01	Platform	Bloor Station		35	30	GO				
Weston		4.03	Platform	Bloor Station		35	30	GO				
Weston		4.04	Platform	Bloor Station		35	30	GO				
Weston		4.05	Platform	Bloor Station		35	30	GO				
Weston		4.06	Platform	Bloor Station		35	30	GO				
Weston		4.07	Platform	Bloor Station		35	30	GO				
Weston		4.08	Platform	Bloor Station		35	30	GO				
Weston		4.09	Platform End	Bloor Station		35	30	GO				
Weston		4.10		Bloor Station		35	30	GO				
Weston		4.27				35	30	GO	Overhead Bridge	Wellace Ave	24' 0"	
Weston		4.60				35	30	GO	Subway	Pedestrian Bridge	nia	
Weston		4.61				35	30	GO		Dupont St.		
Weston		4.62				35	30	GO				
Weston		4.63				35	30	GO				
Weston		4.64				35	30	GO				
Weston		4.65				35	30	GO				
Weston		4.66				35	30	GO				
Weston		4.67				35	30	GO				
Weston		4.68				35	30	GO				
Weston		4.69				35	30	GO				
Weston		4.70	Signal	47N, 47S		35	30	GO				
Weston		4.71				35	30	GO				
Weston		4.72				35	30	GO				
Weston		4.73				35	30	GO				
Weston		4.74				35	30	GO				
Weston		4.75				35	30	GO				
Weston		4.76				35	30	GO				
Weston		4.77				35	30	GO				
Weston		4.78				35	30	GO				
Weston		4.79				35	30	GO				
Weston		4.80				35	30	GO				
Weston		4.82				35	30	GO				
Weston		4.83				35	30	GO				
Weston		4.84				35	30	GO				
Weston		4.85				35	30	GO				
Weston		4.86				35	30	GO	Level Crossing	CP North Toronto Sub. Crossing Weston Sub. Main Track	nia	SWT.
Weston		4.87				35	30	GO				
Weston		4.88				35	30	GO	Level Crossing	CP North Toronto Sub. Crossing Weston Sub. Main Track	nia	
Weston		4.89				35	30	GO				
Weston		4.90				35	30	GO				
Weston		4.91				35	30	GO				
Weston		4.92				35	30	GO				
Weston		4.93				35	30	GO				
Weston		4.94				35	30	GO				
Weston		4.95				35	30	GO	Level Crossing	Foreign Owned Trackage - CP Macker Sub.	nia	
Weston		4.96				35	30	GO				
Weston		4.97				35	30	GO				
Weston		4.98				35	30	GO				
Weston		4.99				35	30	GO	Level Crossing	Old Weston Rd.	nia	Gates and Lights
Weston	5.00	5.00				55	30	GO				

GO Georgetown Line

Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						PAX	FRT		Crossing	Description	Clearance	
Weston		5.10	Marker	CN West Toronto		55	30	GO				42250
Weston		5.11				55	30	GO				
Weston		5.12				55	30	GO				
Weston		5.13				55	30	GO				
Weston		5.14				55	30	GO				
Weston		5.15				55	30	GO				
Weston		5.16				55	30	GO				
Weston		5.20	Signal	52 N		55	30	GO				Yellow triangle with L
Weston		5.30	Signal	53S, 53D, 53N		80	50	GO		Subway		Marker - CN Keele
Weston		5.30	Speed Change			80	50	GO				
Weston		5.40	Signal	54		80	50	GO				
Weston		5.41				80	50	GO				
Weston		5.42				80	50	GO				
Weston		5.43				80	50	GO				
Weston		5.44				80	50	GO				
Weston		5.45	Track Switches	Switch 3 (red) - Weston Sub Main Track Siding to Temp. O/O/S		80	50	GO				Clamped & Secured in Normal Position. Rule 104.2 N/A
Weston		5.46				80	50	GO				
Weston		5.47				80	50	GO				
Weston		5.48	Track Switches	Switch 1 (red) - Weston Sub Main Track diversion to CP Mauder Sub.		80	50	GO				Switch Blower
Weston		5.48				80	50	GO				
Weston		5.65				80	50	GO		Culverts		
Weston	6.00	6.00				80	50	GO		Culverts		
Weston		6.12				80	50	GO		Overhead Bridge		
Weston		6.40				80	50	GO		Rogers Rd.		(Email mileage 6.10)
Weston		6.45				80	50	GO		River Bridge		
Weston		6.65				80	50	GO		Black Creek		
Weston		6.65				80	50	GO		Subway		
Weston		6.65				80	50	GO		Black Creek Dr.		
Weston		7.00				80	50	GO		Culverts		
Weston		7.00				80	50	GO		Culverts		
Weston		7.17				80	50	GO		Eglinton Ave.		
Weston		7.17				80	50	GO		Subway		
Weston		7.35				80	50	GO		Ray Ave.		
Weston		7.47				80	50	GO		Indian Line		
Weston		7.47	Track Switches	Weston Sub Main Track Siding to Faiselle		80	50	GO		Overhead Bridge		
Weston		7.48				80	50	GO				In CTC- hand Operated Swt. In ABS - X-over Swt. J350-816'
Weston		7.49				80	50	GO				
Weston		7.50				80	50	GO				
Weston		7.70				80	50	GO		Overhead Bridge		23.4'
Weston		7.71	Track Switches	Weston Sub Main Track Siding to Faiselle		80	50	GO				Electric Lock Regular Derailer J362-877
Weston		7.72				80	50	GO				Gates and Lights
Weston		7.96				80	50	GO				
Weston	8.00	8.00				80	50	GO		Level Crossing		
Weston		8.06				80	50	GO				
Weston		8.07				80	50	GO				
Weston		8.08				80	50	GO				
Weston		8.08				80	50	GO				
Weston		8.10	Track Switches	Weston Sub Main Track Siding diversion along CN-CP Connecting Track to CP Mauder Sub		80	50	GO				Electric Lock
Weston		8.11				80	50	GO				
Weston		8.12				80	50	GO				
Weston		8.13				80	50	GO				
Weston		8.14				80	50	GO				
Weston		8.15				80	50	GO				
Weston		8.16				80	50	GO				
Weston		8.17				80	50	GO				
Weston		8.44				35	35	GO		Subway		Lawrence Ave.
Weston		8.49				35	35	GO				
Weston		8.50	Platform End	Weston Station		35	35	GO				
Weston		8.51				35	35	GO				

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	Weston		8.52	Platform	Weston Station		35	35	GO				
T	Weston		8.53	Platform	Weston Station		35	35	GO				
T	Weston		8.54	Platform	Weston Station		35	35	GO				
T	Weston		8.55	Platform	Weston Station		35	35	GO				
T	Weston		8.56	Platform	Weston Station		35	35	GO				
T	Weston		8.57	Platform	Weston Station		35	35	GO				
T	Weston		8.58	Platform	Weston Station		35	35	GO				
T	Weston		8.59	Platform	Weston Station		35	35	GO				
T	Weston		8.60	Station	Weston Station		35	35	GO				
T	Weston		8.61	Platform	Weston Station		35	35	GO				
T	Weston		8.62	Platform	Weston Station		35	35	GO				
T	Weston		8.63	Platform	Weston Station		35	35	GO				
T	Weston		8.64	Platform	Weston Station		35	35	GO				
T	Weston		8.65	Platform	Weston Station		35	35	GO				
T	Weston		8.66	Platform	Weston Station		35	35	GO				
T	Weston		8.67	Platform	Weston Station		35	35	GO				
T	Weston		8.68	Platform	Weston Station		35	35	GO				
T	Weston		8.69	Platform End	Weston Station		35	35	GO				
T	Weston		8.70				35	35	GO				
T	Weston		8.74				35	35	GO				
T	Weston		8.83				35	35	GO				
T	Weston		8.84				35	35	GO				
T	Weston		8.85				35	35	GO				
T	Weston		8.86				35	35	GO				
T	Weston		8.97				35	35	GO				
T	Weston	9.00	9.00				35	35	GO				
T	Weston		9.39	Signal	94		80	50	GO				
T	Weston		9.40	Signal	95		80	50	GO				
T	Weston		9.51				80	50	GO				
T	Weston		9.60				80	50	GO				
T	Weston		9.61				80	50	GO				
T	Weston		9.83				80	50	GO				
T	Weston		10.00				80	50	GO				
T	Weston		10.10				80	50	GO				
T	Weston		10.11				80	50	GO				
T	Weston		10.12				80	50	GO				
T	Weston		10.13				80	50	GO				
T	Weston		10.14				80	50	GO				
T	Weston		10.25				80	50	GO				
T	Weston		10.40				80	50	GO				
T	Weston		10.41				80	50	GO				
T	Weston		10.49				80	50	GO				
T	Weston		10.50				80	50	GO				
T	Weston		10.68				80	50	GO				
T	Weston		10.69				80	50	GO				
T	Weston		10.70				80	50	GO				
T	Weston		10.71				80	50	GO				
T	Weston		10.72				80	50	GO				
T	Weston		10.73				80	50	GO				
T	Weston		10.85	Track Switches	Out of Service diversion between North Service Track and Weston Sub Main Track		80	50	GO				
T	Weston		10.86				80	50	GO				
T	Weston		10.87				80	50	GO				
T	Weston		10.88				80	50	GO				
T	Weston		10.89				80	50	GO				
T	Weston		10.90	Track Switches	Out of Service diversion between North Service Track and Weston Sub Main Track		80	50	GO				
T	Weston		10.91	Platform End	Elboke North		80	50	GO				
T	Weston		10.92	Platform	Elboke North		80	50	GO				
T	Weston		10.93	Platform	Elboke North		80	50	GO				
T	Weston		10.94	Platform	Elboke North		80	50	GO				

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
Platform	Weston		10.95	Platform	Etoboke North		80	50	GO				
Platform	Weston		10.96	Platform	Etoboke North		80	50	GO				
Platform	Weston		10.97	Platform	Etoboke North		80	50	GO				
Platform	Weston		10.98	Platform	Etoboke North		80	50	GO				
Platform	Weston		10.99	Platform	Etoboke North		80	50	GO				
Platform	Weston	11.00	11.00	Station	Etoboke North Station		80	50	GO				
Platform	Weston		11.01	Platform	Etoboke North		80	50	GO				
Platform	Weston		11.02	Platform	Etoboke North		80	50	GO				
Platform	Weston		11.03	Platform	Etoboke North		80	50	GO				
Platform	Weston		11.04	Platform	Etoboke North		80	50	GO				
Platform	Weston		11.05	Platform	Etoboke North		80	50	GO				
Platform	Weston		11.06	Platform	Etoboke North		80	50	GO				
	Weston		11.07	Platform	Etoboke North Track Switch - Weston Sub Main Track siding to South Service Track		80	50	GO	Subway	Kipling Ave.	na	Rexdale Tool house Electric Lock (Spiral Derail)
	Weston		11.08	Platform	Etoboke North		80	50	GO				
	Weston		11.09	Platform End	Etoboke North		80	50	GO				
	Weston		11.10				80	50	GO				
	Weston		11.11				80	50	GO				
	Weston		11.12				80	50	GO				
	Weston		11.13	Track Switches	North Service Track X100 Siding diversion to Rexdale Industrial Spur		80	50	GO				Regular Derailer
	Weston		11.20	Speed Change			80	50	GO				
	Weston		11.21				80	50	GO				
	Weston		11.22				80	50	GO				
	Weston		11.23				80	50	GO				
	Weston		11.24				80	50	GO				
	Weston		11.25	Track Switches	North Service Track X100 Siding to X115-590 Team Track		80	50	GO				Regular derail
	Weston		11.26				80	50	GO				
	Weston		11.40	Track Switches	North Service Track X100 siding to Hanford Lumber		80	50	GO				X172-1137
	Weston		11.41				80	50	GO				
	Weston		11.42				80	50	GO				
	Weston		11.43				80	50	GO				
	Weston		11.44				80	50	GO				
	Weston		11.50				80	50	GO				
	Weston		11.51				80	50	GO				
	Weston		11.52				80	50	GO				
	Weston		11.53				80	50	GO				
	Weston		11.54				80	50	GO				
	Weston		11.55				80	50	GO				
	Weston		11.56				80	50	GO				
	Weston		11.57				80	50	GO				
	Weston		11.73				80	50	GO				
	Weston	12.00	12.00	Signal	123S, 123D		80	50	GO	Subway	Marlin Grove Rd.	na	
	Weston		12.23				80	50	GO				
	Weston		12.37				80	50	GO				
	Weston		12.44				80	50	GO				
	Weston		12.45				80	50	GO				
	Weston		12.46				80	50	GO				
	Weston		12.47				80	50	GO				
	Weston		12.48	Track Switches	Switch 3B (red) - South Service Track diversion to/from Weston Sub Main Track		80	50	GO				Switching Signal Route Available
	Weston		12.49				80	50	GO				
	Weston		12.50	Signal	125D		30	GO	GO				Marker - CN Woodbine East
	Weston		12.51				30	GO	GO				
	Weston		12.52	Signal	Switch 3A (red) - Weston Sub Main Track diversion to/from South Service Track		30	GO	GO				

GO Georgetown Line

Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
																PAX	FRT		Crossing	Description	Clearance	
T	T	T	T	T	T	T	T	T	T	Weston		12.53	Track Switches	Switch 1B (red) - Weston Sub Main Track diversion to/from North Service Track	Grade	30	GO					
										Weston		12.54				30	GO					
										Weston		12.55				30	GO					
										Weston		12.56				30	GO					
										Weston		12.57				30	GO					
										Weston		12.58	Track Switches	Switch 1A (red) - North Service Track diversion to/from Weston Sub Main Track		30	GO					Switch Blower (ALL)
										Weston		12.59				30	GO					
										Weston		12.60	Signal	126, 126S, 126D		30	GO					
										Weston		12.61				30	GO					
										Weston		12.62				30	GO					
										Weston		12.63				30	GO					
										Weston		12.64				30	GO					
										Weston	13.00	13.00				30	GO					
										Weston		13.06				30	GO					
										Weston		13.10				30	GO					
										Weston		13.20				30	GO					
										Weston		13.21				30	GO					
										Weston		13.22				30	GO					
										Weston		13.46				30	GO					
										Weston		13.47				30	GO					
										Weston		13.48				30	GO					
										Weston		13.49				30	GO					
										Weston		13.50	Junction	Airport Rail Link		30	GO		Overhead Bridge	Hwy. No. 427	25' 1"	
										Weston		13.51				30	GO		Overhead Bridge	Hwy No. 427/408 Ramp	23' 1"	
										Weston		13.52				30	GO					
										Weston		13.53				30	GO					
										Weston		13.54				30	GO					
										Weston		13.55				30	GO					
										Weston		13.56				30	GO					
										Weston		13.57				30	GO					
										Weston		13.57				30	GO					
										Weston		13.58				30	GO					
										Weston		13.59				30	GO					
										Weston		13.60				30	GO		Subway	Goreway Dr. Mimico Creek East Branch	n/a	
										Weston		13.70				30	GO		River Bridge		n/a	
										Weston		13.90	Signal	139N, 139S		30	GO					Switching Signal Route Available
										Weston		13.96				30	GO					
										Weston		13.97	Track Switches	North Service Track Siding to 0799-1486'		30	GO					In Home Depot In CTC - Hard Operated Smt In ABS - X-over Smt
										Weston		13.98				30	GO					
										Weston		13.99				30	GO					
										Weston	14.00	14.00	Signal	140D, 140S		30	GO					
										Weston		14.01				30	GO					
										Weston		14.02				30	GO					
										Weston		14.03				30	GO					
										Weston		14.04	Track Switches	Switch 1 B(red) - North Service Track Diversion to Weston Sub Main Track		30	GO					Switching Signal Route Available Switch Blower (ALL)
										Weston		14.05				30	GO					
										Weston		14.06				30	GO					
										Weston		14.07				30	GO					
										Weston		14.08				30	GO					
										Weston		14.09	Track Switches	Switch 1 A(red) - Weston Sub Main Track Diversion to North Service Track		30	GO					Switching Signal Route Available Switch Blower (ALL)
										Weston		14.10	Marker	CN Woodbine West		80	50	GO				
										Weston		14.11				80	50	GO				
										Weston		14.12				80	50	GO				
										Weston		14.60				80	50	GO				
										Weston		14.61	Platform End	Malton Station		80	50	GO				

GO Georgetown Line

Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
						PAX	FRT		Crossing	Description	Clearance	
Weston		14.62	Platform	Malton Station		80	50	GO				
Weston		14.63	Platform	Malton Station		80	50	GO				
Weston		14.64	Platform	Malton Station		80	50	GO				
Weston		14.65	Platform	Malton Station		80	50	GO				
Weston		14.66	Platform	Malton Station		80	50	GO				
Weston		14.67	Platform	Malton Station		80	50	GO				
Weston		14.68	Platform	Malton Station		80	50	GO				
Weston		14.69	Platform	Malton Station		80	50	GO				
Weston		14.70	Platform	Malton Station		80	50	GO				
Weston		14.71	Platform	Malton Station		80	50	GO				
Weston		14.72	Platform	Malton Station		80	50	GO				
Weston		14.73	Platform	Malton Station		80	50	GO				
Weston		14.74	Platform	Malton Station		80	50	GO				
Weston		14.75	Platform	Malton Station		80	50	GO				
Weston		14.76	Platform	Malton Station		80	50	GO				
Weston		14.77	Platform	Malton Station		80	50	GO				
Weston		14.78	Platform	Malton Station		80	50	GO				
Weston		14.79	Platform End	Malton Station		80	50	GO				
Weston		14.80				80	50	GO	Subway	Derry Rd.	n/a	
Weston		14.87				80	50	GO	Subway	Airport Rd.	n/a	
Weston	15.00	15.00				80	50	GO				
Weston		15.20				80	50	GO				
Weston		15.27				80	50	GO				
Weston		15.50				80	50	GO				
Weston		15.59				80	50	GO				
Weston		15.60				80	50	GO				
Weston		15.61				80	50	GO				
Weston		15.62				80	50	GO				
Weston		15.63				80	50	GO				
Weston		15.64	Track Switches	Weston Sub Main Track siding to/from South Service Track		80	50	GO				
Weston		15.65	Track Switches	Weston Sub Main Track siding to/from North Service Track		80	50	GO				
Weston		15.66				80	50	GO				
Weston		15.67				80	50	GO				
Weston		15.68				80	50	GO				
Weston		15.69				80	50	GO				
Weston		15.70	Signal	157		80	50	GO	Culverts	Mimico Creek West Branch	n/a	
Weston		15.71				80	50	GO				
Weston		15.72				80	50	GO				
Weston		15.80	Signal	158		80	50	GO				
Weston	16.00	16.00				80	50	GO				
Weston		16.17				80	50	GO	Level Crossing	Torbarrn Rd.	n/a	
Weston		16.88				80	50	GO				
Weston		16.90				80	50	GO	Overhead Bridge	Hwy. No. 407	Required	Email says 'N/A'
Weston		16.91		0.01		80	50	GO				
Weston		16.92				80	50	GO				
Weston		16.93				80	50	GO				
Weston		16.94				80	50	GO	Overhead Bridge	Hwy. No. 407	Required	Email says 'N/A'
Weston		16.95				80	50	GO				
Weston		16.96				80	50	GO				
Weston		16.97	Junction	Weston/Halton Junction		80	50	GO				
Weston		16.98				80	50	GO				
Halton		11.06	Track Switches	Switch 5 (yellow) - No. 2 Track Turnout		80	50	GO	Overhead Bridge	Hwy No. 407	Required	End of Weston and beginning of Halton Sub. Email says 'N/A'
Halton		11.07						CN				
Halton		11.08						CN				
Halton		11.09						CN				
Halton		11.10						CN	Overhead Bridge	Hwy No. 407	Required	Email says 'N/A'
Halton		11.11						CN				

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
	Halton		11.12		Switch 3(yellow) - Weston Sub (north service) merge with Track 2 and Switch 9A(green) - Weston Sub South Service merge with Track 3				CN				
	Halton		11.13	Track Switches	Weston Junction Track Switch - Switch 1B(yellow) - Track 2 turnout to track 1		50		CN				End of Weston and beginning of Halton Sub Switch Header (ALL)
	Halton		11.15				50		CN				
	Halton		11.16				50		CN				
	Halton		11.17				50		CN				
	Halton		11.18				50		CN				
	Halton		11.19				50		CN				
	Halton		11.20				60	55	CN				Switch Header (ALL) and Hdt Box Scanner (HALN & HALS)
	Halton		11.21	Track Switches	Switch 1A(yellow) - Track 1 turnout to track 2		60	55	CN				Switch Header (ALL)
	Halton		11.22	Track Switches	Switch 13B(green) - Track 2 turnout to track 3		60	55	CN				
	Halton		11.23				60	55	CN				
	Halton		11.24				60	55	CN				
	Halton		11.25				60	55	CN				
	Halton		11.26				60	55	CN				
	Halton		11.27				60	55	CN				
	Halton		11.28				60	55	CN				
	Halton		11.29				60	55	CN				
	Halton		11.30				60	55	CN				
	Halton		11.31				60	55	CN				
	Halton		11.32				60	55	CN				
	Halton		11.33				60	55	CN				
	Halton		11.34				60	55	CN				
	Halton		11.35	Track Switches	Switch 13A(green) - Track 3 turnout to track 2		60	55	CN				
	Halton		11.36				60	55	CN				
	Halton		11.37	Track Switches	Switch 11(green) - Track 3 siding along Bramblea Commuter Lead		60	55	CN				Switch Header
	Halton		11.38				60	55	CN				
	Halton		11.39				60	55	CN				
	Halton		11.40	Signal	114T1, 114T2, 114T3		60	55	CN	Overhead Bridge	Bramblea Rd.	Required	Email says "N/A"
	Halton		11.50				60	55	CN				
	Halton		11.51	Platform End	Bramblea Station		60	55	CN				
	Halton		11.52	Platform	Bramblea Station		60	55	CN				
	Halton		11.53	Platform	Bramblea Station		60	55	CN				
	Halton		11.54	Platform	Bramblea Station		60	55	CN				
	Halton		11.55	Platform	Bramblea Station		60	55	CN				
	Halton		11.56	Platform	Bramblea Station		60	55	CN				
	Halton		11.57	Platform	Bramblea Station		60	55	CN				
	Halton		11.58	Platform	Bramblea Station		60	55	CN				
	Halton		11.59	Platform	Bramblea Station		60	55	CN				
	Halton		11.60	Station	Bramblea Station		60	55	CN				42214
	Halton		11.61	Platform	Bramblea Station		60	55	CN				
	Halton		11.62	Platform	Bramblea Station		60	55	CN				
	Halton		11.63	Platform	Bramblea Station		60	55	CN				
	Halton		11.64	Platform	Bramblea Station		60	55	CN				
	Halton		11.65	Platform	Bramblea Station		60	55	CN				
	Halton		11.66	Platform	Bramblea Station		60	55	CN	Subway			nia
	Halton		11.67	Platform	Bramblea Station		60	55	CN				
	Halton		11.68	Platform	Bramblea Station		60	55	CN				
	Halton		11.69	Platform End	Bramblea Station		60	55	CN	Subway			nia
	Halton		11.70				60	55	CN				
	Halton		11.71				60	55	CN	Subway			nia
	Halton		11.72				60	55	CN				
	Halton		11.73				60	55	CN	Subway			nia
	Halton								CN				Station

GO Georgetown Line

Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
																PAX	FRT		Crossing	Description	Clearance	
										Haltom		11.79				60	55	CN	Level Crossing			
										Haltom		11.80				60	55	CN	Overhead Bridge	Mant. Xing	n/a	Crossing at No. 3 Track only
										Haltom		11.81				60	55	CN		Sheels Ave.	22' 9"	
										Haltom		11.82				60	55	CN				
										Haltom		11.83				60	55	CN				
										Haltom		11.84				60	55	CN				
										Haltom		11.85		Track 3 siding to Kuehne & Nagel Distribution Services		60	55	CN				In CTC - Hand operated Swt. and Regular derailer
										Haltom		11.86				60	55	CN				
										Haltom		11.87				60	55	CN				
										Haltom		11.88				60	55	CN				
										Haltom		11.89				60	55	CN				
										Haltom		11.90				60	55	CN	River Bridge	Spring Creek	Required	
										Haltom		11.91				60	55	CN				
										Haltom		11.96				60	55	CN				
										Haltom		11.97				60	55	CN				
										Haltom		11.98				60	55	CN				
										Haltom		11.99		Track 1 siding along Bramalea East Service Track = D451-21, 580'		60	55	CN				In CTC - Hand operated Swt. and Regular derailer
										Haltom	12.00					60	55	CN	Culverts		n/a	
										Haltom		12.24				60	55	CN	Culverts		n/a	
										Haltom		12.39				60	55	CN	Subway	Dixie Rd. (Peel Reg. Rd. 4)	n/a	
										Haltom		12.41				60	55	CN				
										Haltom		12.42		Track 1 to Siding		60	55	CN				Track 1 siding along Bramalea West Service Track E510 4500' Regular Detail
										Haltom		12.43				60	55	CN				
										Haltom		12.65				60	55	CN				
										Haltom		12.66				60	55	CN				
										Haltom		12.67				60	55	CN				
										Haltom		12.68				60	55	CN				
										Haltom		12.69		Track 3 siding along South Service Track F9 10-7-400'		60	55	CN				In CTC - Hand operated Swt.
										Haltom		12.70				60	55	CN				
										Haltom		12.71				60	55	CN				
										Haltom		12.72				60	55	CN				
										Haltom		12.83				60	55	CN	Overhead Bridge	West Drive	Required	Email says 'N/A'
										Haltom		12.99				60	55	CN				
										Haltom	13.00			Signal	130T1, 130T2, 130T3	60	55	CN				
										Haltom		13.01				60	55	CN				
										Haltom		13.10		Signal	131T1, 131T2, 131T3	60	55	CN	Overhead Bridge	Hwy. No. 410	Required	Email says 'N/A'
										Haltom		13.33				60	55	CN	Overhead Bridge	Heartlake Rd.	Required	Email says 'N/A'
										Haltom		13.36				60	55	CN				
										Haltom		13.74				60	55	CN				
										Haltom		13.75		Track 1 siding to Ico Industries (E560-1110' and E 591-476')		60	55	CN				In CTC - Hand operated Swt. and Regular derailer
										Haltom		13.76				60	55	CN	Subway	Rutherford Rd.	n/a	
										Haltom		13.77				60	55	CN				
										Haltom		14.09				60	55	CN				
										Haltom		14.10		Track 1 siding along E560 Lead		60	55	CN				
										Haltom		14.11				60	55	CN				
										Haltom		14.12				60	55	CN				
										Haltom		14.20		Speed Change		50	50	CN	Subway	Kennedy Rd. (Peel Reg. Rd. 16)	n/a	
										Haltom		14.32				50	50	CN	Overhead Bridge	Trueman St. Pedestrian Bridge	22' 5"	
										Haltom		14.56				50	50	CN				
										Haltom		14.66				50	50	CN				
										Haltom		14.67				50	50	CN				
										Haltom		14.68				50	50	CN				
										Haltom		14.69		Switch 5B(green) - Track 1 turnout to/from Track 2		50	50	CN				
										Haltom		14.70		Track Switches		50	50	CN				
										Haltom		14.71		Signal	147T1, 147T2, 147T3	50	50	CN				
										Haltom		14.72				50	50	CN				

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	Haltom		14.73				50	50	CN				
T	Haltom		14.74				50	50	CN				
T	Haltom		14.75				50	50	CN				
T	Haltom		14.76	Track Switches	Switch 5(green) - Track 2 turnout to/from Track 1		50	50	CN				
T	Haltom		14.77	Track Switches	Switch 3(green) - Track 3 merge with track 2		50	50	CN				
T	Haltom		14.78				50	50	CN	Subway	Center St.	n/a	
T	Haltom		14.79	Track Switches	Switch 1(green) - Track 2 turnout to/from Track 1		50	50	CN				Switch Heater (ALL)
T	Haltom		14.80	Marker	CN Peel		50	50	CN				42212 and Switch Heater (ALL)
T	Haltom		14.81				50	50	CN				
T	Haltom		14.82				50	50	CN				
T	Haltom		14.83				50	50	CN				
T	Haltom		14.84				50	50	CN				
T	Haltom		14.85				50	50	CN				
T	Haltom		14.86	Track Switches	Switch 1(green) - Track 1 (North) turnout to/from Track 2 (South)		50	50	CN				Switch Heater (ALL)
T	Haltom		14.87				50	50	CN				
T	Haltom		14.90				50	50	CN	River Bridge	Eichbock Creek	n/a	Gates and Lights
T	Haltom		14.95				50	50	CN	Level Crossing	James St. and John St.	n/a	
T	Haltom	15.00	15.00	Signal	150N, 150S		50	50	CN				
T	Haltom		15.05				50	50	CN	Subway	Queen St. Hwy. No. 7	n/a	A.E.I.
T	Haltom		15.17				50	50	CN	Subway	Union Station	n/a	42211
T	Haltom		15.28	Marker	Former Brampton East		50	50	CN	Subway	Main St.	n/a	
T	Haltom		15.29	Platform End			50	50	CN	Subway	Psg. T.ume	n/a	
T	Haltom		15.30	Platform	Brampton Station		50	50	CN				
T	Haltom		15.31	Platform	Brampton Station		50	50	CN				
T	Haltom		15.32	Platform	Brampton Station		50	50	CN				
T	Haltom		15.33	Platform	Brampton Station		50	50	CN				
T	Haltom		15.34	Platform	Brampton Station		50	50	CN				
T	Haltom		15.35	Platform	Brampton Station		50	50	CN				
T	Haltom		15.36	Platform	Brampton Station		50	50	CN				
T	Haltom		15.37	Platform	Brampton Station		50	50	CN				
T	Haltom		15.38	Platform	Brampton Station		50	50	CN				
T	Haltom		15.39	Platform	Brampton Station		50	50	CN				
T	Haltom		15.40	Station	Brampton Station		50	50	CN				42210
T	Haltom		15.41	Platform	Brampton Station		50	50	CN				
T	Haltom		15.42	Platform	Brampton Station		50	50	CN				
T	Haltom		15.43	Platform	Brampton Station		50	50	CN				
T	Haltom		15.44	Platform	Brampton Station		50	50	CN				
T	Haltom		15.45	Platform	Brampton Station		50	50	CN				
T	Haltom		15.46	Platform	Brampton Station		50	50	CN				
T	Haltom		15.47	Platform	Brampton Station		50	50	CN				
T	Haltom		15.48	Platform	Brampton Station		50	50	CN				
T	Haltom		15.49	Platform End	Brampton Station		50	50	CN				
T	Haltom		15.53				50	50	CN	Level Crossing	Mill St.	n/a	Gates and Lights
T	Haltom		15.54	Signal	155N, 155S		50	50	CN				
T	Haltom		15.55				50	50	CN				
T	Haltom		15.56				50	50	CN				
T	Haltom		15.57				50	50	CN				
T	Haltom		15.58				50	50	CN				
T	Haltom		15.59				50	50	CN				
T	Haltom		15.60				35	35	CN	Level Crossing	Orangeville-Brampton Railway	n/a	
T	Haltom		15.61				35	35	CN	Oversound Sub			
T	Haltom		15.62				35	35	CN				
T	Haltom		15.63	Track Switches	Switch 1A(green) - North Track turnout to/from South Track		35	35	CN				Switch Heater *
T	Haltom		15.64				35	35	CN				
T	Haltom		15.69				35	35	CN				
T	Haltom		15.70	Track Switches	Switch 1A(green) - South Track turnout to/from North Track		35	35	CN				
T	Haltom		15.70	Speed Change			35	35	CN				

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	Haltom		15.71	Track Switches	Switch 3 (green) - South Track turnout to/from future Track 3		35	35	CN				
T	Haltom		15.72				35	35	CN				
T	Haltom		15.73				35	35	CN				
T	Haltom		15.74				35	35	CN				
T	Haltom		15.75				35	35	CN				
T	Haltom		15.76				35	35	CN				
T	Haltom		15.79				35	35	CN				
T	Haltom	16.00	15.80	Signal	158T1, 158T2, 158T3		70	55	CN				
T	Haltom		16.00				70	55	CN	River Bridge	Fitchers Creek	n/a	
T	Haltom		16.02				70	55	CN	Subway	Mclaughlin Rd.	n/a	
T	Haltom		16.26				70	55	CN	Level Crossing	Farm Xing	n/a	
T	Haltom		16.82				70	55	CN				
T	Haltom	17.00	17.00	Signal	17T11, 17T12		70	55	CN	Overhead Bridge	Chiquaceous Rd.	23' 2"	
T	Haltom		17.24				70	55	CN	Overhead Bridge	Williams Parkway	Required	Email says 'N/A'
T	Haltom		17.60				70	55	CN				
T	Haltom		17.61	Signal	176T1, 176T2		70	55	CN				
T	Haltom		17.90				70	55	CN	Culverts	Stream	n/a	
T	Haltom	18.00	18.00				70	55	CN	Overhead Bridge	Hwy. No. 7	22' 8"	
T	Haltom		18.16				70	55	CN	Culverts		n/a	
T	Haltom		18.20				70	55	CN				
T	Haltom		18.21	Platform End	Mount Pleasant Station		70	55	CN				
T	Haltom		18.22	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.23	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.24	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.25	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.26	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.27	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.28	Platform	Mount Pleasant Station		70	55	CN	Subway	Pggr. Tunnel	n/a	
T	Haltom		18.29	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.30	Station	Mount Pleasant Station		70	55	CN				
T	Haltom		18.31	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.32	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.33	Platform	Mount Pleasant Station		70	55	CN	Level Crossing	Farm Xing	n/a	
T	Haltom		18.34	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.35	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.36	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.37	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.38	Platform	Mount Pleasant Station		70	55	CN				
T	Haltom		18.39	Platform End	Mount Pleasant Station		70	55	CN				
T	Haltom		18.50	Signal	185T1, 185T2, 185T3		70	55	CN				
T	Haltom		18.56				70	55	CN	Level Crossing	Farm Xing	n/a	
T	Haltom		18.57	Track Switches	Switch 5 (red) - Future Track 3 siding		70	55	CN				
T	Haltom		18.58				70	55	CN				
T	Haltom		18.59				70	55	CN				
T	Haltom		18.65				70	55	CN				
T	Haltom		18.86				70	55	CN				
T	Haltom		18.87				70	55	CN				
T	Haltom		18.88	Track Switches	Switch 3 (green) - South Track turnout to/from future track 3		70	55	CN				
T	Haltom		18.89	Track Switches	Switch 1B (green) - South Track turnout to/from North Track		70	55	CN				
T	Haltom		18.90	Marker	CN Normal		70	55	CN				
T	Haltom		18.91				70	55	CN				
T	Haltom		18.92				70	55	CN				
T	Haltom		18.93				70	55	CN				
T	Haltom		18.94				70	55	CN				
T	Haltom		18.95				70	55	CN				
T	Haltom		18.96	Track Switches	Switch 1A (green) - North Track turnout to/from South Track		70	55	CN				
T	Haltom		18.97				70	55	CN				
T	Haltom		18.98				70	55	CN				
T	Haltom		18.99				70	55	CN				

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Clearance	Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance		
	Haltom	19.00	19.00	Signal	190N, 190S		70	55	CN	Level Crossing	Missauga Rd. (Peel Reg. Rd. 1)	n/a	Gates and Lights	
	Haltom		19.17				70	55	CN	Culverts		n/a		
	Haltom		19.40				70	55	CN	Level Crossing	Farm Xing	n/a		
	Haltom		19.84				70	55	CN	Level Crossing		n/a		
	Haltom	20.00	20.00				70	55	CN	Level Crossing		n/a		
	Haltom		20.14				70	55	CN	Level Crossing	5th Line West (Heritage Rd.)	n/a	Gates and Lights	
	Haltom		20.65	Signal	207N, 207S & 208N, 208S		70	55	CN	Culverts		n/a		
	Haltom		20.66				70	55	CN	Culverts		n/a		
	Haltom	21.00	21.00				70	55	CN	Level Crossing	Winston Churchill Boulevard	n/a	Gates and Lights	
	Haltom		21.15				70	55	CN	Culverts		n/a		
	Haltom		21.48				70	55	CN	Level Crossing	Farm Xing	n/a		
	Haltom		21.50				70	55	CN	Culverts		n/a		
	Haltom		21.71				70	55	CN	Culverts		n/a		
	Haltom		21.86				70	55	CN	Culverts		n/a		
	Haltom		21.90				70	55	CN	Level Crossing	Farm Xing	n/a		
	Haltom		21.98				70	55	CN	Culverts		n/a		
	Haltom	22.00	22.00				70	55	CN	Culverts		n/a		
	Haltom		22.13				70	55	CN	Level Crossing	Private	n/a		
	Haltom		22.20	Speed Change			50	50	CN					
	Haltom		22.30	Speed Change			45	45	CN					
	Haltom		22.31				45	45	CN					
	Haltom		22.32				45	45	CN					
	Haltom		22.33				45	45	CN					
	Haltom		22.34	Track Switches	Switch 3 (green) - North Track merge with South Track		45	45	CN				Switch Heater (ALL)	
	Haltom		22.35				45	45	CN					
	Haltom		22.50				45	45	CN	River Bridge	Credit River	n/a	Marker - CN Credit (42205)	
	Haltom		22.60	Signal	226N, 226S		45	45	CN					
	Haltom		22.66				45	45	CN					
	Haltom		22.67	Track Switches	Switch 1 (green) - North Track merge with South Track		45	45	CN					
	Haltom		22.68				45	45	CN					
	Haltom		22.69				45	45	CN					
	Haltom		22.70	Speed Change			45	45	CN					
	Haltom		22.71				45	45	CN					
	Haltom		22.89				45	45	CN	Overhead Bridge	Maple Ave.	Required	Switch Heater (ALL) BRMN & BRNS Email says "N/A" Yellow Triangle	
	Haltom		22.90				50	50	CN					
	Haltom	23.00	23.00				50	50	CN	Overhead Bridge	Mountainview Rd.	23' 1"		
	Haltom		23.10	Signal	231N, 231S		50	50	CN					
	Haltom		23.11				50	50	CN					
	Haltom		23.12				50	50	CN					
	Haltom		23.13	Track Switches	Switch 1 (red) - North Track siding b		50	50	CN				No. 1 Sw. Only (Switch blower)	
	Haltom		23.14		BB48 144Z		50	50	CN					
	Haltom		23.40				50	50	CN					
	Haltom		23.41	Platform End	Georgetown Station		50	50	CN					
	Haltom		23.42	Platform	Georgetown Station		50	50	CN					
	Haltom		23.43	Platform	Georgetown Station		50	50	CN					
	Haltom		23.44	Platform	Georgetown Station		50	50	CN					
	Haltom		23.45	Platform	Georgetown Station		50	50	CN					
	Haltom		23.46	Platform	Georgetown Station		50	50	CN					
	Haltom		23.47	Platform	Georgetown Station		50	50	CN					
	Haltom		23.48	Platform	Georgetown Station		50	50	CN					
	Haltom		23.49	Platform	Georgetown Station		50	50	CN					
	Haltom		23.50	Station	Georgetown Station		50	50	CN					
	Haltom		23.51	Platform	Georgetown Station		50	50	CN					
	Haltom		23.52	Platform	Georgetown Station		50	50	CN					
	Haltom		23.53	Platform	Georgetown Station		50	50	CN					
	Haltom		23.54	Platform	Georgetown Station		50	50	CN					
	Haltom		23.55	Platform	Georgetown Station		50	50	CN					
	Haltom		23.56	Platform	Georgetown Station		50	50	CN					
	Haltom		23.57	Platform	Georgetown Station		50	50	CN					

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	Halton		23.98	Platform	Georgetown Station		50	50	CN				
T	Halton		23.99	Platform End	Georgetown Station		50	50	CN				
T	Halton		23.61				50	50	CN				No 7.7 Smt. Only
T	Halton		23.62				50	50	CN				
T	Halton		23.63	Track Switches	Switch 7 (red) - North Track Siding to Service Track		50	50	CN				BB40 2745' (1200' between Leads)
T	Halton		23.64				50	50	CN	Subway	John St.	n/a	
T	Halton		23.70				50	50	CN	River Bridge	Silver Creek	n/a	
T	Halton		23.80	Signal	238N.238S		50	50	CN				
T	Halton		23.90	Signal	238N.238S		50	50	CN				
T	Halton		23.98				50	50	CN				
T	Halton		23.99				50	50	CN				
T	Halton	24.00	24.00	Track Switches	Switch 3 (Yellow) - South Track turnout to North Track		50	50	CN				
T	Halton		24.01				50	50	CN				
T	Halton		24.02				50	50	CN				
T	Halton		24.03				50	50	CN				
T	Halton		24.04				50	50	CN				
T	Halton		24.05				50	50	CN				
T	Halton		24.06	Track Switches	Switch 3 (Yellow) - North Track turnout to South Track		50	50	CN				
T	Halton		24.07				50	50	CN				
T	Halton		24.08				50	50	CN				
T	Halton		24.09	Junction	Halton/Guelph JCT		50	50	CN	Overhead Bridge	Main Street Hwy. No. 7	22' 6"	
T	Halton		24.10	Marker	CN Silver		50	50	CN				
T	Halton		24.12				50	50	CN				
T	Halton		24.13				50	50	CN				
T	Halton		24.14				50	50	CN				
T	Halton		24.15				50	50	CN				
T	Halton		24.16	Track Switches	Switch 1 (Green) - North Track turnout to GEXR Guelph Sub.		50	50	CN				JCT. 24.16 Halton Sub = 2938 GEXR Guelph Sub. Foreign Owned Trackage
T	GEXR Guelph		29.98				30		CN				2938 Guelph Sub (starts 24.16 on Halton Sub (End) (Kitchener EA says 24.98 for Guelph))
T	GEXR Guelph		29.99				30		CN				
T	GEXR Guelph	30.00	30.00				70	55	CN				
T	GEXR Guelph		30.09				70	55	CN				
T	GEXR Guelph		30.10				70	55	CN				
T	GEXR Guelph		30.11				70	55	CN				
T	GEXR Guelph		30.12				70	55	CN				
T	GEXR Guelph		30.13				70	55	CN				
T	GEXR Guelph		30.14				70	55	CN				
T	GEXR Guelph		30.15				70	55	CN				
T	GEXR Guelph		30.55				70	55	CN				
T	GEXR Guelph		30.56				70	55	CN				
T	GEXR Guelph		30.57				70	55	CN	Subway			Kitchener EA identified underpass at 29.68 however verified with Google Earth relative to stream and Trafalgar road the underpass is at 30.57
T	GEXR Guelph		30.58				70	55	CN				
T	GEXR Guelph		30.59				70	55	CN				
T	GEXR Guelph		30.60				70	55	CN	Culverts	Stream	n/a	
T	GEXR Guelph		30.61				70	55	CN				
T	GEXR Guelph		30.62				70	55	CN				
T	GEXR Guelph		30.63				70	55	CN				
T	GEXR Guelph		30.63				70	55	CN	Level Crossing	Trafalgar Road	n/a	
T	GEXR Guelph		30.96				70	55	CN	Culverts	Stream	n/a	
T	GEXR Guelph	31.00	31.00				70	55	CN				
T	GEXR Guelph		31.10				70	55	CN	Culverts	Cattle Underpass	n/a	
T	GEXR Guelph		31.43				70	55	CN	Culverts	Stream	n/a	
T	GEXR Guelph		31.50				70	55	CN	Culverts	Black Creek	n/a	
T	GEXR Guelph		31.75				70	55	CN	Subway	6th Lind Rd	n/a	
T	GEXR Guelph	32.00	32.00				70	55	CN	Culverts	Stream	n/a	
T	GEXR Guelph		32.50				70	55	CN				Locations identified in Report "Georgetown to Kitchener Rail Expansion environmental Assessment"
T	GEXR Guelph		32.58				70	55	CN	Overhead Bridge	5th Avenue	Required	
T	GEXR Guelph		32.75				70	55	CN	Culverts	Stream	n/a	

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	GEAR Guelph	33.00	32.80				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		33.00				70	55	CN	Culverts	Black Creek	n/a	
T	GEAR Guelph		33.07				70	55	CN	Level Crossing	4th Line Rd. (L)	n/a	
T	GEAR Guelph		33.54				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph	34.00	34.00				70	55	CN	Level Crossing	3rd Line road	n/a	
T	GEAR Guelph		34.25				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		34.29				70	55	CN	Culverts	Creek	n/a	
T	GEAR Guelph		34.40				70	55	CN	Level Crossing	Private Road	n/a	
T	GEAR Guelph		34.57				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		34.85				70	55	CN	Level Crossing	Private Road	n/a	
T	GEAR Guelph	35.00	34.96				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		35.00				70	55	CN	Level Crossing	Queen Street	n/a	
T	GEAR Guelph		35.48				70	55	CN	Level Crossing	Mill St. Hwy. 7	n/a	
T	GEAR Guelph		35.68				70	55	CN	Culverts	?	n/a	
T	GEAR Guelph	36.00	36.00				70	55	CN				
T	GEAR Guelph		36.01	Platform End	Acton Station		70	55	CN				
T	GEAR Guelph		36.02	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.03	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.04	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.05	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.06	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.07	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.08	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.09	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.10	Station	Acton Station		70	55	CN				
T	GEAR Guelph		36.11	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.12	Platform	Acton Station		70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		36.13	Platform	Acton Station		70	55	CN				
T	GEAR Guelph		36.39				70	55	CN	Culverts	Main St. Hwy. 25	n/a	
T	GEAR Guelph		36.75				70	55	CN	Level Crossing	Stream	n/a	
T	GEAR Guelph	37.00	37.00				70	55	CN	Level Crossing	Farm Crossing	n/a	
T	GEAR Guelph		37.20				70	55	CN				
T	GEAR Guelph		37.38	Hot Box Detector			70	55	CN	Level Crossing	Dublin Line	n/a	
T	GEAR Guelph	38.00	38.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		38.09				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		38.16				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		38.21				70	55	CN	Slowway	Town Line Rd.	n/a	
T	GEAR Guelph		38.29				70	55	CN	Level Crossing	Region and County Line	n/a	
T	GEAR Guelph		38.40				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		38.75				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		38.84				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph	39.00	39.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		39.15				70	55	CN	Level Crossing	7th Line Rd.	n/a	
T	GEAR Guelph		39.22				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		39.41				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		39.59				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph	40.00	39.61				70	55	CN	Level Crossing	Farm Crossing	n/a	
T	GEAR Guelph		40.25				70	55	CN	Culverts	Creek	n/a	
T	GEAR Guelph		40.56				70	55	CN	Overhead Bridge	8th Line Rd.	Required	
T	GEAR Guelph		40.63				70	55	CN	Level Crossing	Wellington Road 50	n/a	
T	GEAR Guelph		40.73				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph	41.00	40.73				70	55	CN	Culverts	Creek	n/a	
T	GEAR Guelph		41.00				70	55	CN	Subway	Eramosa River	n/a	540 ft

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	GEAR Guelph		41.15				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		41.30				70	55	CN	Level Crossing	Main St. (Rockwood)	n/a	
T	GEAR Guelph		41.36	Track Switches	K.B51 Siding = 2530'		70	55	CN				Dual Control Switch (Phase 1). Siding to Mileage 41.95
T	GEAR Guelph		41.37				70	55	CN				
T	GEAR Guelph		41.38				70	55	CN				
T	GEAR Guelph		41.39				70	55	CN				
T	GEAR Guelph		41.40				70	55	CN				
T	GEAR Guelph		41.41	Marker	Rockout		70	55	CN				
T	GEAR Guelph		41.70				70	55	CN				
T	GEAR Guelph		41.89				70	55	CN				
T	GEAR Guelph		41.90				70	55	CN				
T	GEAR Guelph		41.91				70	55	CN				
T	GEAR Guelph		41.92				70	55	CN				
T	GEAR Guelph		41.93				70	55	CN				
T	GEAR Guelph		41.94				70	55	CN				
T	GEAR Guelph		41.95				70	55	CN				
T	GEAR Guelph		41.96	Track Switches	K.B51 Siding = 2530'		70	55	CN				Dual Control Switch (Phase 1).Siding From Mileage 41.37
T	GEAR Guelph		41.97				70	55	CN				
T	GEAR Guelph		41.98				70	55	CN				
T	GEAR Guelph	42.00	42.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		42.10				70	55	CN				
T	GEAR Guelph		42.19				70	55	CN	Culverts	Farmas Cattle Underpass 4th Line Rd.	n/a	
T	GEAR Guelph		42.27				70	55	CN	Level Crossing	Farm Crossing	n/a	
T	GEAR Guelph		42.41				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		42.80				70	55	CN	Level Crossing	Farm Crossing	n/a	
T	GEAR Guelph	43.00	43.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		43.02				70	55	CN	Level Crossing	3rd Line Rd.	n/a	
T	GEAR Guelph		43.35				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		43.63				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		43.87				70	55	CN	Level Crossing	Wellington Road 29	n/a	
T	GEAR Guelph	44.00	44.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		44.26				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		44.27				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		44.54				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		44.79				70	55	CN	Overhead Bridge	Jones Baseline Con. 1-3	Required	
T	GEAR Guelph		44.83				70	55	CN	Level Crossing	Farm Crossing	n/a	
T	GEAR Guelph	45.00	45.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		45.01				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		45.31				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		45.50				70	55	CN	Culverts	Private Road	n/a	
T	GEAR Guelph		45.52				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		45.80				70	55	CN	Level Crossing	Private road	n/a	
T	GEAR Guelph	46.00	46.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		46.22				70	55	CN	Level Crossing	Watson Road	n/a	
T	GEAR Guelph		46.45				70	55	CN	Subway	Watson Pkwy	n/a	
T	GEAR Guelph		46.58				70	55	CN	Culverts	Clyde creek	n/a	
T	GEAR Guelph		46.91				70	55	CN	Level Crossing	Cityview Dr.	n/a	
T	GEAR Guelph		46.92				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph	47.00	47.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.29				70	55	CN	Subway	Victoria St.	n/a	
T	GEAR Guelph		47.57				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.92	Track Switches	North Side Track turnout to South Side Track		70	55	CN	Subway	Stevenson St. N.	n/a	
T	GEAR Guelph		47.93				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.94				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.95				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.96				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.97				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.98				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		47.99				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph	48.00	48.00				70	55	CN	Culverts	Stream	n/a	
T	GEAR Guelph		48.01				70	55	CN	Culverts	Stream	n/a	

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	GEAR Guelph		48.26				70	55	CN	Overhead Bridge	Melville & Huron St.	Required	
T	GEAR Guelph		48.46				70	55	CN	Subway	Arthur St.	n/a	
T	GEAR Guelph		48.49				70	55	CN	Subway	Speed River	n/a	
T	GEAR Guelph		48.50				70	55	CN	Subway	CP Goodrich Sub	n/a	
T	GEAR Guelph		48.51				70	55	CN	Subway	Wellington St. E	n/a	
T	GEAR Guelph		48.52				70	55	CN				
T	GEAR Guelph		48.53				70	55	CN				
T	GEAR Guelph		48.54				70	55	CN				
T	GEAR Guelph		48.55				70	55	CN				
T	GEAR Guelph		48.56				70	55	CN				
T	GEAR Guelph		48.57				70	55	CN				
T	GEAR Guelph		48.58				70	55	CN				
T	GEAR Guelph		48.59				70	55	CN				
T	GEAR Guelph		48.60				70	55	CN				
T	GEAR Guelph		48.61				70	55	CN				
T	GEAR Guelph		48.62				70	55	CN				
T	GEAR Guelph		48.63				70	55	CN				
T	GEAR Guelph		48.64				70	55	CN				
T	GEAR Guelph		48.65				70	55	CN				
T	GEAR Guelph		48.66				70	55	CN	Subway	Nevee St. Pedestrian Crossing	n/a	
T	GEAR Guelph		48.70				70	55	CN				
T	GEAR Guelph		48.71				70	55	CN				
T	GEAR Guelph		48.72				70	55	CN				
T	GEAR Guelph		48.73				70	55	CN				
T	GEAR Guelph		48.74				70	55	CN				
T	GEAR Guelph		48.75				70	55	CN				
T	GEAR Guelph		48.76				70	55	CN				
T	GEAR Guelph		48.77				70	55	CN				
T	GEAR Guelph		48.78				70	55	CN				
T	GEAR Guelph		48.79				70	55	CN	Subway	Wyndham St.	n/a	
T	GEAR Guelph		48.80				10	10	CN				
T	GEAR Guelph		48.81				10	10	CN				
T	GEAR Guelph		48.82				10	10	CN				
T	GEAR Guelph		48.83				10	10	CN				
T	GEAR Guelph		48.84				10	10	CN				
T	GEAR Guelph		48.85				10	10	CN				
T	GEAR Guelph		48.86				10	10	CN				
T	GEAR Guelph		48.87				10	10	CN				
T	GEAR Guelph		48.88				10	10	CN				
T	GEAR Guelph		48.89				10	10	CN				
T	GEAR Guelph		48.90				10	10	CN				
T	GEAR Guelph		48.94				10	10	CN	Subway	Wilson St.	n/a	
T	GEAR Guelph		48.96				10	10	CN	Subway	Norfolk St.	n/a	
T	GEAR Guelph	48.00	49.00				10	10	CN				
T	GEAR Guelph		49.06				10	10	CN				
T	GEAR Guelph		49.20				10	10	CN	Level Crossing	Dublin St.	n/a	
T	GEAR Guelph		49.29				10	10	CN	Level Crossing	Glasgow St.	n/a	
T	GEAR Guelph		49.33				10	10	CN	Chverts	Stream	n/a	
T	GEAR Guelph		49.41				10	10	CN	Level Crossing	Yorkshire St.	n/a	
T	GEAR Guelph		49.42				10	10	CN				
T	GEAR Guelph		49.43				10	10	CN				
T	GEAR Guelph		49.44				10	10	CN				
T	GEAR Guelph		49.45				10	10	CN				
T	GEAR Guelph		49.46				10	10	CN				
T	GEAR Guelph		49.47				10	10	CN				
T	GEAR Guelph		49.48				10	10	CN				
T	GEAR Guelph		49.49				10	10	CN				
T	GEAR Guelph		49.50				10	10	CN				
T	GEAR Guelph		49.51				10	10	CN				
T	GEAR Guelph		49.52				10	10	CN				
T	GEAR Guelph		49.53				10	10	CN				
T	GEAR Guelph		49.54				10	10	CN	Level Crossing	Edinburgh Rd.	n/a	

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	GEAR Guelph		49.55				10	10	CN				
T	GEAR Guelph		49.56				10	10	CN				
T	GEAR Guelph		49.57				10	10	CN				
T	GEAR Guelph		49.58				10	10	CN				
T	GEAR Guelph		49.59		South Track turnout		10	10	CN				
T	GEAR Guelph		49.60				10	10	CN				
T	GEAR Guelph		49.61				10	10	CN				
T	GEAR Guelph		49.62				10	10	CN				
T	GEAR Guelph		49.63				10	10	CN				
T	GEAR Guelph		49.64		North Side Track turnout		10	10	CN				
T	GEAR Guelph		49.65		Track turnout to Feigus Spur		10	10	CN				
T	GEAR Guelph		49.70				10	10	CN				
T	GEAR Guelph		49.72				10	10	CN				
T	GEAR Guelph		49.73				10	10	CN				
T	GEAR Guelph		49.74				10	10	CN				
T	GEAR Guelph		49.75				10	10	CN				
T	GEAR Guelph		49.76				10	10	CN				
T	GEAR Guelph		49.77				10	10	CN				
T	GEAR Guelph		49.78				10	10	CN				
T	GEAR Guelph		49.79				10	10	CN				
T	GEAR Guelph		49.80				70	10	CN	Level Crossing	Alain St	nila	
T	GEAR Guelph		49.81				70	10	CN	Culverts	Drain Culvert	nila	
T	GEAR Guelph		49.82				70	10	CN				
T	GEAR Guelph		49.83				70	10	CN				
T	GEAR Guelph		49.86		Siding to XV20 - 1680'		70	10	CN				
T	GEAR Guelph		49.87				70	55	CN				
T	GEAR Guelph		49.88				70	55	CN				
T	GEAR Guelph		49.89				70	55	CN				
T	GEAR Guelph		49.90		Track turnout to Guelph North Spur		70	55	CN				
T	GEAR Guelph		49.91				70	55	CN				
T	GEAR Guelph		49.96				70	55	CN				
T	GEAR Guelph		49.97				70	55	CN				
T	GEAR Guelph		49.98				70	55	CN				
T	GEAR Guelph		50.00				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph		50.01				70	55	CN				
T	GEAR Guelph		50.02				70	55	CN				
T	GEAR Guelph		50.03				70	55	CN				
T	GEAR Guelph		50.04				70	55	CN				
T	GEAR Guelph		50.05				70	55	CN				
T	GEAR Guelph		50.16				70	55	CN				
T	GEAR Guelph		50.17				70	55	CN				
T	GEAR Guelph		50.18				70	55	CN				
T	GEAR Guelph		50.19		Track Siding - XV20-1680'		70	55	CN				
T	GEAR Guelph		50.20				70	55	CN				
T	GEAR Guelph		50.21				70	55	CN				
T	GEAR Guelph		50.37				70	55	CN	Subway	Swincreek Parkway	nila	
T	GEAR Guelph		50.45				70	55	CN	Subway	Hanton Expressway Hwy. 6 & 7	nila	
T	GEAR Guelph		50.51				70	55	CN	Subway	Palsey Road West	nila	
T	GEAR Guelph		50.55				70	55	CN	Culverts	Dry Culvert	nila	
T	GEAR Guelph		50.56		Dual Control Switch (Phase 1)		70	55	CN				
T	GEAR Guelph		50.57				70	55	CN				
T	GEAR Guelph		50.58				70	55	CN				
T	GEAR Guelph		50.59				70	55	CN				
T	GEAR Guelph		50.60				70	55	CN				
T	GEAR Guelph		50.61				70	55	CN				
T	GEAR Guelph		50.69				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph	51.00	51.00				70	55	CN	Culverts	Storm Sewer	nila	
T	GEAR Guelph		51.15				70	55	CN	Culverts	Imperial Road	nila	
T	GEAR Guelph		51.30				70	55	CN	Subway	Elmira Road	nila	
T	GEAR Guelph		51.80				70	55	CN	Subway	Culvert	nila	
T	GEAR Guelph		51.91				70	55	CN	Culverts	Culvert	nila	

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	GEAR Guelph	52.00	52.00				70	55	CN	Level Crossing	Farm Crossing	nila	
T	GEAR Guelph		52.09				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph		52.15				70	55	CN	Level Crossing	Farm Crossing	nila	
T	GEAR Guelph		52.41				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph		52.64				70	55	CN	Level Crossing	Wellington Road 32	nila	
T	GEAR Guelph	53.00	53.00				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph		53.34				70	55	CN	Level Crossing	Private Road	nila	
T	GEAR Guelph		53.47				70	55	CN	Level Crossing		nila	
T	GEAR Guelph		53.63				70	55	CN				To Mileage 54.04
T	GEAR Guelph		53.84				70	55	CN				
T	GEAR Guelph		53.73				70	55	CN	Level Crossing	Farm Crossing	nila	
T	GEAR Guelph		53.74				70	55	CN				
T	GEAR Guelph		53.75				70	55	CN				
T	GEAR Guelph	54.00	54.00				70	55	CN				
T	GEAR Guelph		54.01				70	55	CN				
T	GEAR Guelph		54.02				70	55	CN				
T	GEAR Guelph		54.03				70	55	CN				
T	GEAR Guelph		54.04				70	55	CN	Level Crossing	Shesbake Avenue	nila	From Mileage 53.64
T	GEAR Guelph		54.05				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph		54.07				70	55	CN	Level Crossing	Woolwich-Culph Trail	nila	
T	GEAR Guelph		54.37				70	55	CN	Culverts	Creek	nila	
T	GEAR Guelph		54.61				70	55	CN				
T	GEAR Guelph	55.00	55.00				70	55	CN	Level Crossing	Farm Crossing	nila	
T	GEAR Guelph		55.01				70	55	CN				
T	GEAR Guelph		55.23				70	55	CN				
T	GEAR Guelph		55.30				70	55	CN				
T	GEAR Guelph		55.31				70	55	CN				
T	GEAR Guelph		55.32				70	55	CN				
T	GEAR Guelph		55.41				70	55	CN	Level Crossing	Farm Crossing	nila	
T	GEAR Guelph	56.00	56.00				70	55	CN				
T	GEAR Guelph		56.05				70	55	CN				
T	GEAR Guelph		56.12				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph		56.13				70	55	CN				
T	GEAR Guelph		56.14				70	55	CN	Subway	Shantz Station Rd.	nila	
T	GEAR Guelph		56.20				70	55	CN				
T	GEAR Guelph	57.00	57.00				70	55	CN	Culverts	Culvert	nila	
T	GEAR Guelph		57.16				70	55	CN	Level Crossing	Wurster Pl.	nila	
T	GEAR Guelph		57.19				70	55	CN	Culverts	Stream	nila	
T	GEAR Guelph		57.41				70	55	CN	Level Crossing	Private Road	nila	
T	GEAR Guelph		57.66				70	55	CN	Culverts	Stream	nila	
T	GEAR Guelph		57.67				70	55	CN	Culverts	Stream	nila	
T	GEAR Guelph		57.68				70	55	CN				
T	GEAR Guelph		57.69				70	55	CN				
T	GEAR Guelph		57.70				70	55	CN				
T	GEAR Guelph		57.71				70	55	CN				
T	GEAR Guelph	58.00	58.00				70	55	CN	Level Crossing	Track turnout	nila	
T	GEAR Guelph		58.05				70	55	CN				
T	GEAR Guelph		58.23				70	55	CN	Level Crossing	Foundation St.	nila	
T	GEAR Guelph		58.30				70	55	CN				
T	GEAR Guelph		58.31				70	55	CN				
T	GEAR Guelph		58.32				70	55	CN	Platform End	Breslau Station		
T	GEAR Guelph		58.33				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.33				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.34				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.35				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.36				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.37				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.38				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.39				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.40				70	55	CN	Station	Breslau Station		
T	GEAR Guelph		58.41				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph		58.42				70	55	CN	Platform	Breslau Station		
T	GEAR Guelph						70	55	CN	Level Crossing	Woolwich Street Reg. Road 17.	nila	Marker - CN - Breslau Station

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	GEAR Guelph		58.43	Platform	Breslau Station		70	55	CN				
T	GEAR Guelph		58.44	Platform	Breslau Station		70	55	CN				
T	GEAR Guelph		58.45	Platform	Breslau Station		70	55	CN				
T	GEAR Guelph		58.46	Platform	Breslau Station		70	55	CN				
T	GEAR Guelph		58.47	Platform	Breslau Station		70	55	CN				
T	GEAR Guelph		58.48	Platform	Breslau Station		70	55	CN				
T	GEAR Guelph		58.49	Platform End	Breslau Station		70	55	CN				
T	GEAR Guelph		58.50	Signal			70	55	CN				
T	GEAR Guelph		58.70				70	55	CN	River Bridge	Grand River 413 Fl. Pathway	n/a	No walkway or handrails
T	GEAR Guelph	59.00	59.00				70	55	CN	Subway		n/a	
T	GEAR Guelph		59.03				70	55	CN	Subway	Victoria St, Hwy 7	n/a	
T	GEAR Guelph		59.67				70	55	CN	Level Crossing	Biggemans Centre Dr.	n/a	
T	GEAR Guelph		59.80				70	55	CN	Level Crossing	Biggemans Centre Dr.	n/a	
T	GEAR Guelph		60.00				70	55	CN				
T	GEAR Guelph		60.29				70	55	CN				
T	GEAR Guelph		60.30	Track Switches			70	55	CN				
T	GEAR Guelph		60.31		Track turnout		70	55	CN				
T	GEAR Guelph		60.32				70	55	CN				
T	GEAR Guelph		60.33				70	55	CN				
T	GEAR Guelph		60.34	Track Switches	Track turnout		70	55	CN				
T	GEAR Guelph		60.35				70	55	CN				
T	GEAR Guelph	61.00	61.00				70	55	CN	Overhead Bridge	River Bridge Pedestrian Bridge	Required	
T	GEAR Guelph		61.11				70	55	CN				
T	GEAR Guelph		61.44				70	55	CN	Subway	Conestoga Parkway Hwy 85	n/a	
T	GEAR Guelph		61.47				70	55	CN				
T	GEAR Guelph		61.48	Track Switches	Track turnout to H31 Sliding		70	55	CN				
T	GEAR Guelph		61.49				70	55	CN				
T	GEAR Guelph		61.50				70	55	CN				
T	GEAR Guelph		61.51				70	55	CN				
T	GEAR Guelph		61.52				70	55	CN				
T	GEAR Guelph		61.53				70	55	CN				
T	GEAR Guelph		62.06	Signal			30	55	CN	Level Crossing	Lancaster St. Reg Rd. 29	n/a	
T	GEAR Guelph		62.09	Track Switches	Track siding to H70		30	55	CN				
T	GEAR Guelph		62.10	Track Switches	Track turnout		30	55	CN				
T	GEAR Guelph		62.11				30	55	CN				
T	GEAR Guelph		62.12				30	55	CN				
T	GEAR Guelph		62.13				30	55	CN				
T	GEAR Guelph		62.14				30	55	CN				
T	GEAR Guelph		62.15				30	55	CN				
T	GEAR Guelph		62.16				30	55	CN				
T	GEAR Guelph		62.17				30	55	CN				
T	GEAR Guelph		62.18				30	55	CN				
T	GEAR Guelph		62.19				30	55	CN				
T	GEAR Guelph		62.20				30	55	CN				
T	GEAR Guelph		62.21				30	55	CN				
T	GEAR Guelph		62.22				30	55	CN				
T	GEAR Guelph		62.23				30	55	CN				
T	GEAR Guelph		62.24				30	55	CN				
T	GEAR Guelph		62.25				30	55	CN				
T	GEAR Guelph		62.26				30	55	CN	Level Crossing	Saint Ledger St.	n/a	
T	GEAR Guelph		62.27				30	55	CN				
T	GEAR Guelph		62.28				30	55	CN				
T	GEAR Guelph		62.29				30	55	CN				
T	GEAR Guelph		62.30				30	55	CN				
T	GEAR Guelph		62.31				30	55	CN				
T	GEAR Guelph		62.32				30	55	CN				
T	GEAR Guelph		62.33	Marker	Siding to Beckers Lay Tech		30	55	CN				
T	GEAR Guelph		62.34				30	55	CN				
T	GEAR Guelph		62.35				30	55	CN				
T	GEAR Guelph		62.36				30	55	CN				

GO Georgetown Line

Track Layout Sketch (Under Development)	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	GERX Guelph		62.37				30	55	CN				
T	GERX Guelph		62.38				30	55	CN				
T	GERX Guelph		62.39				30	55	CN				
T	GERX Guelph		62.40	Track Switches	Turnout to siding H70		30	55	CN				
T	GERX Guelph		62.41				30	55	CN				
T	GERX Guelph		62.42				30	55	CN				
T	GERX Guelph		62.43				30	55	CN				
T	GERX Guelph		62.44				30	55	CN				
T	GERX Guelph		62.45				30	55	CN				
T	GERX Guelph		62.46				30	55	CN	Overhead Bridge	Margaret Ave.	Required	
T	GERX Guelph		62.47				30	55	CN				
T	GERX Guelph		62.48				30	55	CN				
T	GERX Guelph		62.49				30	55	CN				
T	GERX Guelph		62.50	Platform End	Kitchener Station		30	55	CN				
T	GERX Guelph		62.51	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.52	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.53	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.54	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.55	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.56	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.57	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.58	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.59	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.60	Station	Kitchener Station		30	55	CN				
T	GERX Guelph		62.61	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.62	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.63	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.64	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.65	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.66	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.67	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.68	Platform	Kitchener Station		30	55	CN				
T	GERX Guelph		62.69	Platform End	Kitchener Station		30	55	CN				
										Lewis Crossing	Athens St.	na	

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Station	Description	Speed Limit		Crossings		Comments/Remarks	
T	T						ASL	FRT	Description	Crossing	Clearance	Comments/Remarks
T	T	USRC	0	0.00	Station	Union Station	45	15				Speed Change
T	T	USRC	0.01	0.01	Platform	Union Station	45	15				
T	T	USRC	0.02	0.02	Platform	Union Station	45	15				
T	T	USRC	0.03	0.03	Platform	Union Station	45	15				
T	T	USRC	0.04	0.04	Platform	Union Station	45	15				
T	T	USRC	0.05	0.05	Platform	Union Station	45	15				
T	T	USRC	0.06	0.06	Platform	Union Station	45	15				
T	T	USRC	0.07	0.07	Platform	Union Station	45	15				
T	T	USRC	0.08	0.08	Platform	Union Station	45	15				
T	T	USRC	0.09	0.09	Platform	Union Station	45	15				
T	T	USRC	0.10	0.10	Platform	Union Station	45	15				
T	T	USRC	0.11	0.11	Platform	Union Station	45	15				
T	T	USRC	0.12	0.12	Platform	Union Station	45	15				
T	T	USRC	0.13	0.13	Platform	Union Station	45	15				
T	T	USRC	0.14	0.14	Platform	Union Station	45	15				
T	T	USRC	0.15	0.15	Platform	Union Station	45	15				
T	T	USRC	0.16	0.16	Platform	Union Station	45	15				
T	T	USRC	0.17	0.17	Platform	Union Station	45	15				
T	T	USRC	0.18	0.18	Platform	Union Station	45	15				
T	T	USRC	0.19	0.19	Platform	Union Station	45	15				
T	T	USRC	1	1.00			45	15				
T	T	USRC		1.09	1.09	Marker	45	15	Overhead Bridge	Bathurst Street		required
T	T	USRC		1.10	1.10	Marker	45	15				
T	T	USRC		1.44	1.44		30	30	Level Crossing	Strachan Avenue		City of Toronto, Lights and Gates, 9 existing tracks. Note: Speed Limit approaching Crossing 30MPH until crossing occupied, both directions
T	T	Lower Galt		1.45	1.45	Marker	50	45-50				
T	T	Lower Galt		1.49	1.49	Marker	50	45-50				
T	T	Lower Galt		1.50	1.50	Marker	50	45-50				
T	T	Lower Galt		1.97	1.97		50	45-50	Subway	King Street		n/a
T	T	Lower Galt	2	2.00	2.00		50	45-50				
T	T	Lower Galt		2.33	2.33		50	45-50	Subway	Queen Street		n/a
T	T	Lower Galt		2.62	2.62		50	45-50	Subway	Brock Avenue		n/a
T	T	Lower Galt	3	3.00	3.00		50	45-50	Overhead Bridge	Dundas Street		required
T	T	Lower Galt		3.34	3.34		50	45-50	Subway	Bloor Street		n/a
T	T	Lower Galt		3.81	3.81		50	45-50				
T	T	Lower Galt		3.82	3.82	Platform	50	45-50				
T	T	Lower Galt		3.83	3.83	Platform	50	45-50				
T	T	Lower Galt		3.84	3.84	Platform	50	45-50				
T	T	Lower Galt		3.85	3.85	Platform	50	45-50				
T	T	Lower Galt		3.86	3.86	Platform	50	45-50				
T	T	Lower Galt		3.87	3.87	Platform	50	45-50				
T	T	Lower Galt		3.88	3.88	Platform	50	45-50				
T	T	Lower Galt		3.89	3.89	Platform	50	45-50				
T	T	Lower Galt		3.90	3.90	Platform	50	45-50				
T	T	Lower Galt		3.91	3.91	Platform	50	45-50				
T	T	Lower Galt		3.92	3.92	Platform	50	45-50				
T	T	Lower Galt		3.93	3.93	Platform	50	45-50				
T	T	Lower Galt		3.94	3.94	Platform	50	45-50				
T	T	Lower Galt		3.95	3.95	Platform	50	45-50				
T	T	Lower Galt		3.96	3.96	Platform	50	45-50				
T	T	Lower Galt		3.97	3.97	Platform	50	45-50				
T	T	Lower Galt		3.98	3.98	Platform	50	45-50				
T	T	Lower Galt		3.99	3.99	Platform	50	45-50				
T	T	Lower Galt	4	4.00	4.00	Marker	50	45-50				
T	T	Lower Galt		4.00	4.00	Station	50	45-50	Overhead Bridge	Wallace Avenue Pedestrian		required
T	T	Lower Galt		4.01	4.01		50	45-50				
T	T	Lower Galt		4.12	4.12		50	45-50				
T	T	Lower Galt		4.20	4.20		50	45-50	Subway	Dupont Street		n/a
T	T	Lower Galt		4.45	4.45		50	45-50				
T	T	Lower Galt		4.67	4.67		50	45-50				
T	T	Lower Galt		4.68	4.68		50	45-50				
T	T	Lower Galt		4.69	4.69		50	45-50				
T	T	Lower Galt		4.70	4.70		50	45-50				
T	T	Lower Galt		4.71	4.71		50	45-50				
T	T	Lower Galt		4.72	4.72		50	45-50				

CP York Sub

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks
T	T							ASL	Grade		PAX	FRT		
T	T	x Lower Galt	4.73	4.73				50	45-50	GO				North Track Maximum 30 mph due to curve geometry
T	T	x Lower Galt	4.74	4.74				50	45-50	GO				North Track Maximum 30 mph due to curve geometry
T	T	x Lower Galt	4.75	4.75				50	45-50	GO				North Track Maximum 30 mph due to curve geometry
T	T	x Lower Galt	4.76	4.76				50	45-50	GO				North Track Maximum 30 mph due to curve geometry
T	T	x Lower Galt	4.77	4.77				50	45-50	GO				North Track Maximum 30 mph due to curve geometry
T	T	x Lower Galt	4.78	4.78				50	45-50	GO				North Track Maximum 30 mph due to curve geometry
T	T	x Lower Galt	4.79	4.79				50	45-50	GO				North Track Maximum 30 mph due to curve geometry
T	T	x Lower Galt	4.80	4.80		West Toronto Diamond		50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.81	4.81				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.82	4.82				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.83	4.83				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.84	4.84				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.86	4.86				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.88	4.88				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.89	4.89				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.90	4.90				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.91	4.91				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.92	4.92				50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.93	4.93		Signal		50	45-50	CP				North Track Maximum 30 mph due to curve geometry
T	T	x Galt	4.94	4.94				50	45-50	CP	Subway		n/a	Capacity to add 2 tracks to south.
T	T	x Galt	4.95	4.95				50	45-50	CP				
T	T	x Galt	4.96	4.96				50	45-50	CP				
T	T	x Galt	4.97	4.97				50	45-50	CP				
T	T	x Galt	4.98	4.98				50	45-50	CP				
T	T	x Galt	4.99	4.99				50	45-50	CP				
T	T	x Galt	5.00	5.00				50	45-50	CP				
T	T	x Galt	5.16	5.16				50	45-50	CP	Culvert			
T	T	x Galt	5.17	5.17				50	45-50	CP				
T	T	x Galt	5.18	5.18				50	45-50	CP				
T	T	x Galt	5.47	5.47		Lambton		50	45-50	CP	Culvert			
T	T	x Galt	5.80	5.80		Marker		50	45-50	CP				
T	T	x Galt	5.87	5.87				50	45-50	CP	Subway		n/a	12 existing, 12 required
T	T	x Galt	5.98	5.98				50	45-50	CP	Culvert			
T	T	x Galt	6.00	6.00				50	45-50	CP				
T	T	x Galt	6.25	6.25				50	45-50	CP				
T	T	x Galt	6.43	6.43				50	45-50	CP	Subway		n/a	12 existing tracks, 12 required
T	T	x Galt	6.44	6.44				50	45-50	CP				
T	T	x Galt	6.45	6.45				50	45-50	CP				
T	T	x Galt	6.46	6.46				50	45-50	CP				
T	T	x Galt	6.47	6.47				50	45-50	CP				
T	T	x Galt	6.48	6.48				50	45-50	CP				
T	T	x Galt	6.49	6.49				50	45-50	CP				
T	T	x Galt	6.50	6.50				50	45-50	CP				
T	T	x Galt	6.51	6.51				50	45-50	CP				
T	T	x Galt	6.52	6.52				50	45-50	CP				
T	T	x Galt	6.53	6.53				50	45-50	CP				
T	T	x Galt	6.54	6.54				50	45-50	CP				
T	T	x Galt	6.55	6.55				50	45-50	CP				
T	T	x Galt	6.56	6.56				50	45-50	CP				
T	T	x Galt	6.57	6.57				50	45-50	CP				
T	T	x Galt	6.58	6.58				50	45-50	CP				
T	T	x Galt	6.59	6.59				50	45-50	CP				
T	T	x Galt	6.60	6.60		Track Switch		50	45-50	CP				
T	T	x Galt	6.61	6.61		Track Switch		50	45-50	CP				
T	T	x Galt	6.62	6.62		Track Switch		50	45-50	CP				
T	T	x Galt	6.63	6.63				50	45-50	CP	Subway		n/a	4 existing tracks, no room, 4 required
T	T	x Galt	6.64	6.64		Track Switch		50	45-50	CP				
T	T	x Galt	6.65	6.65		Track Switch		50	45-50	CP				
T	T	x Galt	6.66	6.66		Track Switch		50	45-50	CP				
T	T	x Galt	6.67	6.67		Track Switch		50	45-50	CP				
T	T	x Galt	6.68	6.68				50	45-50	CP				
T	T	x Galt	6.69	6.69		Track Switch		50	45-50	CP				

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Crossings			Comments/Remarks		
								Crossing	Description	Clearance			
		Elevation		Speed Limit		Owner							
		ASL	Grade	PAX	FRT								
x	T	Galt	6.70	6.70	Track Switch								
x	T	Galt	6.71	6.71	Track Switch								
x	T	Galt	6.72	6.72									
x	T	Galt	6.80	6.80	Marker		Scarlett Road						
x	T	Galt	6.89	6.89									
x	T	Galt	6.90	6.90									
x	T	Galt	6.91	6.91									
x	T	Galt	6.92	6.92									
x	T	Galt	6.93	6.93									
x	T	Galt	6.94	6.94									
x	T	Galt	6.95	6.95									
x	T	Galt	6.96	6.96									
x	T	Galt	6.97	6.97									
x	T	Galt	6.98	6.98									
x	T	Galt	6.99	6.99									
x	T	Galt	7.00	7.00									
x	T	Galt	7.01	7.01									
x	T	Galt	7.02	7.02									
x	T	Galt	7.03	7.03									
x	T	Galt	7.04	7.04									
x	T	Galt	7.05	7.05									
x	T	Galt	7.06	7.06									
x	T	Galt	7.07	7.07									
x	T	Galt	7.08	7.08									
x	T	Galt	7.09	7.09									
x	T	Galt	7.10	7.10									
x	T	Galt	7.11	7.11									
x	T	Galt	7.12	7.12									
x	T	Galt	7.13	7.13									
x	T	Galt	7.30	7.30	Marker		Humber						
x	T	Galt	7.40	7.40									
x	T	Galt	7.50	7.50	Marker		Royal York						
x	T	Galt	7.58	7.58									
x	T	Galt	7.59	7.59	Track Switch								
x	T	Galt	7.60	7.60									
x	T	Galt	7.61	7.61	Track Switch								
x	T	Galt	7.62	7.62	Track Switch								
x	T	Galt	7.63	7.63									
x	T	Galt	7.64	7.64	Track Switch								
x	T	Galt	7.65	7.65	Track Switch								
x	T	Galt	7.66	7.66									
x	T	Galt	7.67	7.67	Track Switch								
x	T	Galt	7.68	7.68	Track Switch								
x	T	Galt	7.69	7.69									
x	T	Galt	7.70	7.70	Track Switch								
x	T	Galt	7.71	7.71									
x	T	Galt	7.76	7.76									
x	T	Galt	7.80	7.80									
x	T	Galt	7.85	7.85									
x	T	Galt	8.00	8.00									
x	T	Galt	8.15	8.15									
x	T	Galt	8.35	8.35									
x	T	Galt	8.40	8.40									
x	T	Galt	8.60	8.60									
x	T	Galt	8.60	8.60									
x	T	Galt	8.64	8.64									
x	T	Galt	8.70	8.70									

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation			Crossings			Comments/Remarks	
								ASL	Grade	PAX	FRT	Owner	Crossing	Description	Clearance
T T T T T Platform		Galt	8.77	8.77		Track Switch	turnout to additional track		70	30-50	CP				
T T T T T Platform		Galt	8.78	8.78					70	30-50	CP				
T T T T T Platform		Galt	8.79	8.79					70	30-50	CP				
T T T T T Platform		Galt	8.80	8.80		Marker			70	30-50	CP				
T T T T T Platform		Galt	8.90	8.90		Marker			70	30-50	CP				
T T T T T Platform		Galt	8.92	8.92					70	30-50	CP				
T T T T T Platform		Galt	8.95	8.95					70	30-50	CP				
T T T T T Platform		Galt	8.99	8.99					70	30-50	CP				
T T T T T Platform		Galt	9.00	9.00					70	30-50	CP				
T T T T T Platform		Galt	9.20	9.20		Track Switch	T2 to T3		70	30-50	CP				
T T T T T Platform		Galt	9.38	9.38					70	30-50	CP				
T T T T T Platform		Galt	9.39	9.39					70	30-50	CP				
T T T T T Platform		Galt	9.40	9.40		Track Switch	T3 to T2		70	30-50	CP				
T T T T T Platform		Galt	9.41	9.41		Track Switch	T4 to T3		70	30-50	CP				
T T T T T Platform		Galt	9.42	9.42		Track Switch	Turnout to Canpa Sub to Oakville		70	30-50	CP				
T T T T T Platform		Galt	9.43	9.43		Track Switch	T3 to T2		70	30-50	CP				
T T T T T Platform		Galt	9.44	9.44		Track Switch	T3 to T4		70	30-50	CP				
T T T T T Platform		Galt	9.45	9.45					70	30-50	CP				
T T T T T Platform		Galt	9.46	9.46		Track Switch	T2 to T3		70	30-50	CP				
T T T T T Platform		Galt	9.47	9.47					70	30-50	CP				
T T T T T Platform		Galt	9.50	9.50					70	30-50	CP				
T T T T T Platform		Galt	9.51	9.51		Track Switch	T2 to T1		70	30-50	CP				
T T T T T Platform		Galt	9.52	9.52					70	30-50	CP				
T T T T T Platform		Galt	9.53	9.53					70	30-50	CP				
T T T T T Platform		Galt	9.54	9.54		Track Switch	T1 to T2		70	30-50	CP				
T T T T T Platform		Galt	9.55	9.55		Track Switch	Turnout to ?????		70	30-50	CP				
T T T T T Platform		Galt	9.56	9.56					70	30-50	CP				
T T T T T Platform		Galt	9.57	9.57					70	30-50	CP				
T T T T T Platform		Galt	9.58	9.58		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.59	9.59		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.60	9.60		Marker	Obico		70	30-50	CP				
T T T T T Platform		Galt	9.61	9.61		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.62	9.62		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.63	9.63		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.64	9.64		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.65	9.65		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.66	9.66		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.67	9.67		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.68	9.68		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.69	9.69		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.70	9.70		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.71	9.71		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.72	9.72		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.73	9.73		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.74	9.74		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.75	9.75		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.76	9.76		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.77	9.77		Platform	Kipling GO Station		70	30-50	CP				
T T T T T Platform		Galt	9.78	9.78					70	30-50	CP				
T T T T T Platform		Galt	9.99	9.99					70	30-50	CP				
T T T T T Platform		Galt	10.00	10.00					70	30-50	CP				
T T T T T Platform		Galt	10.13	10.13					70	30-50	CP				
T T T T T Platform		Galt	10.20	10.20					70	30-50	CP				
T T T T T Platform		Galt	10.58	10.58					70	30-50	CP				
T T T T T Platform		Galt	10.60	10.60					70	30-50	CP				
T T T T T Platform		Galt	10.87	10.87					70	30-50	CP				
T T T T T Platform		Galt	10.89	10.89					70	30-50	CP				

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Station	Description	Elevation	Crossings			Comments/Remarks								
T	T							ASL	Grade	PAX		FRT	Owner	Description	Clearance				
X	T	Galt		10.90	Track Switch	Turnout to ?????													
X	T	Galt		10.91															
X	T	Galt		10.92															
X	T	Galt		10.93															
X	T	Galt	11	11.00															
X	T	Galt		11.67															
X	T	Galt		11.68															
X	T	Galt		11.69															
X	T	Galt		11.70	Track Switch	Turnout to ?????													
X	T	Galt		11.80															
X	T	Galt		11.84	Track Switch														
X	T	Galt		11.85															
X	T	Galt		11.86															
X	T	Galt		11.87	Track Switch														
X	T	Galt		11.88															
X	T	Galt		11.97															
X	T	Galt		11.98	Track Switch														
X	T	Galt		11.99															
X	T	Galt	12	12.00	Marker	Dike													
X	T	Galt		12.01															
X	T	Galt		12.02															
X	T	Galt		12.06															
X	T	Galt		12.20															
X	T	Galt		12.22															
X	T	Galt		12.23															
X	T	Galt		12.24															
X	T	Galt		12.25															
X	T	Galt		12.26															
X	T	Galt		12.27															
X	T	Galt		12.28															
X	T	Galt		12.29															
X	T	Galt		12.33															
X	T	Galt		12.34	Platform	Dike GO Station													
X	T	Galt		12.35	Platform	Dike GO Station													
X	T	Galt		12.36	Platform	Dike GO Station													
X	T	Galt		12.37	Platform	Dike GO Station													
X	T	Galt		12.38	Platform	Dike GO Station													
X	T	Galt		12.39	Platform	Dike GO Station													
X	T	Galt		12.40	Station	Dike GO Station													
X	T	Galt		12.41	Platform	Dike GO Station													
X	T	Galt		12.42	Platform	Dike GO Station													
X	T	Galt		12.43	Platform	Dike GO Station													
X	T	Galt		12.44	Platform	Dike GO Station													
X	T	Galt		12.45	Platform	Dike GO Station													
X	T	Galt		12.46	Platform	Dike GO Station													
X	T	Galt		12.47	Platform	Dike GO Station													
X	T	Galt		12.48	Platform	Dike GO Station													
X	T	Galt		12.49	Platform	Dike GO Station													
X	T	Galt		12.50	Platform	Dike GO Station													
X	T	Galt		12.51	Platform	Dike GO Station													
X	T	Galt		12.52	Platform	Dike GO Station													
X	T	Galt		12.53	Platform	Dike GO Station													
X	T	Galt		12.54															
X	T	Galt		12.58															
X	T	Galt		12.60															
X	T	Galt		12.61	Track Switch														
X	T	Galt		12.62															
X	T	Galt		12.63															
X	T	Galt		12.64	Track Switch														
X	T	Galt		12.65															
X	T	Galt		12.75															
X	T	Galt		12.85															
X	T	Galt		13.00															
X	T	Galt		13.10															
X	T	Galt		13.15															
X	T	Galt		13.62															

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	ASL	Grade	Crossings			Comments/Remarks	
T	T									T	T	T		T
										Speed Limit	Owner	Description	Clearance	Comments/Remarks
										FRT				
		Galt	13.70	13.70						70	CP	Culvert		
		Galt	13.87	13.87						60	CP	Subway	n/a	3 existing, room 1 north, 4 required
		Galt	13.90	13.90						60	CP	Culvert		
		Galt	14.00	14.00						60	CP	Culvert		
		Galt	14.17	14.17						60	CP	Overhead Bridge	23.60 ft. (NW Quadrant)	3 existing, room 1 north, 4 required. (Bridge Clearance data provided by email from Daryl Barnett, GO Transit on April 20, 2010)
		Galt	14.17	14.17						60	CP	Culvert		
		Galt	14.60	14.60		Marker	Cooksville			65	CP	River Bridge	n/a	2 existing, no room, 4 required
		Galt	14.90	14.90						65	CP			
		Galt	15.00	15.00						65	CP			
		Galt	15.20	15.20						65	CP	Culvert		
		Galt	15.25	15.25						65	CP	Subway		2 existing, no room, 4 required
		Galt	15.27	15.27		Platform	Cooksville GO Station			65	CP			
		Galt	15.28	15.28		Platform	Cooksville GO Station			65	CP			
		Galt	15.29	15.29		Platform	Cooksville GO Station			65	CP			
		Galt	15.30	15.30		Platform	Cooksville GO Station			65	CP			
		Galt	15.31	15.31		Platform	Cooksville GO Station			65	CP			
		Galt	15.32	15.32		Platform	Cooksville GO Station			65	CP			
		Galt	15.33	15.33		Platform	Cooksville GO Station			65	CP			
		Galt	15.34	15.34		Platform	Cooksville GO Station			65	CP			
		Galt	15.35	15.35		Platform	Cooksville GO Station			65	CP			
		Galt	15.36	15.36		Platform	Cooksville GO Station			65	CP			
		Galt	15.37	15.37		Platform	Cooksville GO Station			65	CP			
		Galt	15.38	15.38		Platform	Cooksville GO Station			65	CP			
		Galt	15.39	15.39		Platform	Cooksville GO Station			65	CP			
		Galt	15.40	15.40		Platform	Cooksville GO Station			65	CP	Culvert		
		Galt	15.41	15.41		Platform	Cooksville GO Station			65	CP			
		Galt	15.42	15.42		Platform	Cooksville GO Station			65	CP			
		Galt	15.43	15.43		Platform	Cooksville GO Station			65	CP			
		Galt	15.44	15.44		Platform	Cooksville GO Station			65	CP			
		Galt	15.45	15.45		Platform	Cooksville GO Station			65	CP			
		Galt	15.46	15.46						65	CP	Subway		2 existing, 1 north, 1 south, 4 required
		Galt	15.61	15.61		Track Switch	South Track (T1) to T2			65	CP			
		Galt	15.62	15.62						65	CP			
		Galt	15.63	15.63						65	CP			
		Galt	15.64	15.64						65	CP			
		Galt	15.65	15.65		Track Switch	T2 to T1			65	CP			
		Galt	15.66	15.66		Track Switch	T2 to T3			65	CP			
		Galt	15.67	15.67		Track Switch	T4 to T3			65	CP			
		Galt	15.68	15.68						65	CP			
		Galt	15.69	15.69		Track Switch	T3 to T2			65	CP			
		Galt	15.70	15.70		Track Switch	T3 to T4 (North Track)			65	CP			
		Galt	15.71	15.71						65	CP			
		Galt	15.72	15.72		Track Switch	T3 to T2			65	CP			
		Galt	15.73	15.73						65	CP			
		Galt	15.74	15.74						65	CP			
		Galt	15.75	15.75		Track Switch	T2 to T3			65	CP			
		Galt	15.76	15.76		Track Switch	T2 to T1 (South Track)			65	CP			
		Galt	15.77	15.77						65	CP			
		Galt	15.78	15.78						65	CP			
		Galt	15.79	15.79		Track Switch	T1 to T2			65	CP			
		Galt	15.80	15.80		Marker	Mississauga			65	CP			
		Galt	15.99	15.99						65	CP	Culvert		2
		Galt	16.00	16.00						65	CP			
		Galt	16.40	16.40						65	CP	Culvert		3 existing, no room, 4 required
		Galt	16.56	16.56						65	CP	Subway		
		Galt	16.75	16.75						65	CP	Culvert		
		Galt	16.80	16.80						65	CP	Culvert		
		Galt	16.82	16.82						65	CP	Level Crossing		City of Mississauga, Lights and Gates, 3 existing tracks
		Galt	16.90	16.90						65	CP	Culvert		
		Galt	17.00	17.00						65	CP			
		Galt	17.07	17.07						65	CP	Culvert		
		Galt	17.30	17.30						65	CP	Culvert		
		Galt	17.35	17.35						65	CP	Level Crossing		City of Mississauga, Lights and Gates, 3 existing tracks
		Galt	17.40	17.40						65	CP	Culvert		
		Galt	17.80	17.80						65	CP	Culvert		
		Galt	17.98	17.98						65	CP	Subway		3 existing, room for 1 south, 4 required

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	ASL	Grade	Crossings			Comments/Remarks
T	T									Speed Limit	Owner	Crossing	
x	T	Galt	17.99	17.99	Platform	Erindale GO Station		65	CP	Culvert			
x	T	Galt	18.00	18.00	Platform	Erindale GO Station		55	45-60	Subway		n/a	
x	T	Galt	18.01	18.01	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.02	18.02	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.03	18.03	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.04	18.04	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.05	18.05	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.06	18.06	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.07	18.07	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.08	18.08	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.09	18.09	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.10	18.10	Station	Erindale GO Station		55	45-60	CP		n/a	
x	T	Galt	18.11	18.11	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.12	18.12	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.13	18.13	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.14	18.14	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.15	18.15	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.16	18.16	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.17	18.17	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.18	18.18	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.19	18.19	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.30	18.30	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.50	18.50	Platform	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.53	18.53	Track Switch	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.55	18.55	Track Switch	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.56	18.56	Track Switch	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.57	18.57	Track Switch	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.58	18.58	Track Switch	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.59	18.59	Track Switch	Erindale GO Station		55	45-60	CP			
x	T	Galt	18.60	18.60	Track Switch	Erindale GO Station		50	45-55	CP			
x	T	Galt	18.61	18.61	Track Switch	Erindale GO Station		50	45-55	CP			
x	T	Galt	18.67	18.67	Track Switch	Erindale GO Station		50	45-55	CP			
x	T	Galt	18.68	18.68	Track Switch	Erindale GO Station		50	45-55	CP			
x	T	Galt	18.80	18.80	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	18.95	18.95	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	19.00	19.00	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	19.25	19.25	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	19.60	19.60	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	19.67	19.67	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	19.89	19.89	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	19.90	19.90	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	20.00	20.00	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	20.12	20.12	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	20.19	20.19	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	20.20	20.20	Marker	Erindale GO Station		50	45-55	CP			
x	T	Galt	20.30	20.30	Station	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.31	20.31	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.32	20.32	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.33	20.33	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.34	20.34	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.35	20.35	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.36	20.36	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.37	20.37	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.38	20.38	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.39	20.39	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.40	20.40	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.41	20.41	Platform	Streetsville GO Station		50	45-55	CP		n/a	
x	T	Galt	20.42	20.42	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.43	20.43	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.44	20.44	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.45	20.45	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.46	20.46	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.47	20.47	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.48	20.48	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.49	20.49	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.50	20.50	Platform	Streetsville GO Station		50	45-55	CP			
x	T	Galt	20.60	20.60	Platform	Streetsville GO Station		50	45-55	CP			

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Crossings			Comments/Remarks		
T	T								ASL	PAX	FRT		Owner	Crossing
x	T	Galt	20.66	20.66	20.66				50	45-55	CP			
x	T	Galt	20.67	20.67	20.67				50	45-55	CP	Level Crossing	Thomas Street	City of Mississauga, Lights and Gates, 2 existing tracks
x	T	Galt	20.68	20.68	20.68				50	45-55	CP	Culvert		
x	T	Galt	20.70	20.70	20.70				50	45-55	CP	Culvert		
x	T	Galt	20.80	20.80	20.80				50	45-55	CP	Culvert		
x	T	Galt	20.84	20.84	20.84				50	45-55	CP	Level Crossing	Tannery Street	City of Mississauga, Lights and Gates, 2 existing tracks
x	T	Galt	20.85	20.85	20.85				50	45-55	CP			
x	T	Galt	21.00	21.00	21.00				50	45-55	CP			
x	T	Galt	21.19	21.19	21.19	Marker	Streetsville Junction		50	45-55	CP	Level Crossing	Ontario Street	City of Mississauga, Lights and Gates, 2 existing tracks
x	T	Galt	21.20	21.20	21.20				50	45-55	CP	Culvert		
x	T	Galt	21.20	21.20	21.20				50	45-55	CP			
x	T	Galt	21.23	21.23	21.23				50	45-55	CP			
x	T	Galt	21.24	21.24	21.24	Track Switch	Centre Track Turnout to/from North Track		50	45-55	CP			
x	T	Galt	21.25	21.25	21.25				50	45-55	CP			
x	T	Galt	21.26	21.26	21.26				50	45-55	CP			
x	T	Galt	21.27	21.27	21.27				50	45-55	CP			
x	T	Galt	21.28	21.28	21.28				50	45-55	CP			
x	T	Galt	21.30	21.30	21.30				50	45-55	CP	Culvert		
x	T	Galt	21.31	21.31	21.31				50	45-55	CP			
x	T	Galt	21.32	21.32	21.32	Track Switch	North Track Turnout to Orangeville-Brampton		50	45-55	CP			
x	T	Galt	21.33	21.33	21.33				50	45-55	CP			
x	T	Galt	21.34	21.34	21.34				50	45-55	CP			
x	T	Galt	21.35	21.35	21.35				50	45-55	CP			
x	T	Galt	21.36	21.36	21.36				50	45-55	CP			
x	T	Galt	21.37	21.37	21.37				50	45-55	CP			
x	T	Galt	21.43	21.43	21.43				50	45-55	CP			
x	T	Galt	21.44	21.44	21.44				50	45-55	CP	Subway	Britannia Road	Existing 2 main, 2 yard, no room for more, require 4, options?
x	T	Galt	21.45	21.45	21.45				50	45-55	CP	Culvert		
x	T	Galt	21.80	21.80	21.80				50	45-55	CP			
x	T	Galt	21.81	21.81	21.81				50	45-55	CP			
x	T	Galt	21.82	21.82	21.82				50	45-55	CP			
x	T	Galt	21.83	21.83	21.83				50	45-55	CP			
x	T	Galt	21.84	21.84	21.84				50	45-55	CP			
x	T	Galt	21.85	21.85	21.85				50	45-55	CP			
x	T	Galt	21.86	21.86	21.86				50	45-55	CP			
x	T	Galt	21.87	21.87	21.87	Track Switch	North Track Turnout to Orangeville		50	45-55	CP			
x	T	Galt	21.88	21.88	21.88				50	45-55	CP			
x	T	Galt	21.89	21.89	21.89				50	45-55	CP			
x	T	Galt	21.90	21.90	21.90				50	45-55	CP			
x	T	Galt	21.91	21.91	21.91				50	45-55	CP			
x	T	Galt	21.95	21.95	21.95				50	45-55	CP			
x	T	Galt	21.96	21.96	21.96				50	45-55	CP			
x	T	Galt	21.97	21.97	21.97	Track Switch	Centre Track Turnout to/from South Track		50	45-55	CP			
x	T	Galt	21.98	21.98	21.98				50	45-55	CP			
x	T	Galt	21.99	21.99	21.99	Track Switch	South Track Turnout to/from Centre Track		50	45-55	CP	Culvert		
x	T	Galt	22.00	22.00	22.00	Track Switch	South Track turnout to ???? Meadowdale		50	45-55	CP			
x	T	Galt	22.00	22.00	22.00	Marker	South Track Turnout to ???? Meadowdale		70	45-60	CP	Culvert		
x	T	Galt	22.01	22.01	22.01	Track Switch	South Track Turnout to/from Centre Track		70	45-60	CP			
x	T	Galt	22.02	22.02	22.02				70	45-60	CP			
x	T	Galt	22.03	22.03	22.03				70	45-60	CP			
x	T	Galt	22.04	22.04	22.04	Track Switch	Centre Track Turnout to/from South Track		70	45-60	CP			
x	T	Galt	22.05	22.05	22.05				70	45-60	CP			
x	T	Galt	22.19	22.19	22.19				70	45-60	CP	River Bridge	Waukegan Creek	existing 2, no room, need 4
x	T	Galt	22.20	22.20	22.20				70	45-60	CP			
x	T	Galt	22.38	22.38	22.38				70	45-60	CP			
x	T	Galt	22.39	22.39	22.39				70	45-60	CP	Overhead Bridge	Erin Mill Parkway	24.23 ft (NW Quadrant)
x	T	Galt	22.40	22.40	22.40				70	45-60	CP			
x	T	Galt	22.48	22.48	22.48				70	45-60	CP			
x	T	Galt	22.49	22.49	22.49	Track Switch	Turnout to ???? Meadowdale		70	45-60	CP			
x	T	Galt	22.50	22.50	22.50				70	45-60	CP			
x	T	Galt	22.51	22.51	22.51				70	45-60	CP			
x	T	Galt	22.52	22.52	22.52				70	45-60	CP			
x	T	Galt	22.53	22.53	22.53				70	45-60	CP			
x	T	Galt	22.54	22.54	22.54				70	45-60	CP			
x	T	Galt	22.55	22.55	22.55				70	45-60	CP			
x	T	Galt	22.56	22.56	22.56				70	45-60	CP			

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Speed Limit		Crossings		Comments/Remarks	
								ASL	Grade	Crossing	Description	Clearance	Comments/Remarks
T T T T T		Galt	22.80	22.80				70	CP	Culvert			
T T T T T		Galt	23.00	23.00				70	45-60 CP				
T T T T T		Galt	23.04	23.04				70	45-60 CP				
T T T T T		Galt	23.05	23.05	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.06	23.06	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.07	23.07	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.08	23.08	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.09	23.09	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.10	23.10	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.11	23.11	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.12	23.12	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.13	23.13	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.14	23.14	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.15	23.15	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.16	23.16	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.17	23.17	Platform	Meadowdale GO Station		70	45-60 CP	Culvert			
T T T T T		Galt	23.18	23.18	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.19	23.19	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.20	23.20	Platform	Meadowdale GO Station		70	45-60 CP	Culvert			
T T T T T		Galt	23.21	23.21	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.22	23.22	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.23	23.23	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.24	23.24	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.40	23.40	Platform	Meadowdale GO Station		70	45-60 CP	Culvert			
T T T T T		Galt	23.42	23.42	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.43	23.43	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	23.44	23.44	Platform	Meadowdale GO Station		70	45-60 CP	Subway	Derry Road	n/a	2 existing, room for 1 to North and 1 to south, requires 4
T T T T T		Galt	23.90	23.90	Platform	Meadowdale GO Station		70	45-60 CP	Culvert			
T T T T T		Galt	24.00	24.00	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.30	24.30	Platform	Meadowdale GO Station		70	45-60 CP	Culvert			
T T T T T		Galt	24.50	24.50	Platform	Meadowdale GO Station		70	45-60 CP	Culvert			
T T T T T		Galt	24.64	24.64	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.65	24.65	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.66	24.66	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.71	24.71	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.79	24.79	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.80	24.80	Track Switch	North Track Turnout to/from Centre Track		70	45-60 CP	Subway	Winston Churchill Blvd	n/a	2 existing, room for 1 to North, requires 4
T T T T T		Galt	24.81	24.81	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.82	24.82	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	24.83	24.83	Track Switch	Centre Track Turnout to/from North Track		70	45-60 CP				
T T T T T		Galt	24.84	24.84	Platform	Meadowdale GO Station		70	45-60 CP				
T T T T T		Galt	25.00	25.00	Platform	Meadowdale GO Station		75	45-60 CP				
T T T T T		Galt	25.08	25.08	Platform	Meadowdale GO Station		75	45-60 CP				
T T T T T		Galt	25.09	25.09	Platform	Meadowdale GO Station		75	45-60 CP				
T T T T T		Galt	25.10	25.10	Station	Lisgar GO Station		75	45-60 CP	Level Crossing	10th Line West		City of Mississauga, Lights and Gates, 2 existing tracks
T T T T T		Galt	25.11	25.11	Platform	Lisgar GO Station		75	45-60 CP	Culvert			
T T T T T		Galt	25.12	25.12	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.13	25.13	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.14	25.14	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.15	25.15	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.16	25.16	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.17	25.17	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.18	25.18	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.19	25.19	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.20	25.20	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.21	25.21	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.22	25.22	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.23	25.23	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.24	25.24	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.25	25.25	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.26	25.26	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.27	25.27	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.28	25.28	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.29	25.29	Platform	Lisgar GO Station		75	45-60 CP				
T T T T T		Galt	25.60	25.60	Platform	Lisgar GO Station		75	45-60 CP	Culvert			
T T T T T		Galt	25.86	25.86	Platform	Lisgar GO Station		75	45-60 CP				

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	ASL	Grade	Crossings			Comments/Remarks
										Crossing	Description	Clearance	
x	Galt	25.87	25.87							Level Crossing	9th Line		Hilton Region Lights and Gates 2 existing tracks
x	Galt	25.88	25.88										
x	Galt	25.90	25.90										
x	Galt	26.00	26.00	26						Culvert			
x	Galt	26.20	26.20										
x	Galt	26.30	26.30			Marker	Hombly East			Overhead Bridge	Highway 407	23.95 ft	2 existing, room for 1 n and 1 S, requires 4. (Bridge Clearance data provided by email from Daryl Barnett, GO Transit on April 20, 2010)
x	Galt	26.30	26.30			Track Switch	South Track Turnout to Expressway Facility						
x	Galt	26.31	26.31										
x	Galt	26.32	26.32										
x	Galt	26.33	26.33										
x	Galt	26.34	26.34										
x	Galt	26.35	26.35										
x	Galt	26.36	26.36										
x	Galt	26.37	26.37										
x	Galt	26.38	26.38										
x	Galt	26.39	26.39										
x	Galt	26.40	26.40										
x	Galt	26.60	26.60							Culvert			
x	Galt	26.65	26.65							Culvert			
x	Galt	26.71	26.71										
x	Galt	26.72	26.72							Level Crossing	8th Line		Town of Milton, No protection, 2 existing tracks. Crossing closed due to construction of CPR's Expressway Terminal
x	Galt	26.73	26.73										
x	Galt	27.00	27.00	27									
x	Galt	27.39	27.39										
x	Galt	27.40	27.40										
x	Galt	27.41	27.41										
x	Galt	27.42	27.42										
x	Galt	27.43	27.43										
x	Galt	27.44	27.44										
x	Galt	27.45	27.45			Track Switch	South Track Turnout to/from Centre Track						
x	Galt	27.46	27.46										
x	Galt	27.47	27.47										
x	Galt	27.48	27.48			Track Switch	Centre Track Turnout to/from South Track						
x	Galt	27.49	27.49			Track Switch	Centre Track Turnout to/from South Track						
x	Galt	27.50	27.50			Track Switch	South Track Turnout to Expressway Facility						
x	Galt	27.50	27.50			Marker	Hombly						
x	Galt	27.51	27.51			Track Switch	South Track Turnout to/from Centre Track						
x	Galt	27.52	27.52										
x	Galt	27.53	27.53										
x	Galt	27.54	27.54										
x	Galt	27.56	27.56										
x	Galt	27.57	27.57							Overhead Bridge	Trafalgar Road	23.74 ft	2 existing, room for 1 n and 1 S, requires 4. (Bridge Clearance data provided by email from Daryl Barnett, GO Transit on April 20, 2010)
x	Galt	27.60	27.60							Culvert			
x	Galt	28.00	28.00	28									
x	Galt	28.09	28.09										
x	Galt	28.10	28.10										
x	Galt	28.39	28.39							River Bridge	East Oakville Creek	n/a	2 existing Tracks, no room for more, 4 tracks required
x	Galt	28.40	28.40							River Bridge	Middle Oakville Creek	n/a	2 existing, no room, 4 required
x	Galt	28.42	28.42										
x	Galt	28.43	28.43							Level Crossing	6th Line		Town of Milton Lights and Gates 2 existing tracks
x	Galt	28.57	28.57										
x	Galt	28.58	28.58							River Bridge	West Oakville Creek		2 existing, no room, 4 required
x	Galt	28.59	28.59										
x	Galt	28.90	28.90										
x	Galt	29.00	29.00	29									
x	Galt	29.20	29.20										
x	Galt	29.22	29.22										
x	Galt	29.23	29.23			Track Switch	North Track Turnout to/from Centre Track						
x	Galt	29.24	29.24										
x	Galt	29.25	29.25										
x	Galt	29.26	29.26			Track Switch	Centre Track Turnout to/from North Track						

GO Milton Line

Track Layout Sketch		Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation		Speed Limit		Crossings			Comments/Remarks	
								ASL	Grade	PAX	FRT	Owner	Crossing	Description	Clearance	Comments/Remarks
x	T	Galt		31.91	31.91											
x	T	Galt		31.92	31.92											
x	T	Galt		31.93	31.93											
x	T	Galt		31.94	31.94											
x	T	Galt	32	32.00	32.00											
x	T	Galt		32.06	32.06											
x	T	Galt		32.07	32.07											
x	T	Galt		32.08	32.08											
x	T	Galt		32.09	32.09	Track Switch	South Track turnout to ?????									
x	T	Galt		32.10	32.10											
x	T	Galt		32.21	32.21											
x	T	Galt		32.22	32.22	Track Switch	North Track Turnout to/from South Track									
x	T	Galt		32.23	32.23											
x	T	Galt		32.24	32.24											
x	T	Galt		32.25	32.25	Track Switch	South Track Turnout to/from North Track									
x	T	Galt		32.26	32.26	Track Switch	South Track Turnout to/from North Track									
x	T	Galt		32.27	32.27											
x	T	Galt		32.28	32.28											
x	T	Galt		32.29	32.29	Track Switch	North Track Turnout to/from South Track									
x	T	Galt		32.30	32.30	Marker	Milton West									
x	T	Galt		32.35	32.35											
x	T	Galt		32.36	32.36											
x	T	Galt		32.90	32.90					75	45	Level Crossing	Martin Street		Town of Milton, Lights and Gates, 2 existing tracks (Bridge Clearance data provided by email from Daryl Barnett, GO Transit on April 20, 2010)	
x	T	Galt		33.00	33.00					75	45	Overhead Bridge	CNR Railway	22.50 ft		
x	T	Galt	33	33.00	33.00											

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings			Comments/Remarks	
							ASL	Grade			PAX	FRT	Crossing		Description
	USRC	0.00	333.80	Station	Union GO Station			30	15	CN				Toronto Union Station 42414	
	USRC		333.79	Platform	Union GO Station			30	15	CN					
	USRC		333.78	Platform	Union GO Station			30	15	CN					
	USRC		333.77	Platform	Union GO Station			30	15	CN					
	USRC		333.76	Platform	Union GO Station			30	15	CN					
	USRC		333.75	Platform	Union GO Station			30	15	CN					
	USRC		333.74	Platform	Union GO Station			30	15	CN					
	USRC		333.73	Platform	Union GO Station			30	15	CN					
	USRC		333.72	Platform	Union GO Station			30	15	CN					
	USRC		333.71	Platform	Union GO Station			30	15	CN					
	USRC		333.70	Platform	Union GO Station			30	15	CN					
	USRC		333.69	Platform	Union GO Station			30	15	CN					
	USRC		333.68	Platform	Union GO Station			30	15	CN					
	USRC		333.67	Platform	Union GO Station			30	15	CN					
	USRC		333.66	Platform	Union GO Station			30	15	CN					
	USRC		333.65	Platform	Union GO Station			30	15	CN					
	USRC		333.64	Platform	Union GO Station			30	15	CN					
	USRC		333.63	Platform	Union GO Station			30	15	CN					
	USRC		333.62	Platform	Union GO Station			30	15	CN					
	USRC		333.61	Platform	Union GO Station			30	15	CN					
	USRC		333.60	Platform	Union GO Station			30	15	CN					
	USRC		333.59	Platform	Union GO Station			30	15	CN					
	USRC		333.58	Platform	Union GO Station			30	15	CN					
	USRC		333.57	Platform	Union GO Station			30	15	CN					
	USRC		333.56	Platform	Union GO Station			30	15	CN					
	USRC		333.55	Platform	Union GO Station			30	15	CN					
	USRC		333.54	Platform	Union GO Station			30	15	CN					
	USRC		333.53	Platform	Union GO Station			30	15	CN					
	USRC		333.52	Platform	Union GO Station			30	15	CN					
	USRC		333.51	Platform	Union GO Station			30	15	CN					
	USRC		333.50	Platform	Union GO Station			30	15	CN					
	USRC		333.49	Platform	Union GO Station			30	15	CN					
	USRC		333.48	Platform	Union GO Station			30	15	CN					
USRC		333.47	Platform	Union GO Station			30	15	CN						
USRC		333.46	Platform	Union GO Station			30	15	CN						
USRC		333.45	Platform	Union GO Station			30	15	CN						
USRC		333.44	Platform	Union GO Station			30	15	CN						
USRC		333.43	Platform	Union GO Station			30	15	CN						
USRC		333.42	Platform	Union GO Station			30	15	CN						
USRC		333.41	Platform	Union GO Station			30	15	CN						
USRC		332.40	Signal	Signal	171, 175, 179, 3322T1, 3322T2, 3322T5	265		60	60	CN				(Field Sign) Change in Speed Marker Don Yard - Out Building 42422	
USRC		332.40	Speed Change	Speed Change				60	60	CN					
USRC	Kingston		332.36					60	60	CN					
USRC	Kingston		332.35					60	60	CN					
USRC	Kingston		332.34					60	60	CN					
USRC	Kingston		332.33					60	60	CN					
USRC	Kingston		332.32					60	60	CN					
USRC	Kingston		332.31					60	60	CN					
USRC	Kingston		332.30					60	60	CN					

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Grade	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks
						ASL	Grade		PAX	FRT		Crossing	Description		
	Kingston		332.20	Signal	3322T1, 3322T2, 3322T3				60	60	CN	River Bridge	n/a		
	Kingston		332.15						60	60	CN	Don River	n/a		
	Kingston		332.13						60	60	CN	Don River Parkway	n/a		
	Kingston	332.00		332.00					60	60	CN	Subway	n/a		
	Kingston		331.89						60	60	CN	Subway	n/a		
	Kingston		331.81						60	60	CN				
	Kingston		331.80						60	60	CN				
	Kingston		331.79						60	60	CN				
	Kingston		331.78						60	60	CN				
	Kingston		331.77						60	60	CN				
	Kingston		331.76						60	60	CN				
	Kingston		331.75						60	60	CN				
	Kingston		331.74						60	60	CN				
	Kingston		331.73		Track Switches	Merge of Future Fullback Track with Track 3				60	60	CN			In CTT - Hand Operated Svt.
	Kingston		331.72							60	60	CN			
	Kingston		331.70				279			60	60	CN			
	Kingston		331.68							60	60	CN	Subway	Queen St. E.	n/a
	Kingston		331.58							60	60	CN	Level Crossing	Foreman's Turnaround	n/a
	Kingston		331.39							60	60	CN	Subway	Dundas St. E.	n/a
	Kingston		331.30							80	60	CN	Subway	Logan Ave.	n/a
	Kingston		331.20		Signal	3312T1, 3312T2, 3312T3, 3313T1, 3313T2, 3313T3				80	60	CN			
	Kingston		331.12							80	60	CN	Subway	Carlaw Ave.	n/a
	Kingston		331.09							80	60	CN	Subway	Gerrard St. E.	n/a
	Kingston		331.01							80	60	CN			
	Kingston	331.00		331.00						80	60	CN			
	Kingston		330.96							80	60	CN	Overhead Bridge	Pe Ave. Pedestrian Overpass	23' 8"
	Kingston		330.68							80	60	CN	Subway	Jones Ave.	n/a
	Kingston		330.30							90	60	CN			Yellow and White triangles
	Kingston		330.28							90	60	CN	Subway	Greenwood Ave.	Gren & Gres
	Kingston		330.23							90	60	CN			
	Kingston		330.22		Signal	3303T1, 3303T2, 3303T3, 3302T1, 3302T2, 3302T3				90	60	CN			
	Kingston		330.21							90	60	CN			
	Kingston		330.08							90	60	CN	Subway	Hfield Rd. Pedestrian Underpass	n/a
Kingston	330.00		330.00						90	60	CN				
Kingston		329.95							90	60	CN	Culvert		n/a	
Kingston		329.80							90	60	CN	Subway	Coxwell Ave.	n/a	
Kingston		329.50							90	60	CN	Culvert		n/a	
Kingston		329.24							90	60	CN				
Kingston		329.23		Track Switches	Signal 1A(green) - track 3 turnout to track 2				90	60	CN	Subway	Woodbine Ave.	n/a	
Kingston		329.22							90	60	CN				
Kingston		329.21							90	60	CN				
Kingston		329.20		Signal	3292T1, 3292T2, 3292T3				90	60	CN				
Kingston		329.19							90	60	CN				
Kingston		329.18		Track Switches	Signal 3A(green) - track 1 turnout to track 2				90	60	CN				
Kingston		329.17							90	60	CN				
Kingston		329.16							90	60	CN				
Kingston		329.15		Track Switches	Signal 1B(green) - track 2 turnout to track 1				90	60	CN			Switch Heater	
Kingston		329.14							90	60	CN			Switch Heater	
Kingston		329.13							90	60	CN			Switch Heater	
Kingston		329.12							90	60	CN			Switch Heater	
Kingston		329.11		Track Switches	Signal 3B(green) - track 2 turnout to track 1				90	60	CN			Switch Heater	
Kingston		329.10		Marker	CN Danforth				90	60	CN			Switch Heater	

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Speed Limit		Crossings		Comments/Remarks	
						ASL	Grade	PAX	FRT	Crossing	Description		Clearance
	Kingston		329.09	Track Switches	Signal 5A(green) - track 2 turnout to track 1			90	60				
	Kingston		329.08					90	60				
	Kingston		329.07					90	60				
	Kingston		329.06					90	60				
	Kingston		329.05		Track Switches	Signal 7A(green) - track 2 turnout to track 1			90	60			
	Kingston		329.04					90	60				
	Kingston		329.03					90	60				
	Kingston		329.02					90	60				
	Kingston		329.01		Track Switches	Signal 5B(green) - track 1 turnout to track 2	405		90	60			
	Kingston	329.00		329.00					90	60			
	Kingston		328.99						90	60			
	Kingston		328.98						90	60			
	Kingston		328.97						90	60			
	Kingston		328.96		Track Switches	Signal 7B(green) - track 3 turnout to track 2			90	60			
	Kingston		328.95						90	60			
	Kingston		328.94						90	60			
	Kingston		328.90		Signal	3289T1, 3289T2, 3289T3			90	60			
	Kingston		328.70						80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
	Kingston		328.69		Platform				80	80			
Kingston		328.00						80	80				
Kingston		327.93						80	80				
Kingston		327.83		Signal	3278T1, 3278T2, 3278T3, 3279T1, 3279T2, 3279T3	427		80	80				
Kingston		327.80						80	80				
Kingston		327.16						80	80				
Kingston		327.01						80	80				
Kingston		327.00						80	80				
Kingston		326.89		Signal	3268T1, 3268T2, 3268T3, 3269T1, 3269T2, 3269T3			80	80				
Kingston		326.50						90	60				
Kingston		326.15						90	60				
Kingston		326.00						90	60				
Kingston		325.80		Signal	3258T1, 3258T2, 3258T3			90	60				
Kingston		325.79						90	60				
Kingston		325.78		Track Switches	Signal 9A (green) - track 3 turnout to track 2			90	60				
Kingston		325.77						90	60				

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Speed Limit		Crossings			Comments/Remarks	
						ASL	Grade	PAX	FRT	Crossing	Description	Clearance		
	Kingston		325.76					90	60	Overhead Bridge	Kennedy Rd.	23' 6"		
	Kingston		325.75		Signal 11A (green) - track 1 turnout to track 2			90	60					
	Kingston		325.74	Track Switches				90	60	Culvert	Culvert	n/a		
	Kingston		325.73					90	60					
	Kingston		325.72		Signal 9B (green) - track 2 turnout to track 3			90	60					
	Kingston		325.71	Track Switches				90	60					
	Kingston		325.70					90	60					
	Kingston		325.69					90	60					
	Kingston		325.68					90	60					
	Kingston		325.67					90	60					
	Kingston		325.66	Track Switches	Signal 11B (green) - track 2 turnout to track 1 & Signal 1A (green) - track 2 turnout to track 1			90	60					
	Kingston		325.65					90	60					
	Kingston		325.64					90	60					
	Kingston		325.63					90	60					
	Kingston		325.62					90	60					
	Kingston		325.61					90	60					
	Kingston		325.60					90	60					
	Kingston		325.59					90	60					
	Kingston		325.58		Track Switches	Signal 1B (green) - track 1 turnout to track 2		90	60					
	Kingston		325.57					90	60					
	Kingston		325.56	Track Switches	Sliding to Uxbridge Sub.			91	60				Switch 3 (red) - Kingston Sub No. 1 track diversion to Uxbridge Sub. Marker - CN Scarborough Scarborough Jct. Sub. Svt.	
	Uxbridge		61.03					90	25	60			Switch 3 (red) - Kingston Sub No. 1 track diversion to Uxbridge Sub. Marker - CN Scarborough Scarborough Jct. Sub. Svt.	
	Uxbridge		61.02					40	25	GO				
	Uxbridge		61.02					40	25	GO	Subway	St. Clair Ave. East	n/a	Marker - CN Scarborough 41798 Mileage 60.66 Uxbridge Sub.
	Uxbridge		61.01					40	25	GO				
	Uxbridge	61.00						40	25	GO				
	Uxbridge		60.99					40	25	GO				
	Uxbridge		60.98					40	25	GO				
Uxbridge		60.97					40	25	GO					
Uxbridge		60.96					40	25	GO					
Uxbridge		60.95					40	25	GO					
Uxbridge		60.94					40	25	GO					
Uxbridge		60.92	Signal	3253, 3253T1, 3253T2, 3253T3			40	25	GO	Subway	Passenger Tunnel	n/a		
Uxbridge		60.87		Platform	Scarborough Station	535	40	25	GO	Level Crossing	Mtce. Xing	n/a		
Uxbridge		60.86		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.85		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.84		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.83		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.82		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.81		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.80		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.79		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.78		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.77		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.76		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.75		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.74		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.73		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.72		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.71		Platform	Scarborough Station		40	25	GO					
Uxbridge		60.70		Station	Scarborough Station		40	25	GO	Subway	Passgr. Tunnel	n/a		
Uxbridge		60.69		Platform	Scarborough Station		40	25	GO					

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Owner	Crossings		Comments/Remarks	
						ASL	Grade		Crossing	Description		Clearance
	Uxbridge		60.68				40	GO				
	Uxbridge		60.67				40	GO				
	Uxbridge		60.66				40	GO	Subway	St. Clair Ave. East	n/a	
	Uxbridge		60.55				40	GO				
	Uxbridge		60.54		Track Switches	Siding to S350-900'	40	GO			Regular Derailer	
	Uxbridge		60.53				40	GO				
	Uxbridge		60.52				40	GO				
	Uxbridge		60.51				40	GO				
	Uxbridge		60.50				40	GO				
	Uxbridge		60.49				40	GO				
	Uxbridge		60.48				20	GO				
	Uxbridge		60.47				20	GO				
	Uxbridge		60.46				20	GO				
	Uxbridge		60.45				20	GO				
	Uxbridge		60.44				20	GO				
	Uxbridge		60.43				20	GO				
	Uxbridge		60.20				20	GO				
	Uxbridge		60.19				20	GO				
	Uxbridge		60.18				20	GO	Level Crossing	Danforth Rd.	n/a	Gates and Lights, Traffic lights
	Uxbridge		60.10				20	GO	Culvert		n/a	
	Uxbridge		60.00	60.00			20	GO				
	Uxbridge		59.96				20	GO	Level Crossing	Pedestrian Xing. (Corvette Ave.)	n/a	Gates and Lights
	Uxbridge		59.74				40	GO	Subway	Pedestrian Underpass	n/a	
	Uxbridge		59.66				40	GO				
	Uxbridge		59.65		Track Switches	Track diversion along Geco Branch	40	GO				Field sign?
Uxbridge		59.64				40	GO					
Uxbridge		59.61				40	GO					
Uxbridge		59.60				40	GO					
Uxbridge		59.59		Platform	Kennedy Station	40	GO					
Uxbridge		59.58		Platform	Kennedy Station	40	GO					
Uxbridge		59.57		Platform	Kennedy Station	40	GO					
Uxbridge		59.56		Platform	Kennedy Station	40	GO					
Uxbridge		59.55		Platform	Kennedy Station	40	GO					
Uxbridge		59.54		Platform	Kennedy Station	40	GO					
Uxbridge		59.53		Platform	Kennedy Station	40	GO					
Uxbridge		59.52		Platform	Kennedy Station	40	GO					
Uxbridge		59.51		Platform	Kennedy Station	40	GO	Subway	Pedestrian Underpass to L.R.T. Station	n/a		
Uxbridge		59.50		Station	Kennedy Station	40	GO					
Uxbridge		59.49		Platform	Kennedy Station	40	GO	Overhead Bridge	Eglinton Ave.	Required		
Uxbridge		59.48		Platform	Kennedy Station	40	GO					
Uxbridge		59.47		Platform	Kennedy Station	40	GO					
Uxbridge		59.46		Platform	Kennedy Station	40	GO					
Uxbridge		59.45		Platform	Kennedy Station	40	GO					
Uxbridge		59.44		Platform	Kennedy Station	40	GO					
Uxbridge		59.43		Platform	Kennedy Station	40	GO					
Uxbridge		59.42		Platform	Kennedy Station	40	GO					
Uxbridge		59.41		Platform	Kennedy Station	40	GO					
Uxbridge		59.40				40	GO					
Uxbridge		59.39				40	GO					
Uxbridge		59.00	59.00			40	GO					
Uxbridge		58.95				40	GO	Culvert		n/a		
Uxbridge		58.79				40	GO	Overhead Bridge	Mooregate/Tara Ave Pedestrian Overpass	23' 2"		
Uxbridge		58.35				40	GO	Culvert		n/a		
Uxbridge		58.30				40	GO	Overhead Bridge	Lawrence Ave. E.	Required		
Uxbridge		58.29				40	GO	Subway	Pedestrian Underpass To L.R.T. Station	n/a		
Uxbridge		58.18				40	GO	Culvert		n/a		
Uxbridge		58.04				40	GO					

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Owner	Crossings		Comments/Remarks	
						ASL	Grade		Description	Clearance		
	Ubairidge		58.03					GO				
	Ubairidge		58.02					GO				
	Ubairidge		58.01					GO				
	Ubairidge	58.00						GO				
	Ubairidge		57.99					GO				
	Ubairidge		57.98					GO				
	Ubairidge		57.97					GO				
	Ubairidge		57.96					GO				
	Ubairidge		57.95					GO				
	Ubairidge		57.94					GO				
	Ubairidge		57.83		Track Switches	Track siding - Shah Trading			GO			Regular Derailer UB69-336' and UB66-672'
	Ubairidge		57.92					GO				
	Ubairidge		57.91					GO				
	Ubairidge		57.90		Track Switches	Track Siding - Versa Pet			GO			Regular Derailer UB70-520'
	Ubairidge		57.89					GO				
	Ubairidge		57.88					GO				
	Ubairidge		57.87					GO				
	Ubairidge		57.86		Track Switches	Track Siding - Scepter Manufacturing			GO			UB65-523'
	Ubairidge		57.85					GO				
	Ubairidge		57.84					GO				
	Ubairidge		57.83					GO				
	Ubairidge		57.82					GO				
	Ubairidge		57.81					GO				
	Ubairidge		57.80					GO				
	Ubairidge		57.79					GO				
	Ubairidge		57.78					GO				
	Ubairidge		57.25					GO				n/a
	Ubairidge		57.20					GO				n/a
Ubairidge		57.16					GO				n/a	
Ubairidge		57.15					GO				n/a	
Ubairidge		57.05					GO	Overhead Bridge	Ellesmere Rd.	23' 4"		
Ubairidge		57.01					GO	Subway	Pedestrian Underpass to L.R.T. Station	n/a		
Ubairidge	57.00						GO					
Ubairidge		56.99		Track Switches	Track Siding - Sunoco			GO			UB50-920'	
Ubairidge		56.98					GO					
Ubairidge		56.88					GO					
Ubairidge		56.87					GO	Subway	TTC/LRT To Scarborough Town Center	n/a		
Ubairidge		56.86					GO					
Ubairidge		56.74					GO	Level Crossing	Progress Ave.	n/a	Gates and Lights	
Ubairidge		56.67					GO					
Ubairidge		56.66					GO	River Bridge	West Highland Creek	n/a		
Ubairidge		56.65		Track Switches	Track siding - Atlantic Packaging Products Ltd.			GO			Regular Derailer UB47-368'	
Ubairidge		56.64					GO					
Ubairidge		56.63					GO					
Ubairidge		56.62					GO					
Ubairidge		56.60					GO	River Bridge	west Highland Creek	n/a		
Ubairidge		56.30					GO	Overhead Bridge	Hwy. No. 401	22' 7"		
Ubairidge		56.27					GO	Culvert		n/a		
Ubairidge		56.00					GO	Overhead Bridge	CP Beilville Sub.	21' 8"		
Ubairidge	56.00						GO	Subway	West Highland Creek	n/a	No Walkway Gates and Lights	
Ubairidge		55.99					GO	Level Crossing	Sheppard Ave. E.	n/a	Traffic lights interconnected to Crossing Protection	
Ubairidge		55.73					GO					
Ubairidge		55.70					GO	Culvert		n/a		

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Speed Limit	Owner	Crossings		Comments/Remarks	
						ASL	Grade			Crossing	Description		Clearance
	Uxbridge		55.60					40	GO				
	Uxbridge		55.59	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.58	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.57	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.56	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.55	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.54	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.53	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.52	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.51	Platform	Ajincourt Station			40	GO				
	Uxbridge		55.50	Station	Ajincourt Station			50	GO			Marker, 41808	
	Uxbridge		55.50	Speed Change				50	GO				
	Uxbridge		55.49	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.48	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.47	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.46	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.45	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.44	Platform	Ajincourt Station			50	GO			Gates and Lights	
	Uxbridge		55.43	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.42	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.41	Platform	Ajincourt Station			50	GO				
	Uxbridge		55.40					50	GO				
	Uxbridge		55.16					50	GO				
	Uxbridge		55.00					50	GO				
	Uxbridge		54.88					50	GO				
	Uxbridge		54.80					50	GO				
	Uxbridge		54.50					50	GO				
	Uxbridge		54.43					50	GO				
	Uxbridge		54.08					50	GO				
	Uxbridge		54.07					50	GO				
	Uxbridge		54.06		Track Switches	Track Sliding - Atlantic Packaging Products		50	GO				Regular Derailer UB36-1200
	Uxbridge		54.05					50	GO				
	Uxbridge		54.00					50	GO				
Uxbridge		53.89		Track Switch	Track turnout		50	GO				Note: Swt & frog out. Advance notice req'd to re-install H.E.P.C. CN NOT TO OPERATE ON	
Uxbridge		53.81					50	GO				Gates and Lights	
Uxbridge		53.60					50	GO					
Uxbridge		53.40					50	GO					
Uxbridge		53.16					50	GO					
Uxbridge		53.00					50	GO					
Uxbridge		52.89		Platform	Milliken Station		50	GO					
Uxbridge		52.86		Platform	Milliken Station		50	GO					
Uxbridge		52.87		Platform	Milliken Station		50	GO					
Uxbridge		52.97		Platform	Milliken Station		50	GO					
Uxbridge		52.96		Platform	Milliken Station		50	GO					
Uxbridge		52.95		Platform	Milliken Station		50	GO					
Uxbridge		52.94		Platform	Milliken Station		50	GO					
Uxbridge		52.93		Platform	Milliken Station		50	GO					
Uxbridge		52.92		Platform	Milliken Station		50	GO					
Uxbridge		52.91		Platform	Milliken Station		50	GO					
Uxbridge		52.90		Platform	Milliken Station		50	GO					
Uxbridge		52.89		Platform	Milliken Station		50	GO					
Uxbridge		52.88		Platform	Milliken Station		50	GO					
Uxbridge		52.87		Platform	Milliken Station		50	GO					
Uxbridge		52.86		Platform	Milliken Station		50	GO					
Uxbridge		52.85		Platform	Milliken Station		50	GO					
Uxbridge		52.84		Platform	Milliken Station		50	GO				n/a	
Uxbridge		52.83		Platform	Milliken Station		50	GO					
Uxbridge		52.82		Platform	Milliken Station		50	GO					
Uxbridge		52.81		Platform	Milliken Station		50	GO					
Uxbridge		52.80		Platform	Milliken Station		50	GO					
Uxbridge		52.79		Platform	Milliken Station		50	GO					

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Owner	Crossings		Clearance	Comments/Remarks	
						ASL	Grade		Crossing	Description			
	Uxbridge		52.78					GO	Level Crossing	Steeles Ave.	n/a	Gates and Lights 41812	
	Uxbridge		52.70	Marker	CN Milliken			GO	Culvert		n/a		
	Uxbridge		52.50					GO	Level Crossing	Reg Rd. 2 Kennedy Rd. S.	n/a	Gates and Lights	
	Uxbridge		52.40					GO					
	Uxbridge		52.25					GO					
	Uxbridge		52.24					GO					
	Uxbridge		52.23					GO					
	Uxbridge		52.22					GO					
	Uxbridge		52.21		Track Switches	Track Siding - UA84-628'			GO				
	Uxbridge		52.20						GO				
	Uxbridge		52.19						GO				
	Uxbridge		52.18						GO				
	Uxbridge		52.14						GO				
	Uxbridge		52.13						GO				
	Uxbridge		52.12						GO				
	Uxbridge		52.11						GO				
	Uxbridge		52.10		Marker	CN Underwood			GO				
	Uxbridge		52.05						GO				
	Uxbridge		52.04						GO				
	Uxbridge		52.03						GO				
	Uxbridge		52.02						GO				
	Uxbridge		52.01		Track Switches	Track Siding - UA85-1160'			GO				Regular Derailer
	Uxbridge		52.00						GO				
	Uxbridge		51.99	52.00					GO				
	Uxbridge		51.88						GO	Level Crossing	Denison St.	n/a	Gates and Lights
	Uxbridge		51.83						GO				
	Uxbridge		51.92		Track Switches	Future Hagerman Siding			GO				
	Uxbridge		51.91						GO				
	Uxbridge		51.90						GO				
	Uxbridge		51.89						GO				
Uxbridge		51.88						GO					
Uxbridge		51.80						GO	Culverts	Stream	n/a		
Uxbridge		51.60						GO					
Uxbridge		51.50						GO	Overhead Bridge	14TH Ave.	Required	York Reg. Rd. 71	
Uxbridge		51.49						GO					
Uxbridge		51.30		Speed Change				GO					
Uxbridge		51.15						GO					
Uxbridge		51.13						GO					
Uxbridge		51.12						GO					
Uxbridge		51.11						GO					
Uxbridge		51.10		Marker	CN Hagerman			GO	Overhead Bridge	CN York Sub - Over Uxbridge Sub	Required	Also Culvert for Streams & Rivers - Stream	
Uxbridge		51.09		Track Switches	Future Hagerman Siding			GO					
Uxbridge		51.08						GO					
Uxbridge		51.05						GO	Level Crossing	Private Xing. Markham Hydro	n/a		
Uxbridge		51.00	51.00					GO					
Uxbridge		50.99						GO					
Uxbridge		50.98						GO					
Uxbridge		50.97						GO	Overhead Bridge	HWY 407	23' 8"		
Uxbridge		50.96						GO					
Uxbridge		50.95						GO	Overhead Bridge	Hwy. No. 407	23' 8"		
Uxbridge		50.94						GO					
Uxbridge		50.90		Speed Change				GO					
Uxbridge		50.80						GO					
Uxbridge		50.79		Platform	Unionville Station			GO					

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Owner	Crossings			Comments/Remarks
						ASL	Grade		Grade	PAX	FRT	
TTTTTT Platform TTTTTT	Uxbridge		50.78	Platform	Unionville Station			GO				
	Uxbridge		50.77	Platform	Unionville Station			GO				
	Uxbridge		50.76	Platform	Unionville Station			GO				
	Uxbridge		50.75	Platform	Unionville Station			GO				
	Uxbridge		50.74	Platform	Unionville Station			GO				
	Uxbridge		50.73	Platform	Unionville Station			GO				
	Uxbridge		50.72	Platform	Unionville Station			GO				
	Uxbridge		50.71	Platform	Unionville Station			GO				
	Uxbridge		50.70	Platform	Unionville Station			GO				
	Uxbridge		50.69	Platform	Unionville Station			GO				
	Uxbridge		50.68	Platform	Unionville Station			GO				
	Uxbridge		50.67	Platform	Unionville Station			GO				
	Uxbridge		50.66	Platform	Unionville Station			GO				
	Uxbridge		50.65	Platform	Unionville Station			GO				
	Uxbridge		50.64	Platform	Unionville Station			GO				
	Uxbridge		50.63	Platform	Unionville Station			GO				
	Uxbridge		50.62	Platform	Unionville Station			GO				
	Uxbridge		50.61	Platform	Unionville Station			GO				
	Uxbridge		50.60					GO				
	Uxbridge		50.30					GO	Subway	CREEK	n/a	No Handrails
	Uxbridge		50.15					GO	Level Crossing	Hwy. No. 7	n/a	Gates and Lights
	Uxbridge		50.10					GO	Culverts	Stream	n/a	
	Uxbridge	50.00	50.00					GO				
	Uxbridge		49.94					GO	Level Crossing	Eureka St.	n/a	Gates and Lights
	Uxbridge		49.79					GO	Level Crossing	Main St. Unionville (Old Kennedy Rd.)	n/a	Gates and Lights
	Uxbridge		49.70					GO	Culvert		n/a	
	Uxbridge		49.60				78	GO	River Bridge	Rouge River	n/a	
	Uxbridge		49.42					GO	Level Crossing	Reg. Rd. 3 Kennedy Rd. N.	n/a	Gates and Lights York reg. Rd. 3
	Uxbridge		49.40	Speed Change				GO				
	Uxbridge		49.25					GO	Culverts		n/a	
	Uxbridge		49.10					GO	Culverts	Creek	n/a	
	Uxbridge	49.00	49.00					GO	Culverts		n/a	
	Uxbridge		48.80					GO	Culverts	Drain	n/a	
	Uxbridge		48.60					GO				
	Uxbridge		48.59		Centennial Station			GO				
	Uxbridge		48.58		Centennial Station			GO				
	Uxbridge		48.57		Centennial Station			GO				
	Uxbridge		48.56		Centennial Station			GO				
	Uxbridge		48.55		Centennial Station			GO				
	Uxbridge		48.54		Centennial Station			GO				
	Uxbridge		48.53		Centennial Station			GO				
	Uxbridge		48.52		Centennial Station			GO				
	Uxbridge		48.51		Centennial Station			GO				
	Uxbridge		48.50		Centennial Station			GO				
	Uxbridge		48.49		Centennial Station			GO				
	Uxbridge		48.48		Centennial Station			GO				
	Uxbridge		48.47		Centennial Station			GO				
	Uxbridge		48.46		Centennial Station			GO				
	Uxbridge		48.45		Centennial Station			GO				
	Uxbridge		48.44		Centennial Station			GO				
	Uxbridge		48.43		Centennial Station			GO				
	Uxbridge		48.42		Centennial Station			GO				
	Uxbridge		48.41		Centennial Station			GO				
	Uxbridge		48.40					GO				
	Uxbridge		48.38					GO	Level Crossing	7th Line Rd. McCowan Rd.	n/a	Gates and Lights York Reg. rd. 67
	Uxbridge		48.17					GO	Culverts	Creek	n/a	
	Uxbridge	48.00	48.00					GO				
	Uxbridge		47.60					GO	Culvert		n/a	
	Uxbridge		47.40	Speed Change				GO				
	Uxbridge		47.30				87	GO	Subway	Snider Creek	n/a	No Handrails
	Uxbridge		47.17					GO	Level Crossing	Snider Dr.	n/a	Gates and Lights

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Speed Limit		Owner	Crossings		Comments/Remarks
						ASL	Grade	PAX	FRT		Crossing	Description	
	Uabridge		47.15										
	Uabridge		47.14	Platform	Markham Station			25	25	GO			
	Uabridge		47.13	Platform	Markham Station			25	25	GO			
	Uabridge		47.12	Platform	Markham Station			25	25	GO			
	Uabridge		47.11	Platform	Markham Station			25	25	GO			
	Uabridge		47.10	Platform	Markham Station			25	25	GO			
	Uabridge		47.09	Platform	Markham Station			25	25	GO			
	Uabridge		47.08	Platform	Markham Station			25	25	GO			
	Uabridge		47.07	Platform	Markham Station			25	25	GO			
	Uabridge		47.06	Platform	Markham Station			25	25	GO			
	Uabridge		47.05	Platform	Markham Station			25	25	GO			
	Uabridge		47.04	Platform	Markham Station			25	25	GO			
	Uabridge		47.03	Platform	Markham Station			25	25	GO			
	Uabridge		47.02	Platform	Markham Station			25	25	GO			
	Uabridge		47.01	Platform	Markham Station			25	25	GO			
	Uabridge	47.00	47.00	Platform	Markham Station			25	25	GO			Marker, 41822
	Uabridge		46.99	Platform	Markham Station			25	25	GO			
	Uabridge		46.98	Platform	Markham Station			25	25	GO			
	Uabridge		46.97	Platform	Markham Station			25	25	GO			
	Uabridge		46.96					25	25	GO			
	Uabridge		46.95					25	25	GO			Gates and Lights
	Uabridge		46.94					25	25	GO			
	Uabridge		46.91					25	25	GO			
	Uabridge		46.90		Speed Change			50	25	GO			
	Uabridge		46.89					50	25	GO			
	Uabridge		46.88					50	25	GO			
	Uabridge		46.70					50	25	GO			
	Uabridge		46.31					50	25	GO			Level Crossing
	Uabridge		46.20					50	25	GO			
	Uabridge	46.00	46.00					50	25	GO			
	Uabridge		45.85		Platform	Mount Joy Station		50	25	GO			
	Uabridge		45.80		Station	Mount Joy Station		50	25	GO			
	Uabridge		45.79		Platform	Mount Joy Station		50	25	GO			
	Uabridge		45.78		Platform	Mount Joy Station		50	25	GO			
	Uabridge		45.77		Platform	Mount Joy Station		50	25	GO			
	Uabridge		45.76		Platform	Mount Joy Station		50	25	GO			
	Uabridge		45.75					50	25	GO			
	Uabridge		45.74					50	25	GO			
	Uabridge		45.73					50	25	GO			
	Uabridge		45.72					50	25	GO			
Uabridge		45.71					50	25	GO				
Uabridge		45.70					50	25	GO				
Uabridge		45.69					50	25	GO				
Uabridge		45.68					50	25	GO				
Uabridge		45.66					50	25	GO				
Uabridge		45.65					50	25	GO				
Uabridge		45.64					50	25	GO				
Uabridge		45.63					50	25	GO				
Uabridge		45.62					50	25	GO				
Uabridge		45.61					50	25	GO				
Uabridge		45.60					50	25	GO				
Uabridge		45.50					50	25	GO				
Uabridge		45.47					50	25	GO				
Uabridge		45.40					50	25	GO				
Uabridge	45.00	45.00					50	25	GO				
Uabridge		44.96					50	25	GO				
Uabridge		44.80					50	25	GO				
Uabridge		44.70				75	50	25	GO				
Uabridge		44.40					50	25	GO				
Uabridge	44.00	44.00		Speed Change			40	25	GO				

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Owner	Crossings		Clearance	Comments/Remarks
						ASL	Grade		Crossing	Description		
TTTTTT Platform T T Platform T T Platform T T TTTTTT	Uxbridge		43.95					GO	Culvert		n/a	
	Uxbridge		43.90					GO	Culvert		n/a	
	Uxbridge		43.80					GO	Culvert		n/a	
	Uxbridge		43.70					GO	Culvert		n/a	
	Uxbridge		43.65					GO	Level Crossing	Farm Xing, 18th Ave. Egin Mills Rd.	n/a	
	Uxbridge		43.46					GO	Level Crossing		n/a	Gates and Lights
	Uxbridge		43.40					GO	Culverts	Creek Box Culvert	n/a	
	Uxbridge		43.10					GO	Culvert		n/a	
	Uxbridge	43.00	43.00					GO	Culvert		n/a	
	Uxbridge		42.99					GO	Culvert		n/a	
	Uxbridge		42.95					GO	Level Crossing	Farm Xing	n/a	
	Uxbridge		42.89					GO	Culvert		n/a	
	Uxbridge		42.86					GO	Level Crossing	Farm Xing	n/a	
	Uxbridge		42.40					GO	Culvert		n/a	
	Uxbridge		42.35					GO	Level Crossing	9th Concession Rd. Town of Markham (York Reg. Rd. 89)	n/a	Gates and Lights
	Uxbridge		42.30					GO	Culvert		n/a	
	Uxbridge		42.25					GO	Level Crossing	Farm Xing	n/a	
	Uxbridge		42.04					GO	Level Crossing	19th Ave. Town of Markham	n/a	Gates and Lights
	Uxbridge	42.00	42.00					GO	Culvert		n/a	
	Uxbridge		41.80					GO	GO		n/a	
	Uxbridge		41.73					GO	Level Crossing	Reeves Way Blvd.	n/a	Gates and Lights
	Uxbridge		41.31					GO				Field sign
	Uxbridge		41.30					GO				
	Uxbridge		41.29					GO				
	Uxbridge		41.20					GO	Culvert		n/a	
	Uxbridge		41.17					GO	Level Crossing	Hoover Park Dr.	n/a	Gates and Lights
	Uxbridge	41.00	41.00					GO				
	Uxbridge		40.72					GO	Level Crossing	Main St. (Hwy. 47) Stouffville Rd. (York Reg. Rd. 14)	n/a	Gates and Lights
	Uxbridge		40.70					GO				
	Uxbridge		40.69	Platform	Stouffville Station			GO				
	Uxbridge		40.68	Platform	Stouffville Station			GO				
	Uxbridge		40.67	Platform	Stouffville Station			GO				
	Uxbridge		40.66	Platform	Stouffville Station			GO				
	Uxbridge		40.65	Platform	Stouffville Station			GO				
	Uxbridge		40.64	Platform	Stouffville Station			GO				
	Uxbridge		40.63	Platform	Stouffville Station			GO				
	Uxbridge		40.62	Platform	Stouffville Station			GO				
	Uxbridge		40.61	Platform	Stouffville Station			GO				
	Uxbridge		40.60	Platform	Stouffville Station			GO				Marker 41826
	Uxbridge		40.59	Platform	Stouffville Station			GO				
	Uxbridge		40.58	Platform	Stouffville Station			GO				
	Uxbridge		40.57	Platform	Stouffville Station			GO				
	Uxbridge		40.56	Platform	Stouffville Station			GO				
	Uxbridge		40.55	Platform	Stouffville Station			GO				
	Uxbridge		40.54	Platform	Stouffville Station			GO				
	Uxbridge		40.53	Platform	Stouffville Station			GO				
	Uxbridge		40.52	Platform	Stouffville Station			GO				
	Uxbridge		40.51	Platform	Stouffville Station			GO				
	Uxbridge		40.50	Platform	Stouffville Station			GO	Culvert		n/a	
	Uxbridge		40.39	Platform	Stouffville Station			GO	Culverts	Stouffville Creek Millard St.	n/a	Gates and Lights
	Uxbridge		40.30	Platform	Stouffville Station			GO	Level Crossing		n/a	
	Uxbridge	40.00	40.00	Platform	Stouffville Station			GO				
	Uxbridge		39.91	Platform	Stouffville Station			GO				
	Uxbridge		39.72	Platform	Stouffville Station			GO	Culvert		n/a	Field sign
	Uxbridge		39.49	Platform	Stouffville Station			GO	Culvert		n/a	
	Uxbridge		39.41	Platform	Stouffville Station			GO	Culvert		n/a	
	Uxbridge		39.40	Platform	Stouffville Station			GO	Level Crossing	Farm Xing	n/a	
	Uxbridge		39.14	Platform	Stouffville Station			GO	Culvert		n/a	

GO Stouffville Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Elevation		Owner	Crossings		Comments/Remarks
						ASL	Grade		Crossing	Description	
	Uabridge	39.00	39.00					GO	Level Crossing	Bathesda Rd	Gates and Lights
	Uabridge		38.95					GO	Level Crossing	10th Line	Gates and Lights
	Uabridge		38.93					GO			
	Uabridge		38.91					GO			
	Uabridge		38.90		Track Switches	Track Siding Lincolnville Wayside Power and Crew Walk way		GO			York Durham Heritage Railway (foreign owned trackage) merge with Stouffville from T1, T2, T3, T4, T5, T6 continuing into Uabridge Sta. END of Track Switch Healer*
	Uabridge		38.89		Platform	Lincolnville Station		GO			
	Uabridge		38.88		Platform	Lincolnville Station		GO			
	Uabridge		38.87		Platform	Lincolnville Station		GO			
	Uabridge		38.86		Platform	Lincolnville Station		GO			
	Uabridge		38.85		Platform	Lincolnville Station		GO			
	Uabridge		38.84		Platform	Lincolnville Station		GO			
	Uabridge		38.83		Platform	Lincolnville Station		GO			
	Uabridge		38.82		Platform	Lincolnville Station		GO			
	Uabridge		38.81		Platform	Lincolnville Station		GO			
	Uabridge		38.80		Platform	Lincolnville Station		GO			
	Uabridge		38.79		Platform	Lincolnville Station		GO			
	Uabridge		38.78		Platform	Lincolnville Station		GO			Red hexagon
	Uabridge		38.77		Platform	Lincolnville Station		GO			
	Uabridge		38.76		Platform	Lincolnville Station		GO			
	Uabridge		38.75		Platform	Lincolnville Station		GO			
	Uabridge		38.74		Platform	Lincolnville Station		GO			
Uabridge		38.73		Platform	Lincolnville Station		GO				
Uabridge		38.72		Platform	Lincolnville Station		GO				
Uabridge		38.71		Platform	Lincolnville Station		GO		Culvert	n/a	
Uabridge		38.69					GO				
Uabridge		38.67					GO				
Uabridge		38.66					GO				
Uabridge		38.65					GO				
Uabridge		38.64					GO				
Uabridge		38.63					GO				
Uabridge		38.62					GO		Culvert	n/a	
Uabridge		38.61					GO				
Uabridge		38.60					GO				
Uabridge		38.59					GO				
Uabridge		38.58					GO				
Uabridge		38.57					GO				
Uabridge		38.56					GO				
Uabridge		38.55					GO				
Uabridge		38.54					GO				
Uabridge		38.53					GO				
Uabridge		38.52					GO				
Uabridge		38.51					GO				
Uabridge		38.50					GO		Level Crossing	York-Durham Town Line	Green R ReflectORIZED crossback
Uabridge		38.49					GO				
Uabridge		38.48					GO				

Barrie GO Line

Table 1: Barrie GO Line

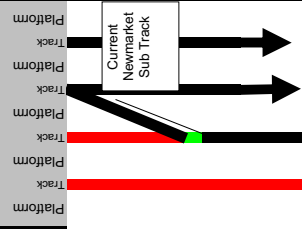
Track Layout Sketch	Subdivision	Mile Post		Mileage from Union Station	Station	Description	Elevation (ft)	Speed Limit		Owner	Crossings			Comments/Remarks
		Mile Post	Mileage from Union Station					Passenger	Freight		Crossing	Description	Clearance	
Platform	USRC	0	0.00	0.00	Marker	Toronto (42414)		45	15	GO				Speed Change
Track	USRC	0	0.00	0.00	Speed Change	Initial set at 45/15		45	15	GO				
Platform	USRC	0	0.00	0.00	Station	Union GO Station		45	15	GO				
Track	USRC	0	0.01	0.01	Platform	Union GO Station		45	15	GO				
Platform	USRC		0.02	0.02	Platform	Union GO Station		45	15	GO				
Track	USRC		0.03	0.03	Platform	Union GO Station		45	15	GO				
Platform	USRC		0.04	0.04	Platform	Union GO Station		45	15	GO				
Track	USRC		0.05	0.05	Platform	Union GO Station		45	15	GO				
Platform	USRC		0.06	0.06	Platform	Union GO Station		45	15	GO				
Track	USRC		0.07	0.07	Platform	Union GO Station		45	15	GO				
Platform	USRC		0.08	0.08	Platform	Union GO Station		45	15	GO				
Track	USRC		0.09	0.09	Platform	Union GO Station		45	15	GO				
Platform	USRC		0.10	0.10	Platform	Union GO Station		45	15	GO				
Track	USRC		0.11	0.11	Platform	Union GO Station		45	15	GO				
Platform	USRC		0.12	0.12	Platform	Union GO Station		45	15	GO				
Track	USRC		0.13	0.13				45	15	GO				
Platform	USRC		0.21	0.21				45	15	GO				
Track	USRC		0.40	0.40				45	15	GO				
Platform	USRC		0.42	0.42				45	15	GO				
Track	USRC		0.56	0.56				45	15	GO				
Platform	USRC	1	1.00	1.00				45	15	GO				
Track	Newmarket		1.09	1.09				45	15	GO				Info from Daryl's email dated May 4, 2010. In email, Dundas Street located at mile 3.45
Platform	Newmarket		1.30	1.30				45	15	GO				
Track	Newmarket		1.50	1.50	Marker	CN Strachan	257	45	15	GO				
Platform	Newmarket		1.59	1.59				45	15	GO				Protected by Gates & Lights
Track	Newmarket		1.60	1.60	Speed Change	From 45/15 to 55/30		55	30	GO				Speed Change
Platform	Newmarket		1.63	1.63				55	30	GO				
Track	Newmarket		1.99	1.99				55	30	GO				
Platform	Newmarket	2	2.00	2.00				55	30	GO				
Track	Newmarket		2.10	2.10			290	55	30	GO				
Platform	Newmarket		2.45	2.45				55	30	GO				
Track	Newmarket		2.46	2.46				55	30	GO				
Platform	Newmarket		2.47	2.47				55	30	GO				
Track	Newmarket		2.48	2.48				55	30	GO				
Platform	Newmarket		2.49	2.49				55	30	GO				
Track	Newmarket		2.50	2.50				55	30	GO				
Platform	Newmarket		2.51	2.51				55	30	GO				
Track	Newmarket		2.52	2.52				55	30	GO				
Platform	Newmarket		2.53	2.53				55	30	GO				
Track	Newmarket		2.75	2.75				55	30	GO				
Platform	Newmarket		2.76	2.76				55	30	GO				
Track	Newmarket		2.77	2.77				55	30	GO				
Platform	Newmarket		2.78	2.78				55	30	GO				
Track	Newmarket		2.79	2.79				55	30	GO				
Platform	Newmarket		2.80	2.80				55	30	GO				
Track	Newmarket		2.81	2.81				55	30	GO				
Platform	Newmarket		2.82	2.82				55	30	GO				
Track	Newmarket		2.91	2.91	Track Switches	Turnout No 1		55	30	GO				
Platform	Newmarket		2.92	2.92				55	30	GO				
Track	Newmarket		2.93	2.93				55	30	GO				
Platform	Newmarket		2.94	2.94				55	30	GO				
Track	Newmarket		2.95	2.95				55	30	GO				
Platform	Newmarket		2.96	2.96				55	30	GO				
Track	Newmarket		2.97	2.97				55	30	GO				
Platform	Newmarket		2.98	2.98	Track Switches	Turnout No 1		55	30	GO				
Track	Newmarket		2.99	2.99	Speed Change			55	30	GO				

Weston Sub Main Tracks

Future Newmarket Sub (Barrie) Tracks

Barrie GO Line

Subdivision	Mile Post	Mileage	Station	Description	Elevation (ft)	Speed Limit		Owner	Crossings			Comments/Remarks
						Passenger	Freight		Crossing	Description	Clearance	
					ASL							
Newmarket	3	3.00	Marker	CN Parkdale (42250)		60	45	GO				Speed Change (Newmarket Sub, Weston Sub 3.0)
Newmarket		3.00	Speed Change	From 55/30 to 60/45		60	45	GO				
Newmarket		3.01	Speed Change			60	45	GO				
Newmarket		3.02				60	45	GO				
Newmarket		3.03				60	45	GO				
Newmarket		3.04				60	45	GO				
Newmarket		3.05	Track Switches	New turnout to Newmarket Sub		60	45	GO				
Newmarket		3.06				60	45	GO				
Newmarket		3.07				60	45	GO				
Newmarket		3.08				60	45	GO				
Newmarket		3.09				60	45	GO				
Newmarket		3.10				60	45	GO				
Newmarket		3.11				60	45	GO				
Newmarket		3.12				60	45	GO	Subway	Lanndowne Avenue	n/a	Info from Daryl's email dated May 4, 2010. In email, Dundas Street located at mile 3.45
Newmarket		3.37				60	45	GO	Overhead Bridge	Dundas Street	21' 9"	
Newmarket		3.45			355	60	45	GO				
Newmarket		3.65			356	60	45	GO				
Newmarket		3.91				60	45	GO	Subway	Bloor Street		
Newmarket		3.92	Signal	41		60	45	GO				
Newmarket	4	4.00				60	45	GO				
Newmarket		4.08				60	45	GO	Subway	Palon Road Pedestrian Tunnel		Closed to the Public
Newmarket		4.19				60	45	GO	Level Crossing	Wallace Avenue		Protected with Gates & Lights
Newmarket		4.51				60	45	GO	Subway	Dupont Street		
Newmarket		4.54	Signal	45		60	45	GO				
Newmarket		4.60	Marker	CN Davenport (42163)		60	45	GO				CP North Toronto Subdivision from West Toronto (Future Rail-Rail Grade Separation)
Newmarket		4.61	Signal	46		45	35	GO				Speed Change
Newmarket		4.82			405	45	35	GO				
Newmarket		4.87				45	35	GO	Subway	Davenport Road	n/a	
Newmarket	5	5.00				45	35	GO				
Newmarket		5.24				45	35	GO	Subway	St. Clair Avenue	n/a	
Newmarket		5.32	Marker	Old St. Clair Avenue (42160)		45	35	GO				
Newmarket		5.40				45	35	GO	Culvert	Drainage Culvert	n/a	
Newmarket		5.50	Speed Change	From 45/35 to 75/60		75	60	GO				Speed Change
Newmarket		5.65				75	60	GO	Overhead Bridge	Innes Avenue Pedestrian	23' 5"	Info from Daryl's email dated May 4, 2010. In email, Innes Ave overpass located at mile 5.70
Newmarket		5.86				75	60	GO	Subway	Rogers Road	n/a	
Newmarket	6	6.00				75	60	GO				
Newmarket		6.12				75	60	GO	Subway	Dunnaven Drive Pedestrian	n/a	
Newmarket		6.30	Signal	63		75	60	GO				
Newmarket		6.40	Signal	64		75	60	GO				
Newmarket		6.50				75	60	GO	Overhead Bridge	Eglinton Avenue	23' 0"	Info from Daryl's email dated May 4, 2010.
Newmarket		6.60	Marker	CN Fairbank		75	60	GO				
Newmarket		6.89				75	60	GO	Level Crossing	Castlefield Avenue	n/a	Protected with Gates and Lights
Newmarket		6.90				75	60	GO	Culvert	Drainage Culvert	n/a	
Newmarket	7	7.00				75	60	GO				
Newmarket		7.81				75	60	GO	Subway	Lawrence Avenue West	n/a	
Newmarket	8	8.00				75	60	GO				
Newmarket		8.08			580	75	60	GO				
Newmarket		8.30				75	60	GO	Culvert	Drainage Culvert		
Newmarket		8.40	Marker	Downsview Yard (42148)		75	60	GO	Culvert	Drainage Culvert		Downsview Radio Tower
Newmarket		8.50				75	60	GO	Culvert	Drainage Culvert		
Newmarket		8.71				75	60	GO				
Newmarket		8.80	Track Switches	Hand Operated into Sliding B419 - 31		75	60	GO	Overhead Bridge	Hwy 401	22' 4"	Info from Daryl's email dated May 4, 2010.
Newmarket	9	9.00				75	60	GO				
Newmarket		9.10	Signal	91		75	60	GO				
Newmarket		9.12				75	60	GO	Subway	Wilson Avenue		
Newmarket		9.12				75	60	GO	Culvert	Culvert		
Newmarket		9.20	Marker	CN Spicer		75	60	GO				
Newmarket		9.20	Signal	92		75	60	GO				
Newmarket		9.45			635	75	60	GO				
Newmarket		9.80				75	60	GO	Culvert	Culvert		



Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation (ft)	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station					Passenger	Freight		Crossing	Description		
Platform	Newmarket		9.99		Track Switches	Hand Operated into Sliding A229 - 860 ft		75	60	GO				de Havilland Incorporated (now Bombardier)
Track	Newmarket	10	10.00	10.00				75	60	GO				
Platform	Newmarket		10.30	10.30				75	60	GO	Culvert			
Track	Newmarket		10.50	10.50				75	60	GO	Level Crossing	Canrail Road		Protected with Lights only
Platform	Newmarket		10.51	10.51	Signal	105		75	60	GO				
Track	Newmarket		10.70	10.70				75	60	GO	Culvert		n/a	
Platform	Newmarket		10.74	10.74				75	60	GO				
Track	Newmarket		10.75	10.75	Platform	Downsview GO Station		75	60	GO				
Platform	Newmarket		10.76	10.76	Platform	Downsview GO Station		75	60	GO				
Track	Newmarket		10.77	10.77	Platform	Downsview GO Station		75	60	GO				
Platform	Newmarket		10.78	10.78	Platform	Downsview GO Station		75	60	GO				
Track	Newmarket		10.79	10.79	Platform	Downsview GO Station		75	60	GO				
Platform	Newmarket		10.80	10.80	Platform	Downsview GO Station		75	60	GO				
Track	Newmarket		10.81	10.81	Platform	Downsview GO Station		75	60	GO				
Platform	Newmarket		10.82	10.82	Platform	Downsview GO Station		75	60	GO				
Track	Newmarket		10.83	10.83	Platform	Downsview GO Station		75	60	GO				
Platform	Newmarket		10.84	10.84	Platform	Downsview GO Station		75	60	GO				
Track	Newmarket		10.85	10.85	Platform	Downsview GO Station		75	60	GO				
Platform	Newmarket		10.86	10.86	Platform	Downsview GO Station		75	60	GO				
Track	Newmarket		10.87	10.87	Platform	Downsview GO Station		75	60	GO				
Platform	Newmarket		10.88	10.88	Platform	Downsview GO Station		75	60	GO	Subway	Sheppard Avenue West		n/a
Track	Newmarket	11	11.00	11.00				75	60	GO				
Platform	Newmarket		11.17	11.17	Track Switches	Hand Operated - into Sliding A228 - 410 ft		75	60	GO	Culvert			Old RCAF Station Downsview siding.
Track	Newmarket		11.19	11.19				75	60	GO	Culvert			
Platform	Newmarket		11.30	11.30				75	60	GO				
Track	Newmarket		11.41	11.41				75	60	GO				
Platform	Newmarket		11.42	11.42	Track Switches	Hand Operated - into Runaround Sliding		75	60	GO				
Track	Newmarket		11.43	11.43				75	60	GO				
Platform	Newmarket		11.44	11.44				75	60	GO				
Track	Newmarket		11.45	11.45				75	60	GO				
Platform	Newmarket		11.46	11.46				75	60	GO				
Track	Newmarket		11.47	11.47				75	60	GO				
Platform	Newmarket		11.65	11.65				75	60	GO	Subway	Finch Avenue		n/a
Track	Newmarket		11.81	11.81				75	60	GO				
Platform	Newmarket		11.82	11.82				75	60	GO				
Track	Newmarket		11.83	11.83				75	60	GO				
Platform	Newmarket		11.84	11.84				75	60	GO				
Track	Newmarket		11.85	11.85				75	60	GO				
Platform	Newmarket		11.86	11.86	Track Switches	Hand Operated - into Runaround Sliding		75	60	GO				
Track	Newmarket		11.87	11.87				75	60	GO				
Platform	Newmarket		11.90	11.90				75	60	GO	Level Crossing	TTC Bus Route (York University)		Protected with Gates and Lights
Track	Newmarket		11.91	11.91				75	60	GO				
Platform	Newmarket	12	12.00	12.00				75	60	GO				
Track	Newmarket		12.09	12.09				75	60	GO				
Platform	Newmarket		12.10	12.10	Marker	CN Syder-South (42128)		75	60	GO				
Track	Newmarket		12.11	12.11	Signal	121		75	60	GO				
Platform	Newmarket		12.12	12.12				75	60	GO				
Track	Newmarket		12.13	12.13				75	60	GO				
Platform	Newmarket		12.14	12.14	Track Switches	Switch 1 to South Connecting Track		75	60	GO				
Track	Newmarket		12.15	12.15				75	60	GO				
Platform	Newmarket		12.16	12.16				75	60	GO				
Track	Newmarket		12.17	12.17				75	60	GO				
Platform	Newmarket		12.18	12.18				75	60	GO				
Track	Newmarket		12.19	12.19				75	60	GO				
Platform	Newmarket		12.20	12.20	Signal	122E, 122W		75	60	GO				
Track	Newmarket		12.21	12.21				75	60	GO				
Platform	Newmarket		12.22	12.22				75	60	GO				
Track	Newmarket		12.27	12.27				75	60	GO				
Platform	Newmarket		12.28	12.28	Track Switches	Hand Operated to Sliding A232		75	60	GO				
Track	Newmarket		12.29	12.29	Track Switches	Hand Operated to Sliding A237		75	60	GO				West Track to Shell Canada
Platform	Newmarket		12.30	12.30				75	60	GO				East Track to Van Water & Rogers
Track	Newmarket		12.51	12.51				75	60	GO				

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation (ft)	Grade		Owner	Crossings		Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station					ASL	Passenger		Freight	Crossing		
Platform	Newmarket		12.52	12.52	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.53	12.53	Platform	York University GO Station			75	60	GO			
Platform	Newmarket		12.54	12.54	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.55	12.55	Platform	York University GO Station			75	60	GO			
Platform	Newmarket		12.56	12.56	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.57	12.57	Platform	York University GO Station			75	60	GO			
Platform	Newmarket		12.58	12.58	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.59	12.59	Platform	York University GO Station			75	60	GO			
Platform	Newmarket		12.60	12.60	Station	York University GO Station			75	60	GO			595-A Canarctic Drive, North York ON
Track	Newmarket		12.60	12.60	Marker	GO York University			75	60	GO			
Platform	Newmarket		12.61	12.61	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.62	12.62	Platform	York University GO Station			75	60	GO			
Platform	Newmarket		12.63	12.63	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.64	12.64	Platform	York University GO Station			75	60	GO			
Platform	Newmarket		12.65	12.65	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.66	12.66	Platform	York University GO Station			75	60	GO			
Platform	Newmarket		12.67	12.67	Platform	York University GO Station			75	60	GO			
Track	Newmarket		12.68	12.68					75	60	GO			
Platform	Newmarket		12.84	12.84					75	60	GO			
Track	Newmarket		12.85	12.85					75	60	GO			
Platform	Newmarket		12.86	12.86					75	60	GO			
Track	Newmarket		12.87	12.87					75	60	GO			
Platform	Newmarket		12.88	12.88					75	60	GO			
Track	Newmarket		12.89	12.89					75	60	GO			
Platform	Newmarket		12.90	12.90	Marker	CN Snyder (41969)			75	60	GO			
Track	Newmarket		12.91	12.91	Signal	129E, 129W			75	60	GO			
Platform	Newmarket		12.92	12.92	Track Switches	Switch 17 to South Connecting Track			75	60	GO	Subway		n/a
Track	Newmarket		12.93	12.93					75	60	GO			
Platform	Newmarket		12.94	12.94	Track Switches	Switch 15 to CN York Soth Wye			75	60	GO			
Track	Newmarket		12.95	12.95					75	60	GO			
Platform	Newmarket		12.96	12.96					75	60	GO			
Track	Newmarket		12.97	12.97					75	60	GO			
Platform	Newmarket		12.98	12.98					75	60	GO			
Track	Newmarket		12.99	12.99					75	60	GO			
Platform	Newmarket	13	13.00	13.00					75	60	GO			
Track	Newmarket		13.19	13.19					75	60	GO	Subway		Peak of Snyder Rail/Rail Grade Separation
Platform	Newmarket		13.29	13.29					75	60	GO			
Track	Newmarket		13.30	13.30					75	60	GO			
Platform	Newmarket		13.31	13.31					75	60	GO			
Track	Newmarket		13.32	13.32					75	60	GO			
Platform	Newmarket		13.33	13.33					75	60	GO			
Track	Newmarket		13.34	13.34					75	60	GO			
Platform	Newmarket		13.35	13.35					75	60	GO			
Track	Newmarket		13.36	13.36					75	60	GO			
Platform	Newmarket		13.41	13.41	Signal	134			75	60	GO			
Track	Newmarket		13.45	13.45					75	60	GO	Culvert		
Platform	Newmarket		13.70	13.70					75	60	GO	Culvert		
Track	Newmarket		13.81	13.81					75	60	GO	Subway		n/a
Platform	Newmarket		13.87	13.87					75	60	GO			
Track	Newmarket		13.88	13.88					75	60	GO			
Platform	Newmarket		13.89	13.89					75	60	GO			
Track	Newmarket		13.90	13.90	Signal	139, 139D			75	60	GO			
Platform	Newmarket		13.91	13.91					75	60	GO			
Track	Newmarket		13.92	13.92					75	60	GO			
Platform	Newmarket		13.93	13.93					75	60	GO			
Track	Newmarket		13.94	13.94					75	60	GO			
Platform	Newmarket		13.95	13.95	Track Switches	Switch 1 to CN York North Connecting			75	60	GO			Includes Switch Heater
Track	Newmarket		13.96	13.96					75	60	GO			
Platform	Newmarket	14	14.00	14.00	Signal	140			75	60	GO			
Track	Newmarket		14.00	14.00	Marker	CN Snyder North (42124)			75	60	GO			
Platform	Newmarket		14.23	14.23					75	60	GO	Subway		n/a
Track	Newmarket		14.23	14.23					75	60	GO	Culvert		n/a

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation (ft)	Grade	Speed Limit		Owner	Crossings			Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station						Passenger	Freight		Crossing	Description	Clearance		
Platform	Newmarket		14.27	14.27					75	60	GO	Culvert		n/a		
Track	Newmarket		14.65	14.65					75	60	GO	Level Crossing	Private Crossing			
Platform	Newmarket		14.82	14.82					75	60	GO	Level Crossing	Rivermeade Road		Protected by Gates and Lights	
Track	Newmarket	15	15.00	15.00					75	60	GO					
Platform	Newmarket		15.29	15.29		Track Switches			75	60	GO				Welded Tube Canada Siding (1835 feet)	
Track	Newmarket		15.40	15.40					75	60	GO	River Bridge	Don River			
Platform	Newmarket	16	15.50	15.50		Marker			75	60	GO	Level Crossing	Langstaff Road		Protected by Gates & Lights - (York Region Road 72)	
Track	Newmarket		16.00	16.00					75	60	GO					
Platform	Newmarket		16.66	16.66					75	60	GO					
Track	Newmarket		16.67	16.67		Platform			75	60	GO					
Platform	Newmarket		16.68	16.68		Platform			75	60	GO					
Track	Newmarket		16.69	16.69		Platform			75	60	GO					
Platform	Newmarket		16.70	16.70		Marker			75	60	GO					
Track	Newmarket		16.70	16.70		Station			75	60	GO	Culvert			699 Westburne, Concord, ON	
Platform	Newmarket		16.71	16.71		Platform			75	60	GO					
Track	Newmarket		16.72	16.72		Platform			75	60	GO					
Platform	Newmarket		16.73	16.73		Platform			75	60	GO					
Track	Newmarket		16.74	16.74		Platform			75	60	GO					
Platform	Newmarket		16.75	16.75		Platform			75	60	GO					
Track	Newmarket		16.76	16.76		Platform			75	60	GO					
Platform	Newmarket		16.77	16.77		Platform			75	60	GO					
Track	Newmarket		16.78	16.78		Platform			75	60	GO					
Platform	Newmarket		16.79	16.79		Platform			75	60	GO					
Track	Newmarket		16.80	16.80		Platform			75	60	GO					
Platform	Newmarket		16.81	16.81		Platform			75	60	GO					
Track	Newmarket		16.82	16.82		Platform			75	60	GO					
Platform	Newmarket		16.83	16.83					75	60	GO	Level Crossing	Rutherford Road		Protected with Gates & Lights (York Regional Road 73)	
Track	Newmarket	17	17.00	17.00					75	60	GO					
Platform	Newmarket		17.40	17.40					75	60	GO	Culvert				
Track	Newmarket		17.50	17.50					75	60	GO	Culvert				
Platform	Newmarket		17.54	17.54					75	60	GO	Level Crossing	Private Road			
Track	Newmarket		17.55	17.55		Signal			75	60	GO					
Platform	Newmarket		17.85	17.85					75	60	GO	Culvert				
Track	Newmarket		17.88	17.88					75	60	GO					
Platform	Newmarket		17.90	17.90		Speed Change			60	40	GO				Speed Change	
Track	Newmarket	18	18.00	18.00					60	40	GO					
Platform	Newmarket		18.10	18.10					60	40	GO	Subway	Major Mackenzie Drive		York Regional Road #25	
Track	Newmarket		18.13	18.13					60	40	GO					
Platform	Newmarket		18.14	18.14		Platform			60	40	GO					
Track	Newmarket		18.15	18.15		Platform			60	40	GO					
Platform	Newmarket		18.16	18.16		Platform			60	40	GO					
Track	Newmarket		18.17	18.17		Platform			60	40	GO					
Platform	Newmarket		18.18	18.18		Platform			60	40	GO					
Track	Newmarket		18.19	18.19		Platform			60	40	GO					
Platform	Newmarket		18.20	18.20		Platform			60	40	GO					
Track	Newmarket		18.21	18.21		Platform			60	40	GO					
Platform	Newmarket		18.22	18.22		Platform			60	40	GO					
Track	Newmarket		18.23	18.23		Platform			60	40	GO					
Platform	Newmarket		18.24	18.24		Platform			60	40	GO					
Track	Newmarket		18.25	18.25		Platform			60	40	GO					
Platform	Newmarket		18.26	18.26		Platform			60	40	GO					
Track	Newmarket		18.27	18.27		Platform			60	40	GO					
Platform	Newmarket		18.28	18.28		Platform			60	40	GO					
Track	Newmarket		18.29	18.29		Platform			60	40	GO					
Platform	Newmarket		18.30	18.30		Station			60	40	GO					
Track	Newmarket		18.30	18.30		Marker			60	40	GO				30 Station Street, Vaughn ON	
Platform	Newmarket		18.49	18.49					60	40	GO	Level Crossing	McNaughton Road		Protected with Gates & Lights (Crawford Sand & Gravel, Keele Valley Dump)	
Track	Newmarket		18.50	18.50					60	40	GO	Culvert				
Platform	Newmarket		18.51	18.51					60	40	GO					
Track	Newmarket		18.52	18.52		Track Switches			60	40	GO					
Platform	Newmarket		18.53	18.53					60	40	GO					
Track	Newmarket		18.70	18.70					60	40	GO	Culvert				

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation (ft)	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station					Passenger	Freight		Crossing	Description		
Platform Track	Newmarket	19	19.00	19.00				60	40	GO	Culvert			
	Newmarket		19.35	19.35				60	40	GO	Level Crossing	Teston Side Road	Protected with Gates & Lights	
Platform Track	Newmarket		19.40	19.40				60	40	GO	Culvert			
	Newmarket		19.51	19.51				60	40	GO	Overhead Bridge	Keele Street	required	(York Regional Road 6) "N/A" according to Daryl's Email May 4, 2010
Platform Track	Newmarket		19.60	19.60				60	40	GO	Culvert			
	Newmarket		19.66	19.66				60	40	GO	Level Crossing	Kirby Road	n/a	
Platform Track	Newmarket		19.70	19.70				60	40	GO	Culvert			
	Newmarket		19.72	19.72				60	40	GO	Level Crossing	Farm Crossing		
Platform Track	Newmarket		19.90	19.90				60	40	GO	Culvert			
	Newmarket	20	20.00	20.00				60	40	GO	Level Crossing	Farm Crossing		
Platform Track	Newmarket		20.03	20.03				60	40	GO	Culvert			
	Newmarket		20.10	20.10				60	40	GO	Level Crossing	Farm Crossing		
Platform Track	Newmarket		20.30	20.30				60	40	GO	Culvert			
	Newmarket		20.43	20.43				60	40	GO	Level Crossing	Farm Crossing		
Platform Track	Newmarket		20.55	20.55				60	40	GO	Culvert			
	Newmarket		20.66	20.66				60	40	GO	Level Crossing	Kirby Road	n/a	
Platform Track	Newmarket	21	21.00	21.00				60	40	GO	Culvert			
	Newmarket		21.10	21.10				60	40	GO	Level Crossing	Farm Crossing		
Platform Track	Newmarket		21.20	21.20				60	40	GO	Culvert			
	Newmarket		21.49	21.49			995	60	40	GO	Level Crossing	Farm Crossing		
Platform Track	Newmarket		21.50	21.50				60	40	GO	Culvert			
	Newmarket		21.70	21.70				60	40	GO	Level Crossing	Farm Crossing		
Platform Track	Newmarket		21.84	21.84				60	40	GO	Culvert			
	Newmarket		21.99	21.99				60	40	GO	Level Crossing	King-Vaughn Townline Road	Protected by Gates & Lights	
Platform Track	Newmarket		22.55	22.55				60	40	GO	Culvert			
	Newmarket		22.56	22.56	Platform	King City GO Station		60	40	GO				
Platform Track	Newmarket		22.57	22.57	Platform	King City GO Station		60	40	GO				
	Newmarket		22.58	22.58	Platform	King City GO Station		60	40	GO				
Platform Track	Newmarket		22.59	22.59	Platform	King City GO Station		60	40	GO				
	Newmarket		22.60	22.60	Platform	King City GO Station	952	60	40	GO	Culvert			
Platform Track	Newmarket		22.61	22.61	Platform	King City GO Station		60	40	GO				
	Newmarket		22.62	22.62	Platform	King City GO Station		60	40	GO				
Platform Track	Newmarket		22.63	22.63	Platform	King City GO Station		60	40	GO				
	Newmarket		22.64	22.64	Platform	King City GO Station		60	40	GO				
Platform Track	Newmarket		22.65	22.65	Platform	King City GO Station		60	40	GO				
	Newmarket		22.66	22.66	Platform	King City GO Station		60	40	GO				
Platform Track	Newmarket		22.67	22.67	Platform	King City GO Station		60	40	GO				
	Newmarket		22.68	22.68	Platform	King City GO Station		60	40	GO				
Platform Track	Newmarket		22.69	22.69	Platform	King City GO Station		60	40	GO				
	Newmarket		22.70	22.70	Station	King City GO Station		60	40	GO				
Platform Track	Newmarket		23.70	23.70	Marker	CN King City (42118)		60	40	GO				7 Station Road, King City ON
	Newmarket		22.71	22.71	Platform	King City GO Station		60	40	GO				
Platform Track	Newmarket		22.72	22.72	Platform	King City GO Station		60	40	GO				
	Newmarket		22.73	22.73				60	40	GO	Level Crossing	Station Road	Protected by Gates & Lights	
Platform Track	Newmarket		22.80	22.80				60	40	GO	Culvert			
	Newmarket		22.95	22.95				60	40	GO	Culvert			
Platform Track	Newmarket	23	23.00	23.00				60	40	GO				
	Newmarket		23.10	23.10				60	40	GO	Culvert			
Platform Track	Newmarket		23.26	23.26				60	40	GO	Overhead Bridge	Kings Road	required	Regional Road 11 "N/A" according to Daryl's Email May 4, 2010
	Newmarket		23.28	23.28				60	40	GO	River Bridge	Drainage	required	Regional Road 6 - "N/A" according to Daryl's Email May 4, 2010
Platform Track	Newmarket		23.30	23.30			975	60	40	GO	Overhead Bridge	Keele Street		
	Newmarket		23.60	23.60				60	40	GO	Culvert			
Platform Track	Newmarket		23.80	23.80				60	40	GO	Culvert			
	Newmarket		23.90	23.90				60	40	GO	Culvert			
Platform Track	Newmarket	24	24.00	24.00				60	40	GO				
	Newmarket		24.25	24.25				60	40	GO	Culvert			
Platform Track	Newmarket		24.40	24.40				60	40	GO	Culvert			
	Newmarket		24.57	24.57			960	60	40	GO	Culvert			
Platform Track	Newmarket		24.60	24.60				60	40	GO	Culvert			
	Newmarket		24.60	24.60				60	40	GO	Level Crossing	Dufferin Street	n/a	York Regional Road 53

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	Grade		ASL	Passenger	Freight	Speed Limit	Owner	Crossings			Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station					ft	%						Crossing	Description	Clearance		
Track	Newmarket		24.85	24.85							60	40	GO		Culvert				
Platform	Newmarket		24.92	24.92							60	40	GO		Culvert				
Track	Newmarket		24.98	24.98							60	40	GO		Culvert		n/a		
Platform	Newmarket	25	25.00	25.00					953		60	40	GO		Culvert				
Track	Newmarket		25.25	25.25							60	40	GO		Level Crossing		n/a		
Platform	Newmarket		25.30	25.30							60	40	GO		Culvert				
Track	Newmarket		25.50	25.50							60	40	GO		Culvert				
Platform	Newmarket		25.70	25.70							60	40	GO		Culvert				
Track	Newmarket		25.90	25.90							60	40	GO		Culvert				
Platform	Newmarket	26	26.00	26.00							60	40	GO		Culvert				
Track	Newmarket		26.09	26.09							60	40	GO		Culvert				
Platform	Newmarket		26.10	26.10							60	40	GO		Level Crossing	Bloomington Road Side Road 15			
Track	Newmarket		26.50	26.50					996		60	40	GO		Overhead Bridge	Bathurst Street	required	York Regional Road 38 - "N/A" according to Daryl's Email May 4, 2010	
Platform	Newmarket		26.60	26.60							60	40	GO		Culvert				
Track	Newmarket		27.00	27.00							60	40	GO		Culvert				
Platform	Newmarket	27	27.66	27.66							60	40	GO		Culvert				
Track	Newmarket		27.70	27.70							60	40	GO		Culvert				
Platform	Newmarket		28.00	28.00							60	40	GO		Culvert				
Track	Newmarket		28.10	28.10							60	40	GO		Culvert				
Platform	Newmarket		28.30	28.30							60	40	GO		Culvert				
Track	Newmarket		28.50	28.50							60	40	GO		Subway	Yonge Street/Hwy 11	n/a		
Platform	Newmarket		28.51	28.51							60	40	GO		Culvert				
Track	Newmarket		28.80	28.80							60	40	GO		Culvert				
Platform	Newmarket		28.85	28.85							60	40	GO		Culvert				
Track	Newmarket	29	29.00	29.00							60	40	GO		Culvert				
Platform	Newmarket		29.17	29.17							60	40	GO		Level Crossing	Engelhard Drive	n/a	Protected by Gates & Lights	
Track	Newmarket		29.40	29.40							60	40	GO		Culvert				
Platform	Newmarket		29.77	29.77							60	40	GO		Culvert				
Track	Newmarket		29.78	29.78		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.79	29.79		Platform					60	40	GO		Level Crossing			Protected by ReflectORIZED Crossbuck	
Track	Newmarket		29.80	29.80		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.81	29.81		Platform					60	40	GO		Culvert				
Track	Newmarket		29.82	29.82		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.83	29.83		Platform					60	40	GO		Culvert				
Track	Newmarket		29.84	29.84		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.85	29.85		Platform					60	40	GO		Culvert				
Track	Newmarket		29.86	29.86		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.87	29.87		Platform					60	40	GO		Culvert				
Track	Newmarket		29.88	29.88		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.89	29.89		Platform					60	40	GO		Culvert				
Track	Newmarket		29.90	29.90		Marker					60	40	GO		Culvert				
Platform	Newmarket		29.90	29.90		Station					60	40	GO		Culvert				
Track	Newmarket		29.91	29.91		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.92	29.92		Platform					60	40	GO		Culvert				
Track	Newmarket		29.93	29.93		Platform					60	40	GO		Culvert				
Platform	Newmarket		29.94	29.94							60	40	GO		Culvert				
Track	Newmarket		29.99	29.99							60	40	GO		Level Crossing	Wellington Street	n/a	York Regional Road 15 protected by Gates & Lights	
Platform	Newmarket	30	30.00	30.00					883		60	40	GO		Level Crossing	Centre Street		Protected by Gates & Lights	
Track	Newmarket		30.04	30.04							60	40	GO		Culvert				
Platform	Newmarket		30.10	30.10							60	40	GO		Culvert				
Track	Newmarket		30.20	30.20		Hot Box Detector					60	40	GO		Culvert				
Platform	Newmarket		30.90	30.90							60	40	GO		Culvert				
Track	Newmarket	31	31.00	31.00							60	40	GO		Level Crossing	St. John's Side Road		Protected by Gates & Lights	
Platform	Newmarket		31.28	31.28							60	40	GO		Culvert				
Track	Newmarket		32.00	32.00							60	40	GO		Culvert				
Platform	Newmarket		32.75	32.75							60	40	GO		Level Crossing	Mullock Drive		York Regional Road 74 - Protected by Gates & Lights	
Track	Newmarket		32.78	32.78							60	40	GO		Utility			Ontario Hydro Switching Substation	
Platform	Newmarket		32.80	32.80							60	40	GO		Culvert				
Track	Newmarket		32.85	32.85							60	40	GO		Culvert				
Platform	Newmarket		32.95	32.95							60	40	GO		Culvert				

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	Grade		ASL	Passenger	Freight	Owner	Crossings			Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station					ASL	ASL					Crossing	Description	Clearance		
Platform	Newmarket	33	33.00	33.00							60	40	GO					
Track	Newmarket		33.05	33.05							60	40	GO	Culvert				
Platform	Newmarket		33.31	33.31		Speed Change					50	40	GO					Speed Change
Track	Newmarket		33.40	33.40							50	40	GO	Culvert				
Platform	Newmarket		33.55	33.55							50	40	GO	Culvert				
Track	Newmarket		33.64	33.64							50	40	GO	Level Crossing	Water Street			Protected by Gates & Lights
Platform	Newmarket		33.70	33.70							50	40	GO	Level Crossing	Timothy Street			Protected by Gates & Lights
Track	Newmarket		33.95	33.95							50	40	GO	River Bridge	Holland River 66 ft			
Platform	Newmarket	34	34.00	34.00							50	40	GO	Overhead Bridge	Queen Street			"N/A" according to Daryl's Email May 4, 2010
Track	Newmarket		34.10	34.10		Old Newmarket Station					50	40	GO					
Platform	Newmarket		34.16	34.16							50	40	GO	Level Crossing	Davis Drive			Protected by Gates & Lights
Track	Newmarket		34.17	34.17							50	40	GO					
Platform	Newmarket		34.18	34.18		Platform					50	40	GO					
Track	Newmarket		34.19	34.19		Platform					50	40	GO					
Platform	Newmarket		34.20	34.20		Marker					50	40	GO					
Track	Newmarket		34.20	34.20		Marker					50	40	GO					
Platform	Newmarket		34.21	34.21		Station					50	40	GO					
Track	Newmarket		34.21	34.21		Station					50	40	GO					
Platform	Newmarket		34.22	34.22		Platform					50	40	GO					
Track	Newmarket		34.23	34.23		Platform					50	40	GO					
Platform	Newmarket		34.24	34.24		Platform					50	40	GO					
Track	Newmarket		34.25	34.25		Platform					50	40	GO					
Platform	Newmarket		34.26	34.26		Platform					50	40	GO					465 Davis Drive, Newmarket ON
Track	Newmarket		34.27	34.27		Platform					50	40	GO					
Platform	Newmarket		34.28	34.28		Platform					50	40	GO					
Track	Newmarket		34.29	34.29		Platform					50	40	GO					
Platform	Newmarket		34.30	34.30		Platform					50	40	GO					
Track	Newmarket		34.31	34.31		Platform					50	40	GO					
Platform	Newmarket		34.32	34.32		Platform					50	40	GO					
Track	Newmarket		34.40	34.40							50	40	GO					
Platform	Newmarket		34.60	34.60							50	40	GO					
Track	Newmarket		34.85	34.85							50	40	GO					
Platform	Newmarket		34.86	34.86							50	40	GO					
Track	Newmarket		34.88	34.88							50	40	GO					
Platform	Newmarket		34.99	34.99							50	40	GO					
Track	Newmarket	35	35.00	35.00							50	40	GO					
Platform	Newmarket		35.01	35.01							50	40	GO					
Track	Newmarket		35.02	35.02							50	40	GO					
Platform	Newmarket		35.41	35.41							50	40	GO					
Track	Newmarket		35.42	35.42		Platform					50	40	GO					
Platform	Newmarket		35.43	35.43		Platform					50	40	GO					
Track	Newmarket		35.44	35.44		Platform					50	40	GO					
Platform	Newmarket		35.45	35.45		Platform					50	40	GO					
Track	Newmarket		35.46	35.46		Platform					50	40	GO					
Platform	Newmarket		35.47	35.47		Platform					50	40	GO					
Track	Newmarket		35.48	35.48		Platform					50	40	GO					
Platform	Newmarket		35.49	35.49		Platform					50	40	GO					
Track	Newmarket		35.50	35.50		Marker					50	40	GO					
Platform	Newmarket		35.50	35.50		Station					50	40	GO					
Track	Newmarket		35.51	35.51		Platform					50	40	GO					
Platform	Newmarket		35.52	35.52		Platform					50	40	GO					
Track	Newmarket		35.53	35.53		Platform					50	40	GO					
Platform	Newmarket		35.54	35.54		Platform					50	40	GO					
Track	Newmarket		35.55	35.55		Platform					50	40	GO					
Platform	Newmarket		35.56	35.56		Platform					50	40	GO					
Track	Newmarket		35.57	35.57		Platform					50	40	GO					
Platform	Newmarket		35.58	35.58							50	40	GO					
Track	Newmarket		35.59	35.59							50	40	GO					
Platform	Newmarket		35.60	35.60							50	40	GO					
Track	Newmarket		35.61	35.61							50	40	GO					
Platform	Newmarket		35.70	35.70							50	40	GO					
Track	Newmarket		35.99	35.99							50	40	GO					
Platform	Newmarket	36	36.00	36.00							50	40	GO					

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	ASL	Grade	Speed Limit		Owner	Crossings			Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station							Passenger	Freight		Crossing	Description			
Platform	Newmarket		36.01	36.01						50	40	GO					
Track	Newmarket		36.20	36.20						50	40	GO	Culvert				
Platform	Newmarket		36.37	36.37						50	40	GO	Culvert				
Track	Newmarket		36.38	36.38						50	40	GO	Level Crossing	2nd Avenue		Protected by Gates & Lights	
Platform	Newmarket		36.40	36.40						50	40	GO	Culvert				
Track	Newmarket		36.41	36.41		Speed Change				60	40	GO	Culvert			Speed Change	
Platform	Newmarket	37	37.00	36.85						60	40	GO	Culvert				
Track	Newmarket		37.40	37.00						60	40	GO	Culvert				
Platform	Newmarket		37.41	37.41						60	40	GO	Culvert				
Track	Newmarket		37.50	37.50						60	40	GO	Culvert				
Platform	Newmarket		37.65	37.65						60	40	GO	Level Crossing	Chapman Street		Protected with Gates & Lights	
Track	Newmarket		37.70	37.70						60	40	GO	Culvert				
Platform	Newmarket		37.71	37.71						60	40	GO	Level Crossing	Old Yonge Street (Holland Landing)		Protected with Gates & Lights	
Track	Newmarket		37.76	37.76						60	40	GO	Culvert				
Platform	Newmarket		37.77	37.77						60	40	GO	Culvert				
Track	Newmarket	38	38.00	38.00						60	40	GO	Culvert				
Platform	Newmarket		38.40	38.40						60	40	GO	Culvert				
Track	Newmarket		38.43	38.43						60	40	GO	Level Crossing	Bradford Street		Protected by Gates & Lights (York Regional Road 13)	
Platform	Newmarket		38.60	38.60						60	40	GO	Culvert				
Track	Newmarket	39	39.00	39.00						60	40	GO	Culvert				
Platform	Newmarket		39.33	39.33						60	40	GO	Level Crossing	Oroline Road		Protected by Gates & Lights (River Drive Park)	
Track	Newmarket		39.66	39.66						60	40	GO	Level Crossing	Bathurst Street / Townline Road		Protected by Gates & Lights (York Regional Road 38)	
Platform	Newmarket	40	40.00	40.00						60	40	GO	Culvert				
Track	Newmarket		40.53	40.53						60	40	GO	Level Crossing	Kaivers Street		Protected by Gates & Lights	
Platform	Newmarket		40.92	40.92						60	40	GO	Culvert				
Track	Newmarket		40.93	40.93						60	40	GO	Level Crossing	Toll Road		Protected by Gates & Lights	
Platform	Newmarket	41	41.00	40.94						60	40	GO	Culvert				
Track	Newmarket		41.01	41.01						60	40	GO	River Bridge	Holland River		275 foot crossing	
Platform	Newmarket		41.02	41.02						60	40	GO	Culvert				
Track	Newmarket		41.03	41.03						60	40	GO	Level Crossing	Private Road			
Platform	Newmarket		41.10	41.10						60	40	GO	Culvert				
Track	Newmarket		41.11	41.11		Track Switches				60	40	GO	Culvert				
Platform	Newmarket		41.12	41.12		Turnout of NCA9 Siding				60	40	GO	Culvert				
Track	Newmarket		41.13	41.13						60	40	GO	Culvert				
Platform	Newmarket		41.14	41.14						60	40	GO	Culvert				
Track	Newmarket		41.15	41.15		Track Switches				60	40	GO	Culvert				
Platform	Newmarket		41.16	41.16		New Turnout				60	40	GO	Culvert				
Track	Newmarket		41.24	41.24						60	40	GO	Culvert				
Platform	Newmarket		41.25	41.25						60	40	GO	Level Crossing	Private Road		Protected by "ReflectORIZED Crossbuck"	
Track	Newmarket		41.26	41.26						60	40	GO	Culvert				
Platform	Newmarket		41.39	41.39						60	40	GO	Level Crossing	Given Road		Protected by Gates & Lights	
Track	Newmarket		41.40	41.40		Speed Change				30	30	GO	Culvert			Speed Change	

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation (ft)	Grade		Owner	Crossings		Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station					ASL	Passenger		Freight	Crossing		
Platform	Newmarket		41.41											
Track	Newmarket		41.48	41.41						GO				
Platform	Newmarket		41.48	41.48						GO				
Track	Newmarket		41.49	41.49	Platform	Bradford GO Station				GO	Level Crossing		Protected by Gates & Lights	
Platform	Newmarket		41.50	41.50	Marker	CN Bradford (51162)				GO				
Track	Newmarket		41.50	41.50	Station	Bradford GO Station				GO			251 Holland Street, East, Bradford ON	
Platform	Newmarket		41.51	41.51	Platform	Bradford GO Station				GO				
Track	Newmarket		41.52	41.52	Platform	Bradford GO Station				GO				
Platform	Newmarket		41.53	41.53	Platform	Bradford GO Station				GO				
Track	Newmarket		41.54	41.54	Platform	Bradford GO Station				GO				
Platform	Newmarket		41.55	41.55	Platform	Bradford GO Station				GO				
Track	Newmarket		41.56	41.56	Platform	Bradford GO Station				GO				
Platform	Newmarket		41.57	41.57	Platform	Bradford GO Station				GO				
Track	Newmarket		41.58	41.58	Platform	Bradford GO Station				GO				
Platform	Newmarket		41.59	41.59	Platform	Bradford GO Station				GO				
Track	Newmarket		41.60	41.60	Platform	Bradford GO Station				GO				
Platform	Newmarket		41.61	41.61	Track Switches	Turnout, to Wayside Power				GO				
Track	Newmarket		41.62	41.62	Platform	Bradford GO Station				GO				
Platform	Newmarket		41.63	41.63	Platform	Bradford GO Station				GO				
Track	Newmarket		41.64	41.64	Platform	Bradford GO Station				GO				
Platform	Newmarket		41.65	41.65	Platform	Bradford GO Station				GO				
Track	Newmarket		41.66	41.66						GO				
Platform	Newmarket		41.85	41.85						GO				
Track	Newmarket		41.86	41.86						GO				
Platform	Newmarket		41.87	41.87						GO				
Track	Newmarket		41.88	41.88						GO				
Platform	Newmarket		41.89	41.89						GO				
Track	Newmarket		41.90	41.90	Speed Change	Speed Change				GO				
Platform	Newmarket		41.91	41.91	Speed Change	Speed Change				GO				
Track	Newmarket		41.92	41.92						GO				
Platform	Newmarket		41.95	41.95						GO				
Track	Newmarket		41.96	41.96						GO	Level Crossing		Private Road (Ministry of Environment)	
Platform	Newmarket		41.97	41.97						GO				
Track	Newmarket		42.00	42.00						GO				
Platform	Newmarket	42	42.00	42.00						GO				
Track	Newmarket		42.11	42.11						GO				
Platform	Newmarket		42.12	42.12						GO				
Track	Newmarket		42.13	42.13						GO				
Platform	Newmarket		42.14	42.14						GO				
Track	Newmarket		42.15	42.15	Track Switches	Turnout, to Wayside Power				GO				
Platform	Newmarket		42.16	42.16						GO				
Track	Newmarket		42.24	42.24						GO				
Platform	Newmarket		42.25	42.25						GO	Culvert			
Track	Newmarket		42.26	42.26						GO	Level Crossing		Protected by Gates & Lights	
Platform	Newmarket		42.27	42.27						GO				
Track	Newmarket		42.28	42.28						GO				
Platform	Newmarket		42.29	42.29						GO				
Track	Newmarket		42.30	42.30						GO				
Platform	Newmarket		42.31	42.31						GO				
Track	Newmarket		42.32	42.32						GO				
Platform	Newmarket		42.33	42.33						GO				
Track	Newmarket		42.34	42.34						GO				
Platform	Newmarket		42.35	42.35						GO	Culvert			
Track	Newmarket		42.36	42.36						GO				
Platform	Newmarket		42.59	42.59						GO				
Track	Newmarket		42.60	42.60						GO	Culvert			
Platform	Newmarket		42.61	42.61						GO				
Track	Newmarket		42.88	42.88						GO				
Platform	Newmarket		42.89	42.89						GO	Culvert			
Track	Newmarket		42.90	42.90						GO				
Platform	Newmarket	43	43.00	43.00						GO				
Track	Newmarket		43.01	43.01						GO				
Platform	Newmarket		43.02	43.02						GO				
Track	Newmarket		43.03	43.03						GO	Culvert			

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	ASL	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
		Mile Post	Mileage from Union Station							Passenger	Freight		Crossing	Description	Clearance	
Platform	Newmarket		43.36	43.36						75	60	GO	Culvert			
Track	Newmarket		43.37	43.37						75	60	GO	Level Crossing	9th Line		Station Creek Road, Township of West Gwillimbury, Protected by Gates & Lights
Platform	Newmarket		43.38	43.38						75	60	GO				
Track	Newmarket		43.40	43.40						75	60	GO				
Platform	Newmarket		43.41	43.41						75	60	GO	Culvert	2 culverts		
Track	Newmarket		43.42	43.42						75	60	GO				
Platform	Newmarket		43.48	43.48						75	60	GO				
Track	Newmarket		43.49	43.49						75	60	GO	Culvert			Speed Change
Platform	Newmarket		43.50	43.50						75	60	GO				
Track	Newmarket		43.51	43.51						80	60	GO				
Platform	Newmarket		43.52	43.52						80	60	GO				
Track	Newmarket		43.74	43.74						80	60	GO	Culvert			
Platform	Newmarket		43.75	43.75						80	60	GO				
Track	Newmarket		43.76	43.76						80	60	GO				
Platform	Newmarket		43.85	43.85						80	60	GO				
Track	Newmarket		43.86	43.86						80	60	GO	Culvert			
Platform	Newmarket		43.87	43.87						80	60	GO				
Track	Newmarket	44	44.00	44.00						80	60	GO				
Platform	Newmarket		44.14	44.14						80	60	GO				
Track	Newmarket		44.15	44.15						80	60	GO	Culvert	Box Culvert		
Platform	Newmarket		44.16	44.16						80	60	GO				
Track	Newmarket		44.32	44.32						80	60	GO				
Platform	Newmarket		44.33	44.33						80	60	GO	Culvert			
Track	Newmarket		44.34	44.34						80	60	GO	Level Crossing	10th Line		Township of West Gwillimbury, Protected by Gates & Lights
Platform	Newmarket		44.35	44.35						80	60	GO				
Track	Newmarket		44.49	44.49						80	60	GO				
Platform	Newmarket		44.50	44.50						80	60	GO	Culvert			
Track	Newmarket		44.51	44.51						80	60	GO				
Platform	Newmarket		44.69	44.69						80	60	GO				
Track	Newmarket		44.70	44.70						80	60	GO	Culvert			
Platform	Newmarket		44.71	44.71						80	60	GO				
Track	Newmarket		44.84	44.84						80	60	GO				
Platform	Newmarket		44.85	44.85						80	60	GO	Culvert	2 culverts		
Track	Newmarket		44.86	44.86						80	60	GO	Level Crossing	Farm Crossing		
Platform	Newmarket		44.87	44.87						80	60	GO				
Track	Newmarket		44.99	44.99						80	60	GO				
Platform	Newmarket	45	45.00	45.00						80	60	GO	Culvert			
Track	Newmarket		45.01	45.01						80	60	GO				
Platform	Newmarket		45.29	45.29						80	60	GO				
Track	Newmarket		45.30	45.30						80	60	GO	Culvert			
Platform	Newmarket		45.31	45.31						80	60	GO				
Track	Newmarket		45.35	45.35						80	60	GO				
Platform	Newmarket		45.36	45.36						80	60	GO	Culvert			
Track	Newmarket		45.37	45.37						80	60	GO	Level Crossing	11th Line		Coulson's Hill Road, Township of West Gwillimbury, Protected by Gates & Lights
Platform	Newmarket		45.38	45.38						80	60	GO	Culvert			
Track	Newmarket		45.39	45.39						80	60	GO				
Platform	Newmarket		45.59	45.59						80	60	GO				
Track	Newmarket		45.60	45.60						80	60	GO	Culvert			
Platform	Newmarket		45.61	45.61						80	60	GO				
Track	Newmarket		45.79	45.79						80	60	GO				
Platform	Newmarket		45.80	45.80						80	60	GO	Culvert			
Track	Newmarket		45.81	45.81						80	60	GO				
Platform	Newmarket	46	46.00	46.00						80	60	GO				
Track	Newmarket		46.28	46.28						80	60	GO				
Platform	Newmarket		46.29	46.29						80	60	GO	Level Crossing	12th Line		Township of West Gwillimbury, Protected by Gates & Lights
Track	Newmarket		46.30	46.30						80	60	GO				
Platform	Newmarket		46.39	46.39						80	60	GO				
Track	Newmarket		46.40	46.40						80	60	GO	Culvert	Creek		
Platform	Newmarket		46.41	46.41						80	60	GO				

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	ASL	Speed Limit		Owner	Crossings			Comments/Remarks
		Mile Post	Mileage from Union Station						Passenger	Freight		Crossing	Description	Clearance	
Platform	Newmarket		46.90	46.90					80	60	GO				
Track	Newmarket		46.91	46.91					80	60	GO	Culvert	2 culverts		
Platform	Newmarket		46.92	46.92					80	60	GO				
Track	Newmarket	47	47.00	47.00					80	60	GO				
Platform	Newmarket		47.19	47.19					80	60	GO	Culvert	Culvert		
Track	Newmarket		47.20	47.20					80	60	GO	Level Crossing	13th Line	Township of West Gwillimbury, Protected by Gates & Lights	
Platform	Newmarket		47.21	47.21					80	60	GO	Culvert	Culvert		
Track	Newmarket		47.22	47.22					80	60	GO				
Platform	Newmarket		47.24	47.24					80	60	GO				
Track	Newmarket		47.25	47.25					80	60	GO	Culvert	Culvert		
Platform	Newmarket		47.26	47.26					80	60	GO				
Track	Newmarket		47.34	47.34					80	60	GO	Culvert	Culvert		
Platform	Newmarket		47.35	47.35					80	60	GO				
Track	Newmarket		47.36	47.36					80	60	GO				
Platform	Newmarket		47.49	47.49					80	60	GO	Culvert	Culvert		
Track	Newmarket		47.50	47.50					80	60	GO				
Platform	Newmarket		47.51	47.51					80	60	GO				
Track	Newmarket		47.59	47.59					80	60	GO				
Platform	Newmarket		47.60	47.60					80	60	GO	Culvert	Culvert		
Track	Newmarket		47.61	47.61					80	60	GO				
Platform	Newmarket		47.69	47.69					80	60	GO				
Track	Newmarket		47.70	47.70					80	60	GO	Culvert	Culvert		
Platform	Newmarket		47.71	47.71					80	60	GO				
Track	Newmarket		47.79	47.79					80	60	GO	Culvert	Culvert		
Platform	Newmarket		47.81	47.81					80	60	GO				
Track	Newmarket		47.94	47.94					80	60	GO				
Platform	Newmarket		47.95	47.95					80	60	GO	Culvert	Culvert		
Track	Newmarket		47.96	47.96					80	60	GO				
Platform	Newmarket	48	48.00	48.00					80	60	GO				
Track	Newmarket		48.16	48.16					80	60	GO				
Platform	Newmarket		48.17	48.17					80	60	GO				
Track	Newmarket		48.18	48.18					80	60	GO				
Platform	Newmarket		48.19	48.19					80	60	GO				
Track	Newmarket		48.20	48.20					80	60	GO	Level Crossing	Farm Crossing		
Platform	Newmarket		48.21	48.21					80	60	GO				
Track	Newmarket		48.39	48.39					80	60	GO				
Platform	Newmarket		48.40	48.40					80	60	GO	Culvert	Culvert		
Track	Newmarket		48.41	48.41					80	60	GO				
Platform	Newmarket		48.49	48.49					80	60	GO				
Track	Newmarket		48.50	48.50					80	60	GO	Culvert	Culvert		
Platform	Newmarket		48.51	48.51					80	60	GO				
Track	Newmarket		48.64	48.64					80	60	GO				
Platform	Newmarket		48.65	48.65					80	60	GO	Level Crossing	Farm Crossing		
Track	Newmarket		48.66	48.66					80	60	GO				
Platform	Newmarket		48.84	48.84					80	60	GO				
Track	Newmarket		48.85	48.85					80	60	GO	Culvert	Culvert		
Platform	Newmarket		48.86	48.86					80	60	GO				
Track	Newmarket	49	49.00	49.00					80	60	GO				
Platform	Newmarket		49.04	49.04					80	60	GO				
Track	Newmarket		49.05	49.05					80	60	GO	Level Crossing	Glford Street	Protected by Gates & Lights	
Platform	Newmarket		49.06	49.06					80	60	GO				
Track	Newmarket		49.19	49.19					80	60	GO				
Platform	Newmarket		49.20	49.20					80	60	GO	Culvert	Box Culvert		
Track	Newmarket		49.21	49.21					80	60	GO				
Platform	Newmarket		49.23	49.23					80	60	GO				
Track	Newmarket		49.24	49.24					80	60	GO	Level Crossing	1st Line	Shore Acres Drive, Township of Innisfil, Protected by Gates & Lights	
Platform	Newmarket		49.25	49.25					80	60	GO	Culvert	Culvert		
Track	Newmarket		49.29	49.29					80	60	GO				
Platform	Newmarket		49.30	49.30					80	60	GO	Culvert	2 culverts		

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	Speed Limit		Owner	Crossings		Comments/Remarks
		Mile Post	Mileage from Union Station					Passenger	Freight		Crossing	Description	
Platform	Newmarket		49.31	49.31				80	60	GO			
Track	Newmarket		49.87	49.87				80	60	GO			
Platform	Newmarket		49.88	49.88				80	60	GO	Level Crossing	Farm Crossing	
Track	Newmarket		49.89	49.89				80	60	GO			
Platform	Newmarket	50	50.00	50.00				80	60	GO			
Track	Newmarket		50.11	50.11				80	60	GO	Level Crossing	2nd Line	Township of Innisfil, Protected by Gates & Lights
Platform	Newmarket		50.12	50.12				80	60	GO	Culvert	Culvert	
Track	Newmarket		50.13	50.13				80	60	GO			
Platform	Newmarket		50.35	50.35				80	60	GO			
Track	Newmarket		50.36	50.36				80	60	GO	Culvert	Culvert	
Platform	Newmarket		50.37	50.37				80	60	GO			
Track	Newmarket		50.85	50.85				80	60	GO	Culvert	Culvert	
Platform	Newmarket		50.86	50.86				80	60	GO			
Track	Newmarket		50.87	50.87				80	60	GO			
Platform	Newmarket		50.97	50.97				80	60	GO	Culvert	Culvert	
Track	Newmarket		50.98	50.98				80	60	GO			
Platform	Newmarket	51	51.00	51.00				80	60	GO	Level Crossing	3rd Line	Township of Innisfil, Protected by Gates & Lights
Track	Newmarket		51.09	51.09				80	60	GO			
Platform	Newmarket		51.10	51.10				80	60	GO			
Track	Newmarket		51.11	51.11				80	60	GO	Culvert	Culvert	
Platform	Newmarket		51.74	51.74				80	60	GO			
Track	Newmarket		51.75	51.75				80	60	GO	Culvert	Culvert	
Platform	Newmarket		51.76	51.76				80	60	GO			
Track	Newmarket		51.88	51.88				80	60	GO			
Platform	Newmarket		51.89	51.89				80	60	GO	Level Crossing	4th Line, Killarney Beach Road	Simcoe County Road 16, Township of Innisfil, Protected by Gates & Lights
Track	Newmarket		51.90	51.90	Station	Innisfil GO Station		80	60	GO			
Platform	Newmarket		51.91	51.91	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket		51.92	51.92	Platform	Innisfil GO Station		80	60	GO			
Platform	Newmarket		51.93	51.93	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket		51.94	51.94	Platform	Innisfil GO Station		80	60	GO			
Platform	Newmarket		51.95	51.95	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket		51.96	51.96	Platform	Innisfil GO Station		80	60	GO			
Platform	Newmarket		51.97	51.97	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket		51.98	51.98	Platform	Innisfil GO Station		80	60	GO			
Platform	Newmarket		51.99	51.99	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket	52	52.00	52.00	Platform	Innisfil GO Station		80	60	GO			
Platform	Newmarket		52.01	52.01	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket		52.02	52.02	Platform	Innisfil GO Station		80	60	GO			
Platform	Newmarket		52.03	52.03	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket		52.04	52.04	Platform	Innisfil GO Station		80	60	GO			
Platform	Newmarket		52.05	52.05	Platform	Innisfil GO Station		80	60	GO			
Track	Newmarket		52.06	52.06				80	60	GO			
Platform	Newmarket		52.10	52.10				80	60	GO	Culvert	Culvert	
Track	Newmarket		52.11	52.11				80	60	GO			
Platform	Newmarket		52.12	52.12				80	60	GO			
Track	Newmarket		52.34	52.34				80	60	GO			
Platform	Newmarket		52.35	52.35				80	60	GO	Culvert	Culvert	
Track	Newmarket		52.36	52.36				80	60	GO			
Platform	Newmarket		52.39	52.39				80	60	GO			
Track	Newmarket		52.40	52.40				80	60	GO	Culvert	Culvert	
Platform	Newmarket		52.41	52.41				80	60	GO			
Track	Newmarket		52.79	52.79				80	60	GO			
Platform	Newmarket		52.80	52.80				80	60	GO	Culvert	Culvert	
Track	Newmarket		52.81	52.81				80	60	GO			
Platform	Newmarket		52.82	52.82				80	60	GO			
Track	Newmarket		52.82	52.82				80	60	GO	Culvert	Culvert	
Platform	Newmarket		52.83	52.83				80	60	GO	Level Crossing	5th Line Belle Aire Beach Road	Township of Innisfil, Protected by Gates & Lights
Track	Newmarket	53	53.00	53.00				80	60	GO			
Platform	Newmarket		53.27	53.27				80	60	GO			

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	ASL	Speed Limit		Owner	Crossings			Comments/Remarks
		Mile Post	Mileage from Union Station						Passenger	Freight		Crossing	Description	Clearance	
Platform	Newmarket		53.28	53.28					80	60	GO	Culvert			
Track	Newmarket		53.29	53.29					80	60	GO				
Platform	Newmarket		53.38	53.38					80	60	GO				
Track	Newmarket		53.39	53.39					80	60	GO	Culvert	3 Culverts		
Platform	Newmarket		53.40	53.40					80	60	GO				
Track	Newmarket		53.69	53.69					80	60	GO	Overhead Bridge	6th Line	required Township of Innisfil. - "N/A" according to Daryl's Email May 4, 2010	
Platform	Newmarket		53.70	53.70					80	60	GO				
Track	Newmarket		53.71	53.71					80	60	GO				
Platform	Newmarket		53.94	53.94					80	60	GO				
Track	Newmarket		53.95	53.95					80	60	GO	Culvert			
Platform	Newmarket		53.96	53.96					80	60	GO				
Track	Newmarket	54	54.00	54.00					80	60	GO				
Platform	Newmarket		54.08	54.08					80	60	GO				
Track	Newmarket		54.09	54.09	Speed Change				80	60	GO				
Platform	Newmarket		54.10	54.10	Speed Change				80	60	GO				
Track	Newmarket		54.11	54.11	Speed Change				60	50	GO			Speed Change	
Platform	Newmarket		54.12	54.12					60	50	GO				
Track	Newmarket		54.34	54.34					60	50	GO				
Platform	Newmarket		54.35	54.35					60	50	GO	Culvert			
Track	Newmarket		54.36	54.36					60	50	GO				
Platform	Newmarket		54.44	54.44					60	50	GO				
Track	Newmarket		54.45	54.45					60	50	GO	Culvert			
Platform	Newmarket		54.46	54.46					60	50	GO				
Track	Newmarket		54.55	54.55					60	50	GO				
Platform	Newmarket		54.56	54.56					60	50	GO	Level Crossing	7th Line	Township of Innisfil. Protected by Gates & Lights	
Track	Newmarket		54.57	54.57					60	50	GO				
Platform	Newmarket		54.59	54.59					60	50	GO				
Track	Newmarket		54.60	54.60					60	50	GO	Culvert			
Platform	Newmarket		54.61	54.61					60	50	GO				
Track	Newmarket		54.64	54.64					60	50	GO				
Platform	Newmarket		54.65	54.65					60	50	GO	Culvert			
Track	Newmarket		54.66	54.66					60	50	GO				
Platform	Newmarket		54.90	54.90					60	50	GO				
Track	Newmarket		54.91	54.91					60	50	GO	Culvert			
Platform	Newmarket		54.92	54.92					60	50	GO				
Track	Newmarket	55	55.00	55.00					60	50	GO				
Platform	Newmarket		55.45	55.45					60	50	GO				
Track	Newmarket		55.46	55.46					60	50	GO	Culvert			
Platform	Newmarket		55.47	55.47					60	50	GO				
Track	Newmarket		55.54	55.54					60	50	GO				
Platform	Newmarket		55.55	55.55					60	50	GO	Level Crossing	8th Line Innisfil Beach Road	Simcoe County Road 21, Township of Innisfil. Protected by Gates & Lights	
Track	Newmarket		55.56	55.56					60	50	GO	Culvert			
Platform	Newmarket	56	56.00	56.00					60	50	GO				
Track	Newmarket		56.19	56.19					60	50	GO				
Platform	Newmarket		56.20	56.20					60	50	GO	Culvert			
Track	Newmarket		56.21	56.21					60	50	GO				
Platform	Newmarket		56.38	56.38					60	50	GO				
Track	Newmarket		56.39	56.39					60	50	GO	Culvert			
Platform	Newmarket		56.40	56.40					60	50	GO				
Track	Newmarket		56.58	56.58					60	50	GO				
Platform	Newmarket		56.59	56.59					60	50	GO	Level Crossing	9th Line	Township of Innisfil. Protected by Gates & Lights	
Track	Newmarket		56.59	56.59	Speed Change				60	50	GO	Culvert		Speed Change	
Platform	Newmarket		56.60	56.60					80	60	GO				
Track	Newmarket		56.61	56.61					80	60	GO				
Platform	Newmarket		56.62	56.62					80	60	GO				
Track	Newmarket		56.70	56.70					80	60	GO				
Platform	Newmarket		56.71	56.71					80	60	GO	Culvert			
Track	Newmarket		56.72	56.72					80	60	GO				
Platform	Newmarket		56.85	56.85					80	60	GO				
Track	Newmarket		56.86	56.86					80	60	GO	Culvert			
Platform	Newmarket		56.87	56.87					80	60	GO				

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	ASL	Speed Limit		Owner	Crossings			Clearance	Comments/Remarks
		Mile Post	Mileage from Union Station						Passenger	Freight		Crossing	Description			
Platform	Newmarket		56.89	56.89					80	60	GO					
Track	Newmarket		56.90	56.90					80	60	GO	Culvert				
Platform	Newmarket		56.91	56.91					80	60	GO					
Track	Newmarket	57	57.00	57.00					80	60	GO					
Platform	Newmarket		57.40	57.40					80	60	GO					
Track	Newmarket		57.41	57.41					80	60	GO	Culvert	Stream			
Platform	Newmarket		57.42	57.42					80	60	GO					
Track	Newmarket		57.48	57.48					80	60	GO					
Platform	Newmarket		57.49	57.49					80	60	GO	Level Crossing	10th Line, Victoria St. E.			Township of Innisfil, Protected by Gates & Lights
Track	Newmarket		57.50	57.50					80	60	GO					
Platform	Newmarket		57.59	57.59					80	60	GO					
Track	Newmarket		57.60	57.60					80	60	GO	Culvert				
Platform	Newmarket		57.61	57.61					80	60	GO					
Track	Newmarket	58	58.00	58.00					80	60	GO					
Platform	Newmarket		58.09	58.09					80	60	GO					
Track	Newmarket		58.10	58.10					80	60	GO					
Platform	Newmarket		58.11	58.11					80	60	GO					
Track	Newmarket		58.14	58.14					80	60	GO					
Platform	Newmarket		58.15	58.15					80	60	GO	Level Crossing	Farm Crossing			
Track	Newmarket		58.16	58.16					80	60	GO					
Platform	Newmarket		58.32	58.32					80	60	GO					
Track	Newmarket		58.33	58.33					80	60	GO					
Platform	Newmarket		58.34	58.34					80	60	GO					
Track	Newmarket		58.45	58.45					80	60	GO					
Platform	Newmarket		58.46	58.46					80	60	GO					
Track	Newmarket		58.47	58.47					80	60	GO	Culvert				
Platform	Newmarket		58.48	58.48					80	60	GO	Level Crossing	11th Line, Lockhart Road			Township of Innisfil, Protected by Gates & Lights
Track	Newmarket		58.58	58.58					80	60	GO					
Platform	Newmarket		58.60	58.60					80	60	GO					
Track	Newmarket		58.69	58.69					80	60	GO					
Platform	Newmarket		58.70	58.70					60	50	GO					
Track	Newmarket		58.71	58.71					60	50	GO	Culvert				
Platform	Newmarket		58.88	58.88					60	50	GO					
Track	Newmarket		58.89	58.89					60	50	GO					
Platform	Newmarket		58.90	58.90					60	50	GO					
Track	Newmarket		58.93	58.93					60	50	GO					
Platform	Newmarket		58.94	58.94					60	50	GO	Level Crossing	Farm Crossing			
Track	Newmarket		58.95	58.95					60	50	GO					
Platform	Newmarket		58.98	58.98					60	50	GO					
Track	Newmarket		58.99	58.99					60	50	GO	Culvert				
Platform	Newmarket	59	59.00	59.00					60	50	GO					
Track	Newmarket		59.27	59.27					60	50	GO					
Platform	Newmarket		59.28	59.28					60	50	GO					
Track	Newmarket		59.29	59.29					60	50	GO	Culvert				
Platform	Newmarket		59.30	59.30					60	50	GO	Level Crossing	Mapleview Drive East			Township of Innisfil
Track	Newmarket		59.31	59.31	Marker	CN Painswick			60	50	GO					
Platform	Newmarket		59.38	59.38							GO					

Barrie GO Line

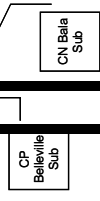
Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation (ft)	Speed Limit		Owner	Crossings			Comments/Remarks
		Mile Post	Mileage from Union Station					Passenger	Freight		Crossing	Description	Clearance	
Platform	Newmarket		59.39	59.39	Speed Change					GO				
Track	Newmarket		59.40	59.40	Speed Change	CROR Rule 105© applicable				GO	Culvert			Speed Change
Platform	Newmarket		59.41	59.41	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.42	59.42	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.43	59.43	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.44	59.44	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.45	59.45	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.46	59.46	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.47	59.47	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.48	59.48	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.49	59.49	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.50	59.50	Station	Barrie South GO Station				GO				
Platform	Newmarket		59.50	59.50	Marker	Barrie South GO Station				GO				
Track	Newmarket		59.51	59.51	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.52	59.52	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.53	59.53	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.54	59.54	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.55	59.55	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.56	59.56	Platform	Barrie South GO Station				GO				
Track	Newmarket		59.57	59.57	Platform	Barrie South GO Station				GO				
Platform	Newmarket		59.58	59.58						GO				
Track	Newmarket		59.59	59.59						GO				
Platform	Newmarket		59.60	59.60						GO	Culvert			
Track	Newmarket		59.61	59.61						GO				
Platform	Newmarket		59.88	59.88						GO				
Track	Newmarket		59.89	59.89						GO				
Platform	Newmarket		59.90	59.90						GO				
Track	Newmarket	60	60.00	60.00						GO				
Platform	Newmarket		60.29	60.29						GO				
Track	Newmarket		60.30	60.30						GO	Overhead Bridge	Big Bay Point Road		Simcoe County Road 24 - "NA" according to Daryl's Email May 4, 2010
Platform	Newmarket		60.31	60.31						GO				
Track	Newmarket	61	61.00	61.00						GO				
Platform	Newmarket		61.13	61.13						GO				
Track	Newmarket		61.14	61.14						GO	Subway	Cox Mill Road		n/a
Platform	Newmarket		61.15	61.15						GO				
Track	Newmarket		61.18	61.18						GO				
Platform	Newmarket		61.19	61.19	Speed Change					GO				
Track	Newmarket		61.20	61.20	Speed Change					GO	River Bridge	Tollendale Creek		n/a
Platform	Newmarket		61.21	61.21	Speed Change					GO				
Track	Newmarket		61.22	61.22						GO				
Platform	Newmarket		61.33	61.33						GO				
Track	Newmarket		61.34	61.34						GO	Level Crossing	Little Avenue, City of Barrie		Protected by Gates & Lights
Platform	Newmarket		61.35	61.35						GO				
Track	Newmarket		61.99	61.99						GO				
Platform	Newmarket	62	62.00	62.00						GO	Culvert			
Track	Newmarket		62.01	62.01						GO				
Platform	Newmarket		62.02	62.02	Track Switches	Turnout to PNR MOW Compound				GO				
Track	Newmarket		62.03	62.03						GO	Level Crossing	Minnet's Point Road		Protected with Gates & Lights
Platform	Newmarket		62.04	62.04						GO				

Barrie GO Line

Track Layout Sketch	Subdivision	Mile Post		Mileage	Station	Description	Elevation ft	Speed Limit		Owner	Crossings		Comments/Remarks
		Mile Post	Mileage from Union Station					Passenger	Freight		Crossing	Description	
	Newmarket		62.16							GO			
	Newmarket		62.17	62.17	Track Switches	Turnout to GO Layover Facility				GO			
	Newmarket		62.18	62.18						GO			
	Newmarket		62.19	62.19						GO			
	Newmarket		62.20	62.20						GO			
	Newmarket		62.21	62.21						GO			
	Newmarket		62.22	62.22						GO			
	Newmarket		62.23	62.23						GO			
	Newmarket		62.24	62.24						GO			
	Newmarket		62.25	62.25						GO			
	Newmarket		62.26	62.26						GO			
	Newmarket		62.27	62.27						GO			
	Newmarket		62.75	62.75						GO			
	Newmarket		62.76	62.76						GO			
	Newmarket		62.77	62.77						GO			
	Newmarket		62.78	62.78						GO			
	Newmarket		62.79	62.79						GO			
	Newmarket		62.80	62.80						GO			
	Newmarket		62.81	62.81						GO			
	Newmarket		62.82	62.82						GO			
	Newmarket		62.83	62.83						GO			
	Newmarket		62.84	62.84		Track Switches	Turnout to GO Layover Facility			GO			
	Newmarket		62.85	62.85						GO			
	Newmarket		62.86	62.86						GO			
	Newmarket		62.87	62.87		Platform	Allandale GO Station			GO			
	Newmarket		62.88	62.88		Platform	Allandale GO Station			GO			
	Newmarket		62.89	62.89		Platform	Allandale GO Station			GO			
	Newmarket		62.90	62.90		Platform	Allandale GO Station			GO			
	Newmarket		62.91	62.91		Platform	Allandale GO Station			GO			
	Newmarket		62.92	62.92		Platform	Allandale GO Station			GO			
Newmarket		62.93	62.93		Platform	Allandale GO Station			GO				
Newmarket		62.94	62.94		Platform	Allandale GO Station			GO				
Newmarket		62.95	62.95		Platform	Allandale GO Station			GO				
Newmarket		62.96	62.96		Platform	Allandale GO Station			GO				
Newmarket		62.97	62.97		Platform	Allandale GO Station			GO				
Newmarket		62.98	62.98		Platform	Allandale GO Station			GO				
Newmarket		62.99	62.99		Platform	Allandale GO Station			GO				
Newmarket		63.00	63.00	63	Station	Allandale GO Station			GO				
Newmarket		63.01	63.01		Platform	Allandale GO Station			GO				
Newmarket		63.02	63.02		Platform	Allandale GO Station			GO				
Newmarket		63.03	63.03		Platform	Allandale GO Station			GO				

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Station	Description	Elevation	Grade		Owner	Crossings	Description	Clearance	Comments/Remarks
							ASL	Grade					
Platform 1	Bala	0.00	0.00	Speed Change				30	15	USRC			Speed Change
Track 1	Bala	0.00	0.00	Union GO Station	Union GO Station			30	15	USRC			
Track 2	Bala	0.01	0.01	Platform	Union GO Station			30	15	USRC			
Track 3	Bala	0.02	0.02	Platform	Union GO Station			30	15	USRC			
Track 4	Bala	0.03	0.03	Platform	Union GO Station			30	15	USRC			
Track 5	Bala	0.04	0.04	Platform	Union GO Station			30	15	USRC	Bay Street	n/a	
	Bala	0.05	0.05	Platform	Union GO Station			30	15	USRC			
	Bala	0.06	0.06	Platform	Union GO Station			30	15	USRC			
	Bala	0.07	0.07	Platform	Union GO Station			30	15	USRC			
	Bala	0.08	0.08	Platform	Union GO Station			30	15	USRC			
	Bala	0.09	0.09	Platform	Union GO Station			30	15	USRC			
	Bala	0.10	0.10	Platform	Union GO Station			30	15	USRC			
	Bala	0.11	0.11	Platform	Union GO Station			30	15	USRC			
	Bala	0.12	0.12	Platform	Union GO Station			30	15	USRC			
	Bala	0.13	0.13	Platform	Union GO Station			30	15	USRC			
	Bala	0.14	0.14	Platform	Union GO Station			30	15	USRC			
	Bala	0.15	0.15	Platform	Union GO Station			30	15	USRC			
	Bala	0.16	0.16	Platform	Union GO Station			30	15	USRC			
	Bala	0.17	0.17	Platform	Union GO Station			30	15	USRC			
	Bala	0.18	0.18	Platform	Union GO Station			30	15	USRC			
	Bala	0.19	0.19	Platform	Union GO Station			30	15	USRC	Yonge Street	n/a	
	Bala	0.20	0.20	Platform				30	15	USRC	Subway		
	Bala	0.21	0.21					30	15	USRC			
	Bala	0.22	0.22					30	15	USRC			
	Bala	0.23	0.23					30	15	USRC			
	Bala	0.24	0.24					30	15	USRC			
	Bala	0.25	0.25					30	15	USRC			
	Bala	0.26	0.26					30	15	USRC			
	Bala	0.27	0.27					30	15	USRC			
	Bala	0.28	0.28					30	15	USRC			
	Bala	0.29	0.29					30	15	USRC			
	Bala	0.49	0.49					30	15	USRC			
	Bala	0.50	0.50					30	15	USRC	Subway		
	Bala	0.69	0.69					30	15	USRC			
	Bala	0.70	0.70					30	15	USRC	Subway		
	Bala	0.89	0.89					30	15	USRC			
	Bala	0.90	0.90					30	15	USRC	Subway		
	Bala	1.00	1.00					30	15	USRC			
	Bala	1.12	1.12					30	15	USRC			
	Bala	1.13	1.13					30	15	USRC			
	Bala	1.39	1.39					30	15	USRC			
	Bala	1.40	1.40	Speed Change	From 30/15 to 25/10			25	10	USRC			Speed Change
	Bala	1.41	1.41					25	10	USRC			
	Bala	1.88	1.88					25	10	USRC			
	Bala	1.89	1.89	Marker	CN Bala			45	40	CN			
	Bala	1.90	1.90	Speed Change	From 25/10 to 45/40			45	40	CN			PSO PSGR = 30 MPH and FRT = 25 MPH (Milepost 1.9 to 2.0)
	Bala	1.91	1.91					45	40	CN			
	Bala	1.92	1.92					45	40	CN			
	Bala	1.93	1.93					45	40	CN	Overhead Bridge		
	Bala	1.94	1.94					45	40	CN			
	Bala	1.98	1.98					45	40	CN	Overhead Bridge		
	Bala	1.99	1.99					45	40	CN	Queen Street East		
	Bala	2.00	2.00	Marker	CN Don (42422)			45	40	CN			
	Bala	2.01	2.01					45	40	CN			
	Bala	2.09	2.09					45	40	CN			
	Bala	2.10	2.10	Signal	CN 021 / USRC206			45	40	CN			PSO All trains = 35 MPH (Milepost 2.0 to 4.5)
	Bala	2.25	2.25					45	40	CN			



Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings	Description	Clearance	Comments/Remarks
								Passenger	Freight						
	Bala	2.26	2.26						45	40	CN	Overhead Bridge	Dundas Street	required	
	Bala	2.29	2.29						45	40	CN				
	Bala	2.30	2.30						45	40	CN	Level Crossing	Foreman's plank crossing	n/a	
	Bala	2.44	2.44						45	40	CN				
	Bala	2.45	2.45						45	40	CN	Overhead Bridge	Gerrard Street	required	
	Bala	2.49	2.49						45	40	CN				
	Bala	2.50	2.50			Signal			45	40	CN				
	Bala	2.51	2.51			Track Switches			45	40	CN				
	Bala	2.52	2.52			Switch 1 - P500 Sliding			45	40	CN				
	Bala	2.53	2.53						45	40	CN				
	Bala	2.54	2.54						45	40	CN				
	Bala	2.55	2.55						45	40	CN				
	Bala	2.56	2.56						45	40	CN				
	Bala	2.57	2.57						45	40	CN				
	Bala	2.58	2.58						45	40	CN				
	Bala	2.59	2.59						45	40	CN				
	Bala	2.60	2.60			Signal			45	40	CN				
	Bala	2.61	2.61						45	40	CN				
	Bala	2.62	2.62						45	40	CN				
	Bala	2.63	2.63						45	40	CN				
	Bala	2.64	2.64						45	40	CN				
	Bala	2.65	2.65						45	40	CN				
	Bala	2.66	2.66						45	40	CN				
	Bala	2.67	2.67						45	40	CN	Overhead Bridge	Riverdale Park Pedestrian Bridge	required	
	Bala	2.68	2.68						45	40	CN				
	Bala	2.69	2.69						45	40	CN				
	Bala	3.00	3.00						45	40	CN				
	Bala	3.30	3.30						45	40	CN				
	Bala	3.31	3.31						45	40	CN	Overhead Bridge	Bloor Street East	required	
	Bala	3.59	3.59						45	40	CN				
	Bala	3.60	3.60			Marker			45	40	CN				
	Bala	3.61	3.61						45	40	CN				
	Bala	3.64	3.64						45	40	CN				
	Bala	3.65	3.65						45	40	CN	Overhead Bridge	DVP to Bayview Extension	required	
	Bala	3.66	3.66						45	40	CN				
	Bala	3.75	3.75						45	40	CN				
	Bala	3.76	3.76						45	40	CN				
	Bala	3.77	3.77						45	40	CN				
	Bala	3.78	3.78						45	40	CN				
	Bala	3.79	3.79						45	40	CN				
Bala	3.90	3.90			Signal			45	40	CN					
Bala	3.92	3.92						45	40	CN					
Bala	3.93	3.93						45	40	CN					
Bala	3.94	3.94						45	40	CN					
Bala	3.95	3.95						45	40	CN					
Bala	3.96	3.96						45	40	CN					
Bala	3.97	3.97						45	40	CN					
Bala	3.98	3.98						45	40	CN					
Bala	3.99	3.99						45	40	CN					
Bala	4.00	4.00						45	40	CN					
Bala	4.01	4.01			Track Switches			45	40	CN					
Bala	4.02	4.02			Signal			45	40	CN					
Bala	4.03	4.03						45	40	CN	Overhead Bridge	CP Belleville Subdivision	required		
Bala	4.34	4.34					257	45	40	CN	Culvert	Stream	n/a		
Bala	4.42	4.42						45	40	CN					
Bala	4.43	4.43						45	40	CN	Level Crossing	Pottery Road	n/a	Protected by Gates and Lights	
Bala	4.48	4.48						45	40	CN					
Bala	4.49	4.49						45	40	CN					
Bala	4.50	4.50			Speed Change			40	35	CN				Speed Change	
Bala	4.51	4.51						40	35	CN					

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Crossings	Description	Clearance	Comments/Remarks
								ASL	ra				
Platform 1	Bala		4.52	4.52					40	35	CN		
Track 1	Bala		4.69	4.69					40	35	CN		
Track 2	Bala		4.70	4.70					40	35	CN	Don River Bridge	n/a
Track 3	Bala		4.89	4.89					40	35	CN		
Track 4	Bala		4.90	4.90	Hot Box Detector	Rosedale (DALE)			40	35	CN		
Platform 2	Bala		4.91	4.91					40	35	CN	Level Crossing	Beechwood Road
Track 3	Bala		4.92	4.92					40	35	CN	River Bridge	Don River Bridge
Track 4	Bala	5	5.00	5.00					40	35	CN		
Track 1	Bala		5.38	5.38					40	35	CN		
Track 2	Bala		5.39	5.39					40	35	CN	Overhead Bridge	Millwood Road
Track 3	Bala		5.60	5.60					40	35	CN	Culvert	Stream
Track 4	Bala		5.99	5.99					40	35	CN		
Track 1	Bala	6	6.00	6.00					40	35	CN	Culvert	Stream
Track 2	Bala		6.19	6.19					40	35	CN		
Track 3	Bala		6.20	6.20	Signal	CN062 / 63			40	35	CN		
Track 4	Bala		6.39	6.39					40	35	CN	River Bridge	West Don River
Track 1	Bala		6.40	6.40					40	35	CN		
Track 2	Bala		6.49	6.49					40	35	CN		
Track 3	Bala		6.50	6.50					40	35	CN	Overhead Bridge	Don Mills Road
Track 4	Bala		6.52	6.52					40	35	CN		
Track 1	Bala		6.53	6.53					40	35	CN	Overhead Bridge	Pedestrian Bridge
Track 2	Bala		6.59	6.59					40	35	CN		
Track 3	Bala		6.60	6.60					40	35	CN	Overhead Bridge	Don Valley Parkway
Track 4	Bala		6.70	6.70					40	35	CN	Culvert	Stream
Track 1	Bala		6.80	6.80					40	35	CN	Culvert	Stream
Track 2	Bala		6.88	6.88					40	35	CN		
Track 3	Bala		6.90	6.90	Speed Change	From 40/35 to 35/35			35	35	CN		Speed Change
Track 4	Bala		6.91	6.91					35	35	CN		
Track 1	Bala	7	7.00	7.00					35	35	CN		
Track 2	Bala		7.39	7.39					35	35	CN		
Track 3	Bala		7.40	7.40					35	35	CN	River Bridge	Don River
Track 4	Bala		7.49	7.49					35	35	CN		
Track 1	Bala		7.50	7.50					35	35	CN	Culvert	
Track 2	Bala		7.69	7.69					35	35	CN		
Track 3	Bala		7.70	7.70					35	35	CN	Utility	Hydro Electric Power Corridor
Track 4	Bala		7.90	7.90					35	35	CN	Culvert	
Track 1	Bala	8	8.00	8.00					35	35	CN	Culvert	
Track 2	Bala		8.10	8.10					35	35	CN	Culvert	
Track 3	Bala		8.25	8.25					35	35	CN		
Track 4	Bala		8.26	8.26					35	35	CN	Overhead Bridge	Eglington
Track 1	Bala		8.35	8.35					35	35	CN	Culvert	
Track 2	Bala		8.49	8.49					35	35	CN		
Track 3	Bala		8.50	8.50					35	35	CN	River Bridge	Don River
Track 4	Bala		8.59	8.59					35	35	CN		
Track 1	Bala		8.60	8.60					35	35	CN	River Bridge	Don River
Track 2	Bala		8.79	8.79					35	35	CN		
Track 3	Bala		8.80	8.80					35	35	CN	River Bridge	Don River
Track 4	Bala		8.84	8.84					35	35	CN		
Track 1	Bala		8.85	8.85	Signal	CN88 / 89			35	35	CN		
Track 2	Bala		8.93	8.93					35	35	CN		
Track 3	Bala		8.94	8.94					35	35	CN	Overhead Bridge	CP Belleville Subdivision
Track 4	Bala	9	9.00	9.00					35	35	CN	Culvert	
Track 1	Bala		9.17	9.17					35	35	CN		
Track 2	Bala		9.18	9.18					35	35	CN	Culvert	
Track 3	Bala		9.19	9.19					35	35	CN		
Track 4	Bala		9.20	9.20					35	35	CN	Subway	Don Valley Parkway
Track 1	Bala		9.21	9.21					35	35	CN		
Track 2	Bala		9.22	9.22					35	35	CN	Culvert	
Track 3	Bala		9.29	9.29					35	35	CN		
Track 4	Bala		9.30	9.30					35	35	CN	Culvert	

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit		Owner	Crossings	Description	Clearance	Comments/Remarks
								ASL	Grade	Passenger	Freight					
Platform 1	Bala		9.59							35	35	CN				
Platform 2	Bala		9.60							35	35	CN	Overhead Bridge	Lawrence Avenue East	required	
Platform 3	Bala		9.69							35	35	CN	Culvert		n/a	
Platform 4	Bala		9.70							35	35	CN				
Platform 5	Bala		9.99							35	35	CN				
	Bala	10	10.00		Speed Change	From 35/35 to 55/40				45	40	CN				Speed Change
	Bala		10.01							45	40	CN				
	Bala		10.27							45	40	CN				
	Bala		10.28							45	40	CN	Overhead Bridge	Don Mills Road	required	
	Bala	11	11.00							45	40	CN				
	Bala		11.09							45	40	CN				
	Bala		11.10		Signal	CN111				45	40	CN				
	Bala		11.13							45	40	CN				
	Bala		11.14							45	40	CN	Overhead Bridge	York Mills Road	required	
	Bala		11.15							45	40	CN				
	Bala		11.16		Track Switches	Switch 1 - Z164 Sliding				45	40	CN				Includes Switch Blower
	Bala		11.17							45	40	CN				
	Bala		11.18							45	40	CN				
	Bala		11.19							45	40	CN				
	Bala		11.20		Signal	112 / 112D				45	40	CN				
	Bala		11.21							45	40	CN				
	Bala		11.22							45	40	CN				
	Bala		11.23		Track Switches	New Turnout				45	40	CN				
	Bala		11.24							45	40	CN				
	Bala		11.25							45	40	CN				
	Bala		11.26							45	40	CN				
	Bala		11.27							45	40	CN				
	Bala		11.28							45	40	CN				
	Bala		11.29							45	40	CN				
	Bala		11.30		Marker	CN Oriole (42572)				45	40	CN				CN Oriole (42572)
	Bala		11.31							45	40	CN				
	Bala		11.32							45	40	CN				
	Bala		11.33							45	40	CN				
	Bala		11.34							45	40	CN				
	Bala		11.35							45	40	CN				
	Bala		11.36							45	40	CN				
	Bala		11.37							45	40	CN				
	Bala		11.38							45	40	CN				
	Bala		11.85							45	40	CN				
	Bala		11.86							45	40	CN	Subway	Leslie Street	n/a	
	Bala		11.87							45	40	CN				
	Bala		11.89							45	40	CN				
	Bala		11.90		Signal	119 / 119D				45	40	CN				
	Bala		11.91							45	40	CN				
	Bala		11.96							45	40	CN				
	Bala		11.97		Track Switches	New Turnout				45	40	CN				
	Bala		11.98							45	40	CN				
	Bala		11.99							45	40	CN				
	Bala	12	12.00							45	40	CN				
	Bala		12.01		Track Switches	Switch 1 - Z164 Sliding			475	45	40	CN				Includes Switch Blower
	Bala		12.02							45	40	CN				
	Bala		12.09							45	40	CN				
	Bala		12.10		Platform	Oriole GO Station				45	40	CN	Overhead Bridge	Oriole GO Station Pedestrian Bridge	required	
	Bala		12.11		Platform	Oriole GO Station				45	40	CN				
	Bala		12.12		Platform	Oriole GO Station				45	40	CN				
	Bala		12.13		Platform	Oriole GO Station				45	40	CN				
	Bala		12.14		Platform	Oriole GO Station				45	40	CN				
	Bala		12.15		Platform	Oriole GO Station				45	40	CN				
	Bala		12.16		Platform	Oriole GO Station				45	40	CN	Overhead Bridge	Hwy 401 Ramp	required	
	Bala		12.17		Platform	Oriole GO Station				45	40	CN				

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings	Description	Clearance	Comments/Remarks
								Passenger	Freight						
Platform 1	Bala						ASL			45	CN				
Platform 2	Bala		12.18	12.18	Platform	Orlolo GO Station				45	CN				
Platform 3	Bala		12.19	12.19	Platform	Orlolo GO Station				45	CN				
Platform 4	Bala		12.20	12.20	Station	Orlolo GO Station				45	CN	Overhead Bridge	Hwy 401	required	
Platform 5	Bala		12.21	12.21	Platform	Orlolo GO Station				45	CN				
	Bala		12.22	12.22	Platform	Orlolo GO Station				45	CN				
	Bala		12.23	12.23	Platform	Orlolo GO Station				45	CN	Overhead Bridge	Hwy 401 Ramp	required	
	Bala		12.24	12.24	Platform	Orlolo GO Station				45	CN				
	Bala		12.25	12.25	Platform	Orlolo GO Station				45	CN				
	Bala		12.26	12.26						45	CN				
	Bala		12.49	12.49						45	CN				
	Bala		12.50	12.50						45	CN	Subway	TTC Sheppard Subway	n/a	
	Bala		12.51	12.51	Platform					45	CN				
	Bala		12.53	12.53						45	CN				
	Bala		12.54	12.54						45	CN	Subway	Sheppard Avenue East	n/a	
	Bala		12.55	12.55						45	CN				
	Bala		12.59	12.59						45	CN				
	Bala		12.60	12.60						45	CN	Culvert		n/a	
	Bala		12.61	12.61	Platform					45	CN				
	Bala		12.89	12.89						45	CN				
	Bala		12.90	12.90						45	CN	River Bridge	Don River	n/a	
	Bala		12.91	12.91						45	CN				
	Bala	13	13.00	13.00			469			45	CN				
	Bala		13.19	13.19						45	CN				
	Bala		13.20	13.20						45	CN	Culvert		n/a	
	Bala		13.21	13.21						45	CN				
	Bala		13.38	13.38						45	CN				
	Bala		13.39	13.39						45	CN				
	Bala		13.40	13.40		Speed Change				65	CN	Culvert		n/a	Speed Change
	Bala		13.41	13.41						65	CN				
	Bala		13.42	13.42						65	CN				
	Bala		13.42	13.42						65	CN				
	Bala		13.79	13.79						65	CN				
	Bala		13.80	13.80	Signal	138 / 139				65	CN				
	Bala		13.81	13.81						65	CN				
	Bala		13.87	13.87						65	CN				
	Bala		13.88	13.88						65	CN				
	Bala		13.89	13.89						65	CN	Subway	Finch Avenue East	n/a	
	Bala		13.90	13.90						65	CN				
	Bala		13.91	13.91						65	CN	Culvert		n/a	
	Bala		13.92	13.92						65	CN				
	Bala		13.98	13.98						65	CN				
	Bala		13.99	13.99	Platform	Old Cummer GO Station				65	CN				
	Bala	14	14.00	14.00	Platform	Old Cummer GO Station				65	CN				
	Bala		14.01	14.01	Platform	Old Cummer GO Station				65	CN				
	Bala		14.02	14.02	Platform	Old Cummer GO Station				65	CN				
	Bala		14.03	14.03	Platform	Old Cummer GO Station				65	CN				
	Bala		14.04	14.04	Platform	Old Cummer GO Station				65	CN				
	Bala		14.05	14.05	Platform	Old Cummer GO Station				65	CN				
	Bala		14.06	14.06	Platform	Old Cummer GO Station				65	CN				
	Bala		14.07	14.07	Platform	Old Cummer GO Station				65	CN				
	Bala		14.08	14.08	Platform	Old Cummer GO Station				65	CN				
	Bala		14.09	14.09	Platform	Old Cummer GO Station				65	CN				
	Bala		14.10	14.10	Station	Old Cummer GO Station				65	CN				
	Bala		14.11	14.11	Platform	Old Cummer GO Station				65	CN				
	Bala		14.12	14.12	Platform	Old Cummer GO Station				65	CN				
	Bala		14.13	14.13	Platform	Old Cummer GO Station				65	CN				
	Bala		14.14	14.14	Platform	Old Cummer GO Station				65	CN				
	Bala		14.15	14.15						65	CN				
	Bala		14.16	14.16						65	CN				
	Bala		14.17	14.17						65	CN	Utility			
	Bala		14.18	14.18						65	CN	Culvert	Hydro Electric Power Corridor	required	
	Bala		14.18	14.18						65	CN			n/a	

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit		Owner	Crossings	Description	Clearance	Comments/Remarks
								ASL	ra	Passenger	Freight					
	Bala		14.19	14.19						65	50	CN				
	Bala		14.20	14.20						65	50	CN	Culvert	n/a		
	Bala		14.21	14.21						65	50	CN				
	Bala		14.49	14.49						65	50	CN				
	Bala		14.50	14.50						65	50	CN	Culvert	n/a		
	Bala		14.51	14.51						65	50	CN				
	Bala		14.54	14.54						65	50	CN	Subway	n/a		
	Bala		14.55	14.55						65	50	CN				
	Bala		14.79	14.79						65	50	CN	River Bridge	Don River Tributary and Pedestrian Tr	n/a	
	Bala		14.80	14.80						65	50	CN				
	Bala		14.81	14.81						65	50	CN				
	Bala		15.00	15.00						65	50	CN				
	Bala		15.16	15.16						65	50	CN				
	Bala		15.17	15.17						65	50	CN	Subway	Steeles Avenue East	n/a	
	Bala		15.18	15.18						65	50	CN				
	Bala		15.21	15.21						65	50	CN				
	Bala		15.22	15.22						65	50	CN	Culvert	n/a		
	Bala		15.23	15.23						65	50	CN				
	Bala		15.30	15.30		Signal	153			65	50	CN				
	Bala		15.37	15.37		Track Switches	Switch 1 - Doncaster Commuter Sliding			65	50	CN				Includes Switch Blower
	Bala		15.39	15.39						65	50	CN				
	Bala		15.40	15.40		Marker	CN Doncaster South			65	50	CN	Culvert	n/a		
	Bala		15.41	15.41						65	50	CN				
	Bala		15.42	15.42		Signal	154 / 154S			65	50	CN				
	Bala		15.43	15.43						65	50	CN				
	Bala		15.44	15.44						65	50	CN				
	Bala		15.45	15.45						65	50	CN				
	Bala		15.46	15.46						65	50	CN				
	Bala		15.47	15.47						65	50	CN				
	Bala		15.48	15.48		Track Switches	New Turnout			65	50	CN				
Bala		15.49	15.49						65	50	CN					
Bala		15.53	15.53						65	50	CN					
Bala		15.54	15.54						65	50	CN	Culvert	n/a			
Bala		15.55	15.55						65	50	CN					
Bala		15.56	15.56						65	50	CN					
Bala		15.57	15.57						65	50	CN					
Bala		15.58	15.58						65	50	CN					
Bala		15.59	15.59						65	50	CN					
Bala		15.60	15.60						65	50	CN					
Bala		15.61	15.61						65	50	CN					
Bala		15.62	15.62						65	50	CN					
Bala		15.63	15.63						65	50	CN					
Bala		15.64	15.64						65	50	CN					
Bala		15.69	15.69						65	50	CN					
Bala		15.70	15.70						65	50	CN	Culvert	n/a			
Bala		15.71	15.71						65	50	CN					
Bala		15.80	15.80		Track Switches	New Turnout		545	65	50	CN					
Bala		15.81	15.81						65	50	CN					
Bala		15.82	15.82						65	50	CN					
Bala		15.83	15.83						65	50	CN					
Bala		15.84	15.84						65	50	CN					
Bala		15.85	15.85						65	50	CN					
Bala		15.86	15.86						65	50	CN					
Bala		15.87	15.87						65	50	CN					
Bala		15.88	15.88		Signal	159 / 159D			65	50	CN					
Bala		15.89	15.89						65	50	CN					
Bala		15.90	15.90		Track Switches	Switch 23 - Doncaster Commuter Sliding			65	50	CN				Includes Switch Blower Start of Doncaster Commuter Sliding - 2140 feet	
Bala		15.91	15.91						65	50	CN					

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings	Description	Clearance	Comments/Remarks	
								Passenger	Freight							
	Bala		15.92	15.92	Track Switches	Switch 11 - South Wye to/from CN York S		65	50	CN				Includes Switch Blower		
	Bala		15.93	15.93					65	50	CN					
	Bala		15.95	15.95					65	50	CN	Culvert		n/a		
	Bala		15.98	15.98					65	50	CN					
	Bala		15.98	15.98					65	50	CN					
	Bala	16	16.00	16.00		Speed Change	From 65/50 to 60/50		65	50	CN				Speed Change	
	Bala		16.01	16.01					60	50	CN					
	Bala		16.02	16.02					60	50	CN					
	Bala		16.07	16.07					60	50	CN					
	Bala		16.08	16.08		Track Switches	Doncaster Diamond		60	50	CN	Level Crossing	York CN Subdivision		n/a	Doncaster Diamond requires grade separation for all day GO Service levels Max Speed All Trains = 30 MPH over Doncaster Diamond York
	Bala		16.09	16.09		Speed Change	Doncaster Diamond		60	50	CN					
	Bala		16.10	16.10		Marker	CN Doncaster (#1957)		60	50	CN					
	Bala		16.11	16.11					60	50	CN					
	Bala		16.12	16.12					60	50	CN					
	Bala		16.13	16.13					60	50	CN					
	Bala		16.14	16.14					60	50	CN					
	Bala		16.15	16.15					60	50	CN					
	Bala		16.16	16.16					60	50	CN					
	Bala		16.17	16.17					60	50	CN					
	Bala		16.18	16.18					60	50	CN					
	Bala		16.19	16.19					60	50	CN					
	Bala		16.20	16.20					60	50	CN					
	Bala		16.21	16.21		Track Switches	East Connecting Track to/from CN York S		60	50	CN					
	Bala		16.22	16.22					60	50	CN					
	Bala		16.23	16.23					60	50	CN					
	Bala		16.24	16.24					60	50	CN					
	Bala		16.25	16.25					60	50	CN					
	Bala		16.26	16.26					60	50	CN					
	Bala		16.27	16.27					60	50	CN					
	Bala		16.28	16.28					60	50	CN					
Bala		16.29	16.29					60	50	CN						
Bala		16.30	16.30					60	50	CN						
Bala		16.31	16.31					60	50	CN						
Bala		16.32	16.32					60	50	CN	Level Crossing	Foreman's Crossing	n/a			
Bala		16.33	16.33					60	50	CN	Overhead Bridge	John Street	required			
Bala		16.34	16.34					60	50	CN						
Bala		16.35	16.35					60	50	CN						
Bala		16.36	16.36					60	50	CN						
Bala		16.37	16.37					60	50	CN						
Bala		16.38	16.38					60	50	CN						
Bala		16.39	16.39					60	50	CN						
Bala		16.40	16.40					60	50	CN						
Bala		16.41	16.41					60	50	CN						
Bala		16.42	16.42					60	50	CN						
Bala		16.43	16.43					60	50	CN						
Bala		16.44	16.44					60	50	CN						
Bala		16.45	16.45					60	50	CN						
Bala		16.46	16.46					60	50	CN						
Bala		16.47	16.47					60	50	CN						
Bala		16.48	16.48					60	50	CN						
Bala		16.49	16.49					60	50	CN						
Bala		16.50	16.50					60	50	CN						
Bala		16.51	16.51					60	50	CN	Level Crossing	Green Lane	n/a	Protected by Gates and Lights		
Bala		16.52	16.52					60	50	CN						
Bala		16.53	16.53					60	50	CN						
Bala		16.90	16.90					60	50	CN	Subway	Pedestrian Underpass	n/a			
Bala		16.91	16.91					60	50	CN	Overhead Bridge	Bayview Avenue	required			
Bala		16.92	16.92					60	50	CN						
Bala		16.93	16.93					60	50	CN						

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings	Description	Clearance	Comments/Remarks
								Passenger	Freight						
Platform 1	Bala	17	17.00	17.00			ASL	590	60	50	CN				
Platform 2	Bala		17.32	17.32					60	50	CN				
Platform 3	Bala		17.33	17.33					60	50	CN	Subway			
Platform 4	Bala		17.34	17.34					60	50	CN				
Platform 5	Bala		17.49	17.49					60	50	CN				
	Bala		17.50	17.50	Signal	175E / 175W			60	50	CN				
	Bala		17.51	17.51					60	50	CN				
	Bala		17.52	17.52	Track Switches	Switch 3B - East Track Turnout			60	50	CN				Langstaff Signal Plant - includes switch heater
	Bala		17.53	17.53					60	50	CN				
	Bala		17.54	17.54					60	50	CN				
	Bala		17.55	17.55					60	50	CN				
	Bala		17.56	17.56					60	50	CN				
	Bala		17.57	17.57					60	50	CN				
	Bala		17.58	17.58					60	50	CN				
	Bala		17.59	17.59	Track Switches	Switch 3A - West Track Turnout			60	50	CN				Langstaff Signal Plant - includes switch heater
	Bala		17.60	17.60					60	50	CN				
	Bala		17.61	17.61					60	50	CN				
	Bala		17.62	17.62					60	50	CN				
	Bala		17.63	17.63					60	50	CN				
	Bala		17.64	17.64	Track Switches	Switch 1B - West Track Turnout			60	50	CN				Langstaff Signal Plant - includes switch heater
	Bala		17.65	17.65					60	50	CN				
	Bala		17.66	17.66					60	50	CN				
	Bala		17.67	17.67					60	50	CN				
	Bala		17.68	17.68					60	50	CN				
	Bala		17.69	17.69					60	50	CN				
	Bala		17.70	17.70					60	50	CN				
	Bala		17.71	17.71					60	50	CN				
	Bala		17.72	17.72	Track Switches	Switch 1A - East Track Turnout			60	50	CN				Langstaff Signal Plant - includes switch heater
	Bala		17.73	17.73					60	50	CN				
	Bala		17.79	17.79					60	50	CN				
	Bala		17.80	17.80	Signal	178E / 178W			60	50	CN	Subway			Holy Cross Cemetary Private Underpass
	Bala		17.81	17.81					60	50	CN				
	Bala	18	18.00	18.00					60	50	CN				
	Bala		18.04	18.04					60	50	CN				
	Bala		18.05	18.05					60	50	CN	Culvert			
	Bala		18.06	18.06					60	50	CN				
	Bala		18.09	18.09					60	50	CN				
	Bala		18.10	18.10		Hot Box Detector	Langstaff (LANE & LANW)		60	50	CN				
	Bala		18.11	18.11					60	50	CN				
	Bala		18.15	18.15					60	50	CN	Level Crossing	Langstaff Road		Protected by Gates and Lights
	Bala		18.16	18.16	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.17	18.17	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.18	18.18	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.19	18.19	Platform	Langstaff GO Station			60	50	CN	Overhead Bridge	Hwy 407 West		required
	Bala		18.20	18.20	Platform	Langstaff GO Station			60	50	CN	Overhead Bridge	Hwy 407 East		required
	Bala		18.21	18.21	Platform	Langstaff GO Station			60	50	CN	Overhead Bridge			required
	Bala		18.22	18.22	Platform Centre	Langstaff GO Station			60	50	CN	Overhead Bridge			required
	Bala		18.23	18.23	Platform	Langstaff GO Station			60	50	CN	Overhead Bridge			required
	Bala		18.24	18.24	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.25	18.25	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.26	18.26	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.27	18.27	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.28	18.28	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.29	18.29	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.30	18.30	Station	Langstaff GO Station			60	50	CN				
	Bala		18.30	18.30	Marker	CN Langstaff			60	50	CN				CN Langstaff
	Bala		18.31	18.31	Platform	Langstaff GO Station			60	50	CN				
	Bala		18.32	18.32					60	50	CN	Overhead Bridge	Pedestrian Overpass		
	Bala		18.33	18.33					60	50	CN				required
	Bala		18.34	18.34					60	50	CN				

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings	Description	Clearance	Comments/Remarks
								Passenger	Freight						
Platform 1	Bala		18.44	18.44			ASL		60	CN					
Track 1	Bala		18.45	18.45					60	CN	Overhead Bridge	High Tech Drive	required		
Track 2	Bala		18.46	18.46					60	CN					
Track 3	Bala		18.79	18.79					60	CN			n/a		
Track 4	Bala		18.80	18.80					60	CN	Culvert				
Platform 2	Bala		18.94	18.94					60	CN	Overhead Bridge	Bantry Avenue	required		
Platform 3	Bala		18.95	18.95					60	CN					
Platform 4	Bala		18.96	18.96					60	CN					
Platform 5	Bala	19	19.00	19.00					60	CN					
	Bala		19.15	19.15	Signal	191W / 192W 191E / 192E			60	CN					
	Bala		19.16	19.16					60	CN					
	Bala		19.17	19.17					60	CN					
	Bala		19.43	19.43					60	CN					
	Bala		19.44	19.44					60	CN			n/a		
	Bala		19.45	19.45					60	CN	Culvert	Drainage			
	Bala		19.46	19.46					60	CN					
	Bala		19.47	19.47					60	CN	Overhead Bridge	Canville Road (16th Avenue)	required		
	Bala		19.48	19.48					60	CN					
	Bala		19.59	19.59					60	CN					
	Bala		19.60	19.60					60	CN	Culvert	Storm Causeway	n/a		
	Bala		19.61	19.61					60	CN					
	Bala	20	20.00	20.00					60	CN					
	Bala		20.17	20.17					60	CN					
	Bala		20.18	20.18					60	CN	Level Crossing	Hillsview Avenue Pedestrian Crossing	n/a	Protected by Gates and Lights	
	Bala		20.19	20.19					60	CN					
	Bala		20.29	20.29					60	CN					
	Bala		20.30	20.30					60	CN	Culvert				
	Bala		20.31	20.31					60	CN	Level Crossing	Drainage	n/a	Protected by Gates and Lights	
	Bala		20.32	20.32					60	CN					
	Bala		20.49	20.49					60	CN					
	Bala		20.50	20.50	Signal	207W, 207E			60	CN					
	Bala		20.51	20.51					60	CN					
	Bala		20.57	20.57					60	CN					
	Bala		20.58	20.58					60	CN	Track Switches	Switch 5A - West Track Turnout		Includes Switch Heater	
	Bala		20.59	20.59					60	CN					
	Bala		20.60	20.60					60	CN					
	Bala		20.61	20.61					60	CN					
	Bala		20.62	20.62					60	CN					
	Bala		20.63	20.63					60	CN	Track Switches	Switch 9B - East Track Turnout			
	Bala		20.64	20.64					60	CN	Track Switches	Switch 3 - Richmond Hill Station Siding			
	Bala		20.65	20.65					60	CN					
	Bala		20.79	20.79					60	CN					
	Bala		20.80	20.80	Signal	208W, 208E, 208D			60	CN					
	Bala		20.81	20.81					60	CN					
	Bala		20.85	20.85					60	CN					
	Bala		20.86	20.86					60	CN	Subway	Major Mackenzie Drive East	n/a		
	Bala		20.87	20.87	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.88	20.88	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.89	20.89	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.90	20.90	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.91	20.91	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.92	20.92	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.93	20.93	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.94	20.94	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.95	20.95	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.96	20.96	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.97	20.97	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.98	20.98	Platform	Richmond Hill GO Station			60	CN					
	Bala		20.99	20.99	Platform	Richmond Hill GO Station			60	CN					
	Bala		21.00	21.00	Station	Richmond Hill GO Station			60	CN					

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit		Owner	Crossings	Description	Clearance	Comments/Remarks
								ASL	ra	Passenger	Freight					
	Bala	21	21.00	21.00	Marker	CN Richmond Hill (42592)			60	50	CN				CN Richmond Hill (42592)	
	Bala		21.01	21.01	Platform	Richmond Hill GO Station			60	50	CN					
	Bala		21.02	21.02					60	50	CN					
	Bala		21.09	21.09					60	50	CN					
	Bala		21.10	21.10					60	50	CN					
	Bala		21.11	21.11					60	50	CN					
	Bala		21.12	21.12					60	50	CN					
	Bala		21.39	21.39					60	50	CN					
	Bala		21.40	21.40					60	50	CN					
	Bala		21.41	21.41					60	50	CN					
	Bala		21.42	21.42					60	50	CN					
	Bala		21.43	21.43					60	50	CN					
	Bala		21.44	21.44					60	50	CN					
	Bala		21.45	21.45					60	50	CN					
	Bala		21.46	21.46					60	50	CN					
	Bala		21.47	21.47					60	50	CN					
	Bala		21.48	21.48					60	50	CN					
	Bala		21.49	21.49		Track Switches	Electric Lock - Depot to East Track			60	50	CN				Protected by Gates and Lights EIR of Depot Sliding 2517 - 4500 feet
	Bala		21.50	21.50						60	50	CN				
	Bala		21.59	21.59						60	50	CN				
	Bala		21.60	21.60						60	50	CN				
	Bala		21.61	21.61						60	50	CN				
	Bala		21.79	21.79						60	50	CN				
	Bala		21.80	21.80						60	50	CN				
	Bala		21.81	21.81						60	50	CN				
	Bala		22.00	22.00						60	50	CN				
	Bala		22.09	22.09						60	50	CN				
	Bala		22.10	22.10		Signal	221W, 221 E			60	50	CN				
	Bala		22.11	22.11						60	50	CN				
	Bala		22.14	22.14		Track Switches	New Turnout			60	50	CN				
	Bala		22.15	22.15						60	50	CN				
	Bala		22.16	22.16						60	50	CN				
	Bala		22.17	22.17						60	50	CN				
	Bala		22.18	22.18						60	50	CN				
	Bala		22.19	22.19						60	50	CN				
	Bala		22.20	22.20		Marker	CN Elgin			60	50	CN				
	Bala		22.20	22.20		Track Switches	Switch 1 - East track / West track merge			60	50	CN				
	Bala		22.21	22.21		Signal	222 Mainline			60	50	CN				
	Bala		22.22	22.22						60	50	CN				
	Bala		22.29	22.29						60	50	CN				
	Bala		22.30	22.30						60	50	CN				
	Bala		22.31	22.31						60	50	CN				
	Bala		22.49	22.49						60	50	CN				
	Bala		22.50	22.50						60	50	CN				
	Bala		22.51	22.51						60	50	CN				
	Bala		22.79	22.79						60	50	CN				
	Bala		22.80	22.80						60	50	CN				
	Bala		22.81	22.81						60	50	CN				
Bala		22.82	22.82						60	50	CN					
Bala		22.98	22.98						60	50	CN					
Bala		22.99	22.99						60	50	CN					
Bala		23.00	23.00		Speed Change	From 60/50 to 45/40			45	40	CN				Speed Change	
Bala		23.01	23.01						45	40	CN					
Bala		23.02	23.02						45	40	CN					
Bala		23.38	23.38						45	40	CN					
Bala		23.39	23.39						45	40	CN					
Bala		23.40	23.40						45	40	CN					
Bala		23.49	23.49						45	40	CN					
Bala		23.50	23.50						45	40	CN					
Bala		23.51	23.51						45	40	CN					

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		ASL	Crossings	Description	Clearance	Comments/Remarks
								Passenger	Freight					
	Bala		23.60											
	Bala		23.61	23.61							Level Crossing		19th Avenue, Township of Markham	Protected by Gates and Lights
	Bala		23.62	23.62										
	Bala		23.76	23.76							Subway		Bayview Avenue, Township of Markham	
	Bala		23.77	23.77										
	Bala		23.78	23.78										
	Bala		23.89	23.89										
	Bala		23.90	23.90										
	Bala		23.91	23.91										
	Bala	24	24.00	24.00										
	Bala		24.01	24.01		Signal	239, 240							
	Bala		24.02	24.02										
	Bala		24.09	24.09										
	Bala		24.10	24.10										
	Bala		24.11	24.11										
	Bala		24.39	24.39										
	Bala		24.40	24.40										
	Bala		24.41	24.41										
	Bala		24.59	24.59										
	Bala		24.60	24.60										
	Bala		24.61	24.61										
	Bala		24.88	24.88										
	Bala		24.89	24.89										
	Bala		24.90	24.90										
	Bala		25.00	25.00										
	Bala		25.03	25.03										
	Bala		25.04	25.04										
	Bala		25.05	25.05										
	Bala		25.12	25.12										
	Bala		25.13	25.13										
	Bala		25.39	25.39										
	Bala		25.48	25.48										
	Bala		25.49	25.49										
	Bala		25.50	25.50										
	Bala		25.53	25.53										
	Bala		25.59	25.59										
	Bala		25.60	25.60										
	Bala		25.61	25.61		Marker	Gromley (61386)							
	Bala		25.80	25.80										
	Bala		25.90	25.90										
Bala		25.99	25.99											
Bala		26.00	26.00											
Bala		26.01	26.01											
Bala		26.09	26.09											
Bala		26.10	26.10		Signal	261								
Bala		26.11	26.11											
Bala		26.12	26.12											
Bala		26.13	26.13		Track Switches									
Bala		26.14	26.14		Platform	Gormley GO Station								
Bala		26.15	26.15		Track Switches	Switch 1 - AA35 Sliding - 7150 feet								
Bala		26.16	26.16		Platform	Gormley GO Station								
Bala		26.17	26.17		Platform	Gormley GO Station								
Bala		26.18	26.18		Platform	Gormley GO Station								
Bala		26.19	26.19		Platform	Gormley GO Station								
Bala		26.20	26.20		Signal	262, 262D								
Bala		26.21	26.21		Platform	Gormley GO Station								
Bala		26.22	26.22		Platform	Gormley GO Station								
Bala		26.23	26.23		Platform	Gormley GO Station								
Bala		26.24	26.24		Platform	Gormley GO Station								
Bala		26.25	26.25		Platform	Gormley GO Station								

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Mileage	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings	Description	Clearance	Comments/Remarks
								ASL	Passenger						
	Bala		26.26	26.26	Platform	Gormley GO Station			45	CN					
	Bala		26.27	26.27	Platform	Gormley GO Station			45	CN					
	Bala		26.28	26.28	Platform	Gormley GO Station			45	CN					
	Bala		26.29	26.29	Platform	Gormley GO Station			45	CN					
	Bala		26.30	26.30	Station	Gormley GO Station			45	CN					
	Bala		26.31	26.31					45	CN					
	Bala		26.32	26.32					45	CN					
	Bala		26.33	26.33					45	CN					
	Bala		26.34	26.34					45	CN					
	Bala		26.35	26.35					45	CN					
	Bala		26.36	26.36					45	CN					
	Bala		26.37	26.37		Track Switches	New Turnout			45	CN				
	Bala		26.38	26.38					45	CN					
	Bala		26.44	26.44					45	CN					
	Bala		26.45	26.45					45	CN					No protection
	Bala		26.59	26.59		Marker	CN Outaker (61385)			45	CN				
	Bala		26.91	26.91					45	CN					
	Bala		26.92	26.92					45	CN					
	Bala		26.93	26.93					45	CN					
	Bala		26.94	26.94					45	CN					
	Bala		26.95	26.95					45	CN					
	Bala		26.96	26.96					45	CN					
	Bala		26.97	26.97					45	CN					
	Bala		26.98	26.98					45	CN					
	Bala		26.99	26.99					45	CN					
	Bala		27.00	27.00					45	CN					
	Bala		27.01	27.01					45	CN					
	Bala		27.02	27.02					45	CN					
	Bala		27.03	27.03					45	CN					
	Bala		27.04	27.04					45	CN					
Bala		27.08	27.08					45	CN						
Bala		27.10	27.10		Marker	Bethesda Sideroad Layover Facility			45	CN					
Bala		27.15	27.15					45	CN						
Bala		27.17	27.17					45	CN						
Bala		27.18	27.18					45	CN						
Bala		27.19	27.19					45	CN						
Bala		27.20	27.20					45	CN						
Bala		27.21	27.21					45	CN						
Bala		27.22	27.22					45	CN						
Bala		27.23	27.23					45	CN						
Bala		27.24	27.24					45	CN						
Bala		27.25	27.25					45	CN						
Bala		27.26	27.26					45	CN						
Bala		27.27	27.27					45	CN						
Bala		27.28	27.28					45	CN						
Bala		27.29	27.29					45	CN						
Bala		27.30	27.30					45	CN						
Bala		27.31	27.31					45	CN						
Bala		27.49	27.49					45	CN						
Bala		27.50	27.50		Signal	275D - siding			45	CN					
Bala		27.51	27.51					45	CN						
Bala		27.53	27.53					45	CN						
Bala		27.54	27.54					45	CN						
Bala		27.55	27.55					45	CN						
Bala		27.56	27.56					45	CN						
Bala		27.57	27.57					45	CN						
Bala		27.58	27.58					45	CN						
Bala		27.59	27.59					45	CN						
Bala		27.60	27.60		Track Switches	Switch 1 - AA35 Sliding - 7150 feet			45	CN				Includes Switch Blower - End of Sliding AA35 - 7150 feet	

Richmond Hill GO Line

Track Layout Sketch	Subdivision	Mile Post	Mileage from Union Station	Station	Description	Elevation	Grade		Speed Limit	Owner	Crossings	Description	Clearance	Comments/Remarks
							Passenger	Freight						
	Bala	28	28.00			ASL			45	CN				
	Bala		28.32	28.32					45	CN	Culvert			
	Bala		28.46	28.46					45	CN				
	Bala		28.47	28.47	Track Switches	New Turnout			45	CN				
	Bala		28.48	28.48					45	CN				
	Bala		28.49	28.49					45	CN				
	Bala		28.50	28.50	Station	Bloomington GO Station			45	CN				
	Bala		28.51	28.51	Platform	Bloomington GO Station			45	CN				
	Bala		28.52	28.52	Platform	Bloomington GO Station			45	CN				
	Bala		28.53	28.53	Platform	Bloomington GO Station			45	CN				
	Bala		28.54	28.54	Platform	Bloomington GO Station			45	CN				
	Bala		28.55	28.55	Platform	Bloomington GO Station			45	CN				
	Bala		28.56	28.56	Platform	Bloomington GO Station			45	CN				
	Bala		28.57	28.57	Platform	Bloomington GO Station			45	CN				
	Bala		28.58	28.58	Platform	Bloomington GO Station			45	CN				
	Bala		28.59	28.59	Platform	Bloomington GO Station			45	CN				
	Bala		28.60	28.60	Platform	Bloomington GO Station			45	CN				
	Bala		28.61	28.61	Platform	Bloomington GO Station			45	CN				
	Bala		28.62	28.62	Platform	Bloomington GO Station			45	CN				
	Bala		28.63	28.63	Platform	Bloomington GO Station			45	CN				
	Bala		28.64	28.64	Platform	Bloomington GO Station			45	CN				
	Bala		28.65	28.65	Platform	Bloomington GO Station			45	CN				
	Bala		28.66	28.66	Platform	Bloomington GO Station			45	CN				
	Bala		28.67	28.67	Platform	Bloomington GO Station			45	CN				
	Bala		28.68	28.68	Platform	Bloomington GO Station			45	CN				
	Bala		28.69	28.69	Platform	Bloomington GO Station			45	CN				
	Bala		28.70	28.70					45	CN	Culvert			
	Bala		28.71	28.71					45	CN				
	Bala		28.72	28.72					45	CN				
	Bala		28.73	28.73	Track Switches	New Turnout			45	CN				
Bala		28.74	28.74					45	CN					
Bala		28.81	28.81					45	CN					
Bala		28.82	28.82					45	CN	Subway	Bloomington Road		York Region Road 40, Township Whitechurch/Stouffville	
Bala		29.00	29.00					45	CN					
Bala		29.97	29.97					45	CN	Overhead Bridge	Hwy 404 South		required	
Bala		29.98	29.98					45	CN					
Bala		30.00	30.00					45	CN	Overhead Bridge	Hwy 404 North		required	
Bala		30.01	30.01	Speed Change	End of Line			45	CN					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
Platform	USRC		333.80	Station	Union GO Station		30	15	CN				Toronto Union Station 42414
	USRC		333.79	Platform	Union Station		30	15	CN				
Platform	USRC		333.78	Platform	Union Station		30	15	CN				
	USRC		333.77	Platform	Union Station		30	15	CN				
Platform	USRC		333.76	Platform	Union Station		30	15	CN				
	USRC		333.75	Platform	Union Station		30	15	CN	Subway	Bay St.	n/a	(0.04 Bala Sub)
Platform	USRC		333.74	Platform	Union Station		30	15	CN				
	USRC		333.73	Platform	Union Station		30	15	CN				
Platform	USRC		333.72	Platform	Union Station		30	15	CN				
	USRC		333.71	Platform	Union Station		30	15	CN				
Platform	USRC		333.70	Platform	Union Station		30	15	CN				
	USRC		333.69	Platform	Union Station		30	15	CN				
Platform	USRC		333.68	Platform	Union Station		30	15	CN				
	USRC		333.67	Platform	Union Station		30	15	CN				
Platform	USRC		333.66	Platform	Union Station		30	15	CN				
	USRC		333.65	Platform	Union Station		30	15	CN				
Platform	USRC		333.64	Platform	Union Station		30	15	CN				
	USRC		333.63	Platform	Union Station		30	15	CN				
Platform	USRC		333.62	Platform	Union Station		30	15	CN	Subway	Yonge St.	n/a	(0.20 Bala Sub)
	USRC		333.61	Platform End	Union Station		30	15	CN				
Platform	USRC		333.60				30	15	CN				
	USRC		333.59				30	15	CN				
Platform	USRC		333.58				30	15	CN	Subway	Jarvis St.	n/a	(0.50 Bala Sub)
	USRC		333.57				30	15	CN	Subway	Sherbourne St.	n/a	(0.70 Bala Sub)
Platform	USRC	333.00	333.00				30	15	CN				
	USRC		332.85				30	15	CN	Subway	Parliament St.	n/a	(0.90 Bala Sub)
Platform	Kingston		332.80				30	15	CN				
	Kingston		332.62	Signal	148, 141, 134, 120, 159, 166, 170, 174, 178		30	15	CN				
Platform	Kingston		332.60				30	15	CN	Subway	Cherry St.	n/a	Cherry Street Tower
	Kingston		332.59				30	15	CN				
Platform	Kingston		332.58				30	15	CN				
	Kingston		332.57				30	15	CN				
Platform	Kingston		332.56				30	15	CN				
	Kingston		332.55				30	15	CN				
Platform	Kingston		332.54				30	15	CN				
	Kingston		332.53				30	15	CN				
Platform	Kingston		332.52				30	15	CN				
	Kingston		332.51				30	15	CN				
Platform	Kingston		332.50				30	15	CN				
	Kingston		332.49				30	15	CN				
Platform	Kingston		332.48				30	15	CN				
	Kingston		332.47				30	15	CN				
Platform	Kingston		332.46				30	15	CN				
	Kingston		332.45				30	15	CN				
Platform	Kingston		332.44				30	15	CN				
	Kingston		332.43				30	15	CN				
Platform	Kingston		332.42				30	15	CN				
	Kingston		332.41				30	15	CN				

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
	Kingston		332.40	Signal	171, 175, 179, 3322T1, 3322T2, 3322T3		60	15	CN			(Field Sign) Change in Speed Marker Don Yard - Out Building 42422	
	Kingston		332.40	Speed change			60	15	CN				
	Kingston		332.39				60	60	CN				
	Kingston		332.38				60	60	CN				
	Kingston		332.37				60	60	CN				
	Kingston		332.36				60	60	CN				
	Kingston		332.35				60	60	CN				
	Kingston		332.34				60	60	CN				
	Kingston		332.20		Signal	3322T1, 3322T2, 3322T3		60	60	CN	River Bridge	Don River	n/a
	Kingston		332.15					60	60	CN	Subway	Don River Parkway	n/a
	Kingston		332.13					60	60	CN			
	Kingston		332.00					60	60	CN	Subway	Eastern Ave.	n/a
	Kingston		331.89					60	60	CN			
	Kingston		331.79					60	60	CN			
	Kingston		331.78					60	60	CN			
	Kingston		331.77					60	60	CN			
	Kingston		331.76					60	60	CN			
	Kingston		331.75					60	60	CN			
	Kingston		331.74					60	60	CN			
	Kingston		331.73		Track Switches	Merge of Future Pullback Track with Track 3		60	60	CN			In CTT - Hand Operated Swt.
	Kingston		331.72					60	60	CN			
	Kingston		331.71					60	60	CN	Subway	Queen St. E.	n/a
	Kingston		331.68					60	60	CN			
	Kingston		331.57					60	60	CN	Subway	Dundas St. E.	n/a
	Kingston		331.39					60	60	CN	Subway	Logan Ave.	n/a
	Kingston		331.30					80	60	CN			
Kingston		331.20		Signal	3312T1, 3312T2, 3312T3, 3313T1, 3313T2, 3313T3		80	60	CN				
Kingston		331.12					80	60	CN	Subway	Carlaw Ave.	n/a	
Kingston		331.09					80	60	CN	Subway	Gerrard St. E.	n/a	
Kingston		331.01					80	60	CN		?		
Kingston		331.00					80	60	CN				
Kingston		330.96					80	60	CN	Overhead Bridge	Pape Ave. Pedestrian Overpass	23'8"	
Kingston		330.80					80	60	CN				
Kingston		330.68					80	60	CN	Subway	Jones Ave.	n/a	
Kingston		330.30					90	60	CN		Hot Box Scanners	Yellow and White triangles Green & Grey	
Kingston		330.28					90	60	CN	Subway	Greenwood Ave.	n/a	
Kingston		330.22		Signal	3303T1, 3303T2, 3303T3, 3302T1, 3302T2, 3302T3		90	60	CN	Subway	Woodfield Rd. Pedestrian Underpass	n/a	
Kingston		330.08					90	60	CN	Subway	Underpass	n/a	
Kingston		330.00					90	60	CN	Culvert		n/a	
Kingston		329.95					90	60	CN	Subway	Coxwell Ave.	n/a	
Kingston		329.80					90	60	CN	Culvert		n/a	
Kingston		329.50					90	60	CN	Culvert		n/a	
Kingston		329.24					90	60	CN	Subway	Woodbine Ave.	n/a	
Kingston		329.23		Track Switches	Signal 1A(green) - track 3 turnout to track 2		90	60	CN				
Kingston		329.22					90	60	CN				
Kingston		329.21					90	60	CN				

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Kingston		329.20	Signal	3292T1, 3292T2, 3292T3		90	60	CN					
	Kingston		329.19					90	60	CN				
	Kingston		329.18	Track Switches	Signal 3A(green) - track 1 turnout to track 2			90	60	CN				
	Kingston		329.17					90	60	CN				
	Kingston		329.16					90	60	CN				
	Kingston		329.15	Track Switches	Signal 1B(green) - track 2 turnout to track 3			90	60	CN				Switch Heater
	Kingston		329.14					90	60	CN				
	Kingston		329.13					90	60	CN				
	Kingston		329.12					90	60	CN				
	Kingston		329.11	Track Switches	Signal 3B(green) - track 2 turnout to track 1			90	60	CN				
	Kingston		329.10	Marker	CN Danforth			90	60	CN				Note: Dual Control Swits at Danforth are equipped with Sargeant/Greentleaf High Security Locks
	Kingston		329.09	Track Switches	Signal 5A(green) - track 2 turnout to track 1			90	60	CN				
	Kingston		329.08					90	60	CN				
	Kingston		329.07					90	60	CN				
	Kingston		329.06					90	60	CN				
	Kingston		329.05	Track Switches	Signal 7A(green) - track 2 turnout to track 3			90	60	CN				
	Kingston		329.04					90	60	CN				
	Kingston		329.03					90	60	CN				
	Kingston		329.02					90	60	CN				
	Kingston		329.01	Track Switches	Signal 5B(green) - track 1 turnout to track 2			90	60	CN				
	Kingston		329.00					90	60	CN				
	Kingston		328.99					90	60	CN				
	Kingston		328.98					90	60	CN				
	Kingston		328.97					90	60	CN				
	Kingston		328.96	Track Switches	Signal 7B(green) - track 3 turnout to track 2			90	60	CN				
	Kingston		328.90	Signal	3289T1, 3289T2, 3289T3			90	60	CN				
	Kingston		328.80					80	60	CN				
	Kingston		328.70					80	60	CN				
	Kingston		328.69	Platform End	Danforth Station			80	60	CN				
	Kingston		328.68	Platform	Danforth Station			80	60	CN				
	Kingston		328.67	Platform	Danforth Station			80	60	CN				
	Kingston		328.66	Platform	Danforth Station			80	60	CN				
Kingston		328.65	Platform	Danforth Station			80	60	CN					
Kingston		328.64	Platform	Danforth Station			80	60	CN					
Kingston		328.63	Platform	Danforth Station			80	60	CN					
Kingston		328.62	Platform	Danforth Station			80	60	CN					
Kingston		328.61	Platform	Danforth Station			80	60	CN					
Kingston		328.60	Station	Danforth GO Station			80	60	CN					
Kingston		328.59	Platform	Danforth Station			80	60	CN					
Kingston		328.58	Platform	Danforth Station			80	60	CN					
Kingston		328.57	Platform	Danforth Station			80	60	CN					
Kingston		328.56	Platform	Danforth Station			80	60	CN					
Kingston		328.55	Platform	Danforth Station			80	60	CN					
Kingston		328.54	Platform	Danforth Station			80	60	CN					
Kingston		328.53	Platform	Danforth Station			80	60	CN					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
	Kingston		328.52	Platform End	Danforth Station		80	60	CN				
	Kingston		328.51	Platform End	Danforth Station		80	60	CN				
	Kingston		328.50				80	60	CN				
	Kingston	328.00					80	60	CN				
	Kingston		327.93				80	60	CN	Subway	Victoria Park Ave.	n/a	
	Kingston		327.83		Signal	3278T1, 3278T2 3278T3, 3279T1, 3279T2, 3279T3		80	60	CN			
	Kingston		327.80					80	60	CN			
	Kingston		327.16					80	60	CN	Subway		n/a
	Kingston		327.01					80	60	CN	Subway		n/a
	Kingston	327.00						80	60	CN			
	Kingston		326.89		Signal	3268T1, 3268T2, 3268T3, 3269T1, 3269T2, 3269T3		80	60	CN			
	Kingston		326.80					80	60	CN			
	Kingston		326.50					90	60	CN	Overhead Bridge	Birchmount Road	22'0"
	Kingston		326.22					90	60	CN	Overhead Bridge	Danforth Platform Pedestrian Bridge	21'5"
	Kingston		326.15					90	60	CN	Overhead Bridge	Woodrow Ave.	23'6"
	Kingston		326.00					90	60	CN			
	Kingston		325.80		Signal	3258T1, 3258T2, 3258T3		90	60	CN			
	Kingston		325.79					90	60	CN			
	Kingston		325.78		Track Switches	Signal 9A (green) - track 3 turnout to track 2		90	60	CN			
	Kingston		325.77					90	60	CN			
	Kingston		325.76					90	60	CN	Overhead Bridge	Kennedy Rd	23'6"
	Kingston		325.75					90	60	CN			
	Kingston		325.74		Track Switches	Signal 11A (green) - track 1 turnout to track 2		90	60	CN	Culvert		n/a
	Kingston		325.73					90	60	CN			
	Kingston		325.72		Track Switches	Signal 9B (green) - track 2 turnout to track 3		90	60	CN			
	Kingston		325.71					90	60	CN			
	Kingston		325.70					90	60	CN			
	Kingston		325.69					90	60	CN			
Kingston		325.68					90	60	CN				
Kingston		325.67					90	60	CN				
Kingston		325.66		Track Switches	Signal 11B (green) - track 2 turnout to track 1 & Signal 1A (green) - track 2 turnout to track 1		90	60	CN				
Kingston		325.65					90	60	CN				
Kingston		325.64					90	60	CN				
Kingston		325.63					90	60	CN				
Kingston		325.62					90	60	CN				
Kingston		325.61					90	60	CN				
Kingston		325.60					90	60	CN				
Kingston		325.59					90	60	CN				
Kingston		325.58		Track Switches	Signal 1B (green) - track 1 turnout to track 2		90	60	CN				
Kingston		325.57					90	60	CN				

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Kingston		325.56	Track Switches	Signal 3 (red) - track 1 diversion to Uxbridge Sub.		90	60	CN				Jct. swt.	
	Kingston		325.55				90	60	CN	Culvert		n/a		
	Kingston		325.54				90	60	CN					
	Kingston		325.53	Track Switches	Signal 7A (green) - track 1 turnout to track 2 & Signal 5A (green) - track 2 turnout to track 3		90	60	CN					
	Kingston		325.52				90	60	CN					
	Kingston		325.51				90	60	CN					
	Kingston		325.50	Track Switches	Switch 3 (red) - Track 1 turnout to Uxbridge Sub. Main		90	60	CN					
	Kingston		325.49				90	60	CN					
	Kingston		325.48				90	60	CN					
	Kingston		325.47				90	60	CN					
	Kingston		325.46				90	60	CN					
	Kingston		325.45	Track Switches	Signal 7B (green) - track 2 turnout to track 1 & Signal 5B (green) - track 3 turnout to track 2		90	60	CN					
	Kingston		325.44				90	60	CN					
	Kingston		325.32				90	60	CN					
	Kingston		325.30	Signal	3253, 3253T1, 3253T2, 3253T3		90	60	CN	Subway	Passenger Tunnel	n/a		
	Kingston		325.29	Platform End	Scarborough Station		90	60	CN					
	Kingston		325.28	Platform	Scarborough Station		90	60	CN					
	Kingston		325.27	Platform	Scarborough Station		90	60	CN					GO Station
	Kingston		325.26	Platform	Scarborough Station		90	60	CN					
	Kingston		325.25	Platform	Scarborough Station		90	60	CN					
Kingston		325.24	Platform	Scarborough Station		90	60	CN						
Kingston		325.23	Platform	Scarborough Station		90	60	CN						
Kingston		325.22	Platform	Scarborough Station		90	60	CN		Level Crossing	Mtce. Xing	n/a		
Kingston		325.21	Platform	Scarborough Station		90	60	CN						
Kingston		325.20	Station	Scarborough GO Station		90	60	CN	Subway	St. Clair Ave. East		n/a	Marker - CN Scarborough 41798 Mileage 60.66 Uxbridge Sub.	
Kingston		325.19	Platform	Scarborough Station		90	60	CN						
Kingston		325.18	Platform	Scarborough Station		90	60	CN						
Kingston		325.17	Platform	Scarborough Station		90	60	CN						
Kingston		325.16	Platform	Scarborough Station		90	60	CN						
Kingston		325.15	Platform	Scarborough Station		90	60	CN						
Kingston		325.14	Platform	Scarborough Station		90	60	CN						
Kingston		325.13	Platform	Scarborough Station		90	60	CN						
Kingston		325.12	Platform	Scarborough Station		90	60	CN						
Kingston		325.11	Platform End	Scarborough Station		90	60	CN						
Kingston		325.10				90	60	CN						
Kingston		325.09				90	60	CN						
Kingston		325.00				90	60	CN						
Kingston		324.97				90	60	CN	Subway	Midland Ave.		n/a		
Kingston		324.80				90	60	CN						
Kingston		324.30	Signal	3243T1, 3243T2, 3243T3		85	60	CN						
Kingston		324.22				85	60	CN	Subway	Brimley Rd.		n/a		
Kingston		324.20	Signal	3242T1, 3242T2, 3242T3		85	60	CN						
Kingston		324.05				85	60	CN	Culvert			n/a		

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Kingston	324.00	324.00				85	60	CN	Culvert		n/a		
	Kingston		323.99				85	60	CN					
	Kingston		323.92				85	60	CN					
	Kingston		323.91				85	60	CN					
	Kingston		323.90				85	60	CN					
	Kingston		323.89				85	60	CN					
	Kingston		323.88				85	60	CN					
	Kingston		323.87		Track Switches	Track Siding - Atlantic Packaging		85	60	CN				In CTC - Hand Operated Swt. In ABS - X-over swt. Regular Derailer S280-940'
	Kingston		323.86					85	60	CN				
	Kingston		323.80					85	60	CN				
	Kingston		323.65					85	60	CN	Subway	McCowan Rd.	n/a	
	Kingston		323.60					85	60	CN	Culvert		n/a	
	Kingston		323.30					85	60	CN				
	Kingston		323.29		Platform End	Eglinton Station		85	60	CN				
	Kingston		323.28		Platform	Eglinton Station		85	60	CN				
	Kingston		323.27		Platform	Eglinton Station		85	60	CN				
	Kingston		323.26		Platform	Eglinton Station		85	60	CN				
	Kingston		323.25		Signal	3232T1, 3232T2, 3232T3 & 3233T1, 3233T2, 3233T3		85	60	CN				
	Kingston		323.25		Platform	Eglinton Station		85	60	CN				
	Kingston		323.24		Platform	Eglinton Station		85	60	CN	Subway	Psgr. Tunnel	n/a	
	Kingston		323.23		Platform	Eglinton Station		85	60	CN				
	Kingston		323.22		Platform	Eglinton Station		85	60	CN				
	Kingston		323.21		Platform	Eglinton Station		85	60	CN	Subway	Psgr. Tunnel	n/a	
	Kingston		323.20		Station	Eglinton GO Station		85	60	CN	Level Crossing	Mfce. Xing.	n/a	
	Kingston		323.19		Platform	Eglinton Station		85	60	CN	Subway	Eglinton Ave.	n/a	Station
	Kingston		323.18		Platform	Eglinton Station		85	60	CN				
	Kingston		323.17		Platform	Eglinton Station		85	60	CN				
	Kingston		323.16		Platform	Eglinton Station		85	60	CN				
Kingston		323.15		Platform	Eglinton Station		85	60	CN					
Kingston		323.14		Platform	Eglinton Station		85	60	CN					
Kingston		323.13		Platform	Eglinton Station		85	60	CN					
Kingston		323.12		Platform	Eglinton Station		85	60	CN					
Kingston		323.11		Platform End	Eglinton Station		85	60	CN	Culvert		n/a		
Kingston		323.10					85	60	CN					
Kingston		323.00					85	60	CN					
Kingston		322.80					85	60	CN					
Kingston		322.60					70	60	CN					
Kingston		322.60			Speed change		70	60	CN	Overhead Bridge	Markham Hwy No. 48	22'6"	(GO Transit's list says mileage 322.50)	
Kingston		322.51					70	60	CN	Culvert		n/a		
Kingston		322.50					80	60	CN					
Kingston		322.20					80	60	CN					
Kingston		322.10		Signal	3220T1, 3220T2, 3220T3, & 3221T1, 3221T2, 3221T3		80	60	CN	Culvert		n/a		
Kingston		322.00					80	60	CN	Culvert		n/a		
Kingston		321.97					80	60	CN	Level Crossing	Scarborough Golf Club Rd.	n/a	Gates and Lights	
Kingston		321.80					80	60	CN					
Kingston		321.45					80	60	CN	Overhead Bridge	Kingston Rd. (Hwy. No. 2)	20'9"	(not on GO Transit's list) info from GO Transit 2008 Electrification Report 6325 mm clearance (3 tracks)	
Kingston		321.40		Speed change			90	60	CN	Level Crossing	Mfce. Xing	n/a		
Kingston		321.39					90	60	CN	Subway	Psgr. Tunnel	n/a		

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Kingston		321.38				90	60	CN	Subway	Psgr. Tunnel	n/a		
	Kingston		321.30				90	60	CN					
	Kingston		321.29	Platform End	Guildwood Station		90	60	CN					
	Kingston		321.28	Platform	Guildwood Station		90	60	CN					
	Kingston		321.27	Platform	Guildwood Station		90	60	CN					
	Kingston		321.26	Platform	Guildwood Station		90	60	CN					
	Kingston		321.25	Platform	Guildwood Station		90	60	CN					
	Kingston		321.24	Platform	Guildwood Station		90	60	CN					
	Kingston		321.23	Platform	Guildwood Station		90	60	CN					
	Kingston		321.22	Platform	Guildwood Station		90	60	CN					
	Kingston		321.21	Platform	Guildwood Station		90	60	CN					
	Kingston		321.20	Station	Guildwood GO Station		90	60	CN	Level Crossing	Mtce. X'ing	n/a	Station	
	Kingston		321.19	Platform	Guildwood Station		90	60	CN					
	Kingston		321.18	Platform	Guildwood Station		90	60	CN					
	Kingston		321.17	Platform	Guildwood Station		90	60	CN					
	Kingston		321.16	Platform	Guildwood Station		90	60	CN					
	Kingston		321.15	Platform	Guildwood Station		90	60	CN					
	Kingston		321.14	Platform	Guildwood Station		90	60	CN					
	Kingston		321.13	Platform	Guildwood Station		90	60	CN					
	Kingston		321.12	Platform	Guildwood Station		90	60	CN	Culvert			n/a	
	Kingston		321.11	Platform End	Guildwood Station		90	60	CN					
	Kingston		321.10				90	60	CN					
	Kingston		321.00	Signal	3210T1, 3210T2, 3210T3		90	60	CN					
	Kingston		320.95				90	60	CN	Level Crossing	Galloway Rd.	n/a	Gates and Lights	
	Kingston		320.94	Track Switches	Signal 1A (green) - track 2 turnout to track 1		90	60	CN					
	Kingston		320.93				90	60	CN					
	Kingston		320.92				90	60	CN					
	Kingston		320.91				90	60	CN					
Kingston		320.90				90	60	CN						
Kingston		320.89				90	60	CN						
Kingston		320.88				90	60	CN						
Kingston		320.87				90	60	CN					Switch Heater	
Kingston		320.86	Track Switches	Signal 1B (green) - track 1 turnout to track 2		90	60	CN					Switch Heater	
Kingston		320.85	Track Switches	Track 3 merge with Track 2 Signal 3 (green) - track 2 diversion to track 3 & Signal 5A (green) - track 1 turnout to track 2		90	60	CN					Switch Heater	
Kingston		320.84				90	60	CN						
Kingston		320.83				90	60	CN						
Kingston		320.82				90	60	CN						
Kingston		320.81				90	60	CN						
Kingston		320.80				90	60	CN						
Kingston		320.79				90	60	CN						
Kingston		320.78				90	60	CN						
Kingston		320.77	Track Switches	Signal 5B (green) - track 2 turnout to track 1		90	60	CN						
Kingston		320.76				90	60	CN						
Kingston		320.65				90	60	CN	Level Crossing	Popular Rd.	n/a	Gates and Lights		
Kingston		320.61				90	60	CN						

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Kingston		320.60	Track Switches	Signal 7A(green) - track 2 turnout to track 1		90	60	CN					
	Kingston		320.59				90	60	CN					
	Kingston		320.58				90	60	CN					
	Kingston		320.57				90	60	CN					
	Kingston		320.56				90	60	CN					
	Kingston		320.55				90	60	CN					
	Kingston		320.54				90	60	CN					
	Kingston		320.53		Track Switches	Signal 7B (green) - track 1 turnout to track 2		90	60	CN				
	Kingston		320.52					90	60	CN				
	Kingston		320.50		Signal	3205N, 3205S		90	60	CN	Culvert		n/a	
	Kingston		320.41					90	60	CN	Level Crossing	Morningside Ave.	n/a	Gates and Lights
	Kingston		320.40					90	60	CN				Hot Box Scanner - (Act.-320.36) GLDN&GLDS
	Kingston		320.20					90	60	CN	Culvert			n/a
	Kingston		320.00					90	60	CN				
	Kingston		319.90					90	60	CN	Level Crossing	Manse Rd.		Gates and Lights
	Kingston		319.84					90	60	CN				
	Kingston		319.83					90	60	CN				
	Kingston		319.82					90	60	CN				
	Kingston		319.81					90	60	CN				
	Kingston		319.80					90	60	CN				
	Kingston		319.79					90	60	CN				
	Kingston		319.78					90	60	CN				
	Kingston		319.77					90	60	CN				
	Kingston		319.76					90	60	CN				
	Kingston		319.75		Track Switches	Track 1 Sliding to Completion along U238-2348'		90	60	CN		Electric Lock		(EL, 3197)
	Kingston		319.74					90	60	CN				
	Kingston		319.73		Track Switches	Track 2 diversion to Rohr & Hess		90	60	CN				U224-936' Switch Thrown Detail, (EI.3197)
	Kingston		319.72					90	60	CN				
	Kingston		319.71					90	60	CN				
	Kingston		319.70					90	60	CN				
	Kingston		319.69					90	60	CN				
	Kingston		319.61					90	60	CN				
Kingston		319.60					75	60	CN					
Kingston		319.59					75	60	CN					
Kingston		319.58					75	60	CN					
Kingston		319.57					75	60	CN					
Kingston		319.56		Signal	3194N, 3194S & 3195N, 3195S		75	60	CN					
Kingston		319.54					75	60	CN					
Kingston		319.53					75	60	CN					
Kingston		319.52					75	60	CN					
Kingston		319.51					75	60	CN					
Kingston		319.50					75	60	CN					
Kingston		319.00					75	60	CN					
Kingston		318.89					75	60	CN					
Kingston		318.88					75	60	CN	Level Crossing	Beechgrove Dr.		n/a	
Kingston		318.80					75	60	CN					
Kingston		318.50		Speed change			75	65	CN	River Bridge	Highland Creek		n/a	
Kingston		318.40		Speed change			90	65	CN					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Kingston	318.00	318.29	Signal	3182N, 31822S & 3183N, 3183S		90	65	CN					
	Kingston	318.00	318.00					90	65	CN				
	Kingston	317.80	317.80					95	65	CN	Culvert		n/a	
	Kingston	317.79	317.79					95	65	CN	Culvert		n/a	
	Kingston	317.70	317.70					95	65	CN	Subway	Port Union Pedestrian Pathway	n/a	Culvert present at the same mileage
	Kingston	317.60	317.60					95	65	CN	Culvert		n/a	
	Kingston	317.50	317.50					95	65	CN	Culvert		n/a	
	Kingston	317.40	317.40					95	65	CN	Subway	Psg. Tunnel	n/a	
	Kingston	317.39	317.39	Platform End		Rouge Hill Station		95	65	CN				
	Kingston	317.38	317.38	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.37	317.37	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.36	317.36	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.35	317.35	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.34	317.34	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.33	317.33	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.32	317.32	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.31	317.31	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.30	317.30	Station		Rouge Hill GO Station		95	65	CN	Culvert		n/a	Station
	Kingston	317.29	317.29	Platform		Rouge Hill Station		95	65	CN	Subway		n/a	Station
	Kingston	317.28	317.28	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.27	317.27	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.26	317.26	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.25	317.25	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.24	317.24	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.23	317.23	Platform		Rouge Hill Station		95	65	CN				
	Kingston	317.22	317.22	Platform		Rouge Hill Station		95	65	CN	Level Crossing	Chesterton Shores	n/a	Gates and Lights
	Kingston	317.21	317.21	Platform End		Rouge Hill GO Station		95	65	CN				
	Kingston	317.20	317.20					95	65	CN	Culvert		n/a	
	Kingston	317.15	317.15					95	65	CN	Culvert		n/a	
	Kingston	317.10	317.10					95	65	CN	Culvert		n/a	
Kingston	317.00	317.00					95	65	CN					
Kingston	316.97	316.97	Signal		3166S, 3168N & 3169S, 3169N		95	65	CN					
Kingston	316.86	316.86					95	65	CN	Culvert		n/a		
Kingston	316.80	316.80					85	65	CN					
Kingston	316.60	316.60					85	65	CN	Culvert		n/a		
Kingston	316.55	316.55					85	65	CN	Level Crossing	Farm Xing.	n/a		
Kingston	316.50	316.50					85	65	CN	Culvert		n/a		
Kingston	316.16	316.16					85	65	CN	Subway	Rouge River Crossing	n/a		
Kingston	316.10	316.10					85	65	CN	River Bridge	Rouge River	n/a		
Kingston	316.00	316.00					85	65	CN					
Kingston	315.95	315.95					85	65	CN	Level Crossing	Rodd Ave.	n/a	Gates and Lights	
Kingston	315.80	315.80					85	65	CN	Culvert		n/a		
Kingston	315.68	315.68	Signal		3156N, 3156S, & 3157N, 3157S		85	65	CN					
Kingston	315.40	315.40					85	65	CN	Culvert	Peltcoat Creek	n/a		
Kingston	315.20	315.20					85	65	CN	Culvert		n/a		
Kingston	315.00	315.00					85	65	CN					
Kingston	314.95	314.95					85	65	CN	Overhead Bridge	Granite Court	23'4"		
Kingston	314.80	314.80					85	65	CN					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Kingston		314.76				85	65	CN	Overhead Bridge	Whites Rd. (Durham Reg. Rd. 38)	Required		
	Kingston		314.14				85	65	CN	Culvert		n/a		
	Kingston		314.10				85	65	CN	Culvert		n/a		
	Kingston	314.00		314.00	Signal	3140N, 3140S	85	65	CN				Marker - CN Durham Jct.	
	Kingston		313.97				85	65	CN					
	Kingston		313.96		Track Switches	Signal 1A(green) - track 2 turnout to track 1	85	65	CN				Switch Heater	
	Kingston		313.95				85	65	CN					
	Kingston		313.94				85	65	CN					
	Kingston		313.93				85	65	CN					
	Kingston		313.92				85	65	CN					
	Kingston		313.91				85	65	CN					
	Kingston		313.90				85	65	CN					
	Kingston		313.89				85	65	CN					
	Kingston		313.88		Track Switches	Switch 1A(green) - track 1 turnout to track 2	85	65	CN					
	Kingston		313.87		Track Switches	Signal 3(green) - track 1 diversion to GO Sub & Signal 5(green) - track 2 turnout to track 1	85	65	CN				Start of GO Sub Durham JCT Junction Switch	
	Kingston		313.87		Junction	Durham Junction	85	65	CN					
	GO Sub	0.00		0.00	Track Switches	Switch 3(green) - track 1 diversion to GO Sub & Switch 5(green) - track 2 turnout to track 2		45	n/a	GO				Durham JCT. SWT.
	GO Sub			0.00	Junction	Durham Junction		45	3	GO				
	GO Sub			0.01				45	n/a	GO				
	GO Sub			0.02				45	n/a	GO				
GO Sub			0.03				45	n/a	GO					
GO Sub			0.04				45	n/a	GO					
GO Sub			0.05				45	n/a	GO					
GO Sub			0.06				45	n/a	GO					
GO Sub			0.07				45	n/a	GO					
GO Sub			0.08				45	n/a	GO					
GO Sub			0.09	Track Switches	Signal 7(green) - North Kingston Track Diversion to South GO Sub Track		45	n/a	GO					
GO Sub			0.10	Signal	01N & 01S		45	n/a	GO				Field Sign	
GO Sub			0.11				45	n/a	GO					
GO Sub			0.12				45	n/a	GO					
GO Sub			0.13				45	n/a	GO					
GO Sub			0.14				45	n/a	GO					
GO Sub			0.35				45	n/a	GO	Overhead Bridge	York Sub	Required		
GO Sub			0.70	Track Switches	Switch 1A(green) - North track turnout to South Track		85	n/a	GO					
GO Sub			0.70	Speed change			85	n/a	GO					
GO Sub			0.71				85	n/a	GO					
GO Sub			0.72				85	n/a	GO					
GO Sub			0.73				85	n/a	GO	Culvert		n/a		
GO Sub			0.74				85	n/a	GO					
GO Sub			0.75				85	n/a	GO					
GO Sub			0.76				85	n/a	GO					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	GO Sub		0.77	Track Switches	Switch 1B(green) - South track turnout to North Track		85	n/a	GO				Note: X-over Swits 3 a&b Clamped Normal	
	GO Sub		0.80	Marker	CN BAYLY		85	n/a	GO					
	GO Sub		0.84				85	n/a	GO	Overhead Bridge	Liverpool Rd.	22'6"		
	GO Sub		0.85		Track Switches	Switch 3A(green) - South track turnout		85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.86					85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.87					85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.88					85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.89					85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.90					85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.91		Platform End	Pickering North Station		85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.92		Platform	Pickering North Station		85	n/a	GO				Note: X-over Swits 3 a&b clamped normal and Switch Heater * (ALL) present
	GO Sub		0.92		Track Switches	Switch 3B(green) - North track turnout								
	GO Sub		0.93		Platform	Pickering North Station		85	n/a	GO				
	GO Sub		0.94		Platform	Pickering North Station		85	n/a	GO				
	GO Sub		0.95		Platform	Pickering North Station		85	n/a	GO				
	GO Sub		0.96		Platform	Pickering North Station		85	n/a	GO				
	GO Sub		0.97		Platform	Pickering North Station		85	n/a	GO				
	GO Sub		0.98		Platform	Pickering North Station		85	n/a	GO				
	GO Sub		0.99		Platform	Pickering North Station		85	n/a	GO				
	GO Sub		1.00		Station	Pickering North GO Station		85	n/a	GO				
GO Sub		1.01		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.02		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.03		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.04		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.05		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.06		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.07		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.08		Platform	Pickering North Station		85	n/a	GO					
GO Sub		1.09		Platform End	Pickering North Station		85	n/a	GO					
GO Sub		1.10					85	n/a	GO					
GO Sub		1.92					85	n/a	GO	Overhead Bridge	Brook Rd.	Required		
GO Sub		2.00					85	n/a	GO					
GO Sub		2.07					85	n/a	GO					
GO Sub		2.30		Signal	23S & 23N		85	n/a	GO					
GO Sub		2.40		Signal	24S & 24N		85	n/a	GO					
GO Sub		3.00					85	n/a	GO	River Bridge	Church St. subway and Duffins Creek	n/a	Church St. Subway and Duffins Creek River Bridge	
GO Sub		3.35					85	n/a	GO	Culvert		n/a		
GO Sub		3.40					85	n/a	GO					
GO Sub		3.41		Platform End	AJAX NORTH Station		85	n/a	GO					
GO Sub		3.42		Platform	AJAX NORTH Station		85	n/a	GO					
GO Sub		3.43		Platform	AJAX NORTH Station		85	n/a	GO					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings		Clearance	Comments/Remarks
							PAX	FRT		Crossing	Description		
T	GO Sub		3.44	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.45	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.46	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.47	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.48	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.49	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.50	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.51	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.52	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.53	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.54	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.55	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.56	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.57	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.58	Platform	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.59	Platform End	AJAX NORTH Station		85	n/a	GO				
T	GO Sub		3.60				85	n/a	GO				
T	GO Sub		3.65				85	n/a	GO				
T	GO Sub		3.66				85	n/a	GO				
T	GO Sub		3.67				85	n/a	GO				
T	GO Sub		3.68				85	n/a	GO				
T	GO Sub		3.69				85	n/a	GO				
T	GO Sub		3.70				85	n/a	GO				
T	GO Sub		3.71				85	n/a	GO				
T	GO Sub		3.72				85	n/a	GO				
T	GO Sub		3.73				85	n/a	GO				
T	GO Sub		3.74				85	n/a	GO				
T	GO Sub		3.75				85	n/a	GO				
T	GO Sub		3.76				85	n/a	GO				
T	GO Sub		3.77	Track Switches	Switch 1A(green) - South track turnout to North Track		85	n/a	GO	Subway	Westney Rd. South	n/a	
T	GO Sub		3.78				85	n/a	GO				
T	GO Sub		3.79				85	n/a	GO				
T	GO Sub		3.80	Signal	38S, 38N		85	n/a	GO				
T	GO Sub		3.81				85	n/a	GO				
T	GO Sub		3.82				85	n/a	GO				
T	GO Sub		3.83				85	n/a	GO				
T	GO Sub		3.84	Track Switches	Switch 1B(green) - North track turnout to South Track		85	n/a	GO				Switch Heater (*ALL)
T	GO Sub		3.85				85	n/a	GO				
T	GO Sub		3.86	Track Switches	Switch 3A(green) - North track turnout to South Track		85	n/a	GO				Switch Heater (*ALL)
T	GO Sub		3.87				85	n/a	GO				
T	GO Sub		3.88				85	n/a	GO				
T	GO Sub		3.89				85	n/a	GO				
T	GO Sub		3.90	Signal	39S & 39S Marker - CN Harwood		85	n/a	GO				
T	GO Sub		3.91				85	n/a	GO				
T	GO Sub		3.92				85	n/a	GO				
T	GO Sub		3.93	Track Switches	Switch 3B(green) - South track turnout to North Track		85	n/a	GO				
T	GO Sub	4.00	4.00				85	n/a	GO				
T	GO Sub		4.07				85	n/a	GO				

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	GO Sub	9.00	8.89	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.90	Station	Whitby North Station		65	n/a	GO					
	GO Sub		8.91	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.92	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.93	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.94	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.95	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.96	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.97	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.98	Platform	Whitby North Station		65	n/a	GO					
	GO Sub		8.99	Platform End	Whitby North Station		65	n/a	GO					
	GO Sub		9.00	9.00				65	n/a	GO	Overhead Bridge	Brock St. South	Required	(GO Transit's list says mileage 9.01)
	GO Sub		9.01	9.01				65	n/a	GO				
	GO Sub		9.31	9.31				85	n/a	GO	Subway	Victoria St. and Pringle Creek	n/a	
	GO Sub		9.50	9.50	Signal	95S, 95N		85	n/a	GO				
	GO Sub		9.61	9.61				85	n/a	GO	Level Crossing	South Blair St.	n/a	Gates and Lights
	GO Sub		9.62	9.62	Signal	95S, 95N and 96S, 96N		85	n/a	GO				
	GO Sub		9.72	9.72				85	n/a	GO	Culvert		n/a	
	GO Sub		10.00	10.00				85	n/a	GO				
	GO Sub		10.13	10.13				85	n/a	GO	Overhead Bridge	Hopkins St.	Required	(not on GO Transit's list)
GO Sub		10.60	10.60	Signal	106S, 106N		85	n/a	GO					
GO Sub		10.63	10.63	Track Switches	Signal - A(green) - North track turnout to South track		85	n/a	GO					
GO Sub		10.64	10.64	Junction	Connection/GO Jct		85	n/a	GO					
Connecting Track		0.00	0.00	Junction	Connection/GO Jct		50	n/a	GO					
Connecting Track		0.01	0.01				50	n/a	GO					
Connecting Track		0.02	0.02				50	n/a	GO					
Connecting Track		0.03	0.03				50	n/a	GO					
Connecting Track		0.04	0.04				50	n/a	GO					
Connecting Track		0.05	0.05				50	n/a	GO					
Connecting Track		0.06	0.06				50	n/a	GO					
Connecting Track		0.07	0.07				50	n/a	GO					
Connecting Track		0.08	0.08				50	n/a	GO					
Connecting Track		0.09	0.09				50	n/a	GO					
Connecting Track		0.10	0.10				50	n/a	GO					
Connecting Track		0.11	0.11				50	n/a	GO					
Connecting Track		0.68	0.68				50	n/a	GO					
Connecting Track		0.69	0.69				50	n/a	GO					
Connecting Track		0.70	0.70				50	n/a	GO					
Connecting Track		0.71	0.71				50	n/a	GO					
Connecting Track		0.72	0.72				50	n/a	GO					
Connecting Track		0.73	0.73				50	n/a	GO					
Connecting Track		0.74	0.74				50	n/a	GO					
Connecting Track		0.75	0.75				50	n/a	GO					
Connecting Track		0.76	0.76				50	n/a	GO					
Connecting Track		1.00	1.00				50	n/a	GO					
Connecting Track		1.35	1.35				50	n/a	GO					
Connecting Track		1.36	1.36				50	n/a	GO					
Connecting Track		1.37	1.37				50	n/a	GO					
Connecting Track		1.38	1.38				50	n/a	GO					
Connecting Track		1.39	1.39				50	n/a	GO					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Connecting Track		1.40	Junction Junction	Belleville/Connection JCT Belleville/Connection JCT		50	n/a	GO					
	Belleville		175.91				50		CP					
	Belleville		175.90				50		CP					
	Belleville		175.89				50		CP					
	Belleville		175.88				50		CP					
	Belleville		175.87				50		CP					
	Belleville		175.80				50		CP	Level Crossing	Thornton Rd. S.	n/a		
	Belleville		175.30				60		CP					
	Belleville		175.29				60		CP					
	Belleville		175.28				60		CP					
	Belleville		175.27				60		CP					
	Belleville		175.26				60		CP					
	Belleville		175.25				60		CP					
	Belleville		175.24				60		CP					
	Belleville		175.23				60		CP					
	Belleville		175.22				60		CP					
	Belleville		175.21				60		CP					
	Belleville		175.20				60		CP					
	Belleville		175.19				60		CP					
	Belleville		175.18				60		CP					
	Belleville		175.17				60		CP					
	Belleville		175.16				60		CP					
	Belleville		175.15				60		CP					
	Belleville		175.14				60		CP					
	Belleville		175.13				60		CP					
	Belleville		175.08					60		CP	Overhead Bridge	Stevenson Rd. S.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study" April 23, 2009
	Belleville		175.00					60		CP				
Belleville		174.58					60		CP					
Belleville		174.57					60		CP					
Belleville		174.56					60		CP					
Belleville		174.55					60		CP	Overhead Bridge	Park Rd. S.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study" April 23, 2009	
Belleville		174.54					60		CP					
Belleville		174.53					60		CP					
Belleville		174.52					60		CP					
Belleville		174.51					60		CP					
Belleville		174.50					60		CP					
Belleville		174.49					60		CP					
Belleville		174.48					60		CP					
Belleville		174.47					60		CP					
Belleville		174.46					60		CP					
Belleville		174.45					60		CP					
Belleville		174.44					60		CP					
Belleville		174.43					60		CP					
Belleville		174.42					60		CP					
Belleville		174.41					60		CP					
Belleville		174.40					60		CP					
Belleville		174.39					60		CP					
Belleville		174.38					60		CP					
Belleville		174.37					60		CP					
Belleville		174.36					60		CP					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Clearance	Comments/Remarks
							PAX	FRT		Crossing	Description			
Platform	Belleville		174.28				60		CP	Subway	Pedestrian Subway	n/a	Also at showing Oshawa Creek at same location	
	Belleville		174.04				60		CP	Overhead Bridge	Simcoe St. S.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009	
Platform	Belleville	174.00	174.00				60		CP					
	Belleville		173.94				60		CP	Overhead Bridge	Albert St.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009	
Platform	Belleville		173.87				60		CP	Level Crossing	Front St.	n/a	Pedestrian Crossing	
	Belleville		173.70				60		CP					
Platform	Belleville		173.69	Platform End			60		CP					
	Belleville		173.68	Platform	Oshawa 1 Station		60		CP					
Platform	Belleville		173.67	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.66	Platform	Oshawa 1 Station		60		CP					
Platform	Belleville		173.65	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.64	Platform	Oshawa 1 Station		60		CP					
Platform	Belleville		173.63	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.62	Platform	Oshawa 1 Station		60		CP					
Platform	Belleville		173.61	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.60	Station	Oshawa 1 Station		60		CP					
Platform	Belleville		173.59	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.58	Platform	Oshawa 1 Station		60		CP					
Platform	Belleville		173.57	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.56	Platform	Oshawa 1 Station		60		CP					
Platform	Belleville		173.55	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.54	Platform	Oshawa 1 Station		60		CP					
Platform	Belleville		173.53	Platform	Oshawa 1 Station		60		CP					
	Belleville		173.52	Platform	Oshawa 1 Station		60		CP	Overhead Bridge	Ritson Rd. S.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009	
Platform	Belleville		173.51	Platform End			60		CP					
	Belleville		173.50		Oshawa 1 Station		60		CP					
Platform	Belleville		173.01				60		CP	Subway	Wilson Rd. S.	n/a		
	Belleville	173.00	173.00				60		CP					
Platform	Belleville		172.75				60		CP	Overhead Bridge	Farewell St.	Required	Pedestrian Crossing Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009	
	Belleville		172.49				60		CP	Overhead Bridge	Harmony Rd. S.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009	
Platform	Belleville		172.32				60		CP	River Bridge	Harmony Creek	n/a		
	Belleville	172.00	172.00				60		CP	River Bridge	Farewell Creek	n/a		
Platform	Belleville		171.74				60		CP	Level Crossing	Bloor St. E.	n/a	(?)	
	Belleville		171.70	Platform End			60		CP					
Platform	Belleville		171.69	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.68	Platform	Oshawa 2 Station (Bloor)		60		CP					
Platform	Belleville		171.67	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.66	Platform	Oshawa 2 Station (Bloor)		60		CP					
Platform	Belleville		171.65	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.64	Platform	Oshawa 2 Station (Bloor)		60		CP					
Platform	Belleville		171.63	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.62	Platform	Oshawa 2 Station (Bloor)		60		CP					
Platform	Belleville		171.61	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.61	Platform	Oshawa 2 Station (Bloor)		60		CP					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks	
							PAX	FRT		Crossing	Description	Clearance		
	Belleville		171.60	Station	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.59	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.58	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.57	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.56	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.55	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.54	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.53	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.52	Platform	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.51	Platform End	Oshawa 2 Station (Bloor)		60		CP					
	Belleville		171.50	Signal			60		CP					
	Belleville		171.40	Signal			60		CP					
	Belleville	171.00					60		CP					
	Belleville		170.09				60		CP					
	Belleville		170.08				60		CP					
	Belleville		170.07				60		CP					
	Belleville		170.06				60		CP					
	Belleville		170.05				60		CP					
	Belleville	170.00			Signal		60		CP					
	Belleville		169.80				60		CP					
	Belleville		169.76				60		CP					
	Belleville		169.75				60		CP					
	Belleville		169.70		Signal		60		CP					
	Belleville		169.31				60		CP					
	Belleville	169.00					60		CP					
	Belleville		169.99		Platform End	Courtoice Road Station		60		CP				
	Belleville		169.98		Platform	Courtoice Road Station		60		CP				
	Belleville		168.97		Platform	Courtoice Road Station		60		CP				
	Belleville		168.96		Platform	Courtoice Road Station		60		CP				
	Belleville		168.95		Platform	Courtoice Road Station		60		CP				
	Belleville		168.94		Platform	Courtoice Road Station		60		CP				
	Belleville		168.93		Platform	Courtoice Road Station		60		CP				
	Belleville		168.92		Platform	Courtoice Road Station		60		CP				
Belleville		168.91		Platform	Courtoice Road Station		60		CP					
Belleville		168.90		Station	Courtoice Road GO Station		55		CP					
Belleville		168.89		Platform	Courtoice Road Station		55		CP					
Belleville		168.88		Platform	Courtoice Road Station		55		CP					
Belleville		168.87		Platform	Courtoice Road Station		55		CP					
Belleville		168.86		Platform	Courtoice Road Station		55		CP					
Belleville		168.85		Platform	Courtoice Road Station		55		CP					
Belleville		168.84		Platform	Courtoice Road Station		55		CP					
Belleville		168.83		Platform	Courtoice Road Station		55		CP					
Belleville		168.82		Platform	Courtoice Road Station		55		CP					
Belleville		168.81		Platform End	Courtoice Road Station		55		CP					
Belleville		168.79					55		CP	Overhead Bridge	Courtoice Rd.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009	
Belleville		168.75					55		CP					
Belleville		168.74					55		CP					
Belleville		168.73					55		CP					
Belleville		168.72					55		CP					
Belleville		168.71					55		CP					
Belleville		168.70					55		CP					
Belleville		168.69					55		CP					

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
T	Belleville		168.68				55		CP				
T	Belleville		168.67				55		CP				
T	Belleville		168.50				55		CP				
T	Belleville		168.22				55		CP	Level Crossing	Baseline Rd. W.	n/a	
T	Belleville	168.00	168.00				55		CP				
T	Belleville		167.62				55		CP	Level Crossing	Scalna rd.	n/a	
T	Belleville		167.08				60		CP	Level Crossing	Rundle Rd.	n/a	
T	Belleville	167.00	167.00				60		CP				
T	Belleville		166.92				60		CP	Level Crossing	Baseline Rd. W.	n/a	
T	Belleville	166.00	166.00				60		CP				
T	Belleville		165.98				60		CP	Level Crossing	Holt Rd.	n/a	
T	Belleville		165.41				60		CP	Level Crossing	Maple Grove Rd.	n/a	
T	Belleville		165.40	Signal			60		CP	Subway	Green Rd.	n/a	
T	Belleville		165.30	Signal			60		CP				
T	Belleville		165.23				60		CP	Subway	Farm Xing	n/a	
T	Belleville		165.14				60		CP				
T	Belleville		165.13				60		CP				
T	Belleville		165.12				60		CP				
T	Belleville		165.11				60		CP				
T	Belleville		165.10				60		CP				
T	Belleville		165.09				60		CP				
T	Belleville		165.08				60		CP				
T	Belleville		165.07				60		CP				
T	Belleville		165.06				60		CP				
T	Belleville		165.05				60		CP				
T	Belleville		165.04				60		CP				
T	Belleville		165.03				60		CP				
T	Belleville		165.02				60		CP				
T	Belleville		165.01				60		CP				
T	Belleville	165.00	165.00				60		CP				
T	Belleville		164.99	Platform End	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.98	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.97	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.96	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.95	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.94	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.93	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.92	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.91	Platform	Bowmanville Station (Martin)		60		CP				
T	Belleville		164.90	Station	Bowmanville GO Station (Martin)		60		CP				
T	Belleville		164.89	Platform	Bowmanville Station (Martin)		60		CP				

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
Platform	Belleville		164.88	Platform	Bowmanville Station (Martin)				CP				
Platform	Belleville		164.87	Platform	Bowmanville Station (Martin)				CP				
Platform	Belleville		164.86	Platform	Bowmanville Station (Martin)				CP				
Platform	Belleville		164.85	Platform	Bowmanville Station (Martin)				CP				
Platform	Belleville		164.84	Platform	Bowmanville Station (Martin)				CP				
Platform	Belleville		164.83	Platform	Bowmanville Station (Martin)				CP				
Platform	Belleville		164.82	Platform	Bowmanville Station (Martin)				CP				
Platform	Belleville		164.81	Platform End	Bowmanville Station (Martin)				CP				
	Belleville		164.80						CP	Overhead Bridge	Martin Rd.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study" April 23, 2009 Hot Box Scanner (HDB)
	Belleville		164.50						CP	Subway	King St. W.	n/a	
	Belleville		164.46						CP	River Bridge	Bowmanville Creek	n/a	
	Belleville		164.37						CP	Level Crossing	Scugog St.	n/a	(Wellington St.)
	Belleville		164.22						CP	Overhead Bridge	Prospect Rd.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study" April 23, 2009
	Belleville		164.12						CP				
	Belleville	164.00	164.00						CP	Overhead Bridge	Elgin St.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study" April 23, 2009
	Belleville		163.99						CP	Subway	Liberty St.	n/a	
	Belleville		163.58						CP	Culvert		n/a	
	Belleville		163.40						CP				
	Belleville		163.20	Signal					CP				
	Belleville		163.10	Signal					CP				
	Belleville	163.00	163.00						CP				
	Belleville		162.92						CP	Overhead Bridge	Meams Ave.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study" April 23, 2009
	Belleville		162.80						CP	Culvert		n/a	
	Belleville		162.70						CP	Culvert		n/a	
	Belleville		162.43						CP				
	Belleville		162.42						CP				
	Belleville		162.41						CP				
	Belleville		162.40						CP				
	Belleville		162.39						CP	Level Crossing	Lambus Rd.	n/a	
	Belleville		162.38						CP				
	Belleville		162.37						CP				
	Belleville		162.36						CP				
	Belleville		162.35						CP				
	Belleville		162.34						CP				
	Belleville		162.33						CP				
	Belleville		162.32						CP				
	Belleville		162.31						CP				
	Belleville		162.30						CP				

GO Lakeshore East Line

Track Layout Sketch	Subdivision	Mile Post	Mileage	Station	Description	Grade	Speed Limit		Owner	Crossings			Comments/Remarks
							PAX	FRT		Crossing	Description	Clearance	
	Belleville		162.26						CP				
	Belleville		162.25						CP				
	Belleville		162.24						CP				
	Belleville		162.23						CP				
	Belleville		162.22						CP				
	Belleville		162.21						CP				
	Belleville		162.20						CP				
	Belleville		162.19						CP				
	Belleville		162.00						CP	Overhead Bridge	Providence Rd.	Required	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study- April 23, 2009"
	Belleville		161.84						CP				

Appendix B – Reference Case Final WorkBook

REFERENCE CASE

Final Workbook

Issue 1

June 18, 2010



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Appendix 1: Summary of Union Station Stats - Sorted by corridor and hour of day

Appendix 2: Summary of Union Station Stats - Sorted by hour of day and then by corridor

Appendix 3: Reference Case Service Levels – Detailed Data

1. Introduction

The purpose of this workbook is to aid in defining the Reference Case for the study.

The Reference Case represents a reasonable scenario for future GO service which incorporates existing attributes and approved/planned enhancements of GO's rail network, rolling stock, rail infrastructure and service levels consistent with the GO2020 service vision.

The Reference Case, prepared specifically for this study, includes a high level service concept (not a plan), which is one possible outcome, subject to detailed feasibility, passenger demand and capital/operating funding.

The Reference Case provides a consistent basis and assumptions for comparing future technology and network options as part of the electrification study.

This workbook defines the Reference Case using the following parameters.

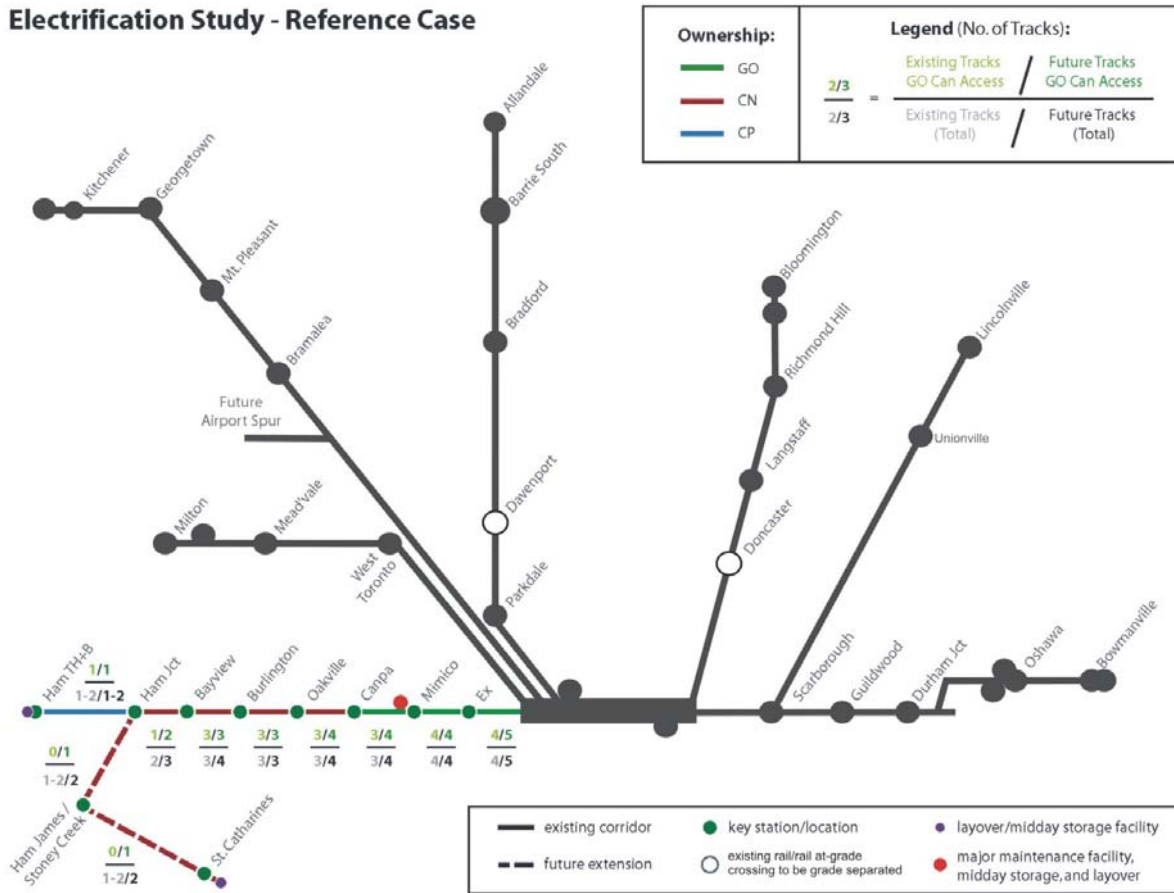
1. Description of the infrastructure
 - Number of tracks
 - Definition of the signalling capability
 - Linespeeds
 - Turnback facilities
2. Stations
 - Number of platforms to be used by GO trains
 - Union station platforming
 - Park and ride spaces
3. Rolling Stock
 - Performance characteristics (Acceleration/deceleration, top speed)
 - Passenger Capacity
4. Description of the weekday services
 - Hours of operation
 - Number of services and their stopping pattern, in each hour, and both directions
 - Depot and stabling facilities
5. Other services
 - Other VIA or freight traffic, now and within the timeframe of the Reference case, that will use any GO infrastructure

2. Lakeshore West

2.1. Infrastructure

2.1.1. Track – Schematic

Electrification Study - Reference Case



Note: Schematic is illustrative and strictly for the purposes of the electrification study comparative evaluation.

2.1.2. Signalling Capability¹

- fixed block wayside signals with Centralized Train Control (CTC)
- 2 separate signal and train control systems on this corridor²
 - CN: Fort York (USRC) to St. Catharines
 - CP: Hamilton Junction to Hamilton TH&B

¹ GO's USRC electro-mechanical lever controlled signal and train control system of 1920's vintage is being replaced with a centralized traffic control system. Target completion of 2015. This is separate to any comments inserted herein.

² FYI: CP's CTC dispatch office is located in Montreal and CN's in Toronto.

2.1.3. Turnback Facilities

- pocket tracks at Oakville (south side) and Aldershot (south side) for existing operation
- select trains currently turn on the mainline at Burlington, Clarkson and Port Credit. This practice will likely be phased out as density of operations increase.³

2.2. Stations

- St. Catharines (Potential)
- Grimsby (Potential)
- Stoney Creek (Potential)
- Hamilton James (Potential)
- Hamilton
- Aldershot
- Burlington
- Appleby
- Bronte
- Oakville
- Clarkson
- Port Credit
- Long Branch
- Mimico
- Exhibition
- Union Station

³ Future turn capability will be needed at Hamilton-James or point east dependent on where future off peak and counter peak services will be terminated.

2.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 12 bi-level coaches.

2.4. Description of the Service

Lakeshore West	Summary of REVENUE Train Forecasts by Link and Time of Day									
	AM Peak			Midday	PM Peak			Evning		
Per Direction	6:30	7:30	8:30	9:30	15:30	16:30	17:30	18:30	19:30	
Off and Ctr to/from James	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	Total
Hamilton TH&B - Aldershot	1	2	1	-	-	-	-	-	-	4
St. Catharines - Hamilton-James	1	2	1	-	-	-	-	-	-	4
Hamilton-James - Aldershot	3	4	3	12	2	2	2	2	12	42
Aldershot - Burlington	4	8	4	12	2	2	2	2	12	48
Burlington - Appleby	4	8	4	12	2	2	2	2	12	48
Appleby - Bronte	4	8	4	12	2	2	2	2	12	48
Bronte - Oakville	4	8	4	12	2	2	2	2	12	48
Oakville - Clarkson	4	12	4	12	2	2	2	2	12	52
Clarkson - Port Credit	4	12	4	12	2	2	2	2	12	52
Port Credit - Long Branch	4	12	4	12	2	2	2	2	12	52
Long Branch - Mimico	4	12	4	12	2	2	2	2	12	52
Mimico - Exhibition	4	12	4	12	2	2	2	2	12	52
Exhibition - Union	4	12	4	12	2	2	2	2	12	52
Hamilton TH&B - Aldershot	-	-	-	-	1	1	1	1	-	4
St. Catharines - Hamilton-James	-	-	-	-	1	1	1	1	-	4
Hamilton-James - Aldershot	2	2	2	12	3	3	3	3	12	42
Aldershot - Burlington	2	2	2	12	4	6	4	4	12	48
Burlington - Appleby	2	2	2	12	4	6	4	4	12	48
Appleby - Bronte	2	2	2	12	4	6	4	4	12	48
Bronte - Oakville	2	2	2	12	4	6	4	4	12	48
Oakville - Clarkson	2	2	2	12	4	9	5	4	12	52
Clarkson - Port Credit	2	2	2	12	4	9	5	4	12	52
Port Credit - Long Branch	2	2	2	12	4	9	5	4	12	52
Long Branch - Mimico	2	2	2	12	4	9	5	4	12	52
Mimico - Exhibition	2	2	2	12	4	9	5	4	12	52
Exhibition - Union	2	2	2	12	4	9	5	4	12	52

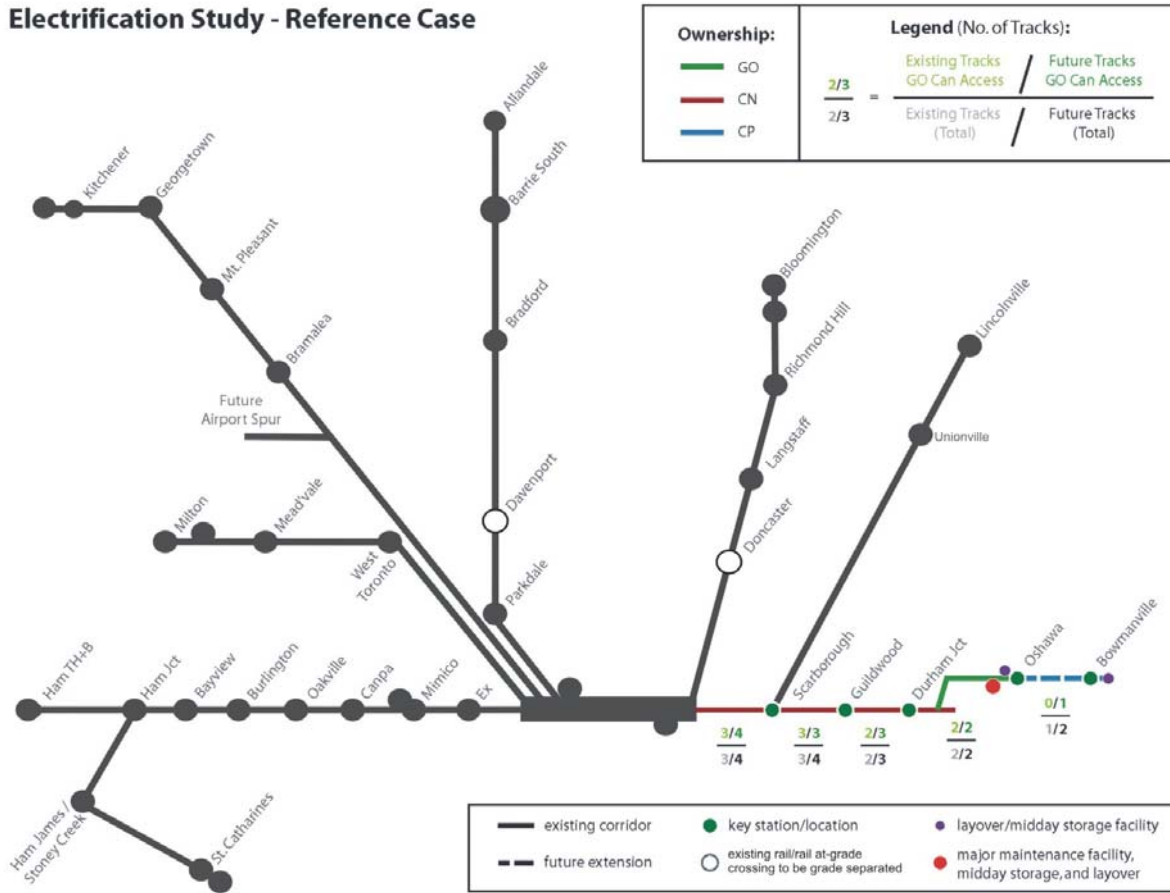
Both Directions	AM Peak			Midday	PM Peak			Evning		
Off and Ctr to/from James	6:30	7:30	8:30	9:30	15:30	16:30	17:30	18:30	19:30	
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	Total
Hamilton TH&B - Aldershot	1	2	1	-	1	1	1	1	-	8
St. Catharines - Hamilton-James	1	2	1	-	1	1	1	1	-	8
Hamilton-James - Aldershot	5	6	5	24	5	5	5	5	24	84
Aldershot - Burlington	6	10	6	24	6	8	6	6	24	96
Burlington - Appleby	6	10	6	24	6	8	6	6	24	96
Appleby - Bronte	6	10	6	24	6	8	6	6	24	96
Bronte - Oakville	6	10	6	24	6	8	6	6	24	96
Oakville - Clarkson	6	14	6	24	6	11	7	6	24	104
Clarkson - Port Credit	6	14	6	24	6	11	7	6	24	104
Port Credit - Long Branch	6	14	6	24	6	11	7	6	24	104
Long Branch - Mimico	6	14	6	24	6	11	7	6	24	104
Mimico - Exhibition	6	14	6	24	6	11	7	6	24	104
Exhibition - Union	6	14	6	24	6	11	7	6	24	104

2.5. Other VIA/CN/CP Services

- VIA and CN operate on the section between Union to St. Catharines
- CP operates between Hamilton Junction and Hamilton TH&B
- CP can occasionally operate Hamilton Junction to Canpa

3. Lakeshore East
3.1. Infrastructure
3.1.1. Track

Electrification Study - Reference Case



Note: Schematic is illustrative and strictly for the purposes of the electrification study comparative evaluation.

3.1.2. Signalling Capability

- fixed block signals with (CTC)
- CN Kingston Sub CTC: Cherry Street to the existing Oshawa Station⁴
- CP Belleville Sub CTC: when the corridor is extended to Bowmanville via the CP route option

3.1.3. Turnback Facilities

- trains turn at the existing Oshawa station and at the Pickering south pocket track

⁴ Note: portion of the CTC between Durham junction and Oshawa is owned by GO transit but is dispatched through contract with CN

- in the future the turn capability at existing Oshawa will be eliminated and new capability will be introduced at the new downtown Oshawa(2) and Martin Road stations

3.2. Stations

- Bowmanville (Martin Rd) (Potential)
- Courtice Road (Potential)
- Oshawa 1 (Potential)
- Oshawa 2 (downtown) (Potential)
- Whitby
- Ajax
- Pickering
- Rouge Hill
- Guildwood
- Eglinton
- Scarborough
- Danforth
- Union Station

3.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 12 bi-level coaches.

3.4. Description of the Service

Lakeshore East	Summary of REVENUE Train Forecasts by Link and Time of Day									
Per Direction	AM Peak			Midday	PM Peak				Evning	Total
	6:30	7:30	8:30		9:30	15:30	16:30	17:30		
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
Bowmanville/Courtice - Oshawa 2	1	4	1	-	-	-	-	-	-	6
Oshawa 2 - Oshawa 1	3	6	3	12	2	2	2	2	12	44
Oshawa 1 - Whitby	3	6	3	12	2	2	2	2	12	44
Whitby - Ajax	4	6	4	12	2	2	2	2	12	46
Ajax - Pickering	4	6	4	12	2	2	2	2	12	46
Pickering - Rouge Hill	4	9	4	12	2	2	2	2	12	49
Rouge Hill - Guildwood	4	9	4	12	2	2	2	2	12	49
Guildwood - Eglinton	4	9	4	12	2	2	2	2	12	49
Eglinton - Scarborough	4	9	4	12	2	2	2	2	12	49
Scarborough - Danforth	4	9	4	12	2	2	2	2	12	49
Danforth - Union	4	9	4	12	2	2	2	2	12	49
Bowmanville/Courtice - Oshawa 2	-	-	-	-	1	3	1	1	-	6
Oshawa 2 - Oshawa 1	2	2	2	12	3	5	3	3	12	44
Oshawa 1 - Whitby	2	2	2	12	3	5	3	3	12	44
Whitby - Ajax	2	2	2	12	4	5	4	3	12	46
Ajax - Pickering	2	2	2	12	4	5	4	3	12	46
Pickering - Rouge Hill	2	2	2	12	4	7	4	4	12	49
Rouge Hill - Guildwood	2	2	2	12	4	7	4	4	12	49
Guildwood - Eglinton	2	2	2	12	4	7	4	4	12	49
Eglinton - Scarborough	2	2	2	12	4	7	4	4	12	49
Scarborough - Danforth	2	2	2	12	4	7	4	4	12	49
Danforth - Union	2	2	2	12	4	7	4	4	12	49

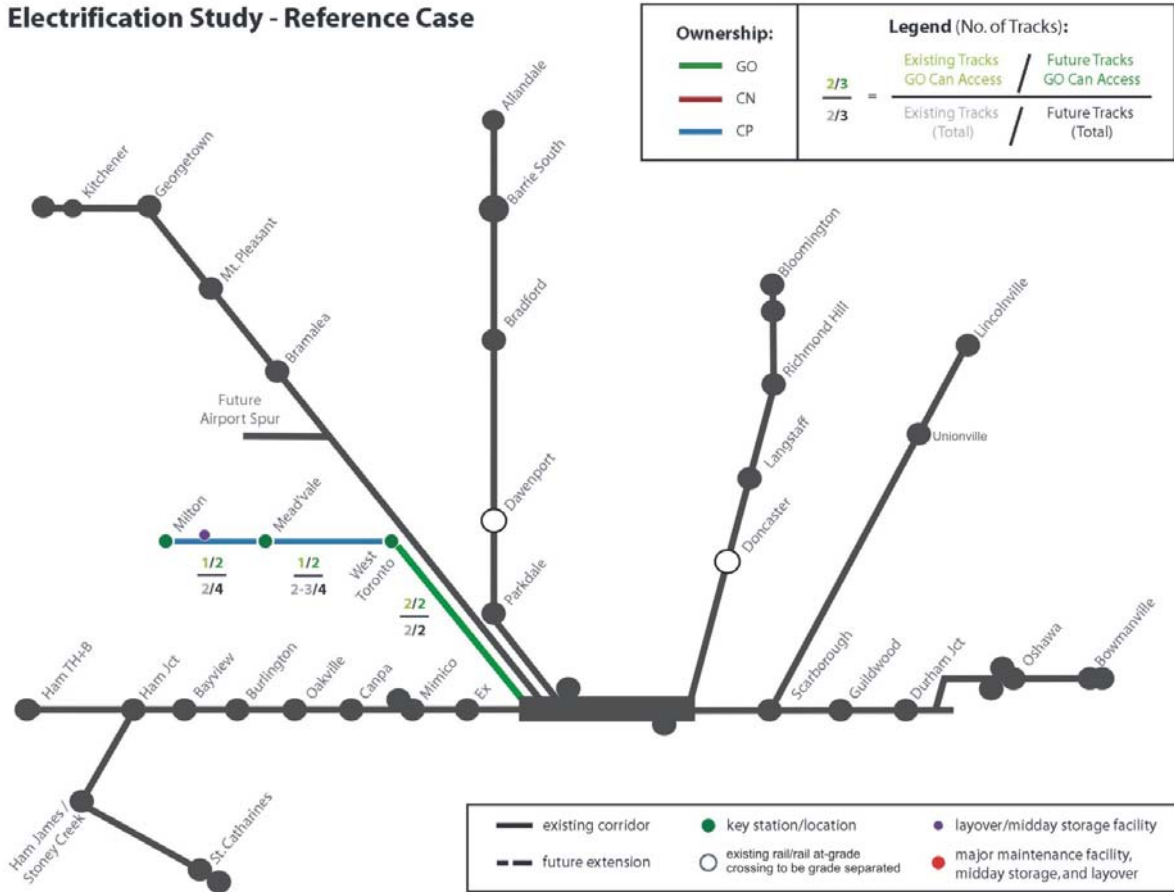
Both Directions	AM Peak			Midday	PM Peak				Evning	Total
	6:30	7:30	8:30		9:30	15:30	16:30	17:30		
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
Bowmanville/Courtice - Oshawa 2	1	4	1	-	1	3	1	1	-	12
Oshawa 2 - Oshawa 1	5	8	5	24	5	7	5	5	24	88
Oshawa 1 - Whitby	5	8	5	24	5	7	5	5	24	88
Whitby - Ajax	6	8	6	24	6	7	6	5	24	92
Ajax - Pickering	6	8	6	24	6	7	6	5	24	92
Pickering - Rouge Hill	6	11	6	24	6	9	6	6	24	98
Rouge Hill - Guildwood	6	11	6	24	6	9	6	6	24	98
Guildwood - Eglinton	6	11	6	24	6	9	6	6	24	98
Eglinton - Scarborough	6	11	6	24	6	9	6	6	24	98
Scarborough - Danforth	6	11	6	24	6	9	6	6	24	98
Danforth - Union	6	11	6	24	6	9	6	6	24	98

3.5. Other VIA/CN/CP Services

- VIA and CN operate on the Union to Pickering section of the corridor
- exclusive GO operation between Pickering and existing Oshawa (GO owns this section called the GO Sub)
- section from future Oshawa 1 to Bowmanville will be on the CP ROW and will be shared operations with CP traffic being operated on a separate track during the peak periods

4. Milton
4.1. Infrastructure
4.1.1. Track

Electrification Study - Reference Case



Note: Schematic is illustrative and strictly for the purposes of the electrification study comparative evaluation.

4.1.2. Signalling Capability

- fixed block signal system with CTC
- CP's signal and train control: Strachan Ave to Milton⁵

4.1.3. Turnback Facilities

- trains currently turn at Milton to facilitate movements to/from outposting
- future turn capability at Meadowvale and Milton

⁵GO owns the section of the route between the USRC and West Toronto. On this section, the signal is maintained by CP and CTC dispatched by CP's Montreal office

4.2. Stations

- Milton
- Lisgar
- Meadowvale
- Streetsville
- Erindale
- Cooksville
- Dixie
- Kipling
- Union Station

4.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 12 bi-level coaches.

4.4. Description of the Service

Milton	Summary of REVENUE Train Forecasts by Link and Time of Day									
	AM Peak			Midday	PM Peak				Evning	Total
Per Direction	6:30	7:30	8:30	9:30	15:30	16:30	17:30	18:30	19:30	
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
Milton - Lisgar	3	5	3	-	-	-	-	-	-	11
Lisgar - Meadowvale	3	5	3	-	-	-	-	-	-	11
Meadowvale - Streetsville	4	6	4	6	1	1	1	1	6	30
Streetsville - Erindale	4	6	4	6	1	1	1	1	6	30
Erindale - Cooksville	4	6	4	6	1	1	1	1	6	30
Cooksville - Dixie	4	6	4	6	1	1	1	1	6	30
Dixie - Kipling	4	6	4	6	1	1	1	1	6	30
Kipling - Dundas W.	4	6	4	6	1	1	1	1	6	30
Dundas W. - Bloor	4	6	4	6	1	1	1	1	6	30
Bloor - Union	4	6	4	6	1	1	1	1	6	30
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	3	4	3	3	-	13
Milton - Lisgar	-	-	-	-	3	4	3	3	-	13
Lisgar - Meadowvale	-	-	-	-	3	4	3	3	-	13
Meadowvale - Streetsville	1	1	1	6	4	5	4	4	6	32
Streetsville - Erindale	1	1	1	6	4	5	4	4	6	32
Erindale - Cooksville	1	1	1	6	4	5	4	4	6	32
Cooksville - Dixie	1	1	1	6	4	5	4	4	6	32
Dixie - Kipling	1	1	1	6	4	5	4	4	6	32
Kipling - Dundas W.	1	1	1	6	4	5	4	4	6	32
Dundas W. - Bloor	1	1	1	6	4	5	4	4	6	32
Bloor - Union	1	1	1	6	4	5	4	4	6	32

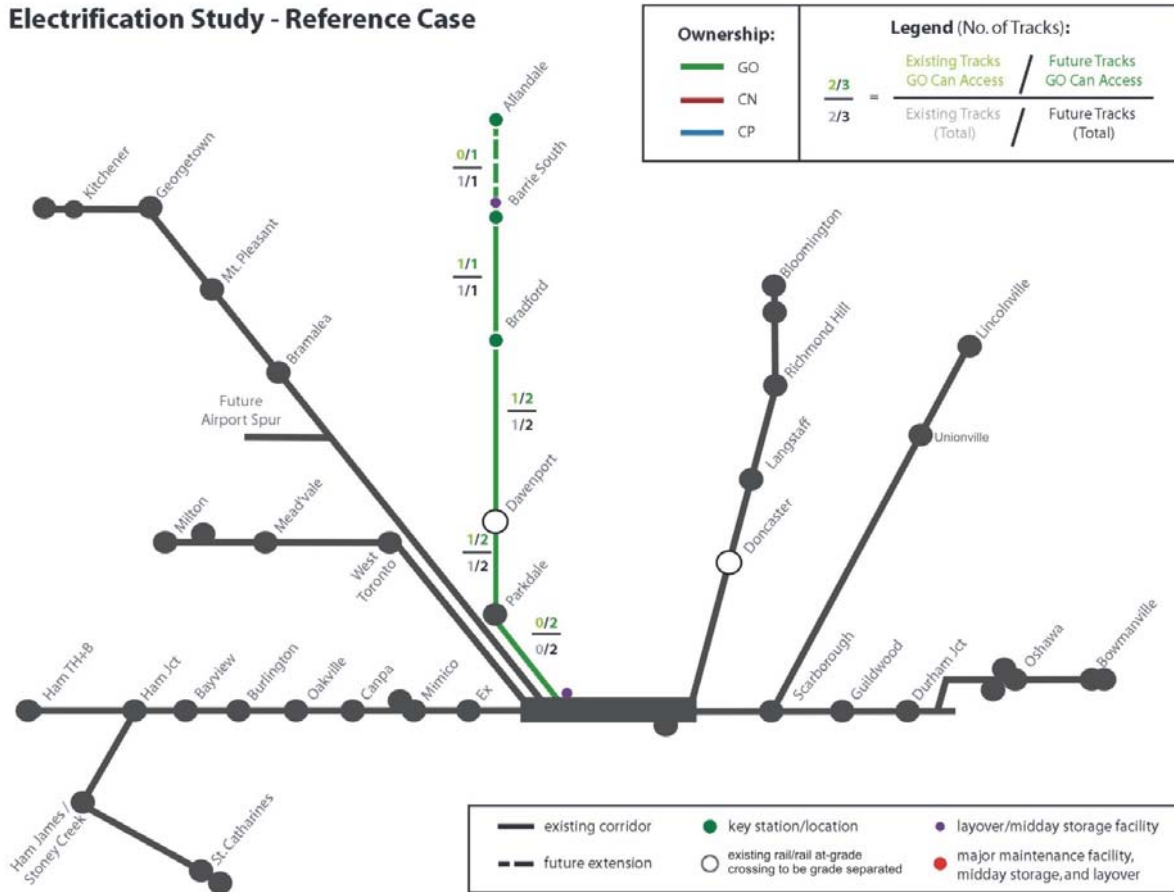
Both Directions	AM Peak			Midday	PM Peak				Evning	Total
	6:30	7:30	8:30		9:30	15:30	16:30	17:30		
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
Milton - Lisgar	3	5	3	-	3	4	3	3	-	24
Lisgar - Meadowvale	3	5	3	-	3	4	3	3	-	24
Meadowvale - Streetsville	5	7	5	12	5	6	5	5	12	62
Streetsville - Erindale	5	7	5	12	5	6	5	5	12	62
Erindale - Cooksville	5	7	5	12	5	6	5	5	12	62
Cooksville - Dixie	5	7	5	12	5	6	5	5	12	62
Dixie - Kipling	5	7	5	12	5	6	5	5	12	62
Kipling - Dundas W.	5	7	5	12	5	6	5	5	12	62
Dundas W. - Bloor	5	7	5	12	5	6	5	5	12	62
Bloor - Union	5	7	5	12	5	6	5	5	12	62

4.5. Other VIA/CN/CP Services

- CP freight uses this corridor with the Milton to West Toronto portion being of significant importance within their national operation

5. Barrie
5.1. Infrastructure
5.1.1. Track

Electrification Study - Reference Case



Note: Schematic is illustrative and strictly for the purposes of the electrification study comparative evaluation.

5.1.2. Signalling Capability

- fixed block signal system with CTC on a portion of the corridor and an Occupancy Control System on the remainder⁶:
 - CN CTC on the Weston Sub: Strachan to Parkdale
 - CN CTC on the Newmarket Sub: Parkdale to Barrie

5.1.3. Turnback Facilities

- none at present
- future at turning required at Bradford and Barrie

⁶ Note GO owns the entire corridor and CN dispatches trains over entire length.

5.2. Stations

- Allandale (Potential)
- Barrie South
- Innisfil (Potential)
- Bradford
- East Gwillimbury
- Newmarket
- Aurora
- King City
- Maple
- Rutherford
- Downsview *
(Currently York University)
- Union Station

5.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 12 bi-level coaches.

5.4. Description of the Service

Barrie	Summary of REVENUE Train Forecasts by Link and Time of Day									
	AM Peak		Midday		PM Peak			Ev'ning		
Per Direction	6:30	7:30	8:30	9:30	15:30	16:30	17:30	18:30	19:30	
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
Allandale - Barrie South	2	3	2	-	-	-	-	-	-	7
Barrie South - Bradford	2	3	2	-	-	-	-	-	-	7
Bradford - East Gwillimbury	3	4	3	6	1	1	1	1	6	26
East Gwillimbury - Newmarket	3	4	3	6	1	1	1	1	6	26
Newmarket - Aurora	3	4	3	6	1	1	1	1	6	26
Aurora - King City	3	4	3	6	1	1	1	1	6	26
King City - Maple	3	4	3	6	1	1	1	1	6	26
Maple - Rutherford	3	4	3	6	1	1	1	1	6	26
Rutherford - York University	3	4	3	6	1	1	1	1	6	26
York University - Downsview	3	4	3	6	1	1	1	1	6	26
Downsview - Union	3	4	3	6	1	1	1	1	6	26
Allandale - Barrie South	-	-	-	-	2	2	2	2	-	8
Barrie South - Bradford	-	-	-	-	2	2	2	2	-	8
Bradford - East Gwillimbury	1	1	1	6	3	3	3	3	6	27
East Gwillimbury - Newmarket	1	1	1	6	3	3	3	3	6	27
Newmarket - Aurora	1	1	1	6	3	3	3	3	6	27
Aurora - King City	1	1	1	6	3	3	3	3	6	27
King City - Maple	1	1	1	6	3	3	3	3	6	27
Maple - Rutherford	1	1	1	6	3	3	3	3	6	27
Rutherford - York University	1	1	1	6	3	3	3	3	6	27
York University - Downsview	1	1	1	6	3	3	3	3	6	27
Downsview - Union	1	1	1	6	3	3	3	3	6	27

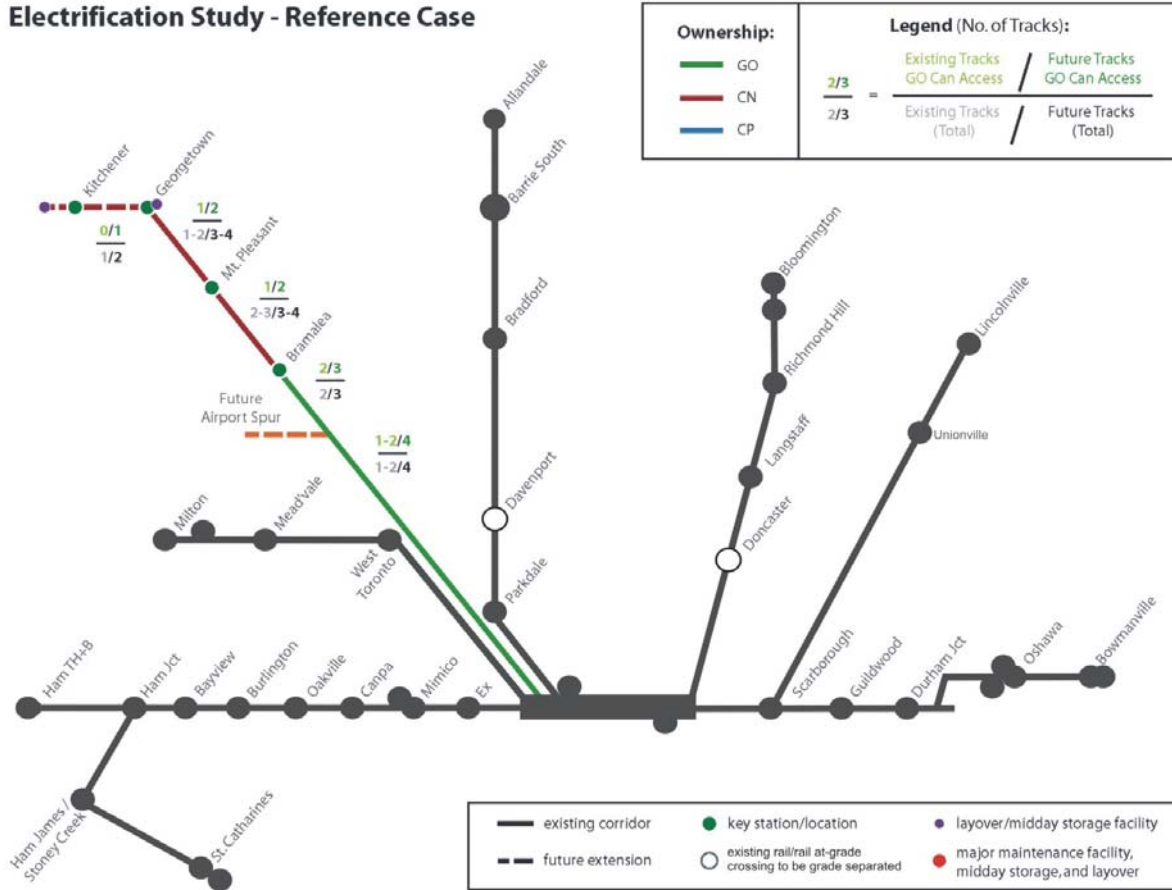
Both Directions	AM Peak			Midday	PM Peak				Evning	Total
	6:30	7:30	8:30		9:30	15:30	16:30	17:30		
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
Allandale - Barrie South	2	3	2	-	2	2	2	2	-	15
Barrie South - Bradford	2	3	2	-	2	2	2	2	-	15
Bradford - East Gwillimbury	4	5	4	12	4	4	4	4	12	53
East Gwillimbury - Newmarket	4	5	4	12	4	4	4	4	12	53
Newmarket - Aurora	4	5	4	12	4	4	4	4	12	53
Aurora - King City	4	5	4	12	4	4	4	4	12	53
King City - Maple	4	5	4	12	4	4	4	4	12	53
Maple - Rutherford	4	5	4	12	4	4	4	4	12	53
Rutherford - York University	4	5	4	12	4	4	4	4	12	53
York University - Downsview	4	5	4	12	4	4	4	4	12	53
Downsview - Union	4	5	4	12	4	4	4	4	12	53

5.5. Other VIA/CN/CP Services

- route is primarily utilized by GO services with some industrial servicing by CN during the off peaks between Concord and Barrie
- one VIA train operates on the section from Parkdale to Concord

6. Georgetown
6.1. Infrastructure
6.1.1. Track

Electrification Study - Reference Case



Note: Schematic is illustrative and strictly for the purposes of the electrification study comparative evaluation.

6.1.2. Signalling Capability

- fixed block wayside signals and CTC
 - CN CTC on the Weston Subdivision: Strachan to Bramalea
 - CN CTC on the Halton Subdivision: Bramalea to Georgetown
 - GEXR (Goderich and Exeter Railway) CTC between Georgetown and Kitchener⁷.

6.1.3. Turnback Facilities

- new turn track being built at Mount Pleasant (targeted for 2011 completion)

⁷ This section is not signaled at present. Trains are controlled via verbal/written train order. OCS will be converted to CTC within the reference case scope.

6.2. Stations

Georgetown:

- Georgetown
- Mount Pleasant
- Brampton
- Bramalea
- Malton
- Etobicoke North
- Weston
- Eglinton /Mt. Dennis (Potential)
- Bloor
- Union Station

Kitchener-Waterloo:

- Kitchener (Potential)
- Breslau (Potential)
- Guelph (Potential)
- Acton (Potential)

Pearson Air Rail Link:

- stops are planned for Bloor and Weston stations

6.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 12 bi-level coaches.

6.4. Description of the Service

Georgetown	Summary of REVENUE Train Forecasts by Link and Time of Day									Total
	AM Peak			Midday	PM Peak			Evning		
Per Direction	6:30	7:30	8:30	9:30	15:30	16:30	17:30	18:30	19:30	
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
Kitch/Bres/Guelph/Act - Georgetown	3	4	3	-	-	-	-	-	-	10
Georgetown - Mount Pleasant	3	4	3	-	-	-	-	-	-	10
Mount Pleasant - Brampton	4	5	4	6	1	1	1	1	6	29
Brampton - Bramalea	4	5	4	6	1	1	1	1	6	29
Bramalea - Malton	4	6	4	6	1	1	1	1	6	30
Malton - Etobicoke North	4	6	4	6	1	1	1	1	6	30
Etobicoke North - Weston	4	6	4	6	1	1	1	1	6	30
Weston - Eglinton	4	6	4	6	1	1	1	1	6	30
Eglinton - Bloor	4	6	4	6	1	1	1	1	6	30
Bloor - Union	4	6	4	6	1	1	1	1	6	30
	-	-	-	-	-	-	-	-	-	-
Kitch/Bres/Guelph/Act - Georgetown	-	-	-	-	2	3	3	2	-	10
Georgetown - Mount Pleasant	-	-	-	-	2	3	3	2	-	10
Mount Pleasant - Brampton	1	1	1	6	3	4	4	3	6	29
Brampton - Bramalea	1	1	1	6	3	4	4	3	6	29
Bramalea - Malton	1	1	1	6	4	4	4	4	6	31
Malton - Etobicoke North	1	1	1	6	4	4	4	4	6	31
Etobicoke North - Weston	1	1	1	6	4	4	4	4	6	31
Weston - Eglinton	1	1	1	6	4	4	4	4	6	31
Eglinton - Bloor	1	1	1	6	4	4	4	4	6	31
Bloor - Union	1	1	1	6	4	4	4	4	6	31

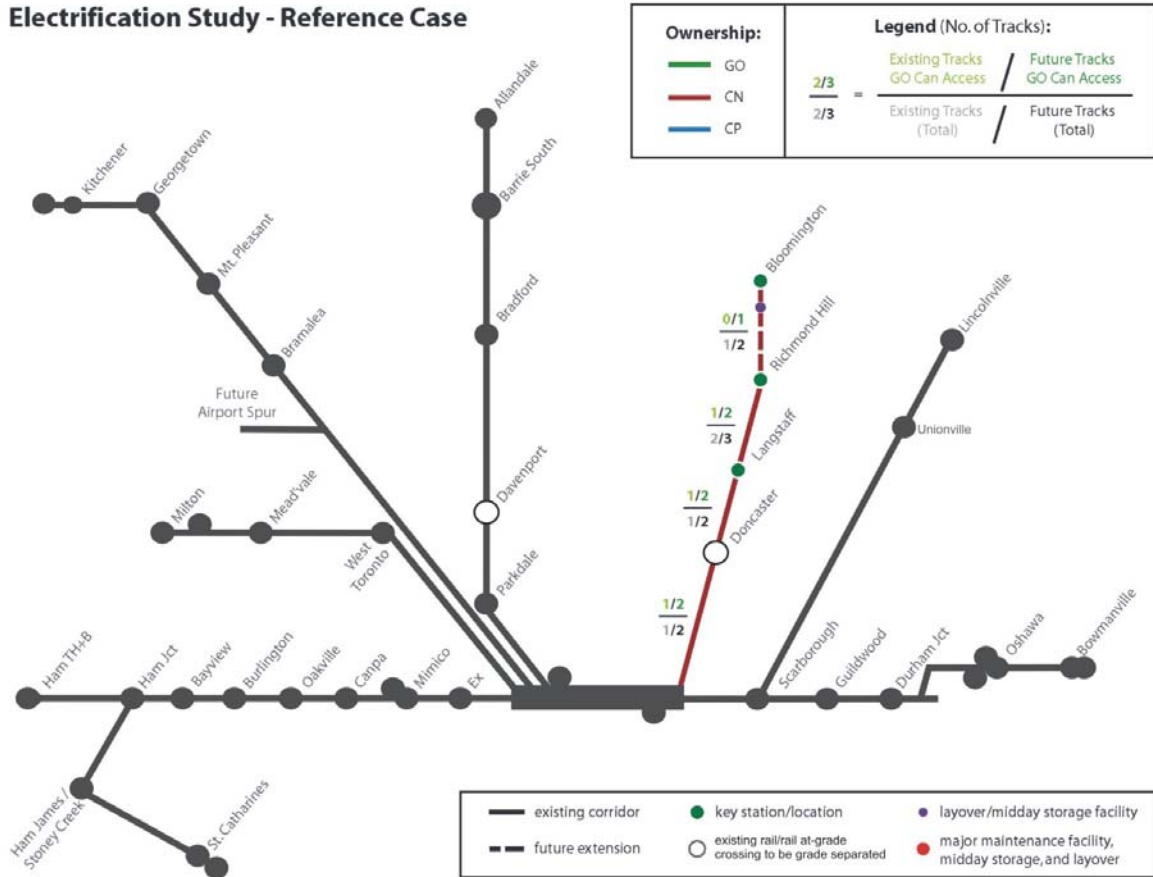
Both Directions	AM Peak			Midday	PM Peak			Evning	Total	
	6:30	7:30	8:30		9:30	15:30	16:30			17:30
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
Kitch/Bres/Guelph/Act - Georgetown	3	4	3	-	2	3	3	2	-	20
Georgetown - Mount Pleasant	3	4	3	-	2	3	3	2	-	20
Mount Pleasant - Brampton	5	6	5	12	4	5	5	4	12	58
Brampton - Bramalea	5	6	5	12	4	5	5	4	12	58
Bramalea - Malton	5	7	5	12	5	5	5	5	12	61
Malton - Etobicoke North	5	7	5	12	5	5	5	5	12	61
Etobicoke North - Weston	5	7	5	12	5	5	5	5	12	61
Weston - Eglinton	5	7	5	12	5	5	5	5	12	61
Eglinton - Bloor	5	7	5	12	5	5	5	5	12	61
Bloor - Union	5	7	5	12	5	5	5	5	12	61

6.5. Other VIA/CN/CP Services

- Via operates across this entire corridor with 3 trains/day per direction - may be as high as 6 & 6 in future
- ARL services will begin in 2015 with 4 trains/direction/hour across a 17.5 hr service day for 140 trains/day
- CN freight operates across the entire route. The Bramalea to Georgetown section is a major link in CN's gateway to the USA. In this section 2 tracks must be protected for exclusive use by CN/VIA.
- the GEXR operates industrial freight services between Kitchener and Georgetown with 1 train per day/direction operating across the Georgetown to Bramalea section of the route
- ARL will share trackage with GO, VIA, and freight on the section between the Highway 427 and Union Station

7. Richmond Hill
7.1. Infrastructure
7.1.1. Track

Electrification Study - Reference Case



Note: Schematic is illustrative and strictly for the purposes of the electrification study comparative evaluation.

7.1.2. Signalling Capability

- fixed block signal system with Centralized Train Control (CTC) system
- CN Bala Subdivision CTC: USRC to end of the route

7.1.3. Turnback Facilities

- required at Richmond Hill and Bethesda

7.2. Stations

- Bloomington
- Stouffville Rd (Potential)
- Richmond Hill
- Langstaff
- Old Cummer
- Oriole
- Union Station

7.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 12 bi-level coaches.

7.4. Description of the Service

Richmond Hill	Summary of REVENUE Train Forecasts by Link and Time of Day									
Per Direction	AM Peak			Midday	PM Peak			Evning		Total
	6:30	7:30	8:30		9:30	15:30	16:30	17:30	18:30	
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
Bloomington - Stouffville Rd/Leslie	2	2	2	-	-	-	-	-	-	6
Stouffville Rd/Leslie - 19th	2	2	2	-	-	-	-	-	-	6
19th - Richmond Hill	2	2	2	-	-	-	-	-	-	6
Richmond Hill - Langstaff	3	3	3	6	1	1	1	1	6	25
Langstaff - Bayview	3	3	3	6	1	1	1	1	6	25
Bayview - Steeles	3	3	3	6	1	1	1	1	6	25
Steeles - Old Cummer	3	3	3	6	1	1	1	1	6	25
Old Cummer - Oriole	3	3	3	6	1	1	1	1	6	25
Oriole - Union	3	3	3	6	1	1	1	1	6	25
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
Bloomington - Stouffville Rd/Leslie	-	-	-	-	2	2	2	2	-	8
Stouffville Rd/Leslie - 19th	-	-	-	-	2	2	2	2	-	8
19th - Richmond Hill	-	-	-	-	2	2	2	2	-	8
Richmond Hill - Langstaff	1	1	1	6	3	3	3	3	6	27
Langstaff - Bayview	1	1	1	6	3	3	3	3	6	27
Bayview - Steeles	1	1	1	6	3	3	3	3	6	27
Steeles - Old Cummer	1	1	1	6	3	3	3	3	6	27
Old Cummer - Oriole	1	1	1	6	3	3	3	3	6	27
Oriole - Union	1	1	1	6	3	3	3	3	6	27

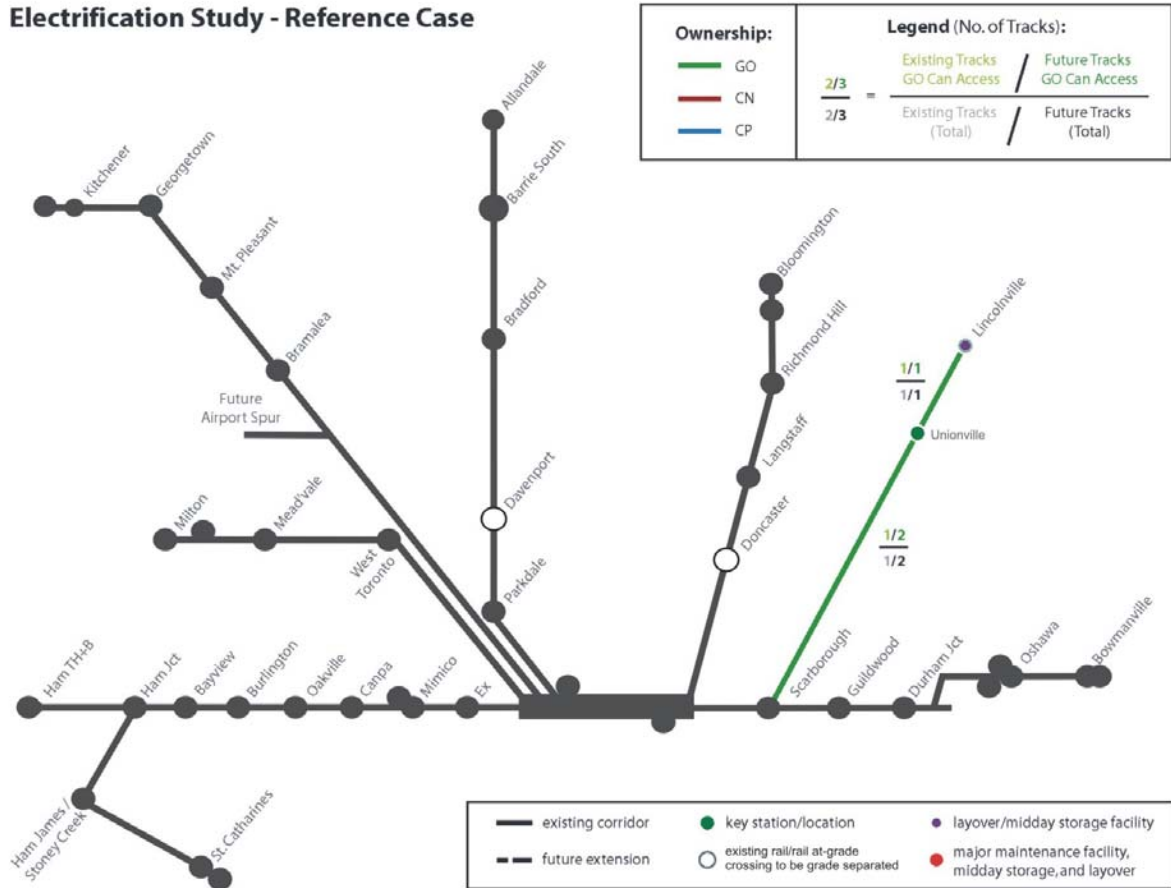
Both Directions	AM Peak			Midday	PM Peak			Evning		Total
	6:30	7:30	8:30		9:30	15:30	16:30	17:30	18:30	
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
Bloomington - Stouffville Rd/Leslie	2	2	2	-	2	2	2	2	-	14
Stouffville Rd/Leslie - 19th	2	2	2	-	2	2	2	2	-	14
19th - Richmond Hill	2	2	2	-	2	2	2	2	-	14
Richmond Hill - Langstaff	4	4	4	12	4	4	4	4	12	52
Langstaff - Bayview	4	4	4	12	4	4	4	4	12	52
Bayview - Steeles	4	4	4	12	4	4	4	4	12	52
Steeles - Old Cummer	4	4	4	12	4	4	4	4	12	52
Old Cummer - Oriole	4	4	4	12	4	4	4	4	12	52
Oriole - Union	4	4	4	12	4	4	4	4	12	52

7.5. Other VIA/CN/CP Services

- CN operates on entire route with primary activities on the northern section of the corridor (north of Doncaster) which forms part of CN's route to the western Canada. Via/CNR operations on complete length of route for 3 days per week.

8. Stouffville
8.1. Infrastructure
8.1.1. Track

Electrification Study - Reference Case



Note: Schematic is illustrative and strictly for the purposes of the electrification study comparative evaluation.

8.1.2. Signalling Capability

- fixed block signal system with Centralized Train Control system (CTC) on a portion of the corridor and an Occupancy Control System (OCS) on the remainder⁸:
 - CN Kingston Subdivision CTC: Cherry Street to Scarborough
 - OCS: between Scarborough and Lincolnville
- turn back capability to be provided at Mount Joy and Lincolnville

⁸ Note GO owns the portion of the corridor between the USRC and Scarborough. CN dispatches trains over the entire length. OCS will be converted to signalized CTC as part of the reference case.

8.2. Stations

- Lincolnville
- Centennial
- Kennedy
- Stouffville
- Unionville
- Union Station
- Mount Joy
- Milliken
- Markham
- Agincourt

8.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 12 bi-level coaches.

8.4. Description of the Service

Stouffville	Summary of REVENUE Train Forecasts by Link and Time of Day									Total
	AM Peak			Midday	PM Peak			Evning		
Per Direction	6:30	7:30	8:30	9:30	15:30	16:30	17:30	18:30	19:30	
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
Lincolnville - Stouffville	3	3	3	-	-	-	-	-	-	9
Stouffville - Mount Joy	3	3	3	-	-	-	-	-	-	9
Mount Joy - Markham	4	4	4	6	1	1	1	1	6	28
Markham - Centennial	4	4	4	6	1	1	1	1	6	28
Centennial - Unionville	4	4	4	6	1	1	1	1	6	28
Unionville - Milliken	4	4	4	6	1	1	1	1	6	28
Milliken - Agincourt	4	4	4	6	1	1	1	1	6	28
Agincourt - Kennedy	4	4	4	6	1	1	1	1	6	28
Kennedy - Union	4	4	4	6	1	1	1	1	6	28
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
Lincolnville - Stouffville	-	-	-	-	3	3	3	3	-	12
Stouffville - Mount Joy	-	-	-	-	3	3	3	3	-	12
Mount Joy - Markham	1	1	1	6	4	4	4	4	6	31
Markham - Centennial	1	1	1	6	4	4	4	4	6	31
Centennial - Unionville	1	1	1	6	4	4	4	4	6	31
Unionville - Milliken	1	1	1	6	4	4	4	4	6	31
Milliken - Agincourt	1	1	1	6	4	4	4	4	6	31
Agincourt - Kennedy	1	1	1	6	4	4	4	4	6	31
Kennedy - Union	1	1	1	6	4	4	4	4	6	31

Both Directions	AM Peak			Midday	PM Peak			Evning	Total	
	6:30	7:30	8:30		9:30	15:30	16:30			17:30
	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
Lincolville - Stouffville	3	3	3	-	3	3	3	3	-	21
Stouffville - Mount Joy	3	3	3	-	3	3	3	3	-	21
Mount Joy - Markham	5	5	5	12	5	5	5	5	12	59
Markham - Centennial	5	5	5	12	5	5	5	5	12	59
Centennial - Unionville	5	5	5	12	5	5	5	5	12	59
Unionville - Milliken	5	5	5	12	5	5	5	5	12	59
Milliken - Agincourt	5	5	5	12	5	5	5	5	12	59
Agincourt - Kennedy	5	5	5	12	5	5	5	5	12	59
Kennedy - Union	5	5	5	12	5	5	5	5	12	59

8.5. Other VIA/CN/CP Services

- Industrial services operated by CN in the off peak on the Scarborough to Unionville section
- CN, VIA and Lakeshore East GO services on the Union to Scarborough section

9. Enabling Assumptions for the Development of the Reference Case Train Volumes

- Two forecasts underlie the data used to develop train volumes for the Electrification Study:
 - a) Direct Demand Model (DDM) which is the traditional method of developing ridership forecasts for the GO network
 - b) Greater Golden Horseshoe (GGH) Model which developed ridership forecasts for Regional Transportation Plan in which the GO Rail formed one portion a multi-faceted transportation system
 - DDM forecast cover the 2011, 2021 and 2031 horizons
 - GGH forecasts covered 2021 and 2031 horizons
 - neither model addresses off peak ridership
- AM and PM train volumes for the peak directions were derived from the ridership projections produced by the DDM and GGH models.
 - train volumes were derived on the basis of using 10-car GO consists with a seated capacity of 1,540 and powered by an MP40 or equivalent locomotive
 - train volumes represent weekday revenue train trips and do not account for deadhead movements and/or equipment cycling needed to support the revenue operation
- midday and evening off peak period train volumes were developed using the following service targets:
 - 30" - 2 trains/hour/direction for 2021 on the Lakeshore East and Lakeshore West corridors
 - 60" - 1 train/hour/direction for 2021 on the Milton, Georgetown, Stouffville, Richmond Hill and Barrie corridors
- counter peak service frequencies were set as follows:
 - 30" - 2 trains/hour for 2021 on the Lakeshore East and Lakeshore West corridors
 - 60" - 1 train/hour for 2021 on the Milton, Georgetown, Stouffville, Richmond Hill and Barrie corridors
- the resultant daily train volumes form reasonable service scenarios within the range of trains indicated by forecasts and current capital/operating funding outlook
- the 2021 train volume projections are assumed to be indicative of train volumes that can be operated on the Reference Case Infrastructure:
 - it is assumed that the Union Station train shed and track network can accommodate, or can be reasonably augmented to accommodate, the Reference Case train volumes
 - freight, VIA and ARL operations are assumed to be compatible with the Reference Case train volumes based on:
 - a. provision of new capacity to separate GO and freight/VIA at key locations during the peak periods

- provision of new capacity to accommodate peak period operations of GO and other users, i.e.:
 - Milton - West Toronto to Milton - expand the existing 2 track corridor to 4 - providing 2 for freight and 2 for GO
 - Lakeshore East - Oshawa to Bowmanville - expand from 1 main track to 2 - 1 for GO and 1 for CP
 - Lakeshore West - Burlington to Hamilton - expand existing 3 track corridor to a 4 tracks - 2 tracks for freight/VIA and 2 for GO
 - Lakeshore West - Hamilton Junction to St. Catharines - additional track added to accommodate combined freight/VIA/GO operation
 - Georgetown - Strachan Ave to Airport Spur - expand existing single/double track configuration to 4 tracks throughout to accommodate GO, VIA and ARL
 - Georgetown - Airport Spur to Bramalea - 1 additional track to create a 3 track section for combined VIA/GO use
 - Georgetown - Bramalea to Georgetown - 1 additional track to create a 4 track section - 2 for freight/VIA and 2 for GO, and assuming:
 - a 3 track gauntlet at Brampton
 - a rail/rail grade separation between Mt. Pleasant and Georgetown to segregate GO cross plant moves from freight through moves
 - Richmond Hill - rail/rail grade separation at Doncaster to eliminate GO/freight cross flow conflicts
 - Richmond Hill - 1 additional track between Doncaster and Bloomington to segregate freight/GO
 - Barrie - rail/rail grade separation at Davenport to eliminate GO/freight cross flow conflicts
- b. Lakeshore East/West - Pickering to Burlington - freight will not operate during peak periods
- c. Lakeshore East/West - Pickering to Burlington - Reference Case will accommodate GO and VIA
- d. at all locations it is assume the reference case provides sufficient capacity to accommodate GO and any non-GO users during the off-peak periods
- e. these assumptions have not been confirmed but are seen as reasonable enabling assumptions for the purposes of the Electrification Study
- f. the above are highlights, see Reference Case schematics for full details of main track requirements
- Reference Case infrastructure was developed on the basis of what could be feasibly built:
 - in a +/- 10 year horizon
 - within realistic capital funding
 - without major property acquisitions
 - without having to consider costly overhead/underground guide ways alternatives
 - without major renewal and/or replacement of existing signal and train control systems

- Other assumptions/qualifications:
 - midday and overnight storage facility requirements have not been assessed
 - Willowbrook and the new East Maintenance Facility can accommodate future volumes implied by the above
 - on-line fuelling and progressive maintenance facilities will be incorporated as required

Appendix 1: Summary of Union Station Stats - Sorted by corridor and hour of day

Electrification Study: Reference Case Train Volume Estimates - by corridor and hour of day

(Number of weekday train trips arriving and departing Union)

<u>Lakeshore West Corridor</u>	<u>Current (Local/Express)</u>			<u>Reference Case (Local/Express)</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Before AM peak	1	1	2	-	-	-
AM peak 06:30 - 07:30	2/1	1	3/1	4	2	6
07:30 - 08:30	2/4	1	3/4	6/6	2	8/6
08:30 - 09:30	2/2	1	3/2	4	2	6
Inter-peak 09:30 - 15:30	7	7	14	12	12	24
PM peak 15:30 -16:30	1	2/2	3/2	2	4	6
16:30 - 17:30	1	2/3	3/3	2	5/4	7/4
17:30 - 18:30	2	2/1	4/1	2	4/1	6/1
18:30 - 19:30	1/1	1/1	2/2	2	4	6
Evening 19:30 - 01:30	5	6	11	12	12	24
Corridor Totals	24/8	24/7	48/15	46/6	47/5	93/11
	32	31	63	52	52	104

<u>Lakeshore East Corridor</u>	<u>Current (Local/Express)</u>			<u>Reference Case (Local/Express)</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Before AM peak	1	1	2	-	-	-
AM peak 06:30 - 07:30	3	2	5	4	2	6
07:30 - 08:30	1/4	1/1	2/5	5/4	2	7/4
08:30 - 09:30	2/2	1	3/2	4	2	6
Inter-peak 09:30 - 15:30	6	6	12	12	12	24
PM peak 15:30 -16:30	2	2/2	4/2	2	4	6
16:30 - 17:30	1/1	1/3	2/4	2	4/3	6/3
17:30 - 18:30	1/1	2/1	3/2	2	4	6
18:30 - 19:30	2	1/1	3/1	2	4	6
Evening 19:30 - 01:30	6	5	11	12	12	24
Corridor Totals	25/8	22/8	47/16	45/4	46/3	91/7
	33	30	63	49	49	98

Notes:

- All values represent estimates of weekday revenue train trips based on arrivals/departures at Union Station
- Does not account for deadhead movements and/or equipment cycling that may be required to support the revenue operation
- X/Y format indicates local/express split, i.e. 2/1 = 2 local trips and 1 express trip for a total of 3 trains within the indicated timeframe
 - local trains stop at all stations between origin and destination
 - express trains stop at all stations within the first 1/2 to 2/3 of their route and non-stop on the remaining portion of the route
 - all trains operate local if only one value is shown
 - see train service concept sheets for details of origin/destination stations and express vs local trains

Electrification Study: Reference Case Train Volume Estimates - by corridor and hour of day

<u>Milton Corridor</u>		<u>Current (Local/Express)</u>			<u>Reference Case (Local/Express)</u>		
		<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Before AM peak		-	-	-	-	-	-
AM peak	06:30 - 07:30	1	-	1	4	1	5
	07:30 - 08:30	3	-	3	6	1	7
	08:30 - 09:30	3	-	3	4	1	5
Inter-peak	09:30 - 15:30	-	-	-	6	6	12
PM peak	15:30 -16:30	-	1	1	1	4	5
	16:30 - 17:30	-	3	3	1	5	6
	17:30 - 18:30	-	2	2	1	4	5
	18:30 - 19:30	-	1	1	1	4	5
Evening	19:30 - 01:30	-	-	-	<u>6</u>	<u>6</u>	<u>12</u>
Corridor Totals		7	7	14	30	32	62

<u>Barrie Corridor</u>		<u>Current (Local/Express)</u>			<u>Reference Case (Local/Express)</u>		
		<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Before AM peak		-	-	-	-	-	-
AM peak	06:30 - 07:30	1	-	1	3	1	4
	07:30 - 08:30	2	-	2	4	1	5
	08:30 - 09:30	1	-	1	3	1	4
Inter-peak	09:30 - 15:30	-	-	-	6	6	12
PM peak	15:30 -16:30	-	1	1	1	3	4
	16:30 - 17:30	-	2	2	1	3	4
	17:30 - 18:30	-	1	1	1	3	4
	18:30 - 19:30	-	-	-	1	3	4
Evening	19:30 - 01:30	-	-	-	<u>6</u>	<u>6</u>	<u>12</u>
Corridor Totals		4	4	8	26	27	53

Electrification Study: Reference Case Train Volume Estimates - by corridor and hour of day

<u>Georgetown Corridor</u>				<u>Reference Case (Local/Express)</u>			
	<u>Current (Local/Express)</u>		<u>Total</u>		<u>Reference Case (Local/Express)</u>		<u>Total</u>
	<u>In</u>	<u>Out</u>		<u>In</u>	<u>Out</u>		
Before AM peak	-	-	-	-	-	-	-
AM peak 06:30 - 07:30	2	-	2	4	1	5	
07:30 - 08:30	2/1	-	2/1	4/2	1	5/2	
08:30 - 09:30	1	-	1	4	1	5	
Inter-peak 09:30 - 15:30	1	-	1	6	6	12	
PM peak 15:30 -16:30	-	2	2	1	4	5	
16:30 - 17:30	-	2	2	1	4	5	
17:30 - 18:30	-	1	1	1	4	5	
18:30 - 19:30	-	1	1	1	4	5	
Evening 19:30 - 01:30	-	-	-	<u>6</u>	<u>6</u>	<u>12</u>	
Corridor Totals	6/1	6	12/1	28/2	31	59/2	
	7	6	13	30	31	61	

<u>Richmond Hill Corridor</u>				<u>Reference Case (Local/Express)</u>			
	<u>Current (Local/Express)</u>		<u>Total</u>		<u>Reference Case (Local/Express)</u>		<u>Total</u>
	<u>In</u>	<u>Out</u>		<u>In</u>	<u>Out</u>		
Before AM peak	-	-	-	-	-	-	-
AM peak 06:30 - 07:30	1	-	1	3	1	4	
07:30 - 08:30	2	-	2	3	1	4	
08:30 - 09:30	1	-	1	3	1	4	
Inter-peak 09:30 - 15:30	-	-	0	6	6	12	
PM peak 15:30 -16:30	-	1	1	1	3	4	
16:30 - 17:30	-	1	1	1	3	4	
17:30 - 18:30	-	1	1	1	3	4	
18:30 - 19:30	-	1	1	1	3	4	
Evening 19:30 - 01:30	-	<u>1</u>	<u>1</u>	<u>6</u>	<u>6</u>	<u>12</u>	
Corridor Totals	4	5	9	25	27	52	

Electrification Study: Reference Case Train Volume Estimates - by corridor and hour of day

<u>Stouffville Corridor</u>	<u>Current (Local/Express)</u>			<u>Reference Case (Local/Express)</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Before AM peak	0/1	-	0/1	-	-	-
AM peak 06:30 - 07:30	1	-	1	4	1	5
07:30 - 08:30	2	-	2	4	1	5
08:30 - 09:30	1	-	1	4	1	5
Inter-peak 09:30 - 15:30	-	-	0	6	6	12
PM peak 15:30 -16:30	-	1	1	1	4	5
16:30 - 17:30	-	2	2	1	4	5
17:30 - 18:30	-	1	1	1	4	5
18:30 - 19:30	-	1	1	1	4	5
Evening 19:30 - 01:30	-	-	-	<u>6</u>	<u>6</u>	<u>12</u>
Corridor Totals	4/1	5	9/1	28	31	59
	5	5	10			
System Totals	92	88	180	240	249	489

Appendix 2: Summary of Union Station Stats - Sorted by hour of day and then by corridor

AM Peak Hour 07:30 - 08:30	Current (Local/Express)			Reference Case (local/express)		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	2/4	1	3/4	6/6	2	8/6
Lakeshore East Corridor	1/4	1/1	2/5	5/4	2	7/4
Milton Corridor	3	-	3	6	1	7
Barrie Corridor	2	-	2	4	1	5
Georgetown Corridor	2/1	-	2/1	4/2	1	5/2
Richmond Hill Corridor	2	-	2	3	1	4
Stouffville Corridor	<u>2</u>	-	<u>2</u>	<u>4</u>	<u>1</u>	<u>5</u>
Totals	23	3	26	44	9	53

08:30 - 09:30	Current (Local/Express)			Reference Case (local/express)		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	2/2	1	3/2	4	2	6
Lakeshore East Corridor	2/2	1	3/2	4	2	6
Milton Corridor	3	-	3	4	1	5
Barrie Corridor	1	-	1	3	1	4
Georgetown Corridor	1	-	1	4	1	5
Richmond Hill Corridor	1	-	1	3	1	4
Stouffville Corridor	<u>1</u>	-	<u>1</u>	<u>4</u>	<u>1</u>	<u>5</u>
Totals	15	2	17	26	9	35

Inter-peak 09:30 - 15:30	Current (Local/Express)			Reference Case (local/express)		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	7	7	14	12	12	24
Lakeshore East Corridor	6	6	12	12	12	24
Milton Corridor	-	-	-	6	6	12
Barrie Corridor	-	-	-	6	6	12
Georgetown Corridor	1	-	1	6	6	12
Richmond Hill Corridor	-	-	0	6	6	12
Stouffville Corridor	-	-	<u>0</u>	<u>6</u>	<u>6</u>	<u>12</u>
Totals	14	13	27	54	54	108

15:30 -16:30	Current (Local/Express)			Reference Case (local/express)		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	1	2/2	3/2	2	4	6
Lakeshore East Corridor	2	2/2	4/2	2	4	6
Milton Corridor	-	1	1	1	4	5
Barrie Corridor	-	1	1	1	3	4
Georgetown Corridor	-	2	2	1	4	5
Richmond Hill Corridor	-	1	1	1	3	4
Stouffville Corridor	-	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>5</u>
Totals	3	14	17	9	26	35

PM PK hour 16:30 - 17:30	Current (Local/Express)			Reference Case (local/express)		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	1	2/3	3/3	2	5/4	7/4
Lakeshore East Corridor	1/1	1/3	2/4	2	4/3	6/3
Milton Corridor	-	3	3	1	5	6
Barrie Corridor	-	2	2	1	3	4
Georgetown Corridor	-	2	2	1	4	5
Richmond Hill Corridor	-	1	1	1	3	4
Stouffville Corridor	-	<u>2</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>5</u>
Totals	3	19	22	9	35	44

<u>17:30 - 18:30</u>	<u>Current (Local/Express)</u>			<u>Reference Case (local/express)</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	2	2/1	4/1	2	4/1	6/1
Lakeshore East Corridor	1/1	2/1	3/2	2	4	6
Milton Corridor	-	2	2	1	4	5
Barrie Corridor	-	1	1	1	3	4
Georgetown Corridor	-	1	1	1	4	5
Richmond Hill Corridor	-	1	1	1	3	4
Stouffville Corridor	-	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>5</u>
Totals	4	12	16	9	27	36

<u>18:30 - 19:30</u>	<u>Current (Local/Express)</u>			<u>Reference Case (local/express)</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	1/1	1/1	2/2	2	4	6
Lakeshore East Corridor	2	1/1	3/1	2	4	6
Milton Corridor	-	1	1	1	4	5
Barrie Corridor	-	-	-	1	3	4
Georgetown Corridor	-	1	1	1	4	5
Richmond Hill Corridor	-	1	1	1	3	4
Stouffville Corridor	-	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>5</u>
Totals	4	8	12	9	26	35

Evening 19:30 - 01:30	Current (Local/Express)			Reference Case (local/express)		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	5	6	11	12	12	24
Lakeshore East Corridor	6	5	11	12	12	24
Milton Corridor	-	-	-	6	6	12
Barrie Corridor	-	-	-	6	6	12
Georgetown Corridor	-	-	-	6	6	12
Richmond Hill Corridor	-	1	1	6	6	12
Stouffville Corridor	-	-	-	6	6	12
Totals	11	12	23	54	54	108

Daily	Current (Local/Express)			Reference Case (local/express)		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Lakeshore West Corridor	24/8	24/7	48/15	46/6	47/5	93/11
Lakeshore East Corridor	25/8	22/8	47/16	45/4	46/3	91/7
Milton Corridor	7	7	14	30	32	62
Barrie Corridor	4	4	8	26	27	53
Georgetown Corridor	6/1	6	12/1	28/2	31	59/2
Richmond Hill Corridor	4	5	9	25	27	52
Stouffville Corridor	4/1	5	9/1	28	31	59
Totals	92	88	180	240	249	489

Appendix 3: Reference Case Service Levels – Detailed Data

Lakeshore West

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Off and Ctr to/from James										
Hamilton TH&B - Aldershot	1	2	1	-	-	-	-	-	-	4
St. Catharines - Hamilton-James	1	2	1	-	-	-	-	-	-	4
Hamilton-James - Aldershot	3	4	3	12	2	2	2	2	12	42
Aldershot - Burlington	4	8	4	12	2	2	2	2	12	48
Burlington - Appleby	4	8	4	12	2	2	2	2	12	48
Appleby - Bronte	4	8	4	12	2	2	2	2	12	48
Bronte - Oakville	4	8	4	12	2	2	2	2	12	48
Oakville - Clarkson	4	12	4	12	2	2	2	2	12	52
Clarkson - Port Credit	4	12	4	12	2	2	2	2	12	52
Port Credit - Long Branch	4	12	4	12	2	2	2	2	12	52
Long Branch - Mimico	4	12	4	12	2	2	2	2	12	52
Mimico - Exhibition	4	12	4	12	2	2	2	2	12	52
Exhibition - Union	4	12	4	12	2	2	2	2	12	52

Both Directions

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Off and Ctr to/from James										
Hamilton TH&B - Aldershot	1	2	1	-	1	1	1	1	-	8
St. Catharines - Hamilton-James	1	2	1	-	1	1	1	1	-	8
Hamilton-James - Aldershot	5	6	5	24	5	5	5	5	24	84
Aldershot - Burlington	6	10	6	24	6	6	6	6	24	96
Burlington - Appleby	6	10	6	24	6	6	6	6	24	96
Appleby - Bronte	6	10	6	24	6	6	6	6	24	96
Bronte - Oakville	6	10	6	24	6	6	6	6	24	96
Oakville - Clarkson	6	14	6	24	6	11	7	6	24	104
Clarkson - Port Credit	6	14	6	24	6	11	7	6	24	104
Port Credit - Long Branch	6	14	6	24	6	11	7	6	24	104
Long Branch - Mimico	6	14	6	24	6	11	7	6	24	104
Mimico - Exhibition	6	14	6	24	6	11	7	6	24	104
Exhibition - Union	6	14	6	24	6	11	7	6	24	104

Hamilton TH&B - Aldershot	-	-	-	-	1	1	1	1	-	4
St. Catharines - Hamilton-James	-	-	-	-	1	1	1	1	-	4
Hamilton-James - Aldershot	2	2	2	12	3	3	3	3	12	42
Aldershot - Burlington	2	2	2	12	4	4	4	4	12	48
Burlington - Appleby	2	2	2	12	4	4	4	4	12	48
Appleby - Bronte	2	2	2	12	4	4	4	4	12	48
Bronte - Oakville	2	2	2	12	4	4	4	4	12	48
Oakville - Clarkson	2	2	2	12	4	9	5	4	12	52
Clarkson - Port Credit	2	2	2	12	4	9	5	4	12	52
Port Credit - Long Branch	2	2	2	12	4	9	5	4	12	52
Long Branch - Mimico	2	2	2	12	4	9	5	4	12	52
Mimico - Exhibition	2	2	2	12	4	9	5	4	12	52
Exhibition - Union	2	2	2	12	4	9	5	4	12	52

Milton

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Milton - Lisgar	3	5	3	-	-	-	-	-	-	11
Lisgar - Meadowvale	3	5	3	-	-	-	-	-	-	11
Meadowvale - Streetsville	4	6	4	6	1	1	1	1	6	30
Streetsville - Erindale	4	6	4	6	1	1	1	1	6	30
Erindale - Cooksville	4	6	4	6	1	1	1	1	6	30
Cooksville - Dixie	4	6	4	6	1	1	1	1	6	30
Dixie - Kipling	4	6	4	6	1	1	1	1	6	30
Kipling - Dundas W.	4	6	4	6	1	1	1	1	6	30
Dundas W. - Bloor	4	6	4	6	1	1	1	1	6	30
Bloor - Union	4	6	4	6	1	1	1	1	6	30

Both Directions

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Milton - Lisgar	3	5	3	-	-	-	-	-	-	24
Lisgar - Meadowvale	3	5	3	-	-	-	-	-	-	24
Meadowvale - Streetsville	5	7	5	12	5	6	5	5	12	62
Streetsville - Erindale	5	7	5	12	5	6	5	5	12	62
Erindale - Cooksville	5	7	5	12	5	6	5	5	12	62
Cooksville - Dixie	5	7	5	12	5	6	5	5	12	62
Dixie - Kipling	5	7	5	12	5	6	5	5	12	62
Kipling - Dundas W.	5	7	5	12	5	6	5	5	12	62
Dundas W. - Bloor	5	7	5	12	5	6	5	5	12	62
Bloor - Union	5	7	5	12	5	6	5	5	12	62

Milton - Lisgar	-	-	-	-	3	4	3	3	-	13
Lisgar - Meadowvale	-	-	-	-	3	4	3	3	-	13
Meadowvale - Streetsville	1	1	1	6	4	5	4	4	6	32
Streetsville - Erindale	1	1	1	6	4	5	4	4	6	32
Erindale - Cooksville	1	1	1	6	4	5	4	4	6	32
Cooksville - Dixie	1	1	1	6	4	5	4	4	6	32
Dixie - Kipling	1	1	1	6	4	5	4	4	6	32
Kipling - Dundas W.	1	1	1	6	4	5	4	4	6	32
Dundas W. - Bloor	1	1	1	6	4	5	4	4	6	32
Bloor - Union	1	1	1	6	4	5	4	4	6	32

Georgetown

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Kitch/Bres/Guelph/Act - Georgetown	3	4	3	-	-	-	-	-	-	10
Georgetown - Mount Pleasant	3	4	3	-	-	-	-	-	-	10
Mount Pleasant - Brampton	4	5	4	6	1	1	1	1	6	29
Brampton - Bramalea	4	5	4	6	1	1	1	1	6	29
Bramalea - Malton	4	6	4	6	1	1	1	1	6	30
Malton - Etobicoke North	4	6	4	6	1	1	1	1	6	30
Etobicoke North - Weston	4	6	4	6	1	1	1	1	6	30
Weston - Eglinton	4	6	4	6	1	1	1	1	6	30
Eglinton - Bloor	4	6	4	6	1	1	1	1	6	30
Bloor - Union	4	6	4	6	1	1	1	1	6	30

Both Directions

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Kitch/Bres/Guelph/Act - Georgetown	-	-	-	-	-	-	-	-	-	-
Georgetown - Mount Pleasant	3	4	3	-	2	3	3	2	-	20
Mount Pleasant - Brampton	5	6	5	12	4	5	5	4	12	58
Brampton - Bramalea	5	6	5	12	4	5	5	4	12	58
Bramalea - Malton	5	7	5	12	5	5	5	5	12	61
Malton - Etobicoke North	5	7	5	12	5	5	5	5	12	61
Etobicoke North - Weston	5	7	5	12	5	5	5	5	12	61
Weston - Eglinton	5	7	5	12	5	5	5	5	12	61
Eglinton - Bloor	5	7	5	12	5	5	5	5	12	61
Bloor - Union	5	7	5	12	5	5	5	5	12	61

Kitch/Bres/Guelph/Act - Georgetown	-	-	-	-	2	3	3	2	-	10
Georgetown - Mount Pleasant	-	-	-	-	2	3	3	2	-	10
Mount Pleasant - Brampton	1	1	1	6	3	4	4	3	6	29
Brampton - Bramalea	1	1	1	6	3	4	4	3	6	29
Bramalea - Malton	1	1	1	6	4	4	4	4	6	31
Malton - Etobicoke North	1	1	1	6	4	4	4	4	6	31
Etobicoke North - Weston	1	1	1	6	4	4	4	4	6	31
Weston - Eglinton	1	1	1	6	4	4	4	4	6	31
Eglinton - Bloor	1	1	1	6	4	4	4	4	6	31
Bloor - Union	1	1	1	6	4	4	4	4	6	31

Barrie

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Allandale - Barrie South	2	3	2	-	-	-	-	-	-	7
Barrie South - Bradford	2	3	2	-	-	-	-	-	-	7
Bradford - East Gwillimbury	3	4	3	6	1	1	1	1	6	26
East Gwillimbury - Newmarket	3	4	3	6	1	1	1	1	6	26
Newmarket - Aurora	3	4	3	6	1	1	1	1	6	26
Aurora - King City	3	4	3	6	1	1	1	1	6	26
King City - Maple	3	4	3	6	1	1	1	1	6	26
Maple - Rutherford	3	4	3	6	1	1	1	1	6	26
Rutherford - York University	3	4	3	6	1	1	1	1	6	26
York University - Downsview	3	4	3	6	1	1	1	1	6	26
Downsview - Union	3	4	3	6	1	1	1	1	6	26

Both Directions

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
Allandale - Barrie South	2	3	2	-	2	2	2	2	-	15
Barrie South - Bradford	2	3	2	-	2	2	2	2	-	15
Bradford - East Gwillimbury	4	5	4	12	4	4	4	4	12	53
East Gwillimbury - Newmarket	4	5	4	12	4	4	4	4	12	53
Newmarket - Aurora	4	5	4	12	4	4	4	4	12	53
Aurora - King City	4	5	4	12	4	4	4	4	12	53
King City - Maple	4	5	4	12	4	4	4	4	12	53
Maple - Rutherford	4	5	4	12	4	4	4	4	12	53
Rutherford - York University	4	5	4	12	4	4	4	4	12	53
York University - Downsview	4	5	4	12	4	4	4	4	12	53
Downsview - Union	4	5	4	12	4	4	4	4	12	53

Allandale - Barrie South	-	-	-	-	2	2	2	2	-	8
Barrie South - Bradford	-	-	-	-	2	2	2	2	-	8
Bradford - East Gwillimbury	1	1	1	6	3	3	3	3	6	27
East Gwillimbury - Newmarket	1	1								

Richmond Hill	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
	-	-	-	-	-	-	-	-	-	-
Bloomington - Stouffville Rd/Leslie	2	2	2	-	-	-	-	-	-	6
Stouffville Rd/Leslie - 19th	2	2	2	-	-	-	-	-	-	6
19th - Richmond Hill	2	2	2	-	-	-	-	-	-	6
Richmond Hill - Langstaff	3	3	3	6	1	1	1	1	1	25
Langstaff - Bayview	3	3	3	6	1	1	1	1	1	25
Bayview - Steeles	3	3	3	6	1	1	1	1	1	25
Steeles - Old Cummer	3	3	3	6	1	1	1	1	1	25
Old Cummer - Oriole	3	3	3	6	1	1	1	1	1	25
Oriole - Union	3	3	3	6	1	1	1	1	1	25

Both Directions	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
	-	-	-	-	-	-	-	-	-	-
Bloomington - Stouffville Rd/Leslie	2	2	2	-	2	2	2	2	-	14
Stouffville Rd/Leslie - 19th	2	2	2	-	2	2	2	2	-	14
19th - Richmond Hill	2	2	2	-	2	2	2	2	-	14
Richmond Hill - Langstaff	4	4	4	12	4	4	4	4	4	52
Langstaff - Bayview	4	4	4	12	4	4	4	4	4	52
Bayview - Steeles	4	4	4	12	4	4	4	4	4	52
Steeles - Old Cummer	4	4	4	12	4	4	4	4	4	52
Old Cummer - Oriole	4	4	4	12	4	4	4	4	4	52
Oriole - Union	4	4	4	12	4	4	4	4	4	52

	-	-	-	-	-	-	-	-	-	-
Bloomington - Stouffville Rd/Leslie	-	-	-	-	2	2	2	2	-	8
Stouffville Rd/Leslie - 19th	-	-	-	-	2	2	2	2	-	8
19th - Richmond Hill	-	-	-	-	2	2	2	2	-	8
Richmond Hill - Langstaff	1	1	1	6	3	3	3	3	6	27
Langstaff - Bayview	1	1	1	6	3	3	3	3	6	27
Bayview - Steeles	1	1	1	6	3	3	3	3	6	27
Steeles - Old Cummer	1	1	1	6	3	3	3	3	6	27
Old Cummer - Oriole	1	1	1	6	3	3	3	3	6	27
Oriole - Union	1	1	1	6	3	3	3	3	6	27

	-	-	-	-	-	-	-	-	-	-
Bloomington - Stouffville Rd/Leslie	-	-	-	-	2	2	2	2	-	8
Stouffville Rd/Leslie - 19th	-	-	-	-	2	2	2	2	-	8
19th - Richmond Hill	-	-	-	-	2	2	2	2	-	8
Richmond Hill - Langstaff	1	1	1	6	3	3	3	3	6	27
Langstaff - Bayview	1	1	1	6	3	3	3	3	6	27
Bayview - Steeles	1	1	1	6	3	3	3	3	6	27
Steeles - Old Cummer	1	1	1	6	3	3	3	3	6	27
Old Cummer - Oriole	1	1	1	6	3	3	3	3	6	27
Oriole - Union	1	1	1	6	3	3	3	3	6	27

Stouffville	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
	-	-	-	-	-	-	-	-	-	-
Lincolnville - Stouffville	3	3	3	-	-	-	-	-	-	9
Stouffville - Mount Joy	3	3	3	-	-	-	-	-	-	9
Mount Joy - Markham	4	4	4	6	1	1	1	1	6	28
Markham - Centennial	4	4	4	6	1	1	1	1	6	28
Centennial - Unionville	4	4	4	6	1	1	1	1	6	28
Unionville - Milliken	4	4	4	6	1	1	1	1	6	28
Milliken - Agincourt	4	4	4	6	1	1	1	1	6	28
Agincourt - Kennedy	4	4	4	6	1	1	1	1	6	28
Kennedy - Union	4	4	4	6	1	1	1	1	6	28

Both Directions	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
	-	-	-	-	-	-	-	-	-	-
Lincolnville - Stouffville	3	3	3	-	3	3	3	3	-	21
Stouffville - Mount Joy	3	3	3	-	3	3	3	3	-	21
Mount Joy - Markham	5	5	5	12	5	5	5	5	12	59
Markham - Centennial	5	5	5	12	5	5	5	5	12	59
Centennial - Unionville	5	5	5	12	5	5	5	5	12	59
Unionville - Milliken	5	5	5	12	5	5	5	5	12	59
Milliken - Agincourt	5	5	5	12	5	5	5	5	12	59
Agincourt - Kennedy	5	5	5	12	5	5	5	5	12	59
Kennedy - Union	5	5	5	12	5	5	5	5	12	59

	-	-	-	-	-	-	-	-	-	-
Lincolnville - Stouffville	-	-	-	-	3	3	3	3	-	12
Stouffville - Mount Joy	-	-	-	-	3	3	3	3	-	12
Mount Joy - Markham	1	1	1	6	4	4	4	4	6	31
Markham - Centennial	1	1	1	6	4	4	4	4	6	31
Centennial - Unionville	1	1	1	6	4	4	4	4	6	31
Unionville - Milliken	1	1	1	6	4	4	4	4	6	31
Milliken - Agincourt	1	1	1	6	4	4	4	4	6	31
Agincourt - Kennedy	1	1	1	6	4	4	4	4	6	31
Kennedy - Union	1	1	1	6	4	4	4	4	6	31

	-	-	-	-	-	-	-	-	-	-
Lincolnville - Stouffville	-	-	-	-	3	3	3	3	-	12
Stouffville - Mount Joy	-	-	-	-	3	3	3	3	-	12
Mount Joy - Markham	1	1	1	6	4	4	4	4	6	31
Markham - Centennial	1	1	1	6	4	4	4	4	6	31
Centennial - Unionville	1	1	1	6	4	4	4	4	6	31
Unionville - Milliken	1	1	1	6	4	4	4	4	6	31
Milliken - Agincourt	1	1	1	6	4	4	4	4	6	31
Agincourt - Kennedy	1	1	1	6	4	4	4	4	6	31
Kennedy - Union	1	1	1	6	4	4	4	4	6	31

Lakeshore East	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
	-	-	-	-	-	-	-	-	-	-
Bowmanville/Courtice - Oshawa 2	1	4	1	-	-	-	-	-	-	6
Oshawa 2 - Oshawa 1	3	6	3	12	2	2	2	2	12	44
Oshawa 1 - Whitby	3	6	3	12	2	2	2	2	12	44
Whitby - Ajax	4	6	4	12	2	2	2	2	12	46
Ajax - Pickering	4	6	4	12	2	2	2	2	12	46
Pickering - Rouge Hill	4	9	4	12	2	2	2	2	12	49
Rouge Hill - Guildwood	4	9	4	12	2	2	2	2	12	49
Guildwood - Eglinton	4	9	4	12	2	2	2	2	12	49
Eglinton - Scarborough	4	9	4	12	2	2	2	2	12	49
Scarborough - Danforth	4	9	4	12	2	2	2	2	12	49
Danforth - Union	4	9	4	12	2	2	2	2	12	49

Both Directions	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29		9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29		
	-	-	-	-	-	-	-	-	-	-
Bowmanville/Courtice - Oshawa 2	1	4	1	-	1	3	1	1	-	12
Oshawa 2 - Oshawa 1	5	8	5	24	5	7	5	5	24	88
Oshawa 1 - Whitby	5	8	5	24	5	7	5	5	24	88
Whitby - Ajax	6	8	6	24	6	7	6	5	24	92
Ajax - Pickering	6	8	6	24	6	7	6	5	24	92
Pickering - Rouge Hill	6	11	6	24	6	9	6	6	24	98
Rouge Hill - Guildwood	6	11	6	24	6	9	6	6	24	98
Guildwood - Eglinton	6	11	6	24	6	9	6	6	24	98
Eglinton - Scarborough	6	11	6	24	6	9	6	6	24	98
Scarborough - Danforth	6	11	6	24	6	9	6	6	24	98
Danforth - Union	6	11	6	24	6	9	6	6	24	98

	-	-	-	-	1	3	1	1	-	6
Bowmanville/Courtice - Oshawa 2	-	-	-	-	1	3	1	1	-	6
Oshawa 2 - Oshawa 1	2	2	2	12	3	5	3	3	12	44
Oshawa 1 - Whitby	2	2	2	12	3	5	3	3	12	44
Whitby - Ajax	2	2	2	12	4	5	4	3	12	46
Ajax - Pickering	2	2	2	12	4	5	4	3	12	46
Pickering - Rouge Hill	2	2	2	12	4	7	4	4	12	49
Rouge Hill - Guildwood	2	2	2	12	4	7	4	4	12	49
Guildwood - Eglinton	2	2	2	12	4	7	4	4	12	49
Eglinton - Scarborough	2	2	2	12	4	7	4	4	12	49
Scarborough - Danforth	2	2	2	12	4	7	4	4	12	49
Danforth - Union	2	2	2	12	4	7	4	4	12	49

	-	-	-	-	1	3	1	1	-	6
Bowmanville/Courtice - Oshawa 2	-	-	-	-	1	3	1	1	-	6
Oshawa 2 - Oshawa 1	2	2	2	12	3	5	3	3	12	44
Oshawa 1 - Whitby	2	2	2	12	3	5	3	3	12	44
Whitby - Ajax	2	2	2	12	4	5	4	3	12	46
Ajax - Pickering	2	2	2	12	4	5	4	3	12	46
Pickering - Rouge Hill	2	2	2	12	4	7	4	4	12	49
Rouge Hill - Guildwood	2	2	2	12	4	7	4	4	12	49
Guildwood - Eglinton	2	2	2	12	4	7	4	4	12	49
Eglinton - Scarborough	2	2	2	12	4	7	4	4	12	49
Scarborough - Danforth	2	2	2	12	4	7	4	4	12	49
Danforth - Union	2	2	2	12	4	7	4	4	12	49

Electrification Reference Case - Lakeshore West Service Concept

Note: St. Catharines - Aldershot service through Hamilton-James

AM (trn arr timed @ Union)		06:30-7:29			07:30-08:29			08:30-09:29		
		Locals		Express	Locals		Express	Locals		Express
EB	Hamilton TH&B	1					2		1	
EB	St. Catharines		1			2			1	
	Hamilton-James	2			2	2	2	2	1	
	Aldershot	2	1	1	2	2	2	2	1	1
	Burlington	2	1	1	2	2	2	2	1	1
	Appleby	2	1	1	2	2	2	2	1	1
	Bronte	2	1	1	2	2	2	2	1	1
	Oakville	2	1	1	2	4	2	2	1	1
	Clarkson	2	1	1	2	4	:	:	2	1
	Port Credit	2	1	1	2	4	:	:	2	1
	Long Branch	2	1	1	2	4	:	:	2	1
	Mimico	2	1	1	2	4	:	:	2	1
	Exhibition	2	1	1	2	4	V	V	2	1
V	Union	2	1	1	2	4	2	2	2	1
Total trains		2	1	1	0	0	0	2	2	2
Totals by type and hour		4	-	-	0	-	-	4	-	-
Totals by hour of peak		4	-	-	-	-	-	4	-	-
Total AM peak trains		20	-	-	-	-	-	-	-	-

PM (trn dep timed @ Union)		15:30-16:29			16:30-17:29			17:30-18:29			18:30-19:29		
		Locals		Express	Locals		Express	Locals		Express	Locals		Express
EB	Hamilton-James	2			2			2			2		
	Aldershot	2			2			2			2		
	Burlington	2			2			2			2		
	Appleby	2			2			2			2		
	Bronte	2			2			2			2		
	Oakville	2			2			2			2		
	Clarkson	2			2			2			2		
	Port Credit	2			2			2			2		
	Long Branch	2			2			2			2		
	Mimico	2			2			2			2		
	Exhibition	2			2			2			2		
WB	Union	2			2			2			2		
Total trains		2	0	0	0	0	0	0	0	0	2	0	
Totals by type and hour		2	-	-	0	-	-	2	-	-	0	-	
Totals by hour of peak		2	-	-	-	-	-	2	-	-	-	-	
Total AM peak trains		6	-	-	-	-	-	-	-	-	-	-	

AM and PM Table Symbols:

- numerals represent number of trains stopping at each station
- bold numerals indicate origin station
- direction of travel identified by arrows on the left side of each table
- colons and arrows within the table columns indicate stations at which express trains run through the station non-stop
- dashes are place holders and no trains applicable to the cell
- associated equipment cycling and outposting requirements have not been developed
- number of trains, origins and destinations may vary as plans and service concepts are refined
- assumes Union Station and USRC have sufficient capacity to accommodate this service concept

PM (trn arr timed @ Union)		15:30-16:29			16:30-17:29			17:30-18:29			18:30-19:29		
		Locals		Express	Locals		Express	Locals		Express	Locals		Express
EB	Hamilton-James	2			2			2			2		
	Aldershot	2			2			2			2		
	Burlington	2			2			2			2		
	Appleby	2			2			2			2		
	Bronte	2			2			2			2		
	Oakville	2			2			2			2		
	Clarkson	2			2			2			2		
	Port Credit	2			2			2			2		
	Long Branch	2			2			2			2		
	Mimico	2			2			2			2		
	Exhibition	2			2			2			2		
V	Union	2			2			2			2		
Total trains		2	0	0	0	0	0	0	0	0	2	0	
Totals by type and hour		2	-	-	0	-	-	2	-	-	0	-	
Totals by hour of peak		2	-	-	-	-	-	2	-	-	-	-	
Total AM peak trains		8	-	-	-	-	-	-	-	-	-	-	

PM (trn dep timed @ Union)		15:30-16:29			16:30-17:29			17:30-18:29			18:30-19:29		
		Locals		Express	Locals		Express	Locals		Express	Locals		Express
EB	Hamilton TH&B	1						1					
	St. Catharines		1			1			1			1	
	Hamilton-James	2			2			2			2		
	Aldershot	2	1	1	2	1	1	2	2	1	1		
	Burlington	2	1	1	2	1	1	2	2	1	1		
	Appleby	2	1	1	2	1	1	2	2	1	1		
	Bronte	2	1	1	2	1	1	2	2	1	1		
	Oakville	2	1	1	2	3	1	1	2	2	1	1	
	Clarkson	2	1	1	2	3	Λ	Λ	Λ	2	1	1	
	Port Credit	2	1	1	2	3	:	:	:	2	1	1	
	Long Branch	2	1	1	2	3	:	:	:	2	1	1	
	Mimico	2	1	1	2	3	:	:	:	2	1	1	
	Exhibition	2	1	1	2	3	:	:	:	2	1	1	
WB	Union	2	1	1	2	3	1	1	2	2	1	1	
Total trains		2	1	1	0	0	0	2	3	0	1	1	
Totals by type and hour		4	-	-	0	-	-	5	-	-	4	-	
Totals by hour of peak		4	-	-	-	-	-	9	-	-	-	-	
Total AM peak trains		22	-	-	-	-	-	-	-	-	-	-	

Number of AM Stops

Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Hamilton TH&B	1	2	1	4
St. Catharines	1	2	1	4
Hamilton-James	3	4	3	10
Aldershot	4	8	4	16
Burlington	4	8	4	16
Appleby	4	8	4	16
Bronte	4	8	4	16
Oakville	4	12	4	20
Clarkson	4	6	4	14
Port Credit	4	6	4	14
Long Branch	4	6	4	14
Mimico	4	6	4	14
Exhibition	4	6	4	14
Union	4	12	4	20

Avg Headway btwn stopping trains *

Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Hamilton TH&B	60	30	60	45
St. Catharines	60	30	60	45
Hamilton-James	20	15	20	18
Aldershot	15	8	15	12
Burlington	15	8	15	12
Appleby	15	8	15	12
Bronte	15	8	15	12
Oakville	15	5	15	9
Clarkson	15	10	15	13
Port Credit	15	10	15	13
Long Branch	15	10	15	13
Mimico	15	10	15	13
Exhibition	15	10	15	13
Union	15	5	15	9

Counter Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Hamilton-James	2	2	2	6
Aldershot	2	2	2	6
Burlington	2	2	2	6
Appleby	2	2	2	6
Bronte	2	2	2	6
Oakville	2	2	2	6
Clarkson	2	2	2	6
Port Credit	2	2	2	6
Long Branch	2	2	2	6
Mimico	2	2	2	6
Exhibition	2	2	2	6
Union	2	2	2	6

Counter Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Hamilton-James	30	30	30	30
Aldershot	30	30	30	30
Burlington	30	30	30	30
Appleby	30	30	30	30
Bronte	30	30	30	30
Oakville	30	30	30	30
Clarkson	30	30	30	30
Port Credit	30	30	30	30
Long Branch	30	30	30	30
Mimico	30	30	30	30
Exhibition	30	30	30	30
Union	30	30	30	30

Number of PM Stops

Counter Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Hamilton-James	2	2	2	2	8
Aldershot	2	2	2	2	8
Burlington	2	2	2	2	8
Appleby	2	2	2	2	8
Bronte	2	2	2	2	8
Oakville	2	2	2	2	8
Clarkson	2	2	2	2	8
Port Credit	2	2	2	2	8
Long Branch	2	2	2	2	8
Mimico	2	2	2	2	8
Exhibition	2	2	2	2	8
Union	2	2	2	2	8

Avg Headway btwn stopping trains *

Counter Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Hamilton-James	30	30	30	30	30
Aldershot	30	30	30	30	30
Burlington	30	30	30	30	30
Appleby	30	30	30	30	30
Bronte	30	30	30	30	30
Oakville	30	30	30	30	30
Clarkson	30	30	30	30	30
Port Credit	30	30	30	30	30
Long Branch	30	30	30	30	30
Mimico	30	30	30	30	30
Exhibition	30	30	30	30	30
Union	30	30	30	30	30

Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Hamilton TH&B	1	1	1	1	4
St. Catharines	1	1	1	1	4
Hamilton-James	3	3	3	3	12
Aldershot	4	6	4	4	18
Burlington	4	6	4	4	18

Electrification Reference Case - Milton Service Concept

	AM (trn arr timed @ Union)	06:30-7:29				07:30-08:29				08:30-09:29			
		Locals		Express		Locals		Express		Locals		Express	
EB		-	-	-	-	-	-	-	-	-	-	-	-
Milton		3				5				3			
Lisgar		3				5				3			
Meadowvale		3	1			5	1			3	1		
Streetsville		3	1			5	1			3	1		
Erindale		3	1			5	1			3	1		
Cooksville		3	1			5	1			3	1		
Dixie		3	1			5	1			3	1		
Kipling		3	1			5	1			3	1		
Dundas W.		3	1			5	1			3	1		
Bloor		3	1			5	1			3	1		
Union		3	1			5	1			3	1		
Total trains		3	1	0	0	5	1	0	0	3	1	0	0
Totals by type and hour		4	-	-	0	6	-	-	0	4	-	-	0
Totals by hour of peak		4	-	-	-	6	-	-	-	4	-	-	-
Total AM peak trains		14	-	-	-	-	-	-	-	-	-	-	-

	(trn dep timed @ Union)	06:30-7:29				07:30-08:29				08:30-09:29			
		Locals		Express		Locals		Express		Locals		Express	
EB		-	-	-	-	-	-	-	-	-	-	-	-
Milton		-	-	-	-	-	-	-	-	-	-	-	-
Lisgar		-	-	-	-	-	-	-	-	-	-	-	-
Meadowvale		1				1				1			
Streetsville		1				1				1			
Erindale		1				1				1			
Cooksville		1				1				1			
Dixie		1				1				1			
Kipling		1				1				1			
Dundas W.		1				1				1			
Bloor		1				1				1			
Union		1				1				1			
Total trains		1	0	0	0	1	0	0	0	1	0	0	0
Totals by type and hour		1	-	-	0	1	-	-	0	1	-	-	0
Totals by hour of peak		1	-	-	-	1	-	-	-	1	-	-	-
Total AM peak trains		3	-	-	-	-	-	-	-	-	-	-	-

- AM and PM Table Symbols:**
- numerals represent number of trains stopping at each station
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 - direction of travel identified by arrows on the left side of each table
 - colons and arrows within the table columns indicate stations at which express trains run through the station non-stop
 - dashes are place holders and no trains applicable to the cell
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 - number of trains, origins and destinations may vary as plans and service concepts are refined
 - assumes Union Station and USRC have sufficient capacity to accommodate this service concept

	PM (trn arr timed @ Union)	15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
		Locals		Express		Locals		Express		Locals		Express		Locals		Express	
EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Milton		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Lisgar		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Meadowvale		1				1				1				1			
Streetsville		1				1				1				1			
Erindale		1				1				1				1			
Cooksville		1				1				1				1			
Dixie		1				1				1				1			
Kipling		1				1				1				1			
Dundas W.		1				1				1				1			
Bloor		1				1				1				1			
Union		1				1				1				1			
Total trains		1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
Totals by type and hour		1	-	-	0	1	-	-	0	1	-	-	0	1	-	0	
Totals by hour of peak		1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	
Total AM peak trains		4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

	(trn dep timed @ Union)	15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
		Locals		Express		Locals		Express		Locals		Express		Locals		Express	
EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Milton		3				4				3				3			
Lisgar		3				4				3				3			
Meadowvale		3	1			4	1			3	1			3	1		
Streetsville		3	1			4	1			3	1			3	1		
Erindale		3	1			4	1			3	1			3	1		
Cooksville		3	1			4	1			3	1			3	1		
Dixie		3	1			4	1			3	1			3	1		
Kipling		3	1			4	1			3	1			3	1		
Dundas W.		3	1			4	1			3	1			3	1		
Bloor		3	1			4	1			3	1			3	1		
Union		3	1			4	1			3	1			3	1		
Total trains		3	1	0	0	4	1	0	0	3	1	0	0	3	1	0	
Totals by type and hour		4	-	-	0	5	-	-	0	4	-	-	0	4	-	0	
Totals by hour of peak		4	-	-	-	5	-	-	-	4	-	-	-	4	-	-	
Total AM peak trains		17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Peak	Number of AM Stops			
	6:30 7:29	7:30 8:29	8:30 9:29	Entire Peak
Milton	3	5	3	11
Lisgar	3	5	3	11
Meadowvale	4	6	4	14
Streetsville	4	6	4	14
Erindale	4	6	4	14
Cooksville	4	6	4	14
Dixie	4	6	4	14
Kipling	4	6	4	14
Dundas W.	4	6	4	14
Bloor	4	6	4	14
Union	4	6	4	14

Peak	Avg Headway btwn stopping trains *			
	6:30 7:29	7:30 8:29	8:30 9:29	Entire Peak
Milton	20	12	20	17
Lisgar	20	12	20	17
Meadowvale	15	10	15	13
Streetsville	15	10	15	13
Erindale	15	10	15	13
Cooksville	15	10	15	13
Dixie	15	10	15	13
Kipling	15	10	15	13
Dundas W.	15	10	15	13
Bloor	15	10	15	13
Union	15	10	15	13

Counter Peak	Number of AM Stops			
	6:30 7:29	7:30 8:29	8:30 9:29	Entire Peak
Milton	-	-	-	-
Lisgar	-	-	-	-
Meadowvale	1	1	1	3
Streetsville	1	1	1	3
Erindale	1	1	1	3
Cooksville	1	1	1	3
Dixie	1	1	1	3
Kipling	1	1	1	3
Dundas W.	1	1	1	3
Bloor	1	1	1	3
Union	1	1	1	3

Counter Peak	Avg Headway btwn stopping trains *			
	6:30 7:29	7:30 8:29	8:30 9:29	Entire Peak
Milton	-	-	-	-
Lisgar	-	-	-	-
Meadowvale	60	60	60	60
Streetsville	60	60	60	60
Erindale	60	60	60	60
Cooksville	60	60	60	60
Dixie	60	60	60	60
Kipling	60	60	60	60
Dundas W.	60	60	60	60
Bloor	60	60	60	60
Union	60	60	60	60

Counter Peak	Number of PM Stops				
	15:30 16:29	16:30 17:29	17:30 18:29	18:30 19:29	Entire Peak
Milton	-	-	-	-	-
Lisgar	-	-	-	-	-
Meadowvale	1	1	1	1	4
Streetsville	1	1	1	1	4
Erindale	1	1	1	1	4
Cooksville	1	1	1	1	4
Dixie	1	1	1	1	4
Kipling	1	1	1	1	4
Dundas W.	1	1	1	1	4
Bloor	1	1	1	1	4
Union	1	1	1	1	4

Counter Peak	Avg Headway btwn stopping trains *				
	15:30 16:29	16:30 17:29	17:30 18:29	18:30 19:29	Entire Peak
Milton	-	-	-	-	-
Lisgar	-	-	-	-	-
Meadowvale	60	60	60	60	60
Streetsville	60	60	60	60	60
Erindale	60	60	60	60	60
Cooksville	60	60	60	60	60
Dixie	60	60	60	60	60
Kipling	60	60	60	60	60
Dundas W.	60	60	60	60	60
Bloor	60	60	60	60	60
Union	60	60	60	60	60

Peak	Number of PM Stops				
	15:30 16:29	16:30 17:29	17:30 18:29	18:30 19:29	Entire Peak
Milton	3	4	3	3	13
Lisgar	3	4	3	3	13
Meadowvale	4	5	4	4	17
Streetsville	4	5	4	4	17
Erindale	4	5	4	4	17
Cooksville	4	5	4	4	17
Dixie	4	5	4	4	17
Kipling	4	5	4	4	17
Dundas W.	4	5	4	4	17
Bloor	4	5	4	4	17
Union	4	5	4	4	17

Peak	Avg Headway btwn stopping trains *				
	15:30 16:29	16:30 17:29	17:30 18:29	18:30 19:29	Entire Peak
Milton	20	15	20	20	19
Lisgar	20	15	20	20	19
Meadowvale	15	12	15	15	15
Streetsville	15	12	15	15	15
Erindale	15	12	15	15	15
Cooksville	15	12	15	15	15
Dixie	15	12	15	15	15
Kipling	15	12	15	15	15
Dundas W.	15	12	15	15	15
Bloor	15	12	15	15	15
Union	15	12	15	15	15

Note: * Avg headway for illustrative purposes only assumes all stopping trains are spaced evenly within the hour and at all stations. Headway of 60* indicates only one train stopping with in the hour.

Electrification Reference Case - Georgetown Service Concept

AM (trn arr timed @ Union)	06:30-7:29				07:30-08:29				08:30-09:29							
	Locals		Express		Locals		Express		Locals		Express					
EB																
Kitch/Bres/Guelph/Act																
Georgetown	3				2			2		3						
Mount Pleasant	3	1			2	1		2		3	1					
Brampton	3	1			2	1		2		3	1					
Bramalea	3	1			2	1	1	2		3	1					
Malton	3	1			2	1	1	:		3	1					
Etobicoke North	3	1			2	1	1	:		3	1					
Weston	3	1			2	1	1	:		3	1					
Eglinton	3	1			2	1	1	:		3	1					
Bloor	3	1			2	1	1	V		3	1					
Union	3	1			2	1	1	2		3	1					
Total trains	3	1	0	0	0	0	0	2	1	1	2	0	0	0	0	
Totals by type and hour	4			0				4			2			4		0
Totals by hour of peak	4							6						4		
Total AM peak trains	14															

AM (trn dep timed @ Union)	06:30-7:29				07:30-08:29				08:30-09:29							
	Locals		Express		Locals		Express		Locals		Express					
EB																
Kitch/Bres/Guelph/Act																
Georgetown																
Mount Pleasant	1				1					1						
Brampton	1				1					1						
Bramalea	1				1					1						
Malton	1				1					1						
Etobicoke North	1				1					1						
Weston	1				1					1						
Eglinton	1				1					1						
Bloor	1				1					1						
Union	1				1					1						
Total trains	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Totals by type and hour	1			0				1			0			1		0
Totals by hour of peak	1							1						1		
Total AM peak trains	3															

AM and PM Table Symbols:

- numerals represent number of trains stopping at each station
- bold numerals indicate origin station
- direction of travel identified by arrows on the left side of each table
- colons and arrows within the table columns indicate stations at which express trains run through the station non-stop
- dashes are place holders and no trains applicable to the cell
- associated equipment cycling and outposting requirements have not been developed
- number of trains, origins and destinations may vary as plans and service concepts are refined
- assumes Union Station and USRC have sufficient capacity to accommodate this service concept

PM (trn arr timed @ Union)	15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
	Locals		Express		Locals		Express		Locals		Express		Locals		Express	
EB																
Kitch/Bres/Guelph/Act																
Georgetown																
Mount Pleasant	1				1					1				1		
Brampton	1				1					1				1		
Bramalea	1				1					1				1		
Malton	1				1					1				1		
Etobicoke North	1				1					1				1		
Weston	1				1					1				1		
Eglinton	1				1					1				1		
Bloor	1				1					1				1		
Union	1				1					1				1		
Total trains	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Totals by type and hour	1			0				1			0			1		0
Totals by hour of peak	1							1						1		
Total AM peak trains	4															

PM (trn dep timed @ Union)	15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
	Locals		Express		Locals		Express		Locals		Express		Locals		Express	
EB																
Kitch/Bres/Guelph/Act																
Georgetown	2				3					3				2		
Mount Pleasant	2	1			3	1				3	1			2	1	
Brampton	2	1			3	1				3	1			2	1	
Bramalea	2	1	1		3	1				3	1			2	1	1
Malton	2	1	1		3	1				3	1			2	1	1
Etobicoke North	2	1	1		3	1				3	1			2	1	1
Weston	2	1	1		3	1				3	1			2	1	1
Eglinton	2	1	1		3	1				3	1			2	1	1
Bloor	2	1	1		3	1				3	1			2	1	1
Union	2	1	1		3	1				3	1			2	1	1
Total trains	2	1	1	0	0	0	0	3	1	0	0	0	0	2	1	1
Totals by type and hour	4			0				4			0			4		0
Totals by hour of peak	4							4						4		
Total AM peak trains	16															

Number of AM Stops

Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Kitch/Bres/Guelph/Act	3	4	3	10
Georgetown	3	4	3	10
Mount Pleasant	4	5	4	13
Brampton	4	5	4	13
Bramalea	4	6	4	14
Malton	4	4	4	12
Etobicoke North	4	4	4	12
Weston	4	4	4	12
Eglinton	4	4	4	12
Bloor	4	4	4	12
Union	4	6	4	14

Avg Headway btwn stopping trains *

Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Kitch/Bres/Guelph/Act	20	15	20	18
Georgetown	20	15	20	18
Mount Pleasant	15	12	15	14
Brampton	15	12	15	14
Bramalea	15	10	15	13
Malton	15	15	15	15
Etobicoke North	15	15	15	15
Weston	15	15	15	15
Eglinton	15	15	15	15
Bloor	15	15	15	15
Union	15	10	15	13

Counter Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Kitch/Bres/Guelph/Act	1	1	1	3
Georgetown	1	1	1	3
Mount Pleasant	1	1	1	3
Brampton	1	1	1	3
Bramalea	1	1	1	3
Malton	1	1	1	3
Etobicoke North	1	1	1	3
Weston	1	1	1	3
Eglinton	1	1	1	3
Bloor	1	1	1	3
Union	1	1	1	3

Counter Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Kitch/Bres/Guelph/Act	60	60	60	60
Georgetown	60	60	60	60
Mount Pleasant	60	60	60	60
Brampton	60	60	60	60
Bramalea	60	60	60	60
Malton	60	60	60	60
Etobicoke North	60	60	60	60
Weston	60	60	60	60
Eglinton	60	60	60	60
Bloor	60	60	60	60
Union	60	60	60	60

Number of PM Stops

Counter Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
Kitch/Bres/Guelph/Act	1	1	1	1	4
Georgetown	1	1	1	1	4
Mount Pleasant	1	1	1	1	4
Brampton	1	1	1	1	4
Bramalea	1	1	1	1	4
Malton	1	1	1	1	4
Etobicoke North	1	1	1	1	4
Weston	1	1	1	1	4
Eglinton	1	1	1	1	4
Bloor	1	1	1	1	4
Union	1	1	1	1	4

Avg Headway btwn stopping trains *

Counter Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
Kitch/Bres/Guelph/Act	30	20	20	30	24
Georgetown	30	20	20	30	24
Mount Pleasant	20	15	15	20	18
Brampton	20	15	15	20	18
Bramalea	15	15	15	15	15
Malton	15	15	15	15	15
Etobicoke North	15	15	15	15	15
Weston	15	15	15	15	15
Eglinton	15	15	15	15	15
Bloor	15	15	15	15	15
Union	15	15	15	15	15

Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
Kitch/Bres/Guelph/Act	2	3	3	2	10
Georgetown	2	3	3	2	10
Mount Pleasant	3	4	4	3	14
Brampton	3	4	4	3	14
Bramalea	4	4	4	4	16
Malton	4	4	4	4	16
Etobicoke North	4	4	4	4	16
Weston	4	4	4	4	16
Eglinton	4	4	4	4	16
Bloor	4	4	4	4	16
Union	4	4	4	4	16

Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
Kitch/Bres/Guelph/Act	30	20	20	30	24
Georgetown	30	20	20	30	24
Mount Pleasant	20	15	15	20	18
Brampton	20	15	15	20	18

Electrification Reference Case - Barrie Service Concept

	AM (trn arr timed @ Union)				06:30-7:29				07:30-8:29				08:30-09:29			
	Locals		Express		Locals		Express		Locals		Express		Locals		Express	
SB	Allandale	2	-	-	-	3	-	-	-	2	-	-	-	-	-	
	Barrie South	2	-	-	-	3	-	-	-	2	-	-	-	-	-	
	Bradford	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	East Gwillimbury	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	Newmarket	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	Aurora	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	King City	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	Maple	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	Rutherford	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	York University	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	Downsview	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
	Union	2	1	-	-	3	1	-	-	2	1	-	-	-	-	
Total trains		2	1	0	0	3	1	0	0	2	1	0	0	0	0	
Totals by type and hour		3	-	-	0	4	-	-	0	3	-	-	0	-	-	
Totals by hour of peak		3	-	-	-	4	-	-	-	3	-	-	-	-	-	
Total AM peak trains		10	-	-	-	-	-	-	-	-	-	-	-	-	-	

	AM (trn dep timed @ Union)				06:30-7:29				07:30-8:29				08:30-09:29			
	Locals		Express		Locals		Express		Locals		Express		Locals		Express	
^	Allandale	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Barrie South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Bradford	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	East Gwillimbury	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	Newmarket	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	Aurora	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	King City	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	Maple	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	Rutherford	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	York University	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	Downsview	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
	Union	1	-	-	-	1	-	-	-	1	-	-	-	-	-	
Total trains		1	0	0	0	1	0	0	0	1	0	0	0	0	0	
Totals by type and hour		1	-	-	0	1	-	-	0	1	-	-	0	-	-	
Totals by hour of peak		1	-	-	-	1	-	-	-	1	-	-	-	-	-	
Total AM peak trains		3	-	-	-	-	-	-	-	-	-	-	-	-	-	

AM and PM Table Symbols:

- numerals represent number of trains stopping at each station
- bold numerals indicate origin station
- direction of travel identified by arrows on the left side of each table
- colons and arrows within the table columns indicate stations at which express trains run through the station non-stop
- dashes are place holders and no trains applicable to the cell
- associated equipment cycling and outposting requirements have not been developed
- number of trains, origins and destinations may vary as plans and service concepts are refined
- assumes Union Station and USRC have sufficient capacity to accommodate this service concept

	PM (trn arr timed @ Union)				15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
	Locals		Express		Locals		Express		Locals		Express		Locals		Express		Locals		Express	
SB	Allandale	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Barrie South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bradford	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	East Gwillimbury	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	Newmarket	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	Aurora	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	King City	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	Maple	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	Rutherford	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	York University	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	Downsview	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
	Union	1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
Total trains		1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Totals by type and hour		1	-	-	0	1	-	-	0	1	-	-	0	1	-	-	0	-	-	-
Totals by hour of peak		1	-	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	-	-
Total AM peak trains		4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PM (trn dep timed @ Union)				15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
	Locals		Express		Locals		Express		Locals		Express		Locals		Express		Locals		Express	
^	Allandale	2	-	-	-	2	-	-	-	2	-	-	-	2	-	-	-	-	-	-
	Barrie South	2	-	-	-	2	-	-	-	2	-	-	-	2	-	-	-	-	-	-
	Bradford	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	East Gwillimbury	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	Newmarket	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	Aurora	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	King City	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	Maple	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	Rutherford	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	York University	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	Downsview	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
	Union	2	1	-	-	2	1	-	-	2	1	-	-	2	1	-	-	-	-	-
Total trains		2	1	0	0	2	1	0	0	2	1	0	0	2	1	0	0	0	0	0
Totals by type and hour		3	-	-	0	3	-	-	0	3	-	-	0	3	-	-	0	-	-	-
Totals by hour of peak		3	-	-	-	3	-	-	-	3	-	-	-	3	-	-	-	-	-	-
Total AM peak trains		12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Number of AM Stops

Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Allandale	2	3	2	7
Barrie South	2	3	2	7
Bradford	3	4	3	10
East Gwillimbury	3	4	3	10
Newmarket	3	4	3	10
Aurora	3	4	3	10
King City	3	4	3	10
Maple	3	4	3	10
Rutherford	3	4	3	10
York University	3	4	3	10
Downsview	3	4	3	10
Union	3	4	3	10

Avg Headway btwn stopping trains *

Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Allandale	30	20	30	26
Barrie South	30	20	30	26
Bradford	20	15	20	18
East Gwillimbury	20	15	20	18
Newmarket	20	15	20	18
Aurora	20	15	20	18
King City	20	15	20	18
Maple	20	15	20	18
Rutherford	20	15	20	18
York University	20	15	20	18
Downsview	20	15	20	18
Union	20	15	20	18

Counter Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Allandale	-	-	-	-
Barrie South	-	-	-	-
Bradford	1	1	1	3
East Gwillimbury	1	1	1	3
Newmarket	1	1	1	3
Aurora	1	1	1	3
King City	1	1	1	3
Maple	1	1	1	3
Rutherford	1	1	1	3
York University	1	1	1	3
Downsview	1	1	1	3
Union	1	1	1	3

Counter Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Allandale	-	-	-	-
Barrie South	-	-	-	-
Bradford	60	60	60	60
East Gwillimbury	60	60	60	60
Newmarket	60	60	60	60
Aurora	60	60	60	60
King City	60	60	60	60
Maple	60	60	60	60
Rutherford	60	60	60	60
York University	60	60	60	60
Downsview	60	60	60	60
Union	60	60	60	60

Number of PM Stops

Counter Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Allandale	-	-	-	-	-
Barrie South	-	-	-	-	-
Bradford	1	1	1	1	4
East Gwillimbury	1	1	1	1	4
Newmarket	1	1	1	1	4
Aurora	1	1	1	1	4
King City	1	1	1	1	4
Maple	1	1	1	1	4
Rutherford	1	1	1	1	4
York University	1	1	1	1	4
Downsview	1	1	1	1	4
Union	1	1	1	1	4

Avg Headway btwn stopping trains *

Counter Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Allandale	-	-	-	-	-
Barrie South	-	-	-	-	-
Bradford	60	60	60	60	60
East Gwillimbury	60	60	60	60	60
Newmarket	60	60	60	60	60
Aurora	60	60	60	60	60
King City	60	60	60	60	60
Maple	60	60	60	60	60
Rutherford	60	60	60	60	60
York University	60	60	60	60	60
Downsview	60	60	60	60	60
Union	60	60	60	60	60

Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Allandale	2	2	2	2	8
Barrie South	2	2	2	2	8
Bradford					

Electrification Reference Case - Richmond Hill Service Concept

AM (trn arr timed @ Union)		06:30-7:29				07:30-08:29				08:30-09:29				
		Locals		Express		Locals		Express		Locals		Express		
SB		-	-	-	-	-	-	-	-	-	-	-	-	-
	Bloomington	2	-	-	-	-	-	-	-	2	-	-	-	-
	Stouffville Rd/Leslie 19th	2	-	-	-	-	-	-	-	2	-	-	-	-
	Richmond Hill	2	1	-	-	-	-	-	-	2	1	-	-	-
	Langstaff	2	1	-	-	-	-	-	-	2	1	-	-	-
	Bayview	2	1	-	-	-	-	-	-	2	1	-	-	-
	Steeles	2	1	-	-	-	-	-	-	2	1	-	-	-
	Old Cummer	2	1	-	-	-	-	-	-	2	1	-	-	-
	Oriole	2	1	-	-	-	-	-	-	2	1	-	-	-
	Union	2	1	-	-	-	-	-	-	2	1	-	-	-
Total trains		2	1	0	0	0	0	0	0	2	1	0	0	0
Totals by type and hour		3	-	-	0	-	-	-	-	3	-	-	0	-
Totals by hour of peak		3	-	-	-	-	-	-	-	3	-	-	-	-
Total AM peak trains		9	-	-	-	-	-	-	-	9	-	-	-	-

AM (trn dep timed @ Union)		06:30-7:29				07:30-08:29				08:30-09:29				
		Locals		Express		Locals		Express		Locals		Express		
SB		-	-	-	-	-	-	-	-	-	-	-	-	-
	Bloomington	-	-	-	-	-	-	-	-	-	-	-	-	-
	Stouffville Rd/Leslie 19th	-	-	-	-	-	-	-	-	-	-	-	-	-
	Richmond Hill	1	-	-	-	-	-	-	-	1	-	-	-	-
	Langstaff	1	-	-	-	-	-	-	-	1	-	-	-	-
	Bayview	1	-	-	-	-	-	-	-	1	-	-	-	-
	Steeles	1	-	-	-	-	-	-	-	1	-	-	-	-
	Old Cummer	1	-	-	-	-	-	-	-	1	-	-	-	-
	Oriole	1	-	-	-	-	-	-	-	1	-	-	-	-
	Union	1	-	-	-	-	-	-	-	1	-	-	-	-
Total trains		1	0	0	0	0	0	0	0	1	0	0	0	0
Totals by type and hour		1	-	-	0	-	-	-	-	1	-	-	0	-
Totals by hour of peak		1	-	-	-	-	-	-	-	1	-	-	-	-
Total AM peak trains		3	-	-	-	-	-	-	-	3	-	-	-	-

AM and PM Table Symbols:

- numerals represent number of trains stopping at each station
- bold numerals indicate origin station
- direction of travel identified by arrows on the left side of each table
- colons and arrows within the table columns indicate stations at which express trains run through the station non-stop
- dashes are place holders and no trains applicable to the cell
- associated equipment cycling and outposting requirements have not been developed
- number of trains, origins and destinations may vary as plans and service concepts are refined
- assumes Union Station and USRC have sufficient capacity to accommodate this service concept

PM (trn arr timed @ Union)		15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
		Locals		Express		Locals		Express		Locals		Express		Locals		Express	
SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Bloomington	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Stouffville Rd/Leslie 19th	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Richmond Hill	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	Langstaff	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	Bayview	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	Steeles	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	Old Cummer	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	Oriole	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
	Union	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
Total trains		1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
Totals by type and hour		1	-	-	0	-	-	-	-	1	-	-	0	-	-	-	
Totals by hour of peak		1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	
Total AM peak trains		4	-	-	-	-	-	-	-	4	-	-	-	-	-	-	

PM (trn dep timed @ Union)		15:30-16:29				16:30-17:29				17:30-18:29				18:30-19:29			
		Locals		Express		Locals		Express		Locals		Express		Locals		Express	
SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Bloomington	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	
	Stouffville Rd/Leslie 19th	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	
	Richmond Hill	2	1	-	-	-	-	-	-	2	1	-	-	-	-	-	
	Langstaff	2	1	-	-	-	-	-	-	2	1	-	-	-	-	-	
	Bayview	2	1	-	-	-	-	-	-	2	1	-	-	-	-	-	
	Steeles	2	1	-	-	-	-	-	-	2	1	-	-	-	-	-	
	Old Cummer	2	1	-	-	-	-	-	-	2	1	-	-	-	-	-	
	Oriole	2	1	-	-	-	-	-	-	2	1	-	-	-	-	-	
	Union	2	1	-	-	-	-	-	-	2	1	-	-	-	-	-	
Total trains		2	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
Totals by type and hour		3	-	-	0	-	-	-	-	3	-	-	0	-	-	-	
Totals by hour of peak		3	-	-	-	-	-	-	-	3	-	-	-	-	-	-	
Total AM peak trains		12	-	-	-	-	-	-	-	12	-	-	-	-	-	-	

Number of AM Stops

Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
	-	-	-	-
Bloomington	2	2	2	6
Stouffville Rd/Leslie 19th	2	2	2	6
Richmond Hill	3	3	3	9
Langstaff	3	3	3	9
Bayview	3	3	3	9
Steeles	3	3	3	9
Old Cummer	3	3	3	9
Oriole	3	3	3	9
Union	3	3	3	9

Avg Headway btwn stopping trains *

Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
	-	-	-	-
Bloomington	30	30	30	30
Stouffville Rd/Leslie 19th	30	30	30	30
Richmond Hill	20	20	20	20
Langstaff	20	20	20	20
Bayview	20	20	20	20
Steeles	20	20	20	20
Old Cummer	20	20	20	20
Oriole	20	20	20	20
Union	20	20	20	20

Counter Peak

Counter Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
	-	-	-	-
Bloomington	-	-	-	-
Stouffville Rd/Leslie 19th	-	-	-	-
Richmond Hill	1	1	1	3
Langstaff	1	1	1	3
Bayview	1	1	1	3
Steeles	1	1	1	3
Old Cummer	1	1	1	3
Oriole	1	1	1	3
Union	1	1	1	3

Counter Peak

Counter Peak	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
	-	-	-	-
Bloomington	-	-	-	-
Stouffville Rd/Leslie 19th	-	-	-	-
Richmond Hill	60	60	60	60
Langstaff	60	60	60	60
Bayview	60	60	60	60
Steeles	60	60	60	60
Old Cummer	60	60	60	60
Oriole	60	60	60	60
Union	60	60	60	60

Number of PM Stops

Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
	-	-	-	-	-
Bloomington	-	-	-	-	-
Stouffville Rd/Leslie 19th	-	-	-	-	-
Richmond Hill	1	1	1	1	4
Langstaff	1	1	1	1	4
Bayview	1	1	1	1	4
Steeles	1	1	1	1	4
Old Cummer	1	1	1	1	4
Oriole	1	1	1	1	4
Union	1	1	1	1	4

Avg Headway btwn stopping trains *

Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
	-	-	-	-	-
Bloomington	-	-	-	-	-
Stouffville Rd/Leslie 19th	-	-	-	-	-
Richmond Hill	60	60	60	60	60
Langstaff	60	60	60	60	60
Bayview	60	60	60	60	60
Steeles	60	60	60	60	60
Old Cummer	60	60	60	60	60
Oriole	60	60	60	60	60
Union	60	60	60	60	60

Counter Peak

Counter Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
	-	-	-	-	-
Bloomington	2	2	2	2	8
Stouffville Rd/Leslie 19th	2	2	2	2	8
Richmond Hill	3	3	3	3	12
Langstaff	3	3	3	3	12
Bayview	3	3	3	3	12
Steeles	3	3	3	3	12
Old Cummer	3	3	3	3	12
Oriole	3	3	3	3	12
Union	3	3	3	3	12

Counter Peak

Counter Peak	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
	-	-	-	-	-
Bloomington	30	30	30	30	30
Stouffville Rd/Leslie 19th	30	30	30	30	30
Richmond Hill	20	20	20	20	20
Langstaff	20	20	20	20	20
Bayview	20	20	20	20	20

Electrification Reference Case - Stouffville Service Concept

AM (trn arr timed @ Union)	06:30-7:29					07:30-08:29					08:30-09:29				
	Locals		Express			Locals		Express			Locals		Express		
SB															
	Lincolnville														
	Stouffville														
	Mount Joy	3	1							3	1				
	Markham	3	1							3	1				
	Centennial	3	1							3	1				
	Unionville	3	1							3	1				
	Milliken	3	1							3	1				
	Agincourt	3	1							3	1				
	Kennedy	3	1							3	1				
	Union	3	1							3	1				
	Total trains	3	1	0	0	0	0	0	0	3	1	0	0	0	0
	Totals by type and hour	4	-	-	0	-	-	-	-	4	-	-	0	-	-
	Totals by hour of peak	4	-	-	-	-	-	-	-	4	-	-	-	-	-
	Total AM peak trains	12	-	-	-	-	-	-	-	-	-	-	-	-	-

AM (trn dep timed @ Union)	06:30-7:29					07:30-08:29					08:30-09:29				
	Locals		Express			Locals		Express			Locals		Express		
^															
	Lincolnville														
	Stouffville														
	Mount Joy	1								1					
	Markham	1								1					
	Centennial	1								1					
	Unionville	1								1					
	Milliken	1								1					
	Agincourt	1								1					
	Kennedy	1								1					
	Union	1								1					
	Total trains	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	Totals by type and hour	1	-	-	0	-	-	-	-	1	-	-	0	-	-
	Totals by hour of peak	1	-	-	-	-	-	-	-	1	-	-	-	-	-
	Total AM peak trains	3	-	-	-	-	-	-	-	-	-	-	-	-	-

AM and PM Table Symbols:

- numerals represent number of trains stopping at each station
- bold numerals indicate origin station
- direction of travel identified by arrows on the left side of each table
- colons and arrows within the table columns indicate stations at which express trains run through the station non-stop
- dashes are place holders and no trains applicable to the cell
- associated equipment cycling and outposting requirements have not been developed
- number of trains, origins and destinations may vary as plans and service concepts are refined
- assumes Union Station and USRC have sufficient capacity to accommodate this service concept

PM (trn arr timed @ Union)	15:30-16:29					16:30-17:29					17:30-18:29					18:30-19:29				
	Locals		Express			Locals		Express			Locals		Express			Locals		Express		
SB																				
	Lincolnville																			
	Stouffville																			
	Mount Joy	1								1					1					
	Markham	1								1					1					
	Centennial	1								1					1					
	Unionville	1								1					1					
	Milliken	1								1					1					
	Agincourt	1								1					1					
	Kennedy	1								1					1					
	Union	1								1					1					
	Total trains	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
	Totals by type and hour	1	-	-	0	-	-	-	-	1	-	-	0	-	1	-	-	0	-	-
	Totals by hour of peak	1	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-
	Total AM peak trains	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PM (trn dep timed @ Union)	15:30-16:29					16:30-17:29					17:30-18:29					18:30-19:29				
	Locals		Express			Locals		Express			Locals		Express			Locals		Express		
^																				
	Lincolnville	3								3					3					
	Stouffville	3								3					3					
	Mount Joy	3	1							3	1				3	1				
	Markham	3	1							3	1				3	1				
	Centennial	3	1							3	1				3	1				
	Unionville	3	1							3	1				3	1				
	Milliken	3	1							3	1				3	1				
	Agincourt	3	1							3	1				3	1				
	Kennedy	3	1							3	1				3	1				
	Union	3	1							3	1				3	1				
	Total trains	3	1	0	0	0	0	0	0	3	1	0	0	0	3	1	0	0	0	0
	Totals by type and hour	4	-	-	0	-	-	-	-	4	-	-	0	-	4	-	-	0	-	-
	Totals by hour of peak	4	-	-	-	-	-	-	-	4	-	-	-	-	4	-	-	-	-	-
	Total AM peak trains	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Number of AM Stops	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Peak	-	-	-	-
Lincolnville	3	3	3	9
Stouffville	3	3	3	9
Mount Joy	4	4	4	12
Markham	4	4	4	12
Centennial	4	4	4	12
Unionville	4	4	4	12
Milliken	4	4	4	12
Agincourt	4	4	4	12
Kennedy	4	4	4	12
Union	4	4	4	12

Avg Headway btwn stopping trains *	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Peak	-	-	-	-
Lincolnville	20	20	20	20
Stouffville	20	20	20	20
Mount Joy	15	15	15	15
Markham	15	15	15	15
Centennial	15	15	15	15
Unionville	15	15	15	15
Milliken	15	15	15	15
Agincourt	15	15	15	15
Kennedy	15	15	15	15
Union	15	15	15	15

Number of PM Stops	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Counter Peak	-	-	-	-
Lincolnville	-	-	-	-
Stouffville	-	-	-	-
Mount Joy	1	1	1	3
Markham	1	1	1	3
Centennial	1	1	1	3
Unionville	1	1	1	3
Milliken	1	1	1	3
Agincourt	1	1	1	3
Kennedy	1	1	1	3
Union	1	1	1	3

Avg Headway btwn stopping trains *	6:30	7:30	8:30	Entire Peak
	7:29	8:29	9:29	
Counter Peak	-	-	-	-
Lincolnville	-	-	-	-
Stouffville	-	-	-	-
Mount Joy	60	60	60	60
Markham	60	60	60	60
Centennial	60	60	60	60
Unionville	60	60	60	60
Milliken	60	60	60	60
Agincourt	60	60	60	60
Kennedy	60	60	60	60
Union	60	60	60	60

Number of PM Stops	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
Counter Peak	-	-	-	-	-
Lincolnville	-	-	-	-	-
Stouffville	-	-	-	-	-
Mount Joy	1	1	1	1	4
Markham	1	1	1	1	4
Centennial	1	1	1	1	4
Unionville	1	1	1	1	4
Milliken	1	1	1	1	4
Agincourt	1	1	1	1	4
Kennedy	1	1	1	1	4
Union	1	1	1	1	4

Avg Headway btwn stopping trains *	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
Counter Peak	-	-	-	-	-
Lincolnville	-	-	-	-	-
Stouffville	-	-	-	-	-
Mount Joy	60	60	60	60	60
Markham	60	60	60	60	60
Centennial	60	60	60	60	60
Unionville	60	60	60	60	60
Milliken	60	60	60	60	60
Agincourt	60	60	60	60	60
Kennedy	60	60	60	60	60
Union	60	60	60	60	60

Number of PM Stops	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:29	
Peak	-	-	-	-	-
Lincolnville	3	3	3	3	12
Stouffville	3	3	3	3	12
Mount Joy	4	4	4	4	16
Markham	4	4	4	4	16
Centennial	4	4	4	4	16
Unionville	4	4	4	4	16
Milliken	4	4	4	4	16
Agincourt	4	4	4	4	16
Kennedy	4	4	4	4	16
Union	4	4	4	4	16

Avg Headway btwn stopping trains *	15:30	16:30	17:30	18:30	Entire Peak
	16:29	17:29	18:29	19:2	

Electrification Reference Case - Lakeshore East Service Concept

AM (trn arr timed @ Union)		06:30-7:29			07:30-08:29			08:30-09:29					
		Locals		Express	Locals		Express	Locals		Express			
WB	Bowmanville/Courice	1	-	-	-	-	4	-	-	1	-	-	-
	Oshawa 2	1	2	-	-	-	2	-	-	1	2	-	-
	Oshawa 1	1	2	-	-	-	2	-	-	1	2	-	-
	Whitby	1	2	1	-	-	2	-	-	1	2	1	-
	Ajax	1	2	1	-	-	2	-	-	1	2	1	-
	Pickering	1	2	1	-	-	2	3	-	1	2	1	-
	Rouge Hill	1	2	1	-	-	2	3	-	1	2	1	-
	Guildwood	1	2	1	-	-	2	3	-	1	2	1	-
	Eglinton	1	2	1	-	-	2	3	-	1	2	1	-
	Scarborough	1	2	1	-	-	2	3	-	1	2	1	-
	Danforth	1	2	1	-	-	2	3	-	1	2	1	-
V	Union	1	2	1	-	-	2	3	-	1	2	1	-
Total trains		1	2	1	0	0	0	2	3	0	4	0	0
Totals by type and hour		4	-	-	0	-	-	5	-	-	4	-	-
Totals by hour of peak		4	-	-	-	-	-	9	-	-	-	-	-
Total AM peak trains		17	-	-	-	-	-	-	-	-	-	-	-

AM (trn dep timed @ Union)		06:30-7:29			07:30-08:29			08:30-09:29					
		Locals		Express	Locals		Express	Locals		Express			
EB	Bowmanville/Courice	-	-	-	-	-	-	-	-	-	-	-	-
	Oshawa 2	2	-	-	-	-	2	-	-	2	-	-	-
	Oshawa 1	2	-	-	-	-	2	-	-	2	-	-	-
	Whitby	2	-	-	-	-	2	-	-	2	-	-	-
	Ajax	2	-	-	-	-	2	-	-	2	-	-	-
	Pickering	2	-	-	-	-	2	-	-	2	-	-	-
	Rouge Hill	2	-	-	-	-	2	-	-	2	-	-	-
	Guildwood	2	-	-	-	-	2	-	-	2	-	-	-
	Eglinton	2	-	-	-	-	2	-	-	2	-	-	-
	Scarborough	2	-	-	-	-	2	-	-	2	-	-	-
	Danforth	2	-	-	-	-	2	-	-	2	-	-	-
EB	Union	2	-	-	-	-	2	-	-	2	-	-	-
Total trains		2	0	0	0	0	0	0	0	2	0	0	0
Totals by type and hour		2	-	-	0	-	-	-	-	2	-	-	-
Totals by hour of peak		2	-	-	-	-	-	-	-	2	-	-	-
Total AM peak trains		6	-	-	-	-	-	-	-	-	-	-	-

AM and PM Table Symbols:

- numerals represent number of trains stopping at each station
- bold numerals indicate origin station
- direction of travel identified by arrows on the left side of each table
- colons and arrows within the table columns indicate stations at which express trains run through the station non-stop
- dashes are place holders and no trains applicable to the cell
- associated equipment cycling and outposting requirements have not been developed
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- assumes Union Station and USRC have sufficient capacity to accommodate this service concept

PM (trn arr timed @ Union)		15:30-16:29			16:30-17:29			17:30-18:29			18:30-19:29		
		Locals		Express	Locals		Express	Locals		Express	Locals		Express
WB	Bowmanville/Courice	-	-	-	-	-	-	-	-	-	-	-	-
	Oshawa 2	2	-	-	-	-	2	-	-	2	-	-	-
	Oshawa 1	2	-	-	-	-	2	-	-	2	-	-	-
	Whitby	2	-	-	-	-	2	-	-	2	-	-	-
	Ajax	2	-	-	-	-	2	-	-	2	-	-	-
	Pickering	2	-	-	-	-	2	-	-	2	-	-	-
	Rouge Hill	2	-	-	-	-	2	-	-	2	-	-	-
	Guildwood	2	-	-	-	-	2	-	-	2	-	-	-
	Eglinton	2	-	-	-	-	2	-	-	2	-	-	-
	Scarborough	2	-	-	-	-	2	-	-	2	-	-	-
	Danforth	2	-	-	-	-	2	-	-	2	-	-	-
V	Union	2	-	-	-	-	2	-	-	2	-	-	-
Total trains		2	0	0	0	0	0	0	0	2	0	0	0
Totals by type and hour		2	-	-	0	-	-	-	-	2	-	-	-
Totals by hour of peak		2	-	-	-	-	-	-	-	2	-	-	-
Total AM peak trains		8	-	-	-	-	-	-	-	-	-	-	-

PM (trn dep timed @ Union)		15:30-16:29			16:30-17:29			17:30-18:29			18:30-19:29		
		Locals		Express	Locals		Express	Locals		Express	Locals		Express
EB	Bowmanville/Courice	1	-	-	-	-	3	-	-	1	-	-	-
	Oshawa 2	1	2	-	-	-	2	-	-	3	-	-	-
	Oshawa 1	1	2	-	-	-	2	-	-	3	-	-	-
	Whitby	1	2	1	-	-	2	-	-	3	-	-	-
	Ajax	1	2	1	-	-	2	-	-	3	-	-	-
	Pickering	1	2	1	-	-	2	2	-	3	-	-	-
	Rouge Hill	1	2	1	-	-	2	2	-	3	-	-	-
	Guildwood	1	2	1	-	-	2	2	-	3	-	-	-
	Eglinton	1	2	1	-	-	2	2	-	3	-	-	-
	Scarborough	1	2	1	-	-	2	2	-	3	-	-	-
	Danforth	1	2	1	-	-	2	2	-	3	-	-	-
EB	Union	1	2	1	-	-	2	2	-	3	-	-	-
Total trains		1	2	1	0	0	0	2	2	0	3	0	0
Totals by type and hour		4	-	-	0	-	-	4	-	-	3	-	-
Totals by hour of peak		4	-	-	-	-	-	7	-	-	-	-	-
Total AM peak trains		19	-	-	-	-	-	-	-	-	-	-	-

Number of AM Stops

Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Bowmanville/Courice	1	4	1	6
Oshawa 2	3	6	3	12
Oshawa 1	3	6	3	12
Whitby	4	6	4	14
Ajax	4	6	4	14
Pickering	4	9	4	17
Rouge Hill	4	5	4	13
Guildwood	4	5	4	13
Eglinton	4	5	4	13
Scarborough	4	5	4	13
Danforth	4	5	4	13
Union	4	9	4	17

Avg Headway btwn stopping trains *

6:30	7:30	8:30	Entire
7:29	8:29	9:29	Peak
60	15	60	30
20	10	20	15
20	10	20	15
15	10	15	13
15	10	15	13
15	7	15	11
15	12	15	14
15	12	15	14
15	12	15	14
15	12	15	14
15	12	15	14
15	12	15	14
15	7	15	11

Counter Peak

Counter Peak	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Bowmanville/Courice	-	-	-	-
Oshawa 2	2	2	2	6
Oshawa 1	2	2	2	6
Whitby	2	2	2	6
Ajax	2	2	2	6
Pickering	2	2	2	6
Rouge Hill	2	2	2	6
Guildwood	2	2	2	6
Eglinton	2	2	2	6
Scarborough	2	2	2	6
Danforth	2	2	2	6
Union	2	2	2	6

Counter Peak

6:30	7:30	8:30	Entire
7:29	8:29	9:29	Peak
-	-	-	-
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30
30	30	30	30

Number of PM Stops

Counter Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Bowmanville/Courice	-	-	-	-	-
Oshawa 2	2	2	2	2	8
Oshawa 1	2	2	2	2	8
Whitby	2	2	2	2	8
Ajax	2	2	2	2	8
Pickering	2	2	2	2	8
Rouge Hill	2	2	2	2	8
Guildwood	2	2	2	2	8
Eglinton	2	2	2	2	8
Scarborough	2	2	2	2	8
Danforth	2	2	2	2	8
Union	2	2	2	2	8

Avg Headway btwn stopping trains *

15:30	16:30	17:30	18:30	Entire
16:29	17:29	18:29	19:29	Peak
-	-	-	-	-
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30
30	30	30	30	30

Peak	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Bowmanville/Courice	1	3	1	1	6
Oshawa 2	3	5	3	3	14
Oshawa					