



## Greater Toronto Area

This route started as a project for Bombardier/TCS to aid in training new GO Transit operators in 2006/07. It was originally built in two pieces; GO East and GO West. Accuracy of the trackwork and signaling was most important, as was the physical operation of the equipment. Reliable smooth simulator operation was also important. The route did not have as many background details as most MSTs routes to enhance the smooth operation. The route takes the East and West GO Project and combines them into one large project. More details and track work were added and the route and equipment were refined into the Greater Toronto Area (GTA).

Route Build:	Andy Hockin
Locos:	Ed Sketcher
Equipment:	Ian Dodd, Ed Sketcher
Downtown Towers:	Ian Dodd, Ed Sketcher
Activities:	Andy Hockin
Sound Recordings:	Robin Claxton

The route has over 230 miles of main track, 43 passenger stations, dozens of yards and hundreds of industrial leads. GO Transit, Via and CN equipment is included in 20 activities that run over 8 subdivisions. The subs include all of the USRC, Halton, Weston, Oakville, Uxbridge and portions of the York, Bala, Newmarket and Kingston. The trackwork is accurate for modern operation including the latest upgrades not shown in the included CN track profiles. The passenger activities are taken from the operating schedule all beginning or ending at Union Station.

The Toronto skyline has been built with over 30 accurately modeled towers and buildings. These include some that are just now being completed during the current downtown building boom.



Major yards modeled in the route include the Brampton intermodal, the Willowbrook/Via service centers in Mimico, the Oakville Ford plant and the Aldershot. The Union Station Rail Corridor (USRC) has been accurately modeled which made the use of Xtracks necessary due to the countless double slip switches on each approach ladder. The number of single dwarf signals in the USRC had to be reduced from the prototype, as there were too many signals in the area for MSTs to process. There are still enough of them to give a great feel of the area.



The GTA has many features that will only work with the use of the MSTS “Bin”. The Bin fixes many issues with MSTS and it helps with the stability of the sim. The route will operate without it, however the sim may post messages indicating problems. The bin can be downloaded from the link in the requirements section below.

The GTA will be open to development by any person willing to submit objects or activities to Maple Leaf Tracks. If anyone would like to make or improve a model of a structure, vegetation, texture, etc, to be placed on the route, MLT on approval of the submission, will build an update for the owners of the GTA. These updates will include any necessary fixes to the route and will be free to download and distribute to the GTA owners. Changes to the trackwork unfortunately cannot be made due to the nature of MSTS.

During the combining of the East and West GO projects, the Oshawa leg could not be added. The database became corrupted due to the local route database that defines the dynamic track becoming too large for MSTS to process. This will be looked into to see if that leg can be added to the GTA. Other route combining will also be looked into such as adding the Niagara Corridor and the Bala Sub.

In certain areas, the frame rate (fps) will drop due to the number of track and world objects. The USRC and Mimico yard are two of these areas. If your fps drops or the sim crashes, the following suggestions will help: Do a disc clean and defragmentation of your computer. Turn off all programs running in the background such as messenger. Go into the MSTS options and turn off all shadows and specular lighting. Lower the world object density to 8 or 7. Set the display resolution to 1024 or higher. You may also need to adjust other options to improve performance. Start each act from a fresh boot of the computer.

Required elements not supplied by MLT for the GTA are as follows:

MSTS V1.2 <http://tsinsider.com/Support/v1Downloads.aspx#tsupdate>

MSTS “Bin” <http://mstsbin.uktrainsim.com/>

Xtracks <http://www.nklj.se/xtracks/XTracks.htm>

# Greater Toronto Area



Legend:

Subdivision  
Station

## BLOCK AND INTERLOCKING SIGNALS

In these illustrations, letter plates will appear only on those aspects whose indications are thereby modified.

Special application signals, Rules 406A, 407A and 408A, will appear only on subdivisions or at locations so specified in special instructions.

**Signal indications provided for under Rules 406A, 407A and 408A will be used in all CTC territory and will be illustrated in this book as a part of Rules 406, 407 and 408.**



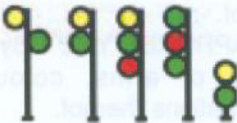
Flashing Light

### 405 Clear Signal



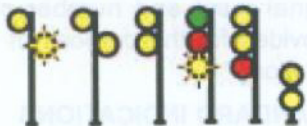
Proceed.

### 407 Clear to Medium



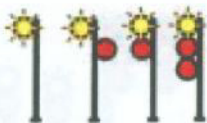
Proceed, approaching next signal at medium speed.

### 408 Clear to Slow



Proceed, approaching next signal at slow speed.

### 409 Advance Clear to Stop



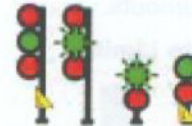
Proceed, next signal is displaying Clear to Stop, be prepared to stop at second signal.

### 410 Clear to Stop



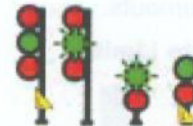
Proceed, preparing to stop at next signal.

### 411 Limited to Clear



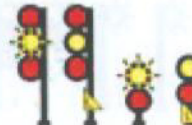
Proceed, limited speed passing signal and through turnouts.

### 411 Limited to Clear



Proceed, limited speed passing signal and through turnouts.

### 415 Limited to Stop



Proceed, limited speed passing signal and through turnouts, preparing to stop at next signal.

### 416 Medium to Clear



Proceed, medium speed passing signal and through turnouts.  
medium speed.

### 420 Medium to Stop



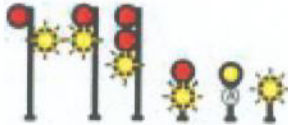
Proceed, medium speed passing signal and through turnouts, preparing to stop at next signal.

421 Slow to Clear



Proceed, slow speed passing signal and through turnouts.

425 Slow to Stop



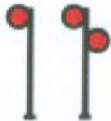
Proceed, slow speed passing signal and through turnouts, preparing to stop at next signal.

426 Restricting Signal



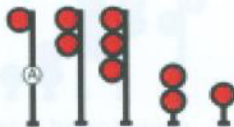
Proceed at restricted speed.

428 Stop and Proceed Signal



Stop, then proceed at restricted speed.

429 Stop Signal



Stop.

Unless required to clear a switch, crossing, controlled location, or spotting passenger equipment on station platforms, a train or engine not authorized by Rule 564 must stop at least 300 feet in advance of the STOP signal.

Proceed, slow speed passing signal and through turnouts, approaching next signal at restricted speed.

Slow to Medium



Proceed, slow speed passing signal and through turnouts, approaching next signal at medium speed.

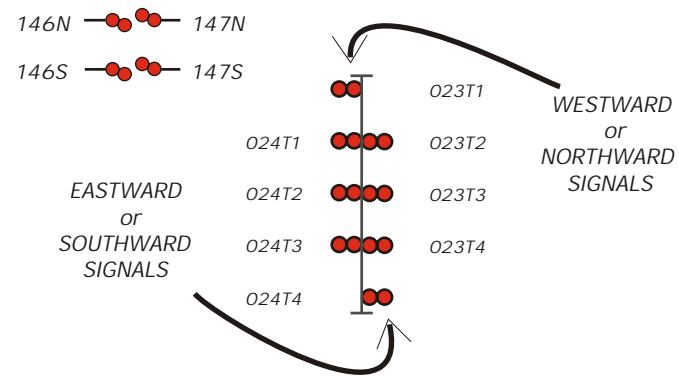
Slow to Stop



Proceed, slow speed passing signal and through turnouts, approaching next signal at restricted speed.

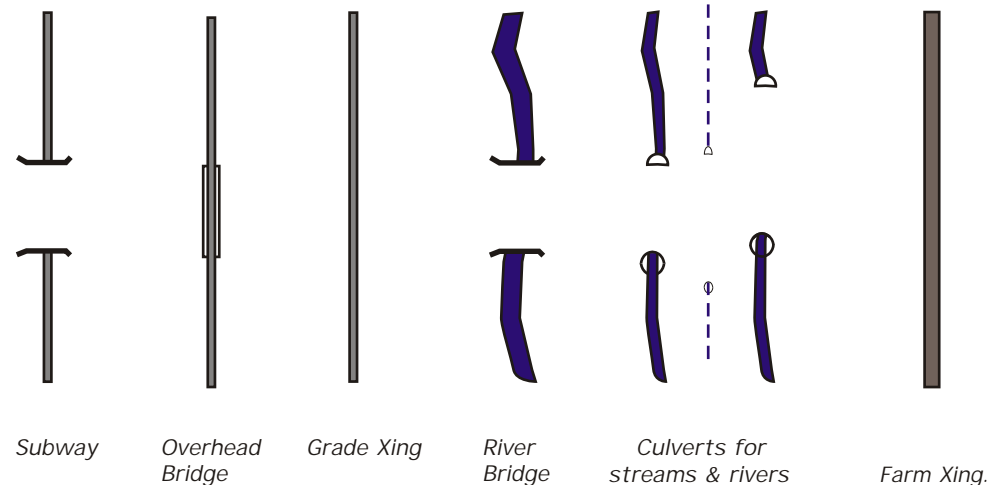
Signal's denoted with a MASTand/or off-set heads are intermediate, ABS, or advance signals.

### INTERMEDIATE SIGNALS



← Signal No.s denoted with an arrow are intermediate, ABS, or advance signals.  
→

### LEGEND



- Stop Boards
- Crossing Pushbutton
- Radio Tower
- Switch Blower
- Switch Heater
- Hot Box Scanner
- Station
- In CTC - Hand operated Swt.  
In ABS - X-over Swt.
- Electric Lock
- Station Platform
- Station Platform No Longer in use.
- Out Building
- Crossing Protection
  - R ReflectORIZED crossbuck
  - G Gates and Lights
  - L Lights and Bells only
  - W Wig-Wags
  - C Crew Protect

### SWITCHES

- =#20 (45MPH)
- =#16 (30MPH)
- =#12 or Smaller (15MPH)
- =#12 or Smaller Spring Switch
- Inoperative Semaphore Signal (Used as Approach)

- C.R.O. Rule 102 Limits
- C.R.O. Rule 102 Not Applicable
- Mileage Post
- Splitrail Derail
- Regular Derail

- Foreign Owned Trackage  
C.R.O. Rule 102 Not Applicable
- Foreign Owned Trackage  
C.R.O. Rule 102 APPLICABLE
- CN Trackage - Out of Service

- Switching Signal Route Available
- C.M.A. Zones (SDC)  
(Behind Frt. Speed Line)

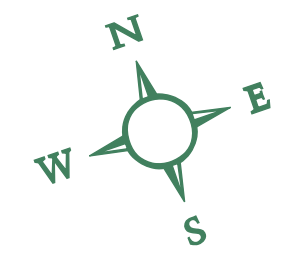
General Elevation information denoted by triangles beneath the Frt. Speed Lines =



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R3-0.00-1.30  
Weston Sub.  
03\07\25dmn  
  
R4-0.00-1.25  
Oakville Sub.  
03\07\25dmn

Toronto  
0.0  
42414



Bathurst St.

1.1  
42310

Weston Sub. to  
Parkdale

To: Bathurst St.  
North Yard

To  
CP Rail  
Galt Sub.

Western Lead

Foreman's  
crossing

Flyunder

West Limits USRC =  
A Tracks = Mile 1.2

West Limits USRC =  
D Tracks = Mile 1.0

USRC to Union Stn.

0.25  
Simcoe St.

Oakville Sub.

RTC: CH8T1, \*5-460#

Oakville-Kingston North Connecting Track

Oakville-Kingston South Connecting Track

Foreman's  
crossing

Locked with  
Special Lock

Bathurst St.

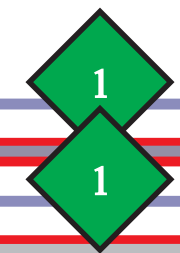
Former  
Bathurst South  
Storage Yard

John St.  
West

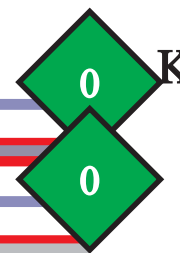
John St.  
East

Scott St.  
(USRC)

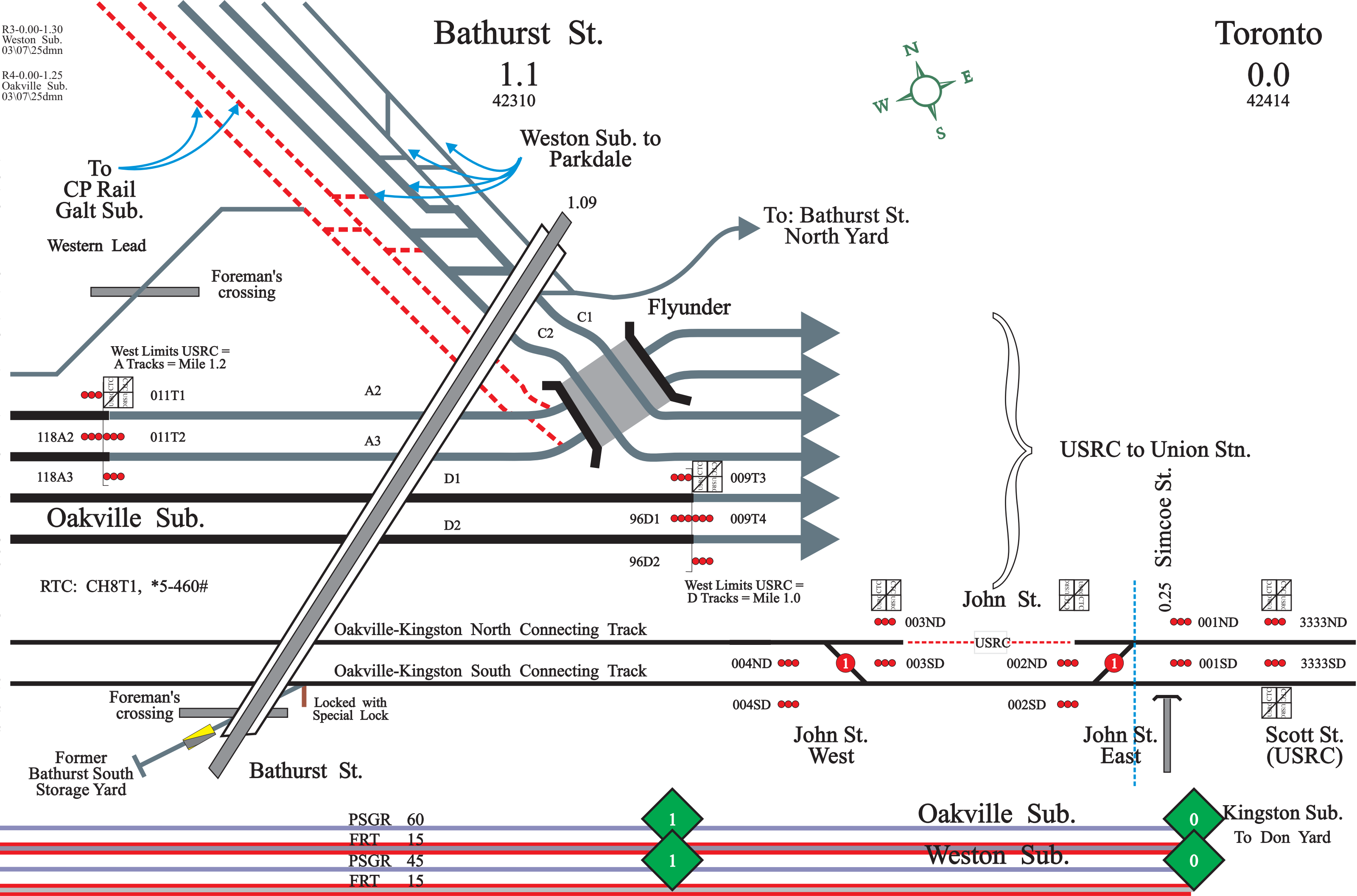
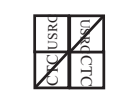
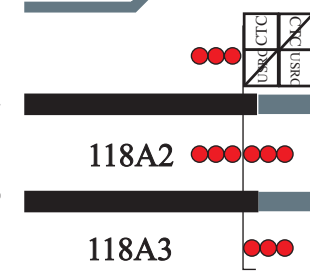
PSGR 60  
FRT 15  
PSGR 45  
FRT 15



Oakville Sub.  
Weston Sub.

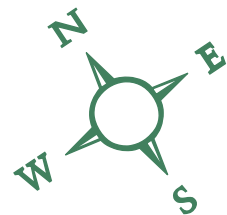


Kingston Sub.  
To Don Yard



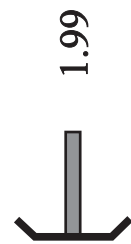


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West Limits Union Station Rail Corridor  
50 feet West of Strachan Ave. Crossing  
For Both CN and CP Rail.  
CN = Mile 1.6  
CP = Mile 1.45

Note: Westward movements = 30 MPH  
Mile 1.3 to 1.6 until Strachan Ave. occupied.  
Eastward movements = 30 MPH  
Mile 1.9 to 1.6 until Strachan Ave. occupied.



Foreman's Crossing

1.63

(CP Mile 1.44) G

1.59

Strachan Ave.

CP Galt Sub. (514) 392-5393

102

CN Weston Sub. 1.6

102

CP Galt Sub. 1.5

1.6

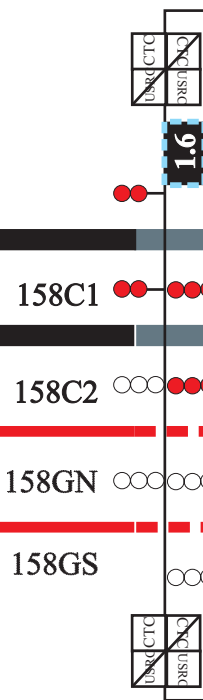
2

PSGR 55  
FRT 35

PSGR 45  
FRT 15

2.10 = 290'

1.30 = 257'



North Track Weston Sub.  
South Track Weston Sub.

North Track CP Galt Sub.  
South Track CP Galt Sub.

F700 Storage Down Frt.  
F701

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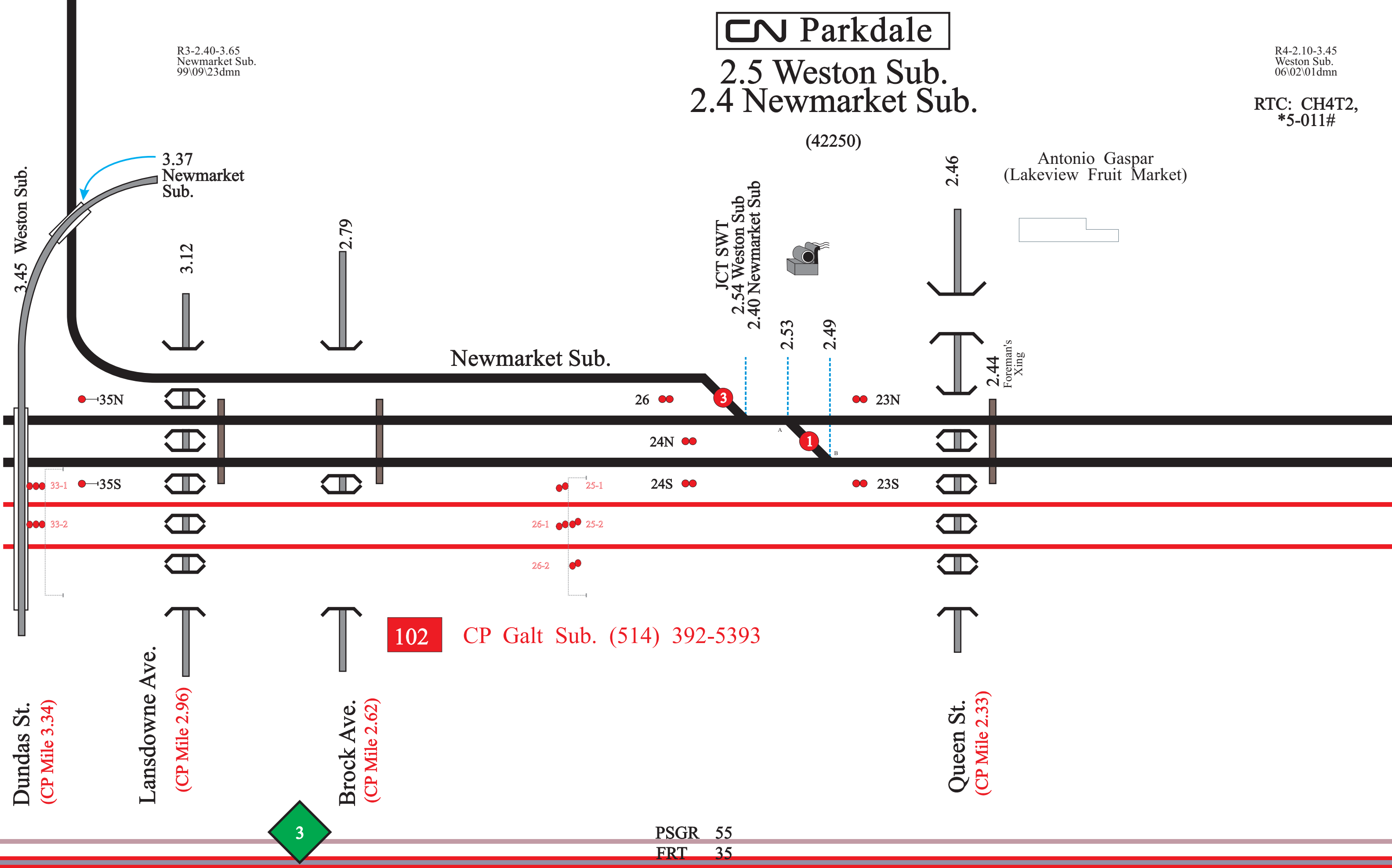
# CN Parkdale

## 2.5 Weston Sub. 2.4 Newmarket Sub.

R3-2.40-3.65  
Newmarket Sub.  
99\09\23dmm

R4-2.10-3.45  
Weston Sub.  
06\02\01dmm

RTC: CH4T2,  
\*5-011#



102 CP Galt Sub. (514) 392-5393



PSGR 55  
FRT 35

3.45 = 355'

2.30 = 290'

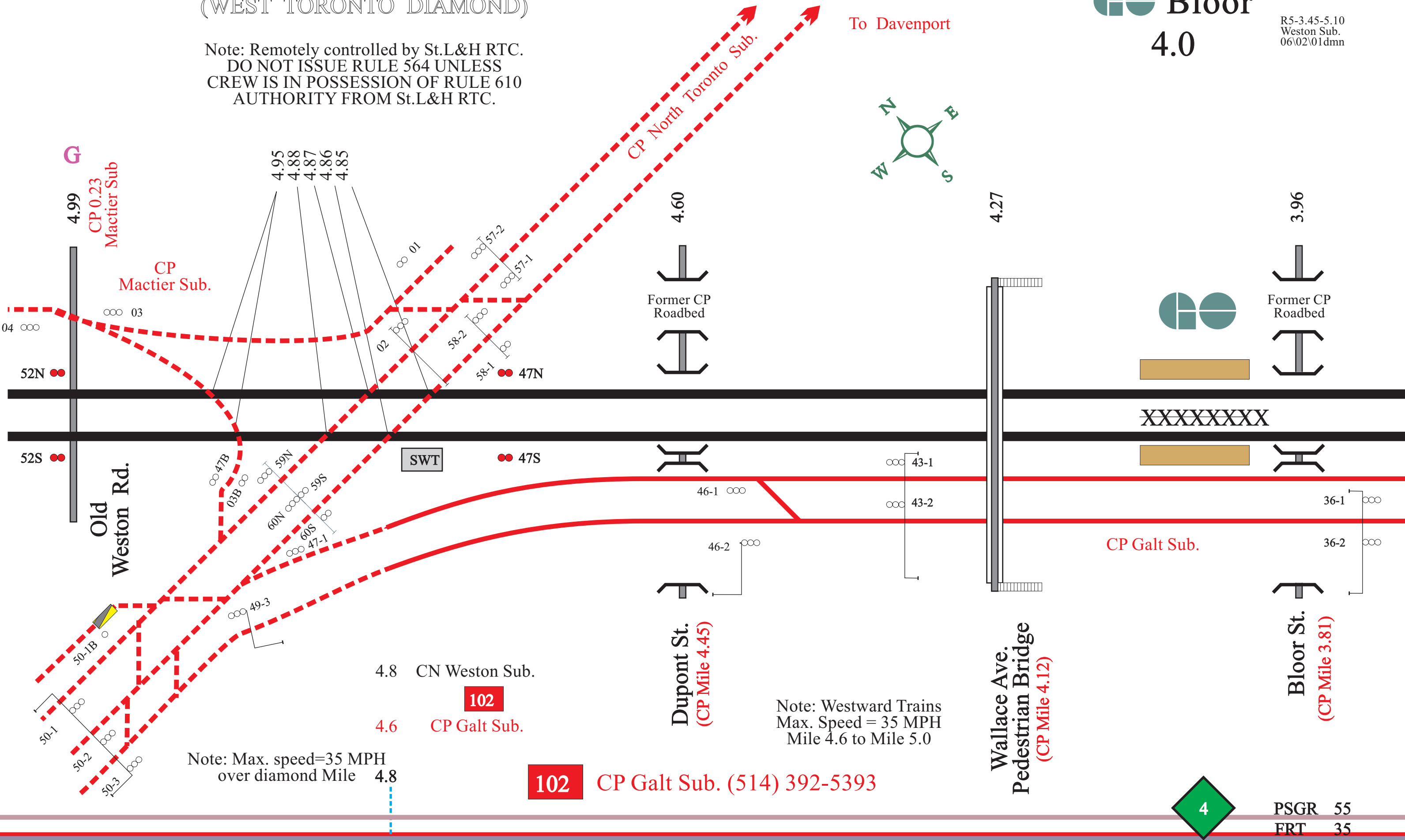
(WEST TORONTO DIAMOND)

Note: Remotely controlled by St.L&H RTC.  
DO NOT ISSUE RULE 564 UNLESS  
CREW IS IN POSSESSION OF RULE 610  
AUTHORITY FROM St.L&H RTC.

To Davenport



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Note: Max. speed=35 MPH  
over diamond Mile 4.8

Note: Westward Trains  
Max. Speed = 35 MPH  
Mile 4.6 to Mile 5.0

**102** CP Galt Sub. (514) 392-5393



PSGR 55  
FRT 35

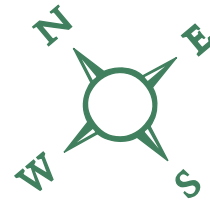
4.95=398'

3.45 = 355'

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R5-5.10 - 7.95  
Weston Sub.  
06\02\01dmn

RTC: CH4T2,  
\*5-011#



CP Mactier Sub.

**CN Keele**

**CN West Toronto**

0.9

5.3

5.1  
42230

5.7

CN Weston Sub.

St. Clair  
Ave. West  
(CP Mile 0.55)

7.96  
(CP Mile 3.17)

7.70

7.17

6.82

6.65

6.45

6.40

6.12

5.65

5.30

CP Mactier Sub.

75

76

7.71  
(EL 770)

7.48

54

53S

CP Mactier Sub.  
0.2

102

5.1  
CN Weston Sub.

Dennison Ave.

J362-677'

J360 192'  
761

Jane St.  
(CP Mile 2.92)

J350-816'  
Facelle

Ray Ave.  
(CP Mile 2.40)

Eglington Ave.  
(CP Mile 2.03)

Culvert

Black Creek Dr.  
(CP Mile 1.66)

Black Creek

Rogers Rd.  
(CP Mile 1.34)

Stream

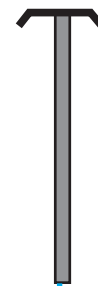
102 CP Mactier Sub (514) 392-5392

Note: Eastward Trains  
Max. Speed=35 MPH  
Mile 5.4 to Mile 5.0

PSGR 80  
FRT 60



PSGR 80  
FRT 60



5.3

9.4 4.5 CP Mactier Sub.

8.6  
42220

3.6 CP Mactier Sub.

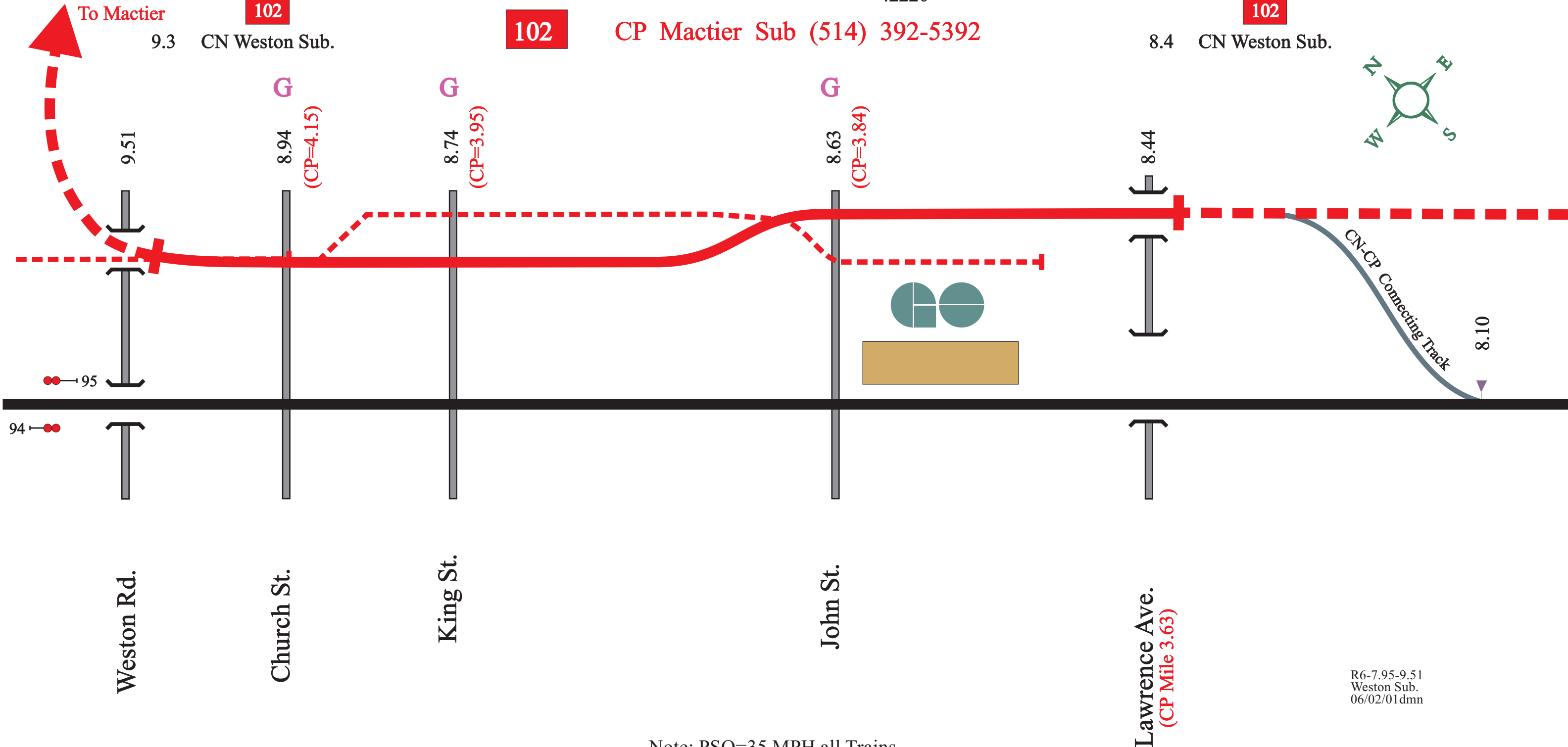
To Mactier  
9.3 CN Weston Sub.

102 CP Mactier Sub (514) 392-5392

102  
8.4 CN Weston Sub.



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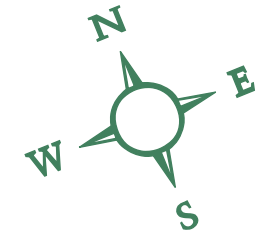
Note: PSO=35 MPH all Trains  
Between Mile 8.2 and Mile 9.3

R6-7.95-9.51  
Weston Sub.  
06/02/01dmn

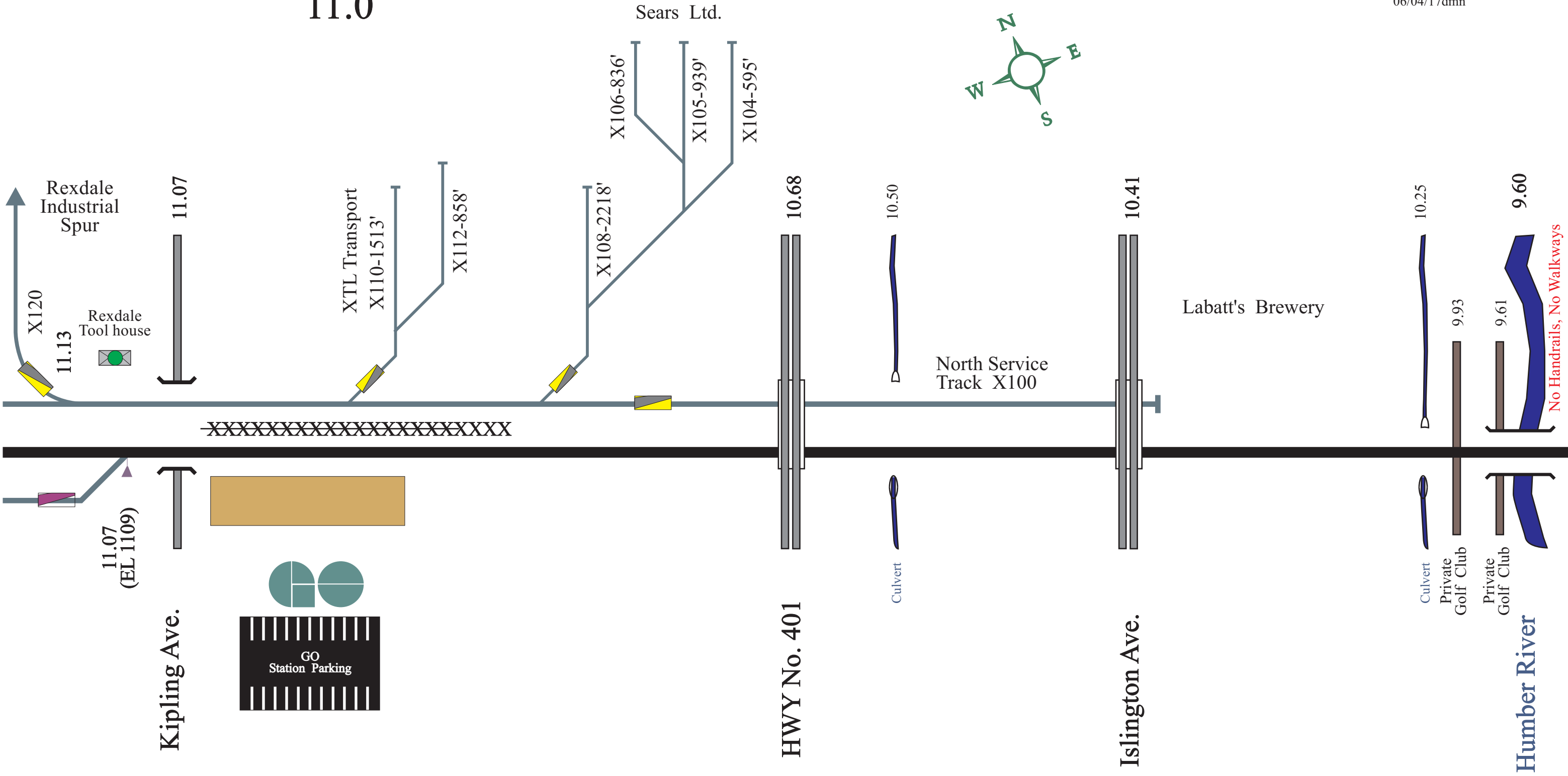


PSGR 80  
FRT 60

11.0



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PSGR 80  
FRT 60



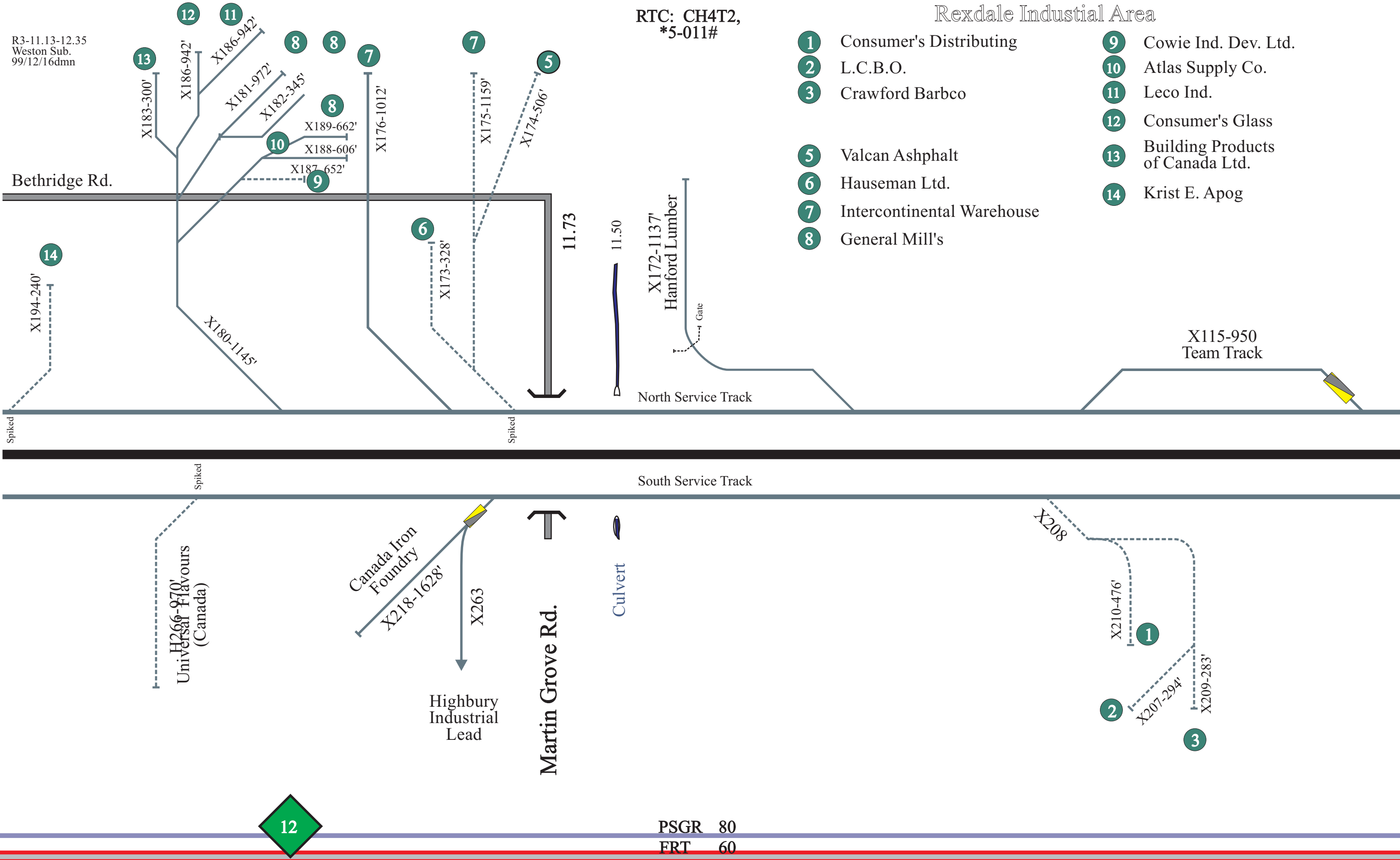
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R3-11.13-12.35  
Weston Sub.  
99/12/16dmn

RTC: CH4T2,  
\*5-011#

### Rexdale Industrial Area

- 1 Consumer's Distributing
- 2 L.C.B.O.
- 3 Crawford Barbcoc
- 5 Valcan Ashphalt
- 6 Hauseman Ltd.
- 7 Intercontinental Warehouse
- 8 General Mill's
- 9 Cowie Ind. Dev. Ltd.
- 10 Atlas Supply Co.
- 11 Leco Ind.
- 12 Consumer's Glass
- 13 Building Products of Canada Ltd.
- 14 Krist E. Apog



PSGR 80  
FRT 60

12.10=551'

11.13=522'

# Woodbine West

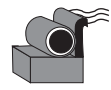
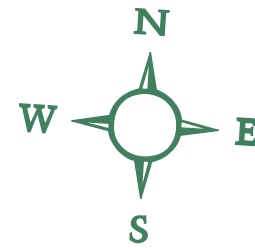
# Woodbine East

14.1

12.5

R4-12.35 - 14.20  
Weston Sub.  
03/07/25dmm

RTC: CH4T2,  
\*5-011#



ALL

Home Depot

G791-712'

G790-1486'

139N

139S

13.70

13.60

13.52

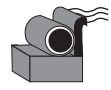
13.50

13.97

Note: Max Speed=30 MPH  
On North Track Mile 12.5 to 14.1

G

13.06



ALL

125D

123S

12.37

140D

140S

126D

126S

126

125D

123S

123D

X355-1303'

X356-1305'

X358-372'

Valentine  
Developments

X350-848'  
Howell  
Warehousing

X348-1000'

SPEX  
X322  
X323

X312L

X326

X344L

X327  
ABC  
Interiors

MacMillan  
Bloedel

Hwy. No. 27

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Northwest Dr.

Mimico Creek  
East Branch

Goreway Dr.

Hwy. No. 427/409 Ramp

Hwy. No. 427

Carlingview Dr.

Orlando Dr.  
Lead

American Can  
Lead

14

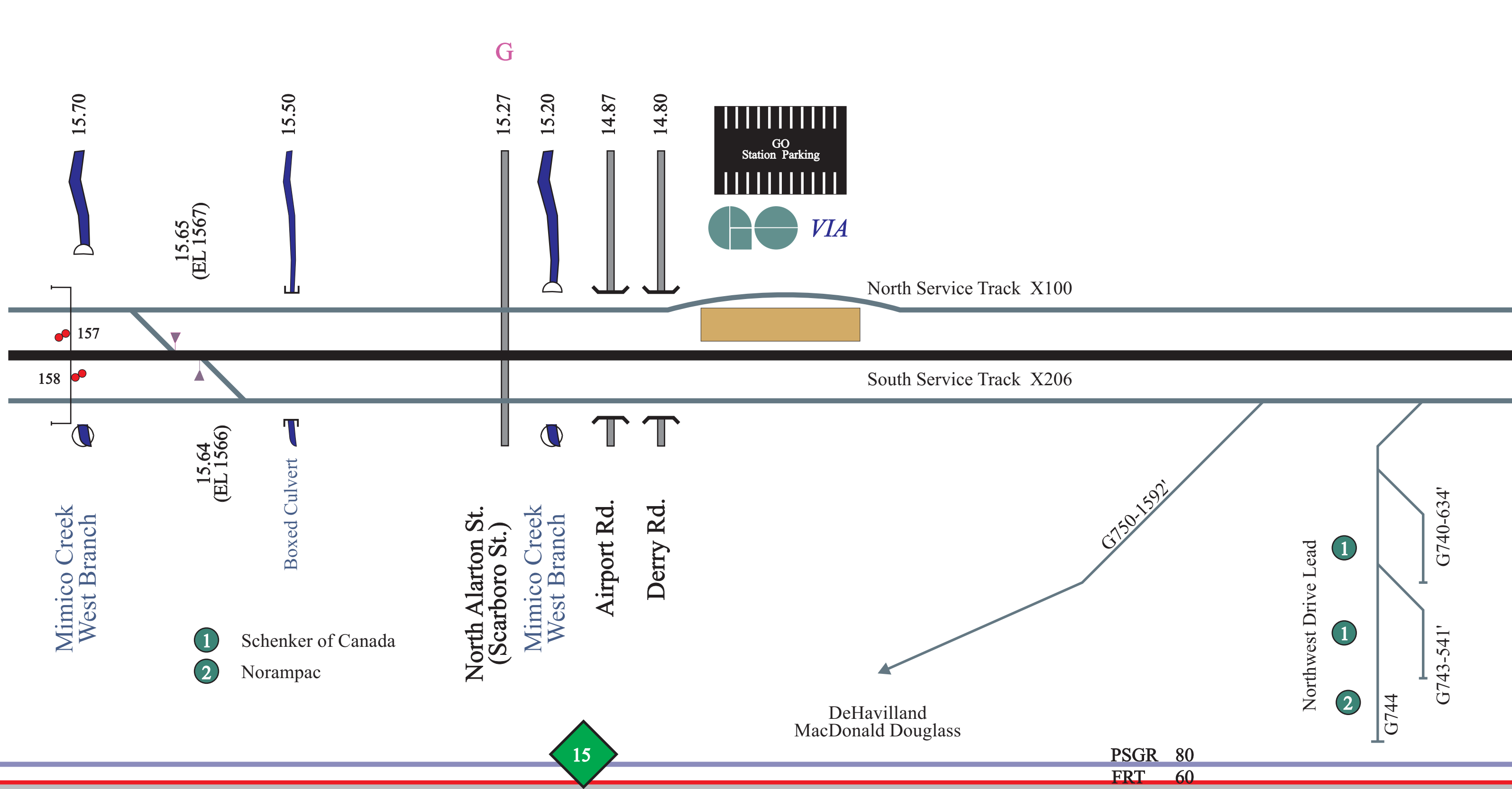
PSGR 80  
FRT 60

13

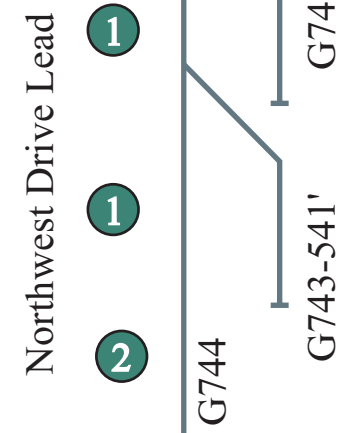


14.7  
42215

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15.50 = 551'



PSGR 80  
FRT 60

# Halwest

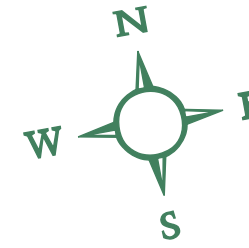
11.1  
42355

# Torbram

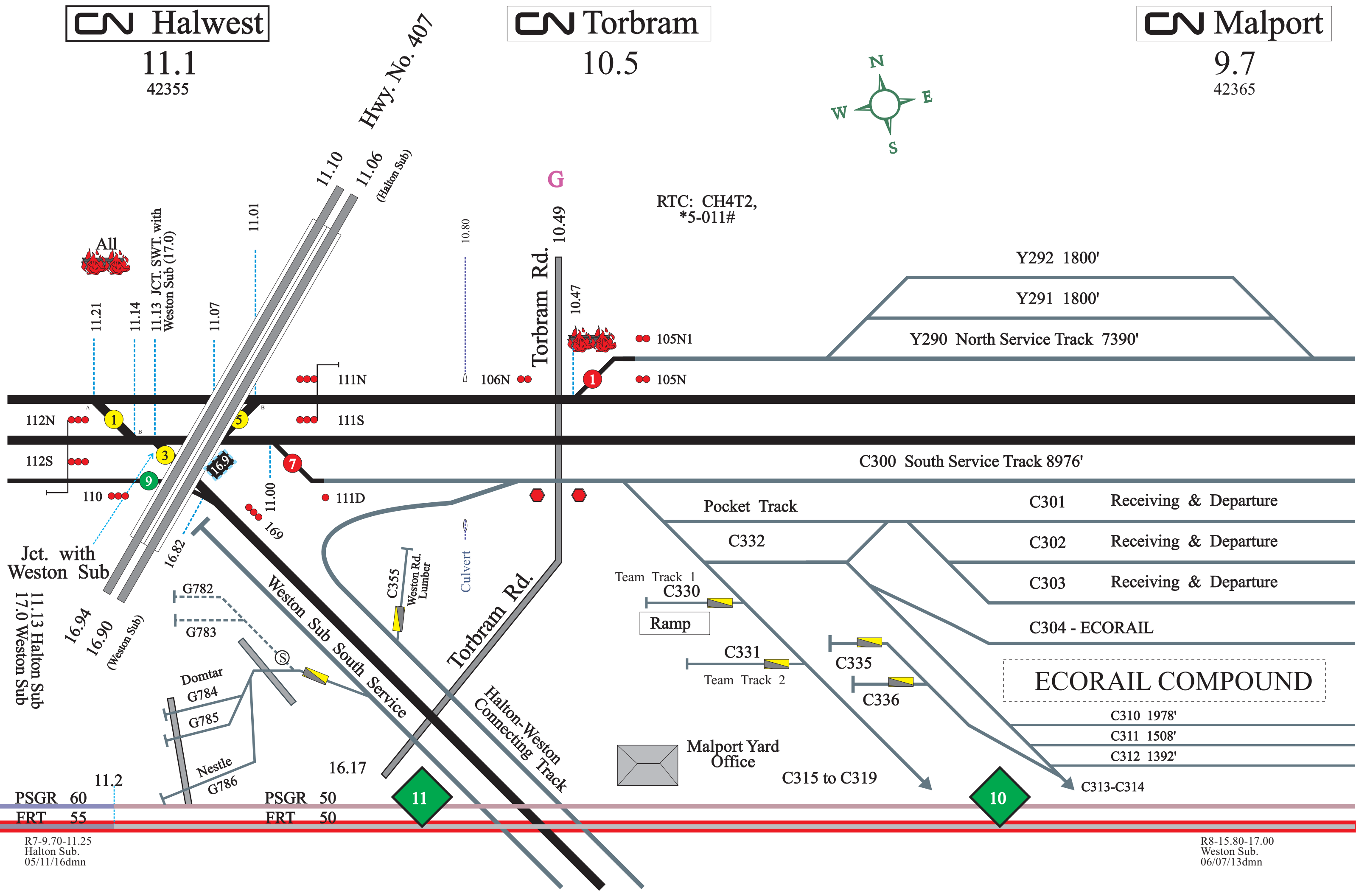
10.5

# Malport

9.7  
42365



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RTC: CH4T2,  
\*5-011#

Y292 1800'

Y291 1800'

Y290 North Service Track 7390'

C300 South Service Track 8976'

C301 Receiving & Departure

C302 Receiving & Departure

C303 Receiving & Departure

C304 - ECORAIL

ECORAIL COMPOUND

C310 1978'

C311 1508'

C312 1392'

C315 to C319

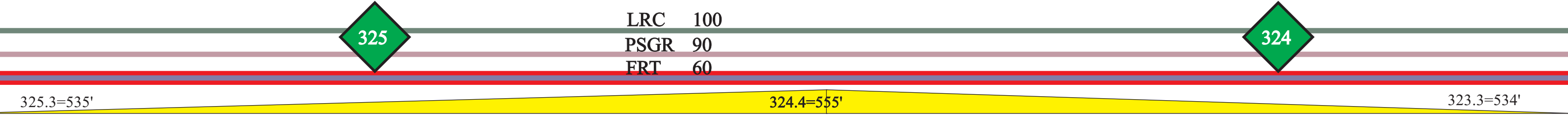
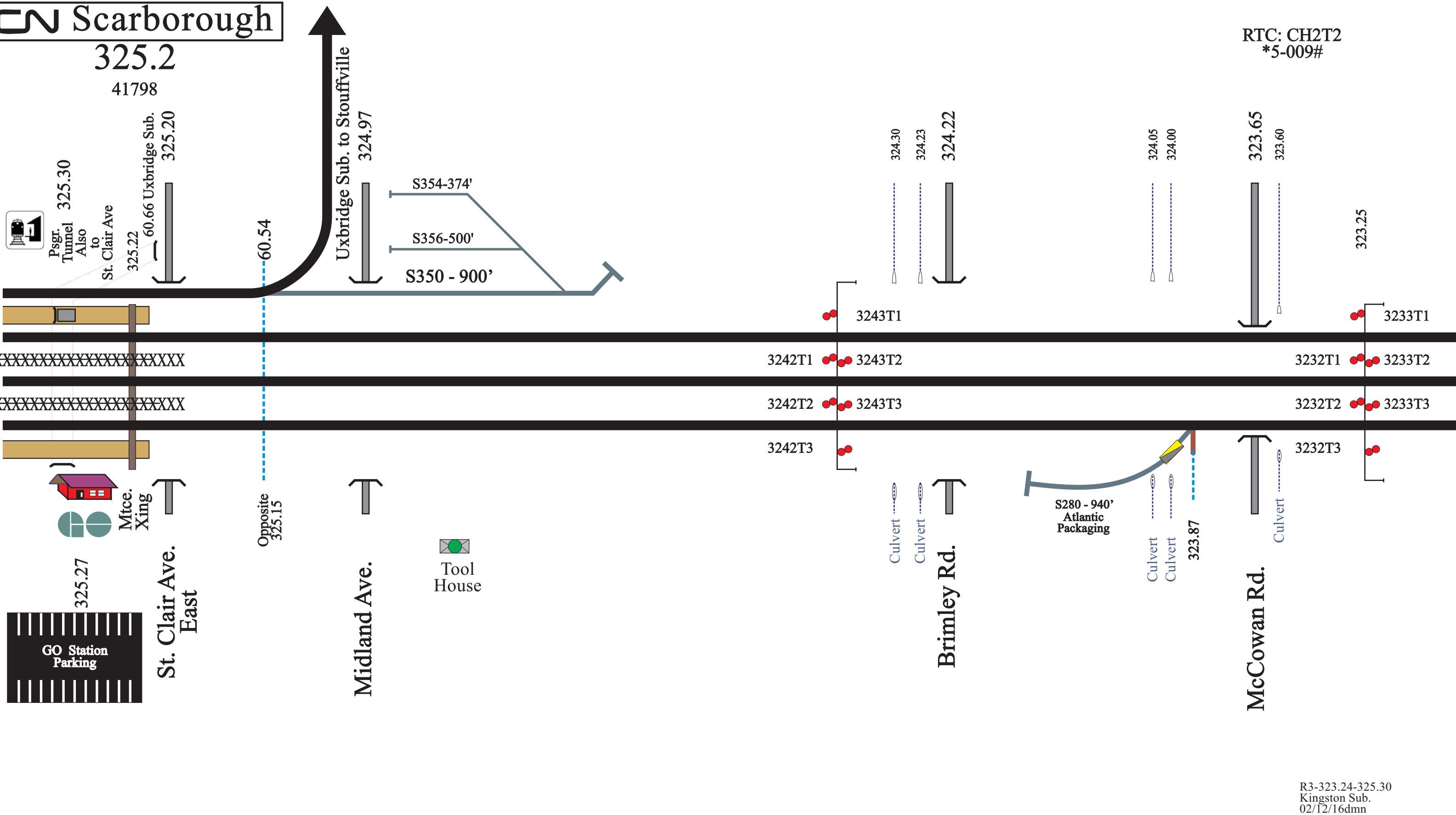
C313-C314

PSGR 60  
FRT 55

PSGR 50  
FRT 50

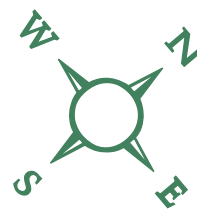
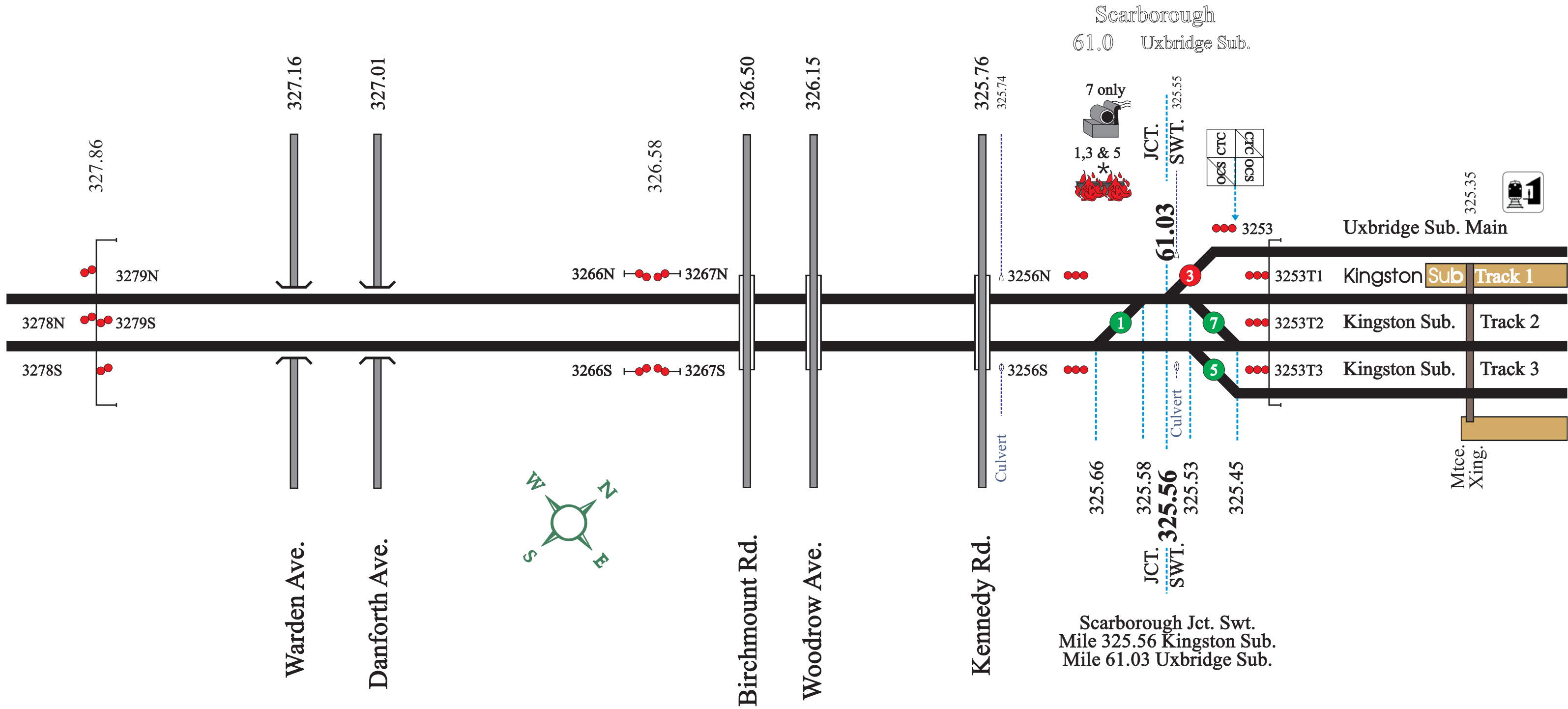


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R3-323.24-325.30  
Kingston Sub.  
02/12/16dmn

THIS IS NOT A LEGAL DOCUMENT - FOR INTERNAL CN INFORMATION ONLY



327

LRC 100  
PSGR 90  
FRT 60

326

R6-325.30-327.90  
Kingston Sub.  
02/12/02dmn

327.8=427'

325.3=535'

# CN Danforth

RTC: CH2T2  
\*5-009#

328.6  
42432

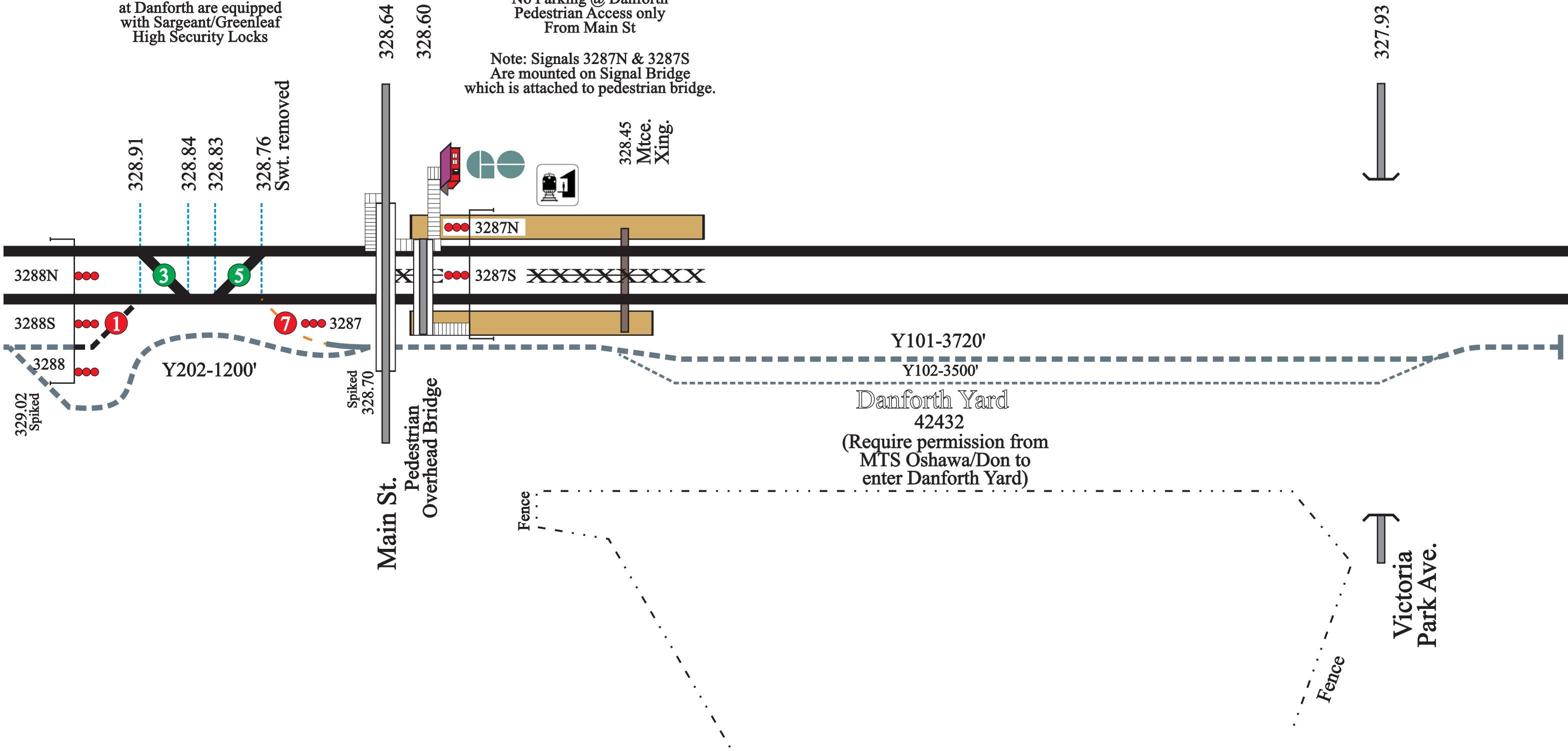
Note: Dual Control Swts at Danforth are equipped with Sargeant/Greenleaf High Security Locks

No Parking @ Danforth  
Pedestrian Access only  
From Main St

Note: Signals 3287N & 3287S  
Are mounted on Signal Bridge  
which is attached to pedestrian bridge.

327.93

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329

LRC 100  
PSGR 90  
FRT 60

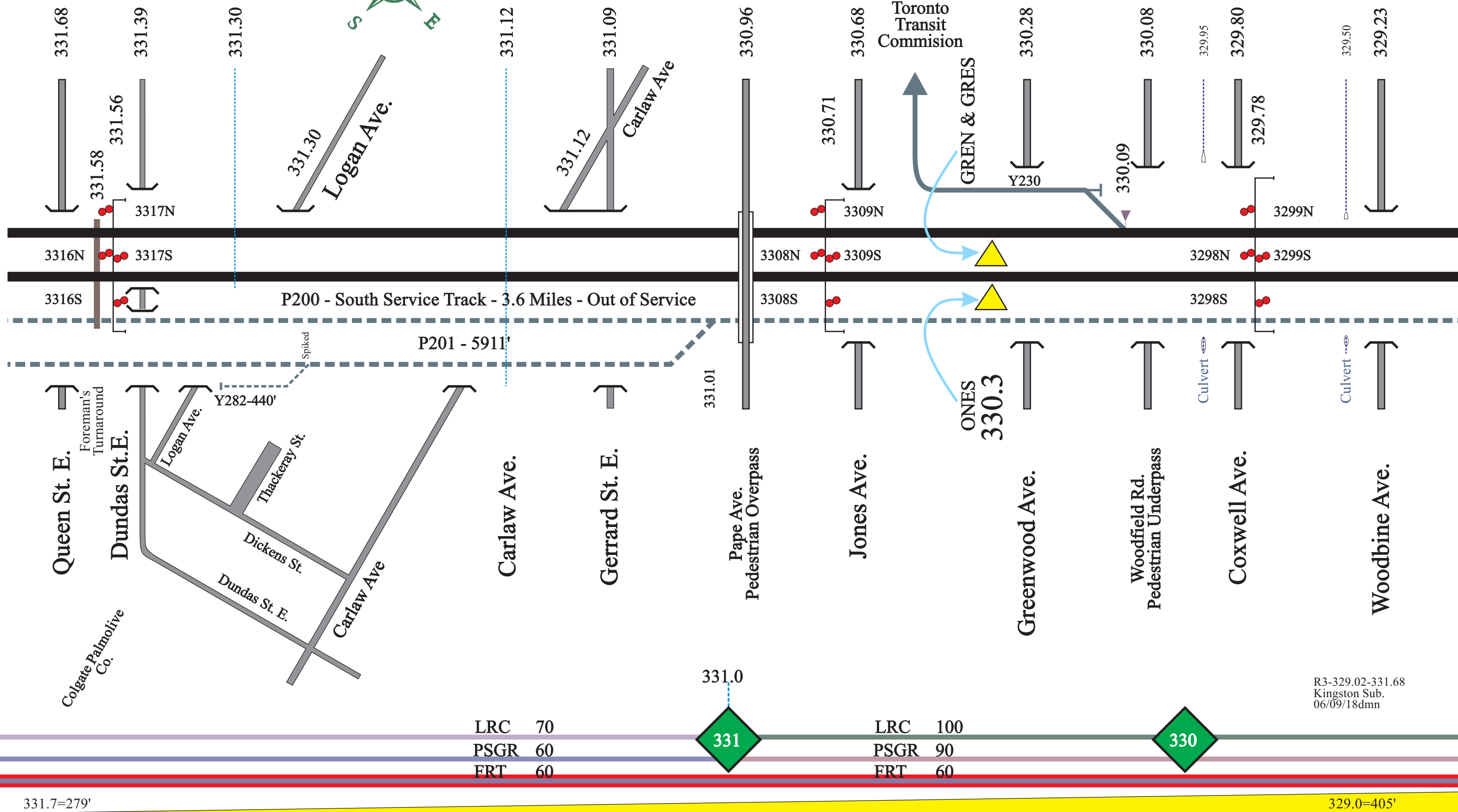
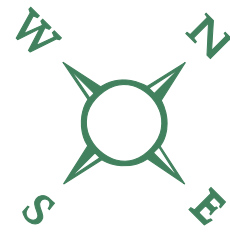
328

R3-327.90-329.02  
Kingston Sub.  
06/09/18dmn

329.0=405'

328.6=427'

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P200 - South Service Track - 3.6 Miles - Out of Service

P201 - 5911'

Spiked

Y282-440'

Toronto Transit Commission

GREN & GRES

ONES 330.3

Queen St. E.  
Foreman's Turnaround

Dundas St. E.

Logan Ave.

Thackeray St.  
Dickens St.

Dundas St. E.

Carlaw Ave.

Carlaw Ave.

Gerrard St. E.

Pape Ave.  
Pedestrian Overpass

Jones Ave.

Greenwood Ave.

Woodfield Rd.  
Pedestrian Underpass

Coxwell Ave.

Woodbine Ave.

LRC 70  
PSGR 60  
FRT 60

331

LRC 100  
PSGR 90  
FRT 60

330

R3-329.02-331.68  
Kingston Sub.  
06/09/18dmn

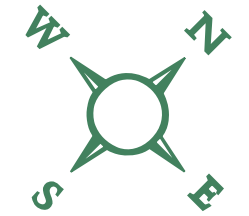
331.7=279'

329.0=405'

# Cherry Street 332.6

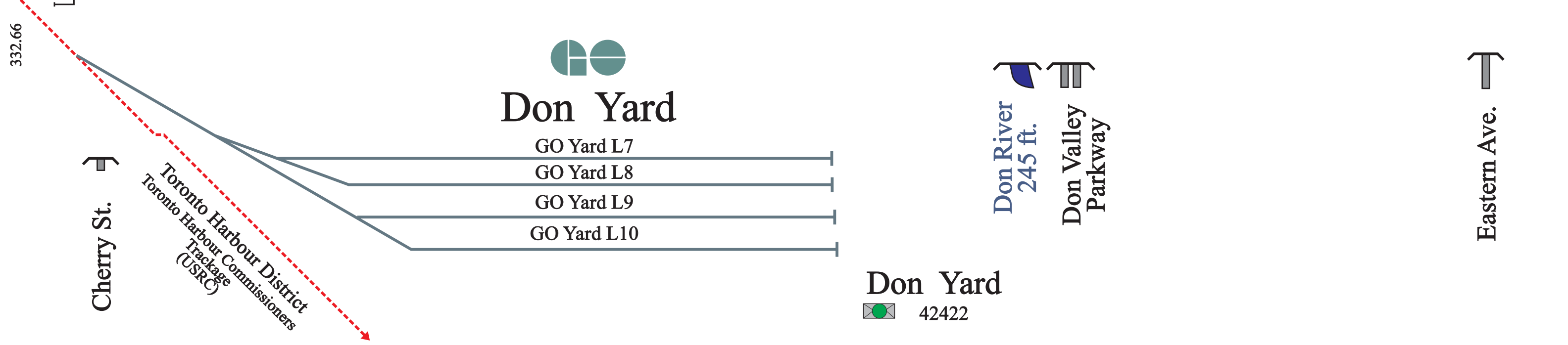
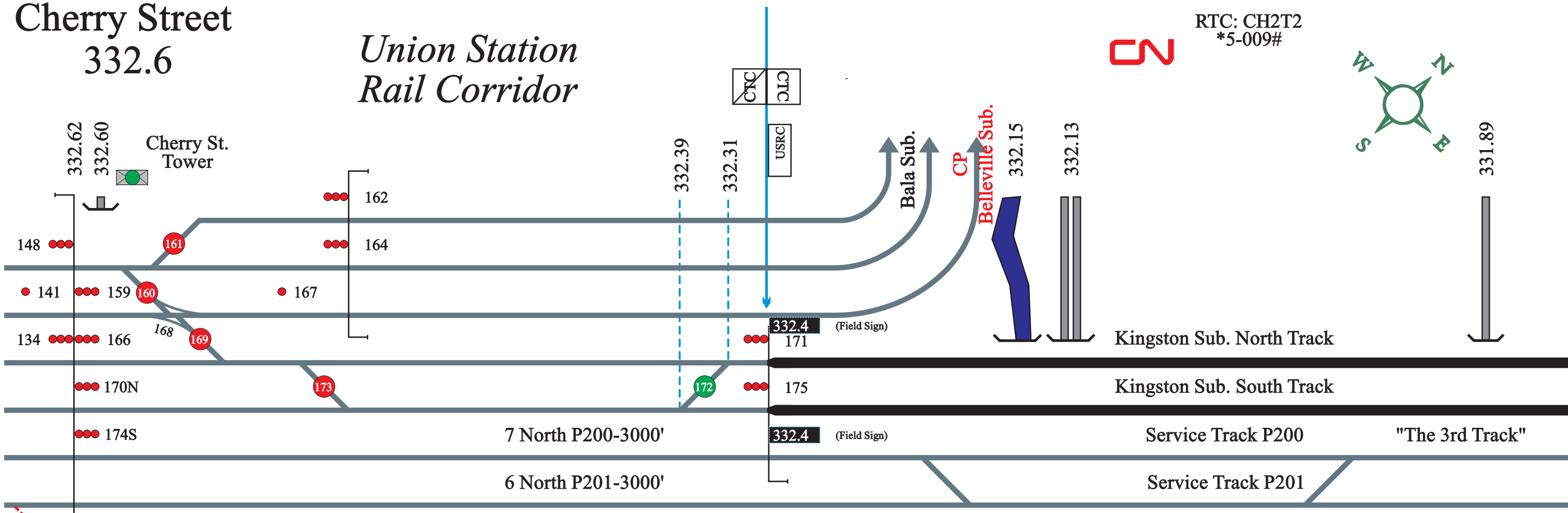
## Union Station Rail Corridor

RTC: CH2T2  
\*5-009#



331.89

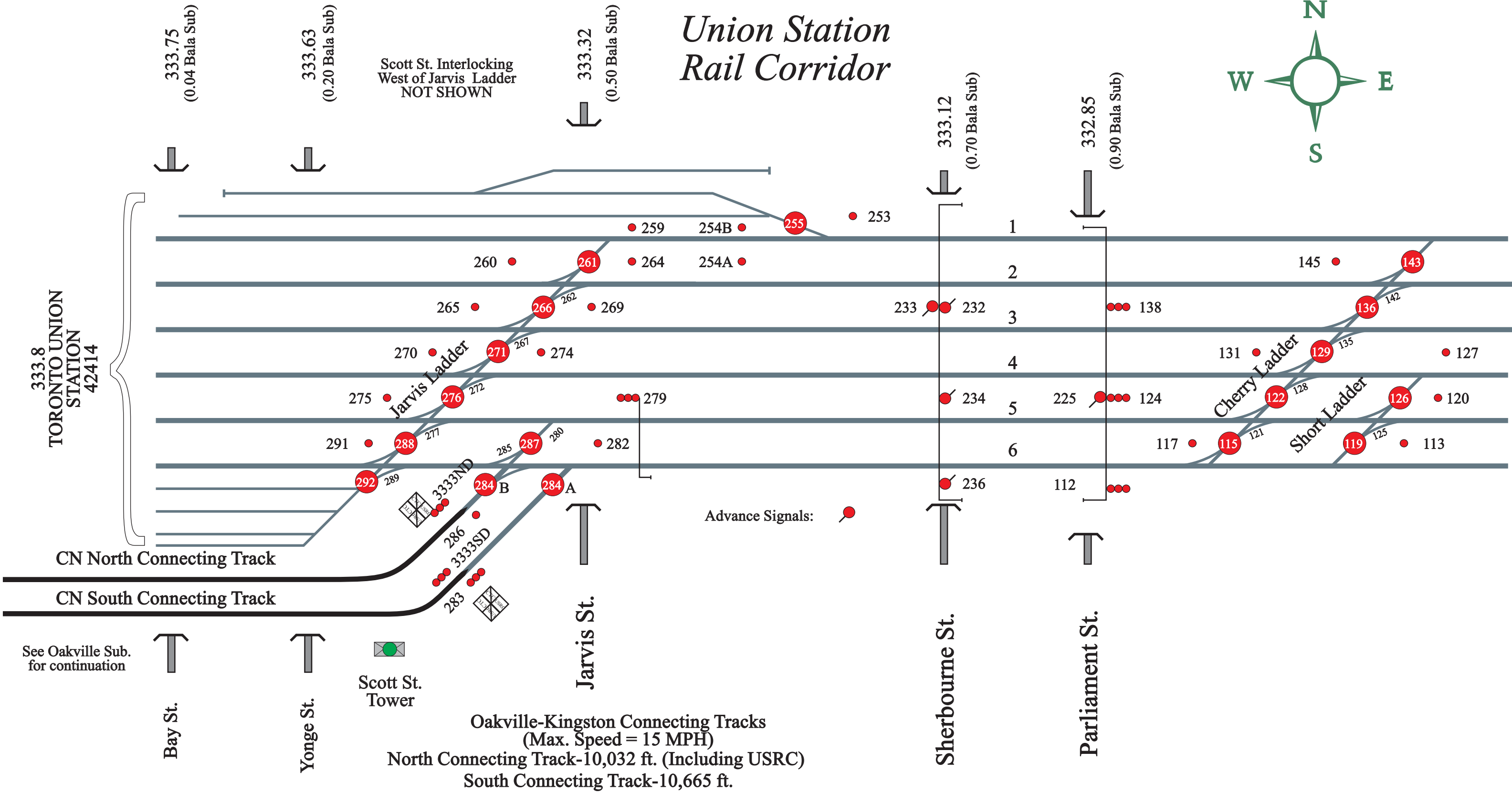
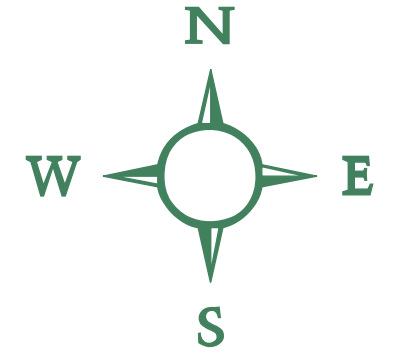
THIS IS NOT A LEGAL DOCUMENT - FOR INTERNAL CN INFORMATION ONLY



R5-1.00-1.89 Bala Sub. 07/01/08dmn	LRC 30	332.4	LRC 70		R5-331.69-332.64 Kingston Sub. 07/01/08dmn
	PSGR 30		PSGR 60		
	FRT 15		FRT 60		
		332.4=265'	331.7=279'		

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# Union Station Rail Corridor



R4-0.00-1.00  
Bala Sub  
06/04/21dmn

R4-332.64-333.34  
Kingston Sub.  
07/01/08dmn

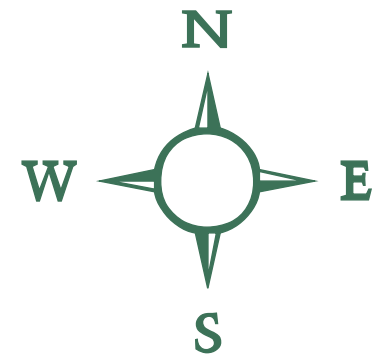
LRC	30
PSGR	30
FRT	15



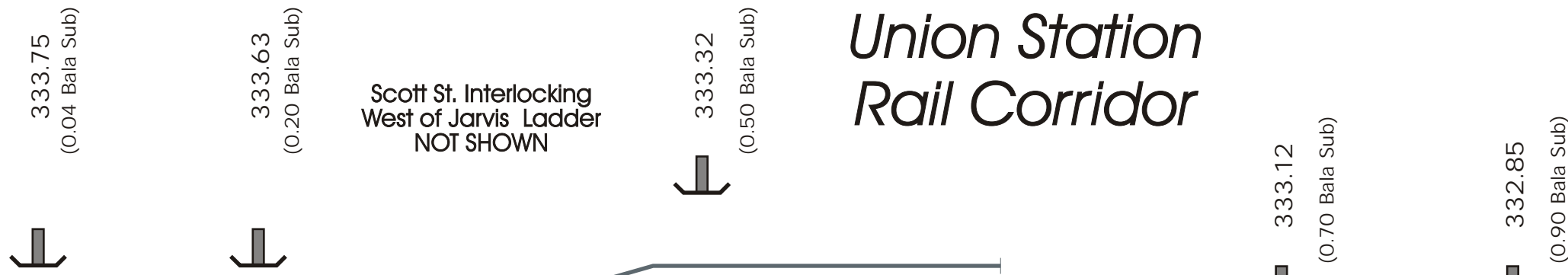


THIS IS NOT A LEGAL DOCUMENT - FOR INTERNAL CN INFORMATION ONLY

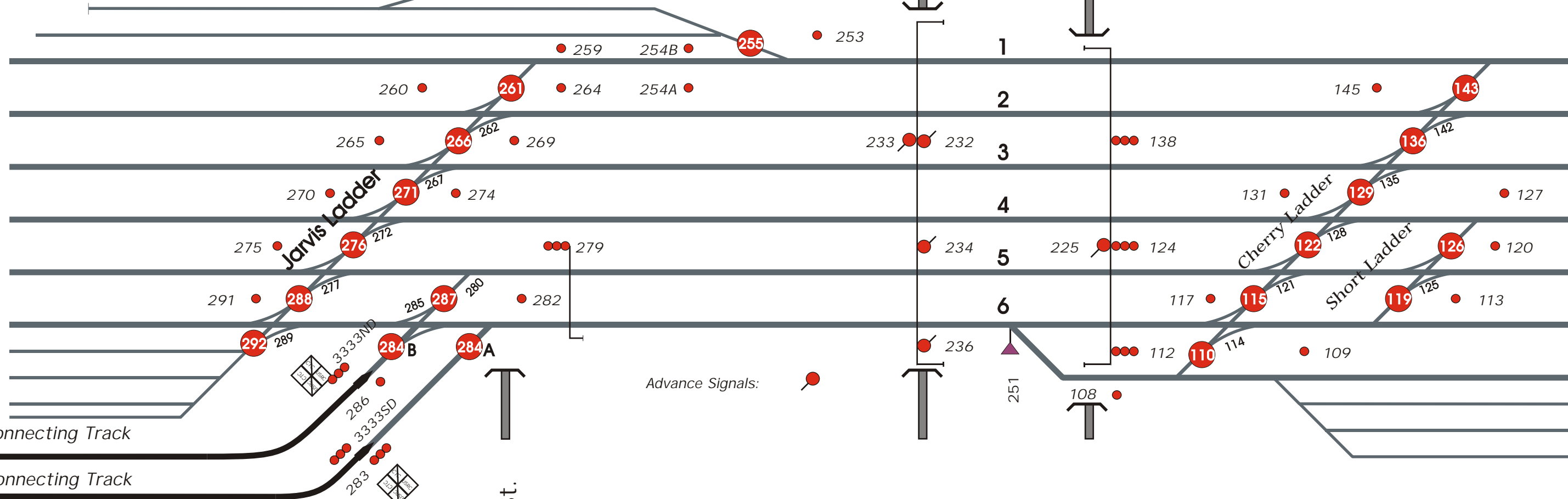
# Union Station Rail Corridor



Scott St. Interlocking  
West of Jarvis Ladder  
NOT SHOWN



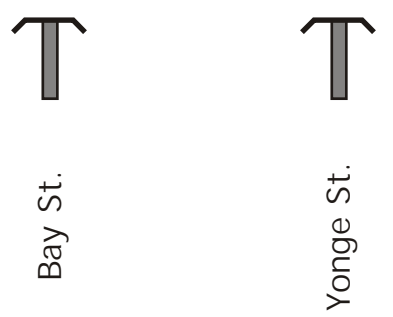
333.8  
TORONTO UNION  
STATION  
42414



CN North Connecting Track  
CN South Connecting Track

Advance Signals:

See Oakville Sub.  
for continuation



Scott St.  
Tower

Oakville-Kingston Connecting Tracks  
(Max. Speed = 15 MPH)  
North Connecting Track-10,032 ft. (Including USRC)  
South Connecting Track-10,665 ft.

R3-0.00-1.00  
Bala Sub  
01/08/20dmn

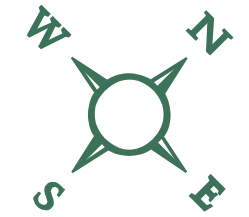
LRC	30
PSGR	30
FRT	15



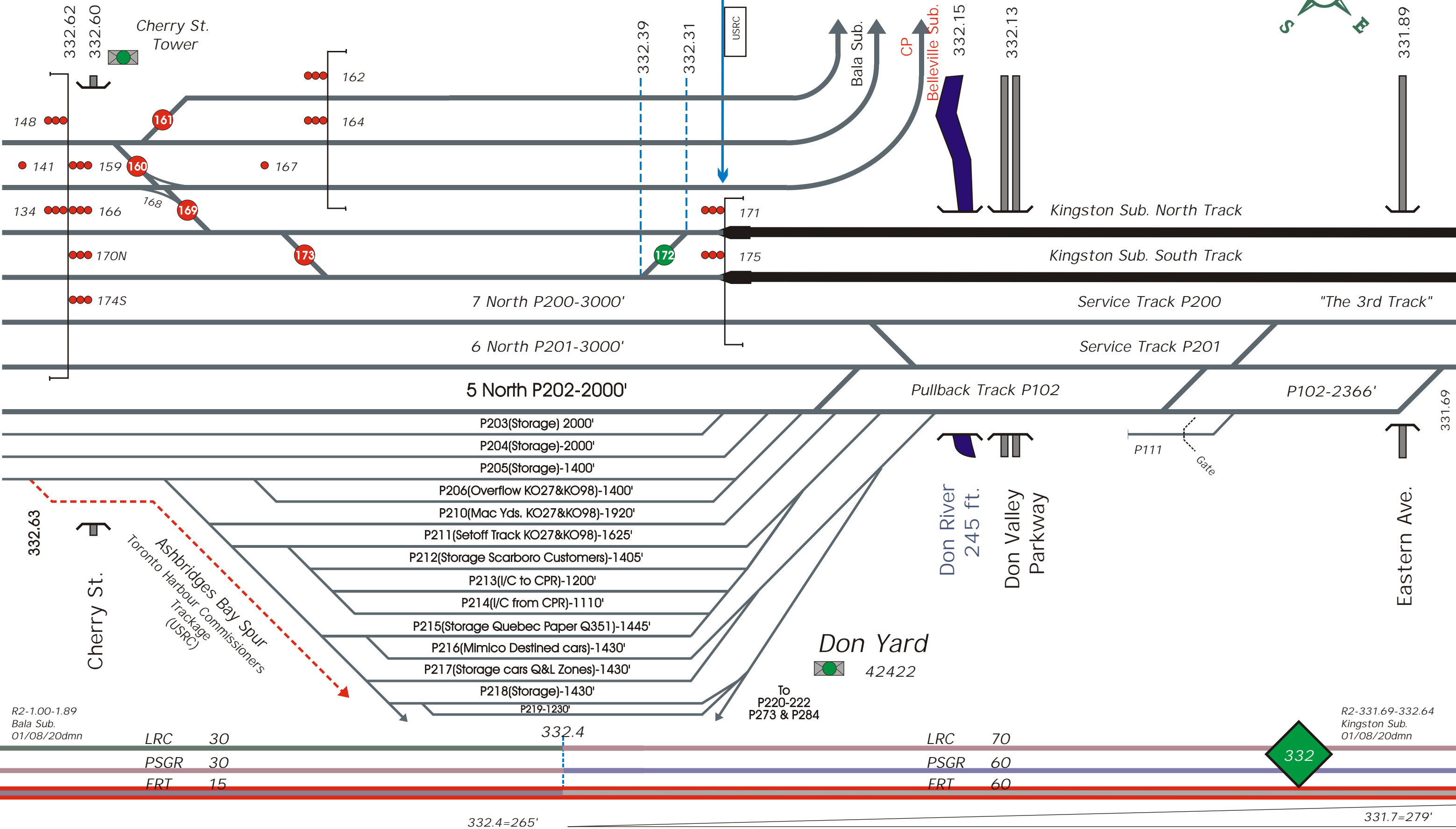
R2-332.64-333.34  
Kingston Sub.  
01/08/20dmn

# Cherry Street 332.6

# Union Station Rail Corridor



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R2-1.00-1.89  
Bala Sub.  
01/08/20dmn

R2-331.69-332.64  
Kingston Sub.  
01/08/20dmn



# Rosedale

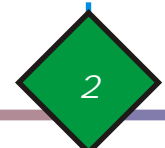
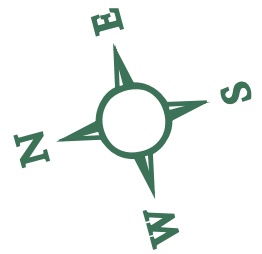
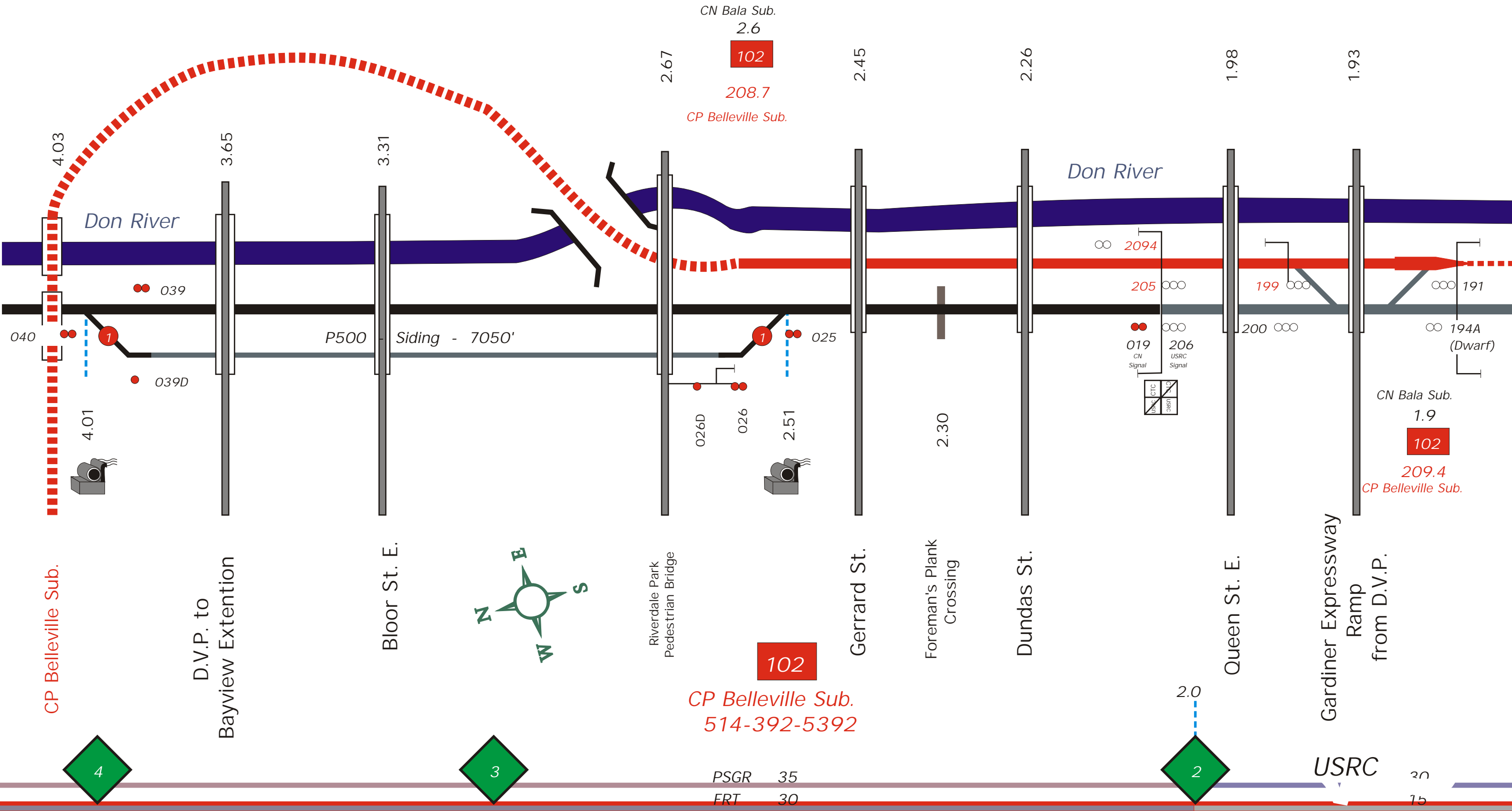
3.6  
42517

# Don

2.0  
42422

R6-1.90 - 4.34  
Bala Sub.  
01/08/20dmn

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PSGR 35  
FRT 30

USRC 20  
15

102  
CP Belleville Sub.  
514-392-5392

102  
209.4  
CP Belleville Sub.

102  
208.7  
CP Belleville Sub.

CP Belleville Sub.

D.V.P. to  
Bayview Extension

Bloor St. E.

Gerrard St.

Foreman's Plank  
Crossing

Dundas St.

Queen St. E.

Gardiner Expressway  
Ramp  
from D.V.P.



1

1

019  
CN  
Signal

206  
USRC  
Signal

102  
1.9  
CN Bala Sub.

Riverdale Park  
Pedestrian Bridge

Don River

Don River

P500 Siding - 7050'

2.6  
CN Bala Sub.

1.98

1.93

4.03

3.65

3.31

2.67

2.45

2.26

4.01

026D

026

2.51

2.30

205

200

199

191

194A  
(Dwarf)

040

039

039D

025

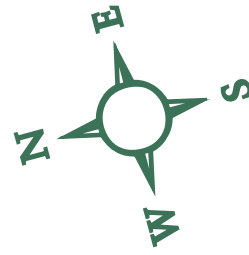
2094

200

199

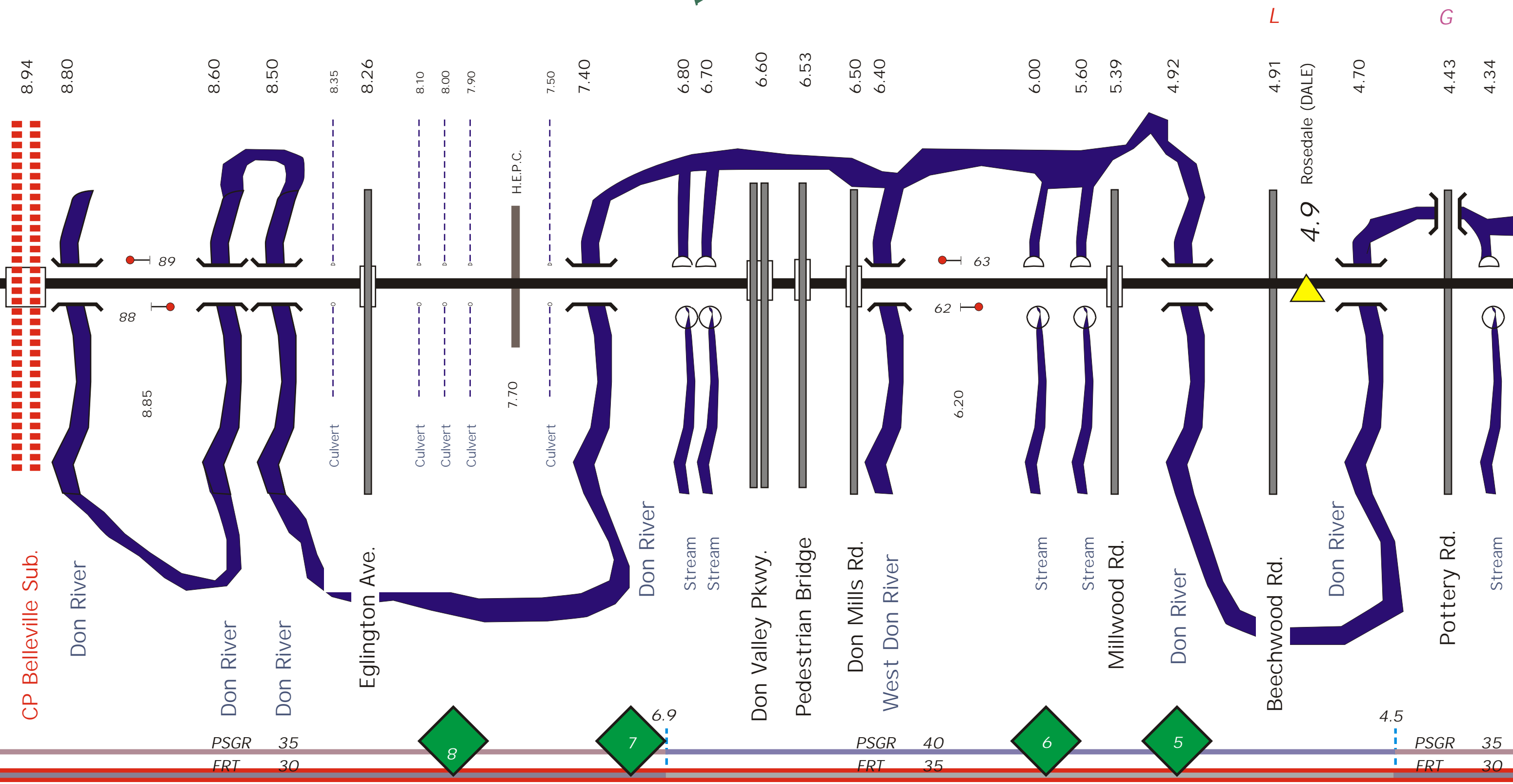
191

194A  
(Dwarf)

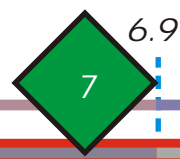


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CP Belleville Sub.



PSGR 35  
 FRT 30



PSGR 40  
 FRT 35



PSGR 35  
 FRT 30

8.95 = 364'

4.34 = 257'

Northward movements stopped at Oriole GO Station  
 Max = 25 MPH  
 until crossing mile 12.36 fully occupied.

# Oriole

11.3

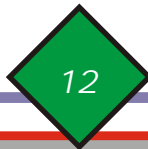
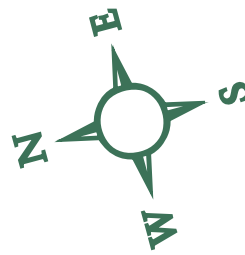
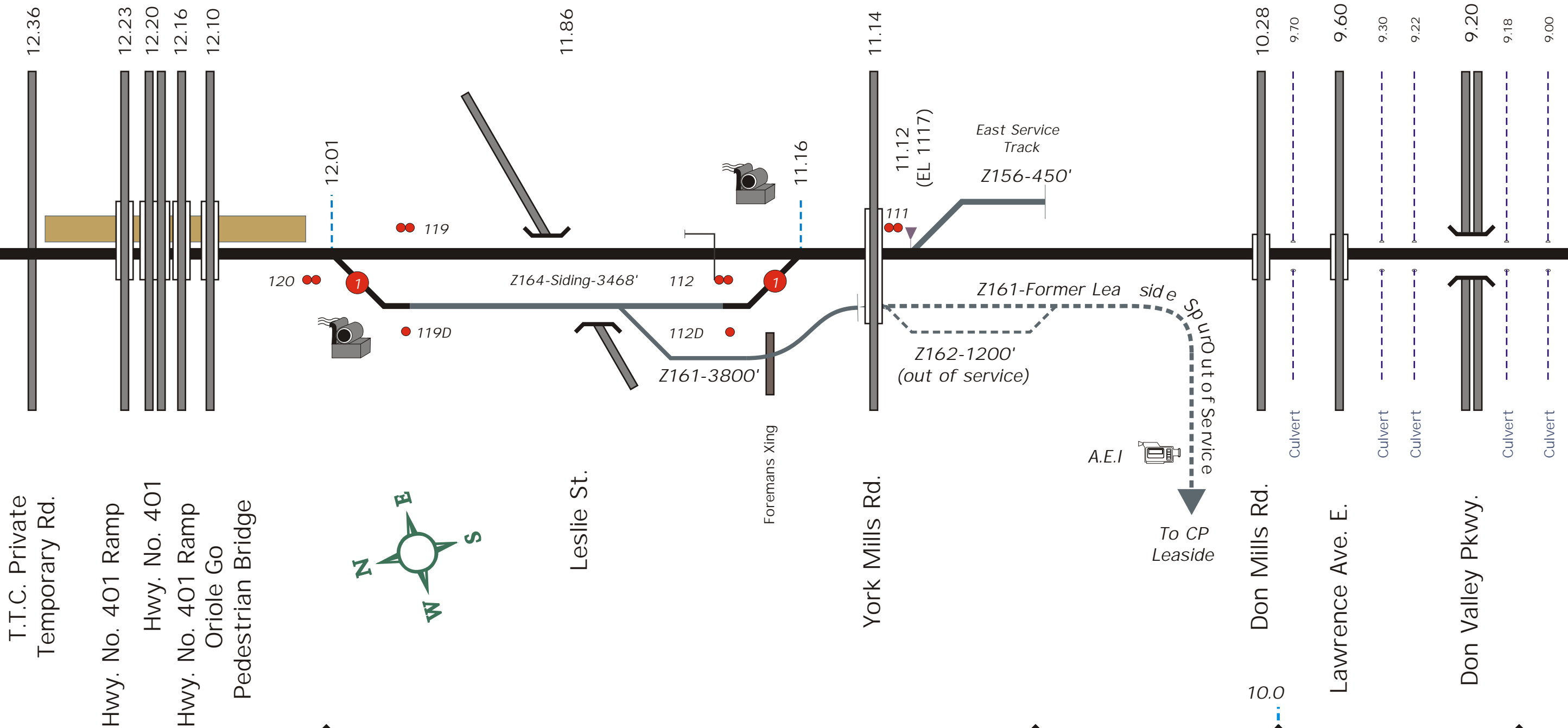
42572

R4-8.95-12.50  
 Bala Sub.  
 01/07/19dmn

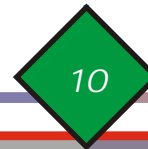


G

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PSGR 50  
 FRT 40



PSGR 35  
 FRT 30



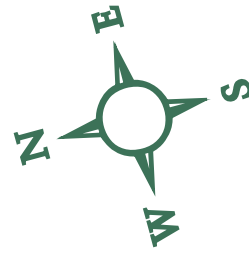
12.00 = 475'

8.95 = 364'

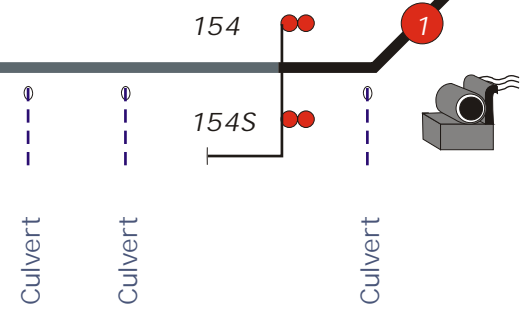
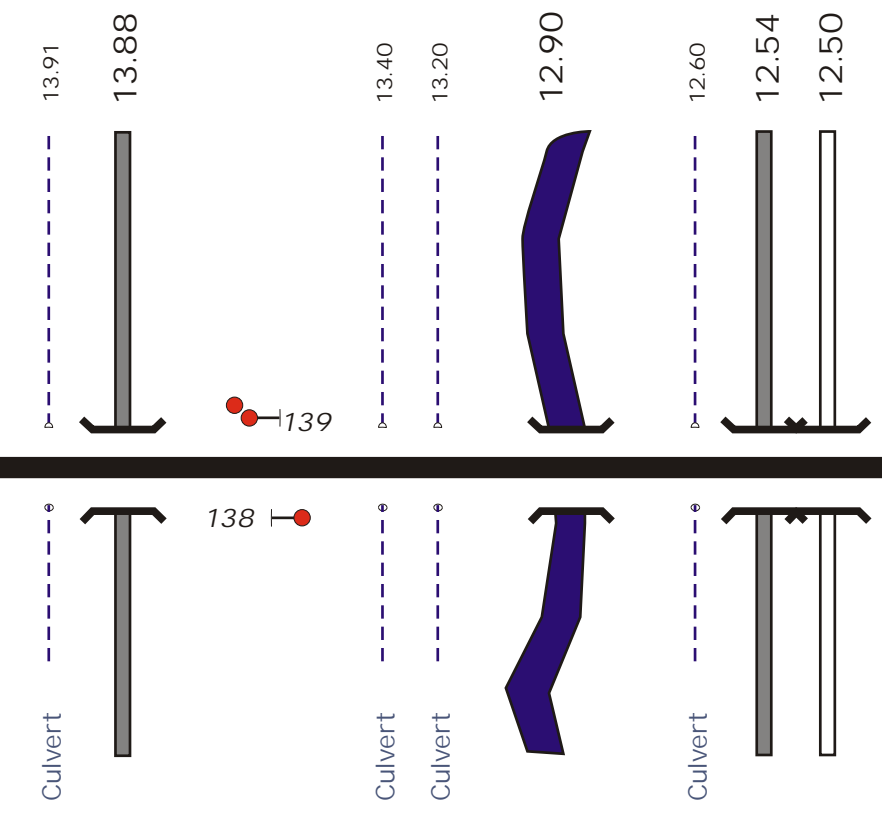
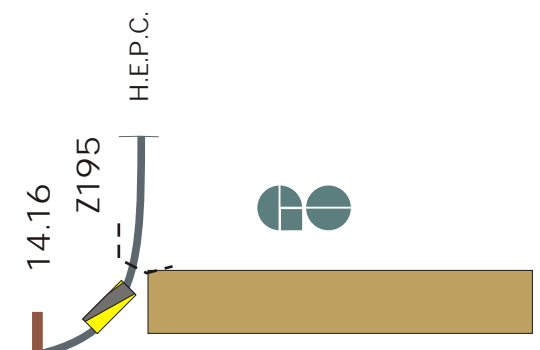
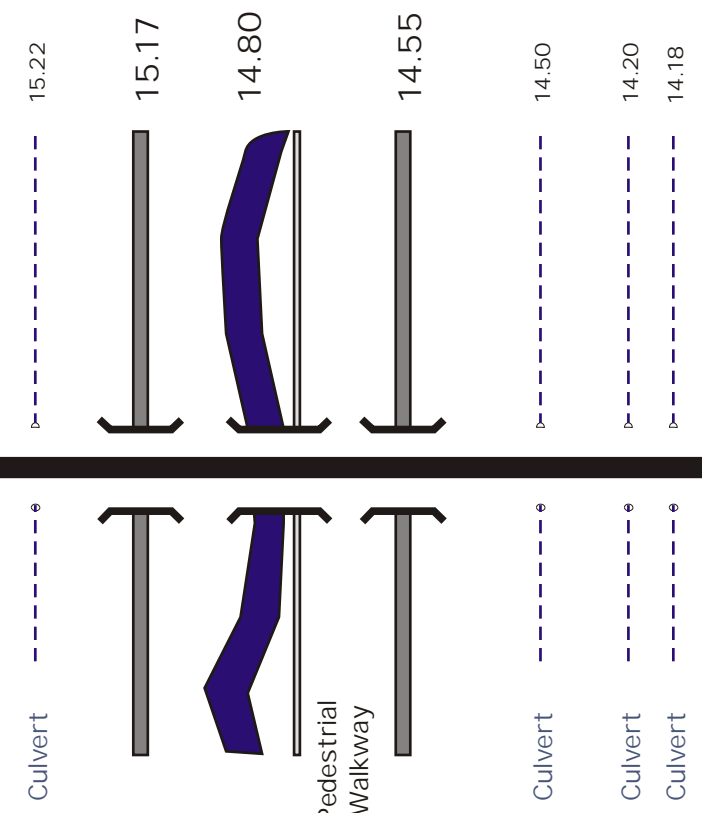
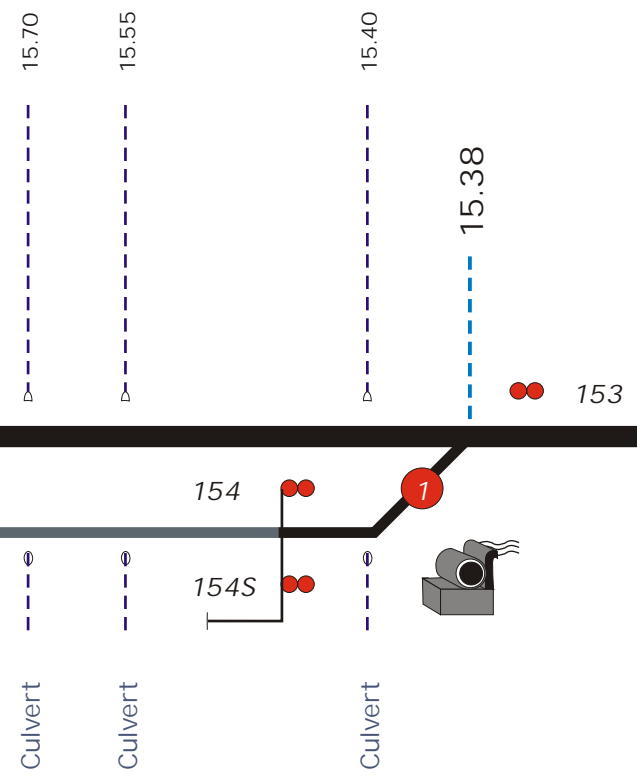
# Doncaster South 15.4

# Old Cummer 14.1

R3-12.50-15.80  
Bala Sub.  
98/02/11dmn

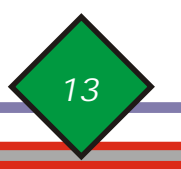


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Steeles Ave. E.  
Don River  
Tributary  
Cummer Ave.

Finch Ave. E.  
Don River  
Sheppard Ave. E.  
Sheppard Ave. E.  
TTC Transit Subway



PSGR 65  
FRT 50

PSGR 50  
FRT 40

15.80 = 545'

13.00 = 469'

# Doncaster

## 16.1

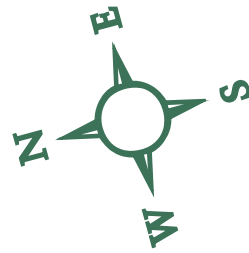
41957

York Sub.

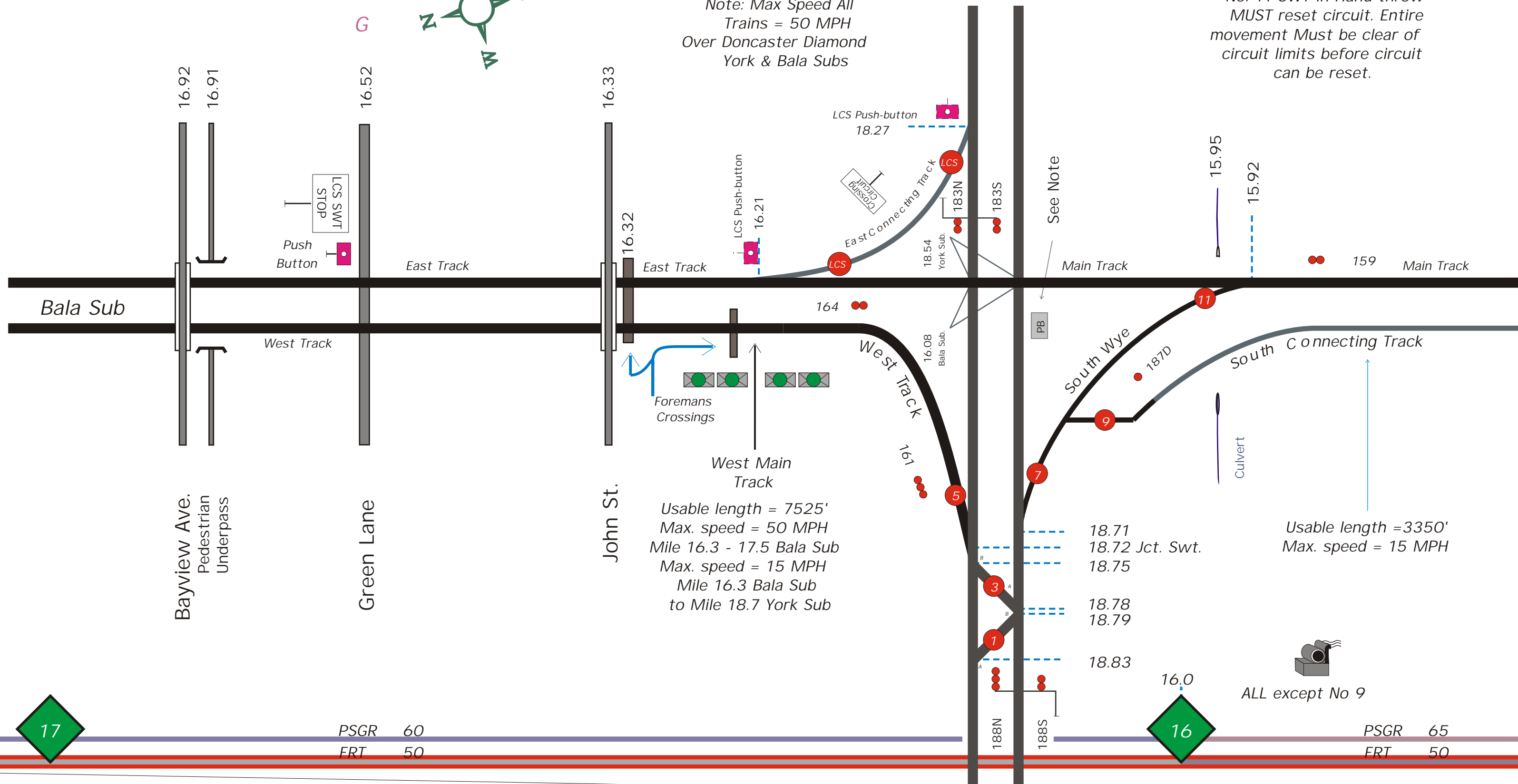
Note: Max Speed All  
 Trains = 50 MPH  
 Over Doncaster Diamond  
 York & Bala Subs

Note: Any movement within  
 circuit limits with  
 No. 11 SWT in Hand throw  
 MUST reset circuit. Entire  
 movement Must be clear of  
 circuit limits before circuit  
 can be reset.

Doncaster Toolhouse  
 And Track Supvr. Office



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Usable length = 7525'  
 Max. speed = 50 MPH  
 Mile 16.3 - 17.5 Bala Sub  
 Max. speed = 15 MPH  
 Mile 16.3 Bala Sub  
 to Mile 18.7 York Sub

Usable length = 3350'  
 Max. speed = 15 MPH

PSGR 60  
 FRT 50

PSGR 65  
 FRT 50



17.00 = 590'

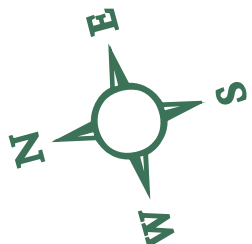
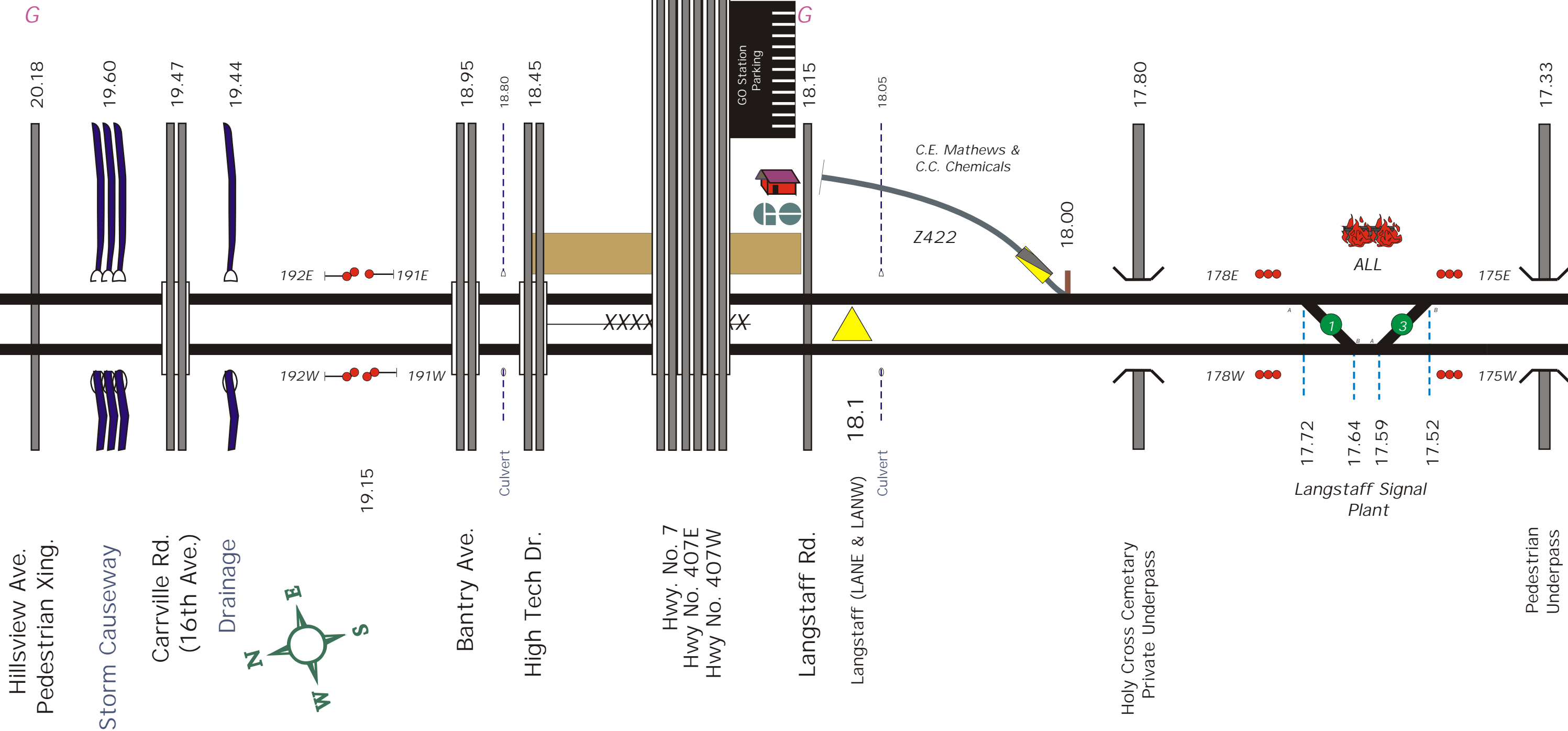
15.80 = 545'

ALL except No 9

# Langstaff 18.3

R5-17.33-20.20  
Bala Sub  
00/05/15dmn

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20

19

PSGR 60  
FRT 50

18

20.20 = 710'

17.30 = 600'



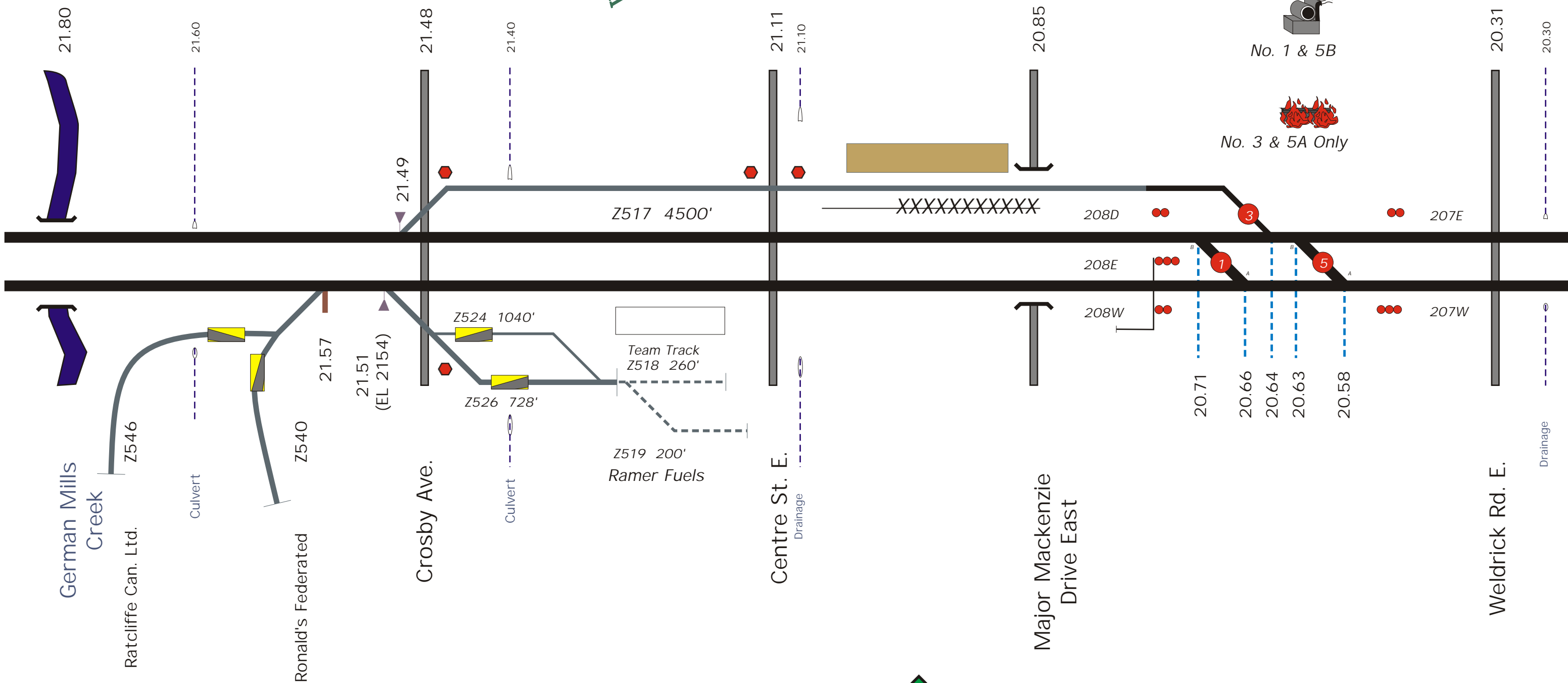
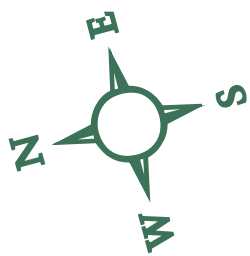
# Richmond Hill

## 21.0

42592

R4-20.20-21.85  
Bala Sub  
01/07/19dmn

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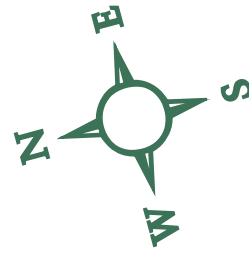


PSGR 60  
FRT 50

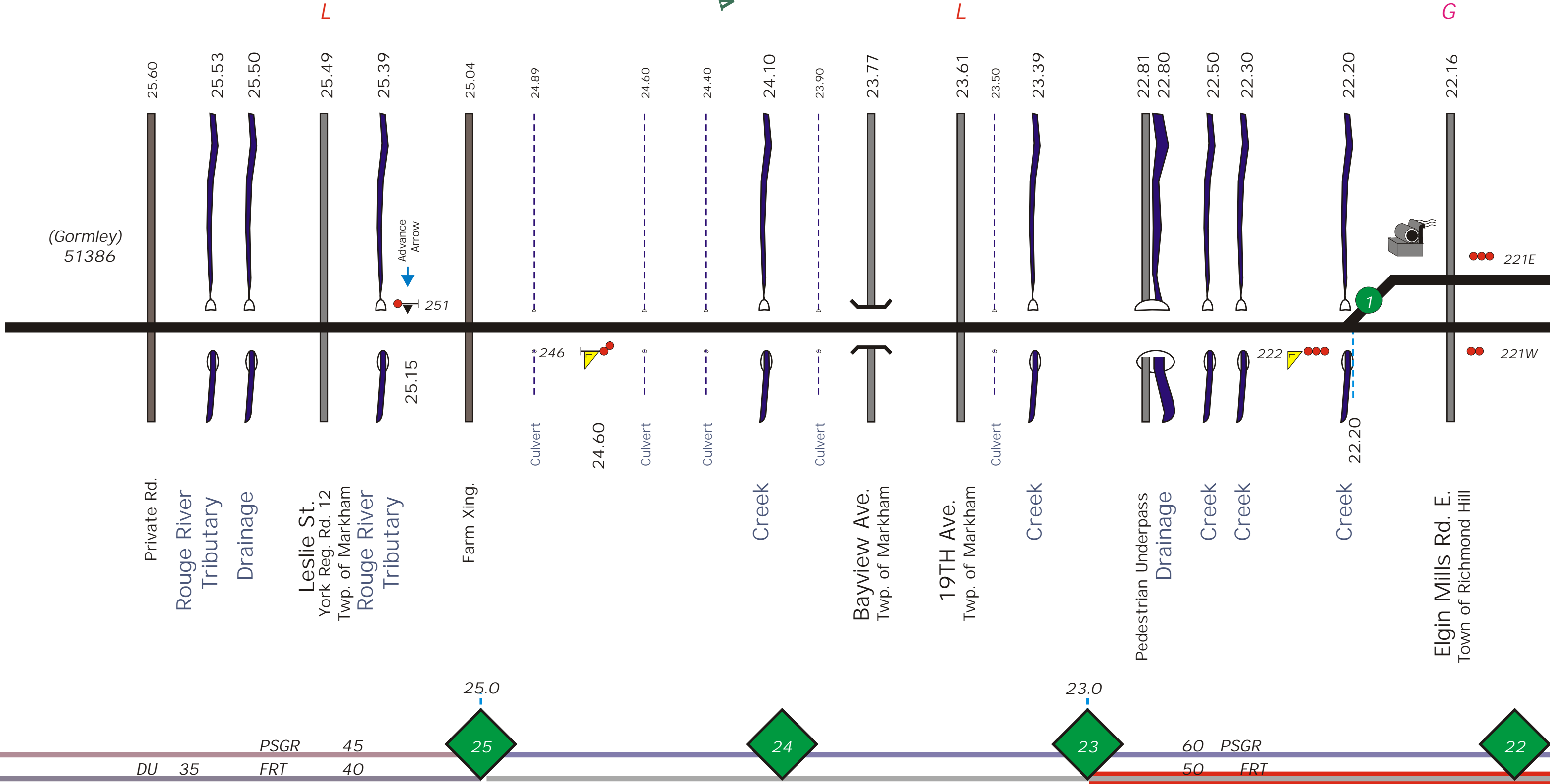


21.85 = 758'

20.20 = 710'



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DU 35

PSGR 45

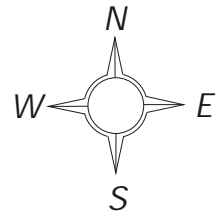
FRT 40

60 PSGR

50 FRT

25.75 = 895'

21.85 = 758'

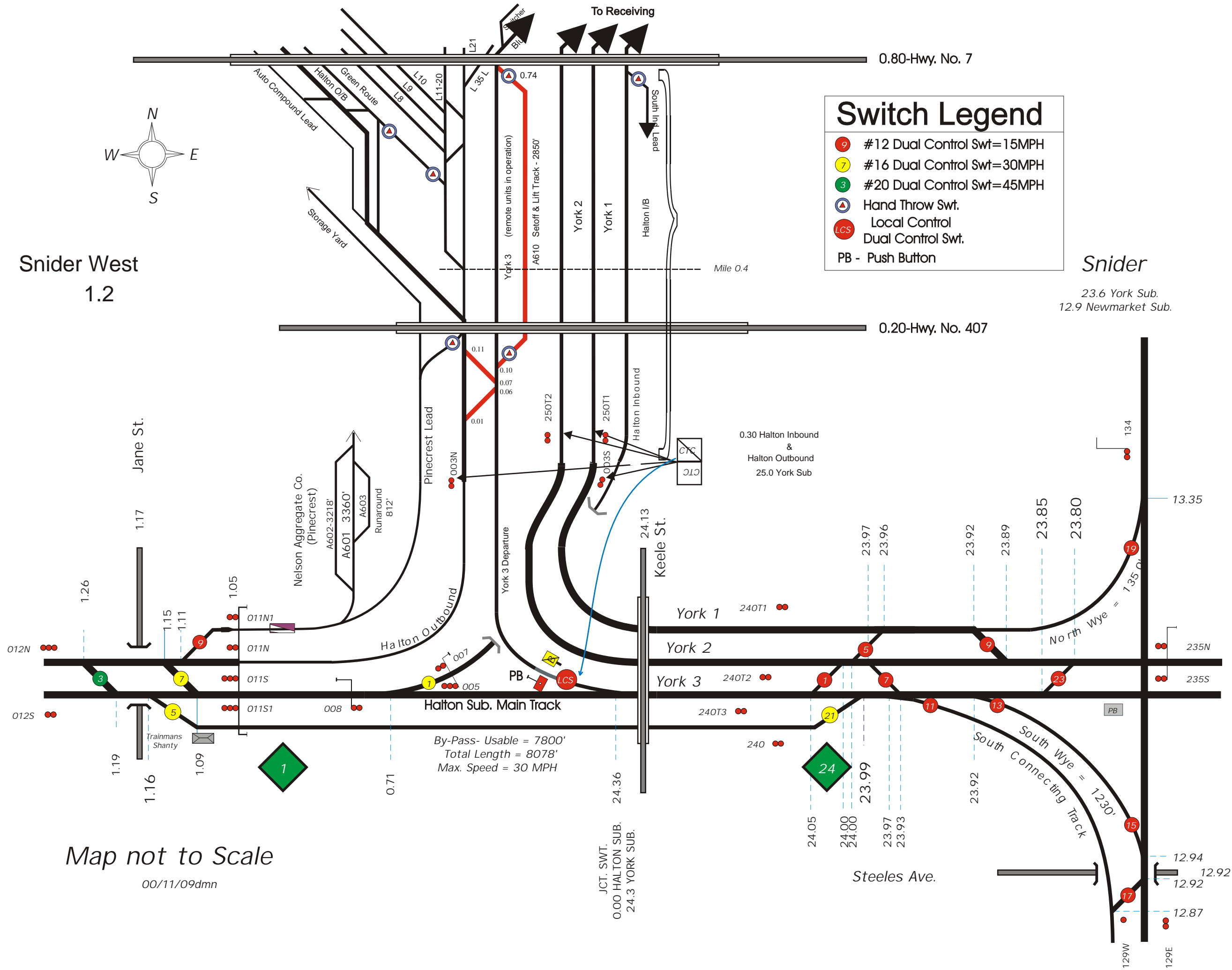


Snider West  
1.2

### Switch Legend

- #12 Dual Control Swt = 15MPH
- #16 Dual Control Swt = 30MPH
- #20 Dual Control Swt = 45MPH
- Hand Throw Swt.
- Local Control Dual Control Swt.
- LCS
- PB - Push Button

Snider  
23.6 York Sub.  
12.9 Newmarket Sub.



Map not to Scale  
00/11/09dmn

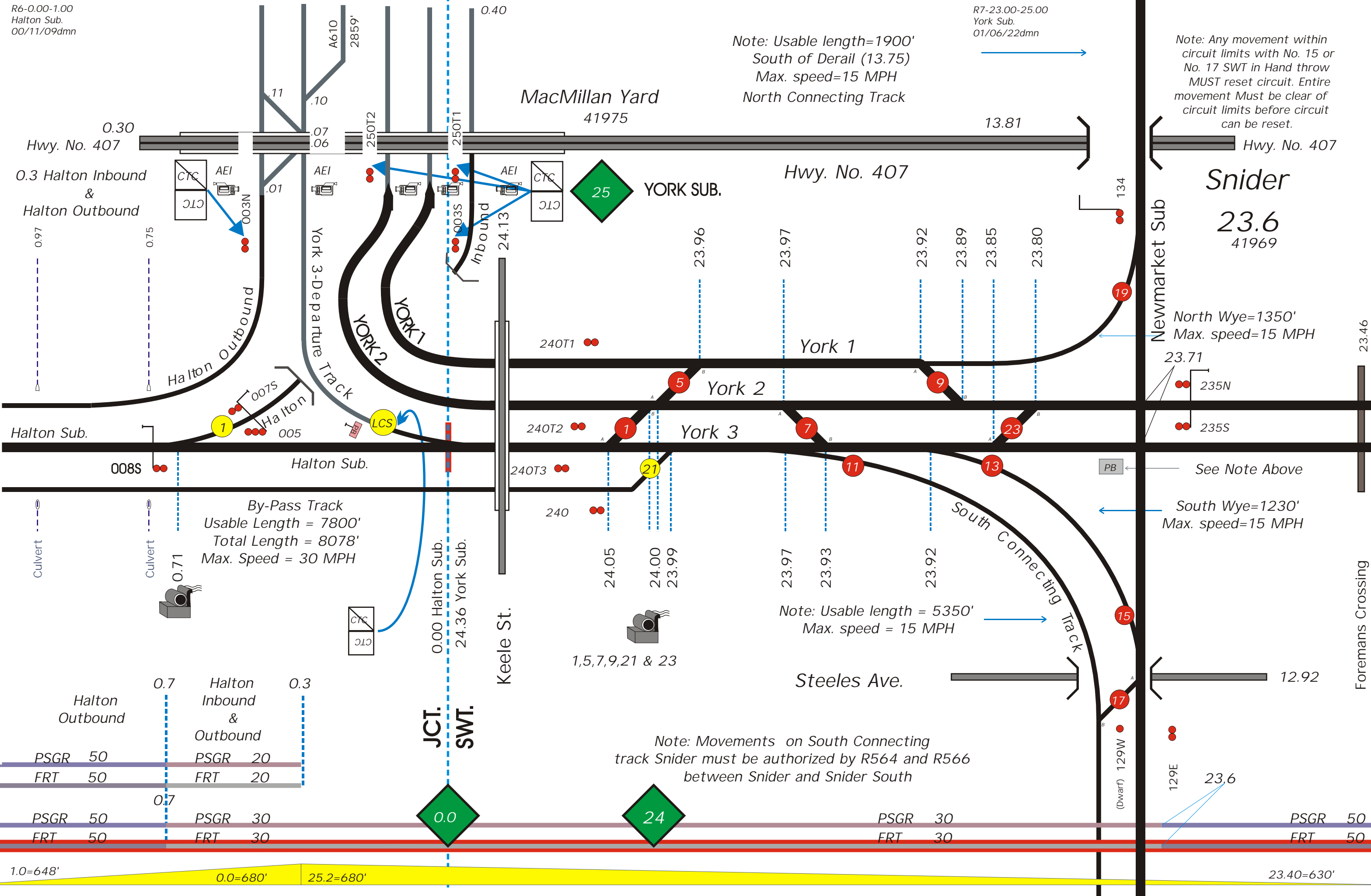
JCT. SWT.  
0.00 HALTON SUB.  
24.3 YORK SUB.

Steeles Ave.

129W  
129E  
12.94  
12.92  
12.87

Note: Any movement within circuit limits with No. 15 or No. 17 SWT in Hand throw MUST reset circuit. Entire movement Must be clear of circuit limits before circuit can be reset.

Note: Usable length=1900'  
South of Derail (13.75)  
Max. speed=15 MPH  
North Connecting Track



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By-Pass Track  
Usable Length = 7800'  
Total Length = 8078'  
Max. Speed = 30 MPH

Note: Usable length = 5350'  
Max. speed = 15 MPH

Note: Movements on South Connecting track Snider must be authorized by R564 and R566 between Snider and Snider South

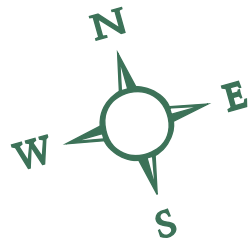
PSGR	50	PSGR	20
FRT	50	FRT	20
PSGR	50	PSGR	30
FRT	50	FRT	30

PSGR	30	PSGR	50
FRT	30	FRT	50

1.0=648'      0.0=680'      25.2=680'      23.40=630'

# Snider West

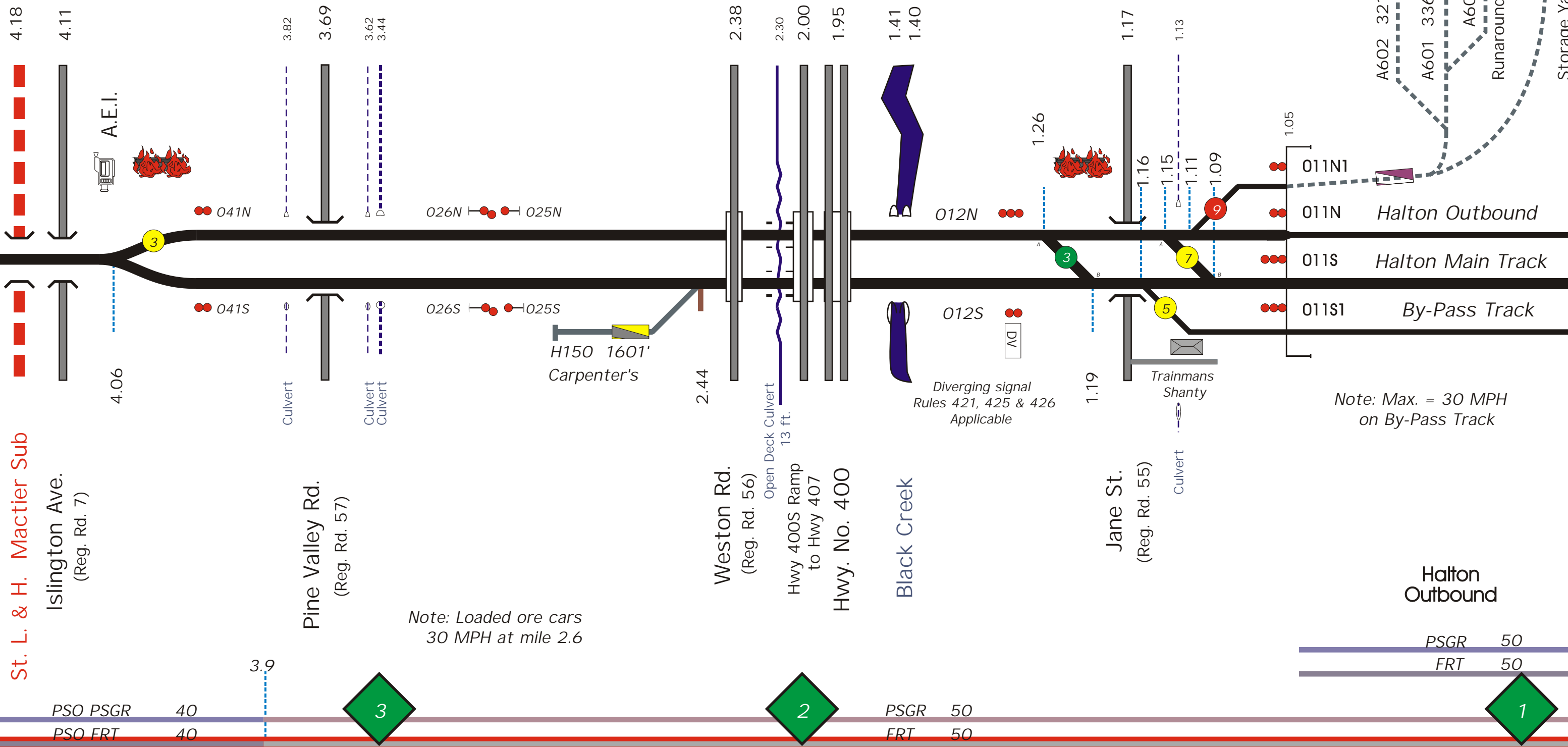
## 1.2



MacMillan Yard  
Storage Yard

Nelson  
Aggregate Co.

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Note: Loaded ore cars  
30 MPH at mile 2.6

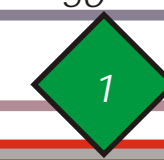
Note: Max. = 30 MPH  
on By-Pass Track

Halton  
Outbound

PSGR	50
FRT	50

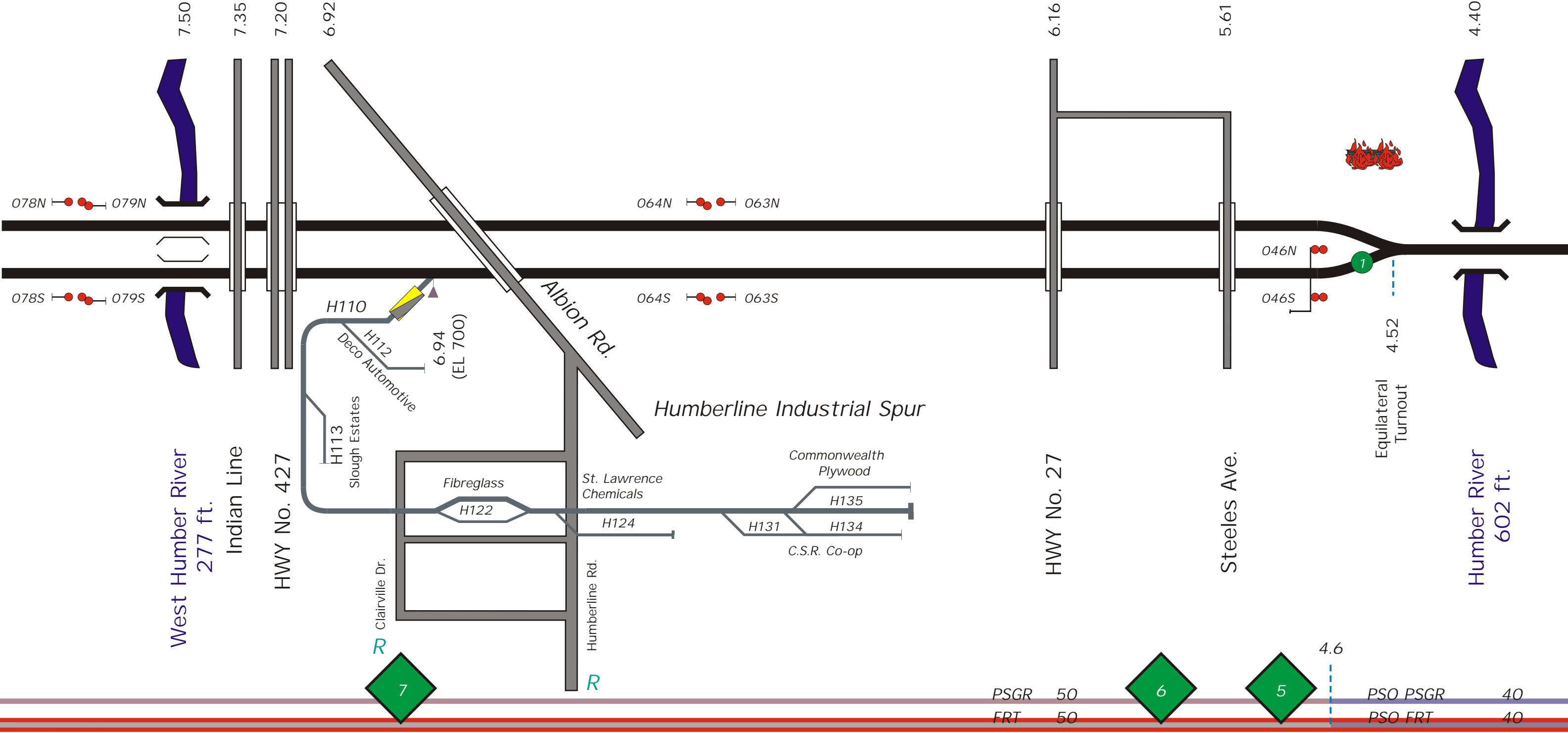
PSO PSGR	40
PSO FRT	40

PSGR	50
FRT	50



Clairville  
Conservation

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West Humber River  
277 ft.

Indian Line

HWY No. 427

Clairville Dr.

7

Albion Rd.

Humberline Industrial Spur

Humberline Rd.

R

HWY No. 27

Steeles Ave.

Equilateral  
Turnout

Humber River  
602 ft.

PSGR 50  
FRT 50

6

5

PSO PSGR 40  
PSO FRT 40

6.65=568'

4.90=512'

# Goreway 8.8

Hwy. No. 407

1.22

See  
Brampton Intermodal Terminal  
42368

West Leg of Wye Y204 4782'

Y202 4876'

Y201

096ND

Track 1

Track 2  
East Leg of Wye

3000' Between Wye Swts.

090N1

090N

089N

093S

090S

089S

094S

094

Malport Signal  
Plant

Note: Self  
Restoring Derail

Note: Swt. equipped with lock.  
May be left line and locked  
in either position.

Airport Rd.

Goreway Dr.

Finch Ave

C-300

C-301

C-302

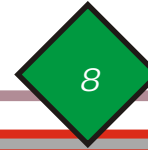
C-303

C-304

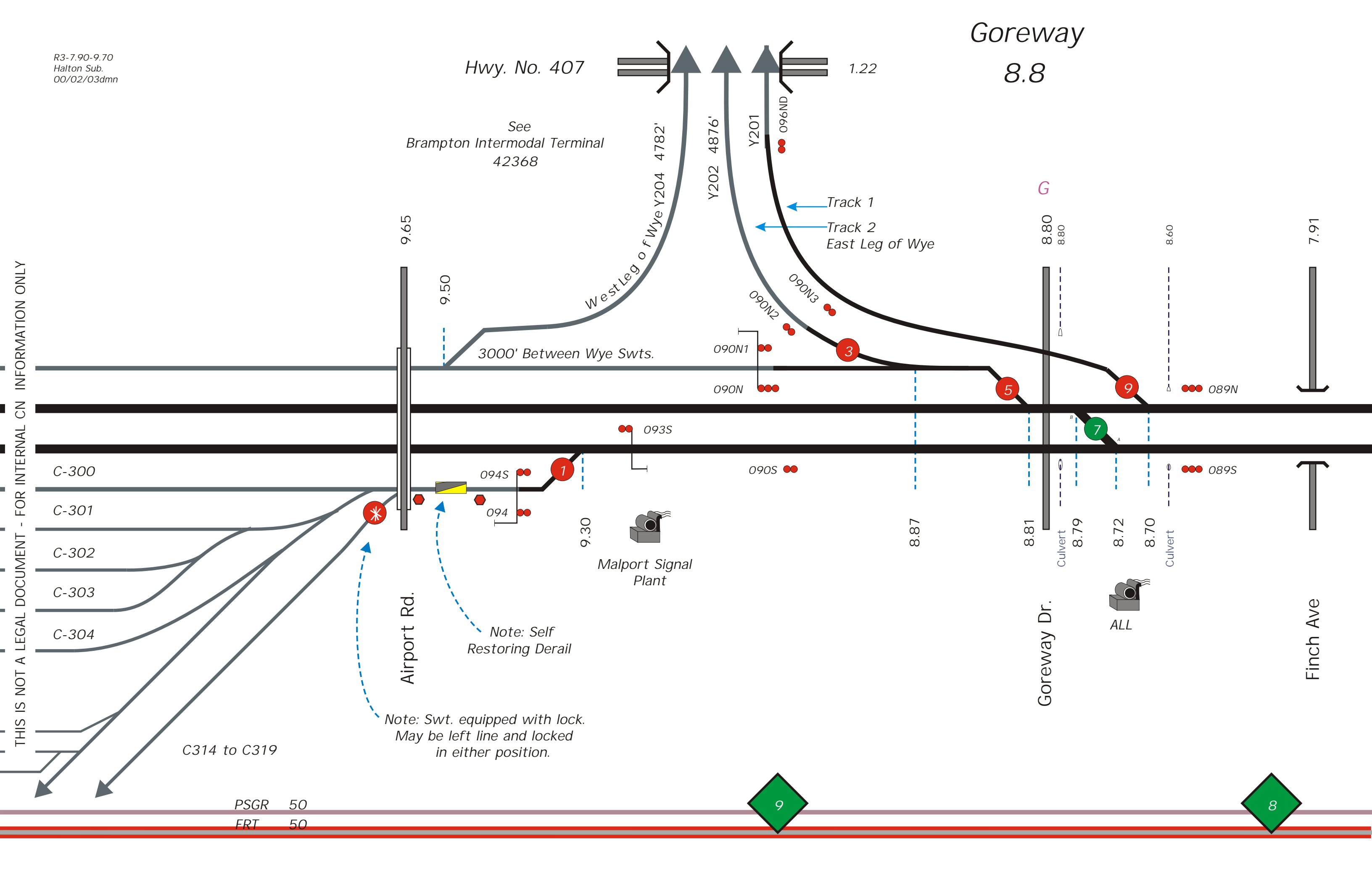
C314 to C319

PSGR 50

FRT 50



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# Halwest

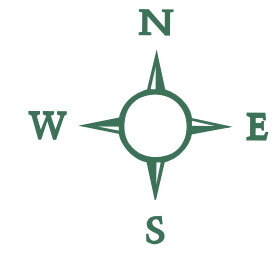
11.1  
42355

# Torbram

10.5

# Malport

9.7  
42365



Hwy. No. 407

11.10  
11.06  
(Halton Sub)

G

10.49



105N1  
105N

Y292 1800'

Y291 1800'

Y290 North Service Track 9345'

112N

112S

113D

111N

111S

106N

111D

C300 South Service Track 8976'

C301 Receiving & Departure

C302 Receiving & Departure

C303 Receiving & Departure

C304 - ECORAIL

ECORAIL COMPOUND

C310 1978'

C311 1508'

C312 1392'

C315 to C319

C313-C314

Team Track 1  
C330

Ramp

C331  
Team Track 2

C335

C336

Malport Yard Office



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All

11.21

11.14

11.13 JCT. SWT. with  
Weston Sub

11.07

11.01

11.01

(Out of Service)

9

7

10.47

1

10.80

16.94  
16.90  
(Weston Sub)

Jct. with  
Weston Sub  
11.1 Halton Sub  
17.0 Weston Sub

G782

G783

Domtar  
G784

G785

Nestle  
G786

16.16

PSGR 60  
FRT 55

PSGR 50  
FRT 50

Weston Sub South Service

Halton-Weston  
Connecting Track

Torbram Rd.

C355  
Weston Rd.  
Lumber

Culvert

11.00

169

Pocket Track

Team Track 1  
C330

C331  
Team Track 2

C335

C336

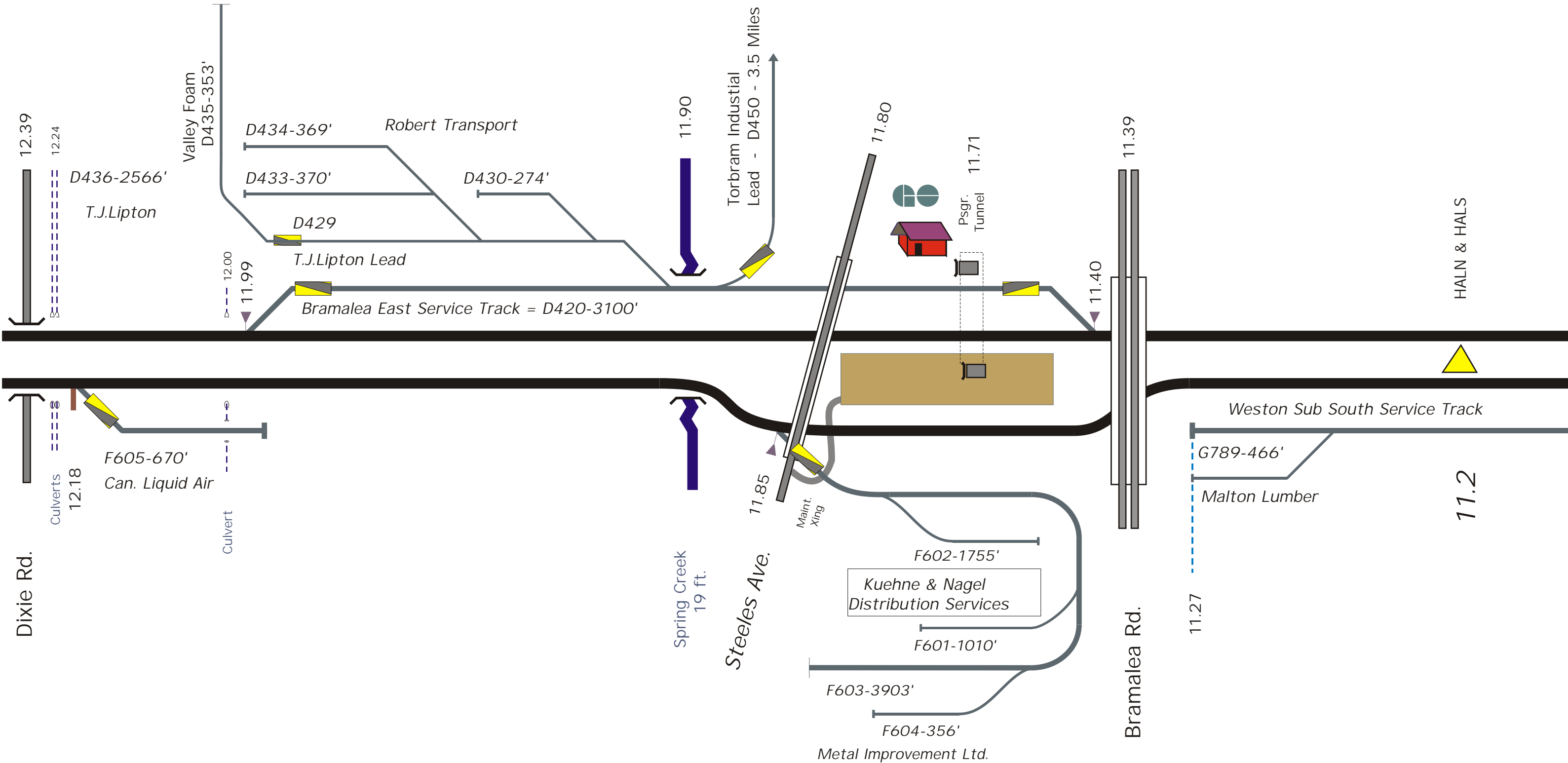
C313-C314



# Bramalea

11.6  
42214

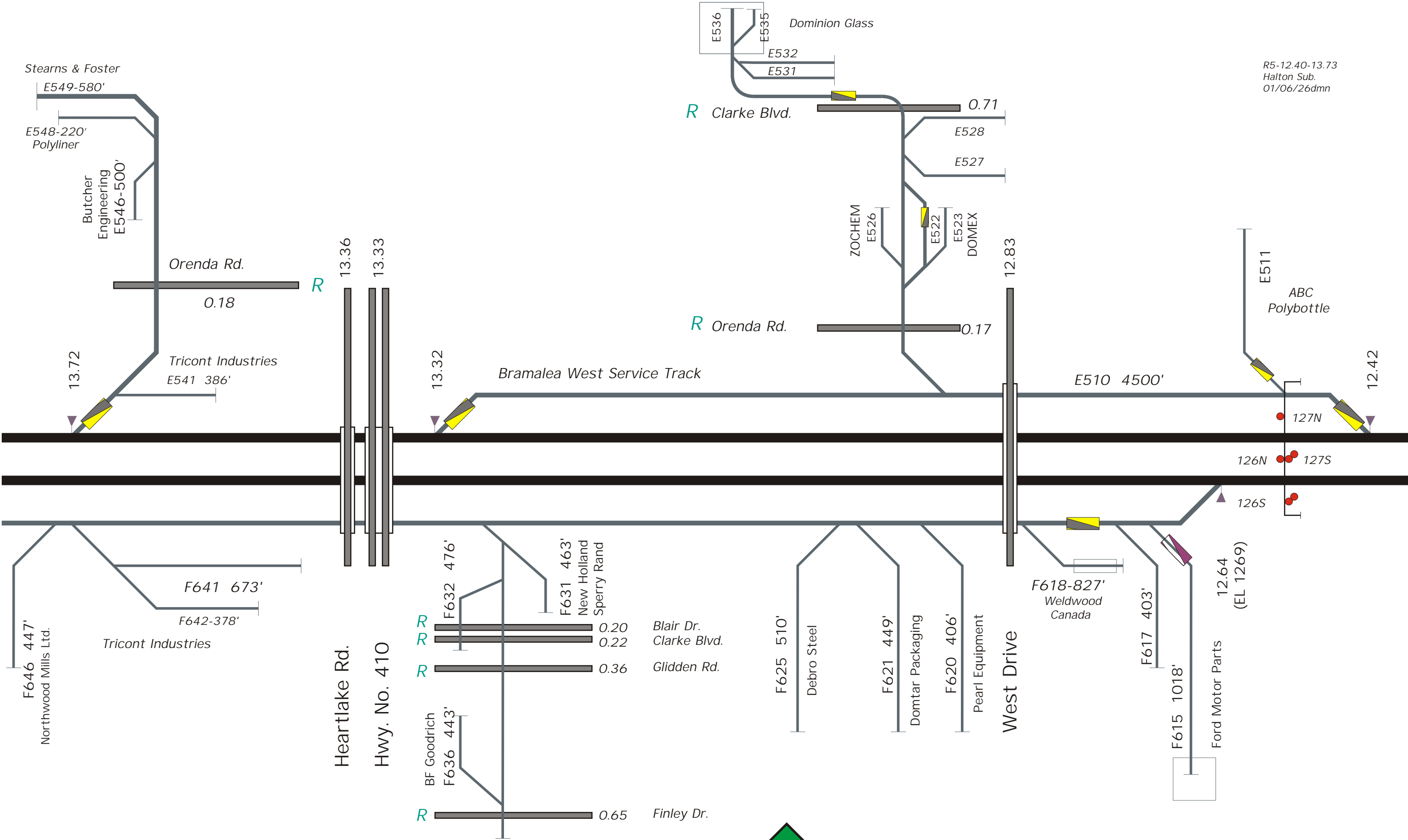
THIS IS NOT A LEGAL DOCUMENT - FOR INTERNAL CN INFORMATION ONLY



12

PSGR 60  
FRT 55

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PSGR 60  
FRT 55

13

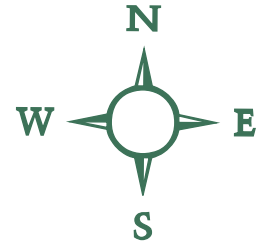
# Brampton East

15.2  
42211

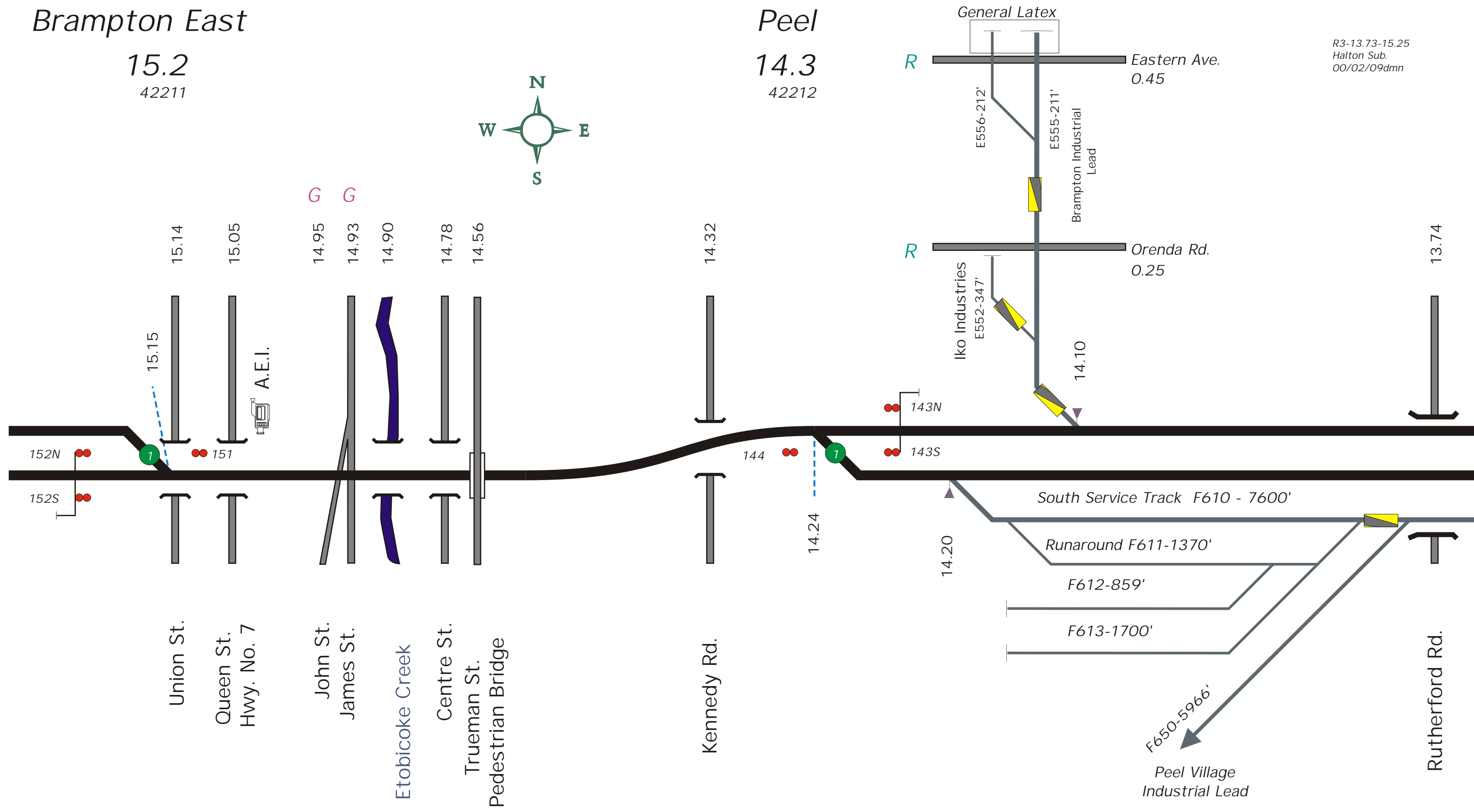
# Peel

14.3  
42212

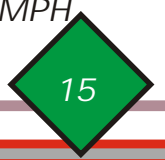
R3-13.73-15.25  
Halton Sub.  
00/02/09dmn



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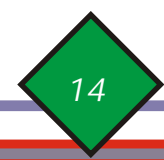


Note: All Trains = 45 MPH  
at Mile 15.2



PSGR 50  
FRT 50

Note: All Trains = 45 MPH  
at Mile 14.2



PSGR 60  
FRT 55

15.25=711'

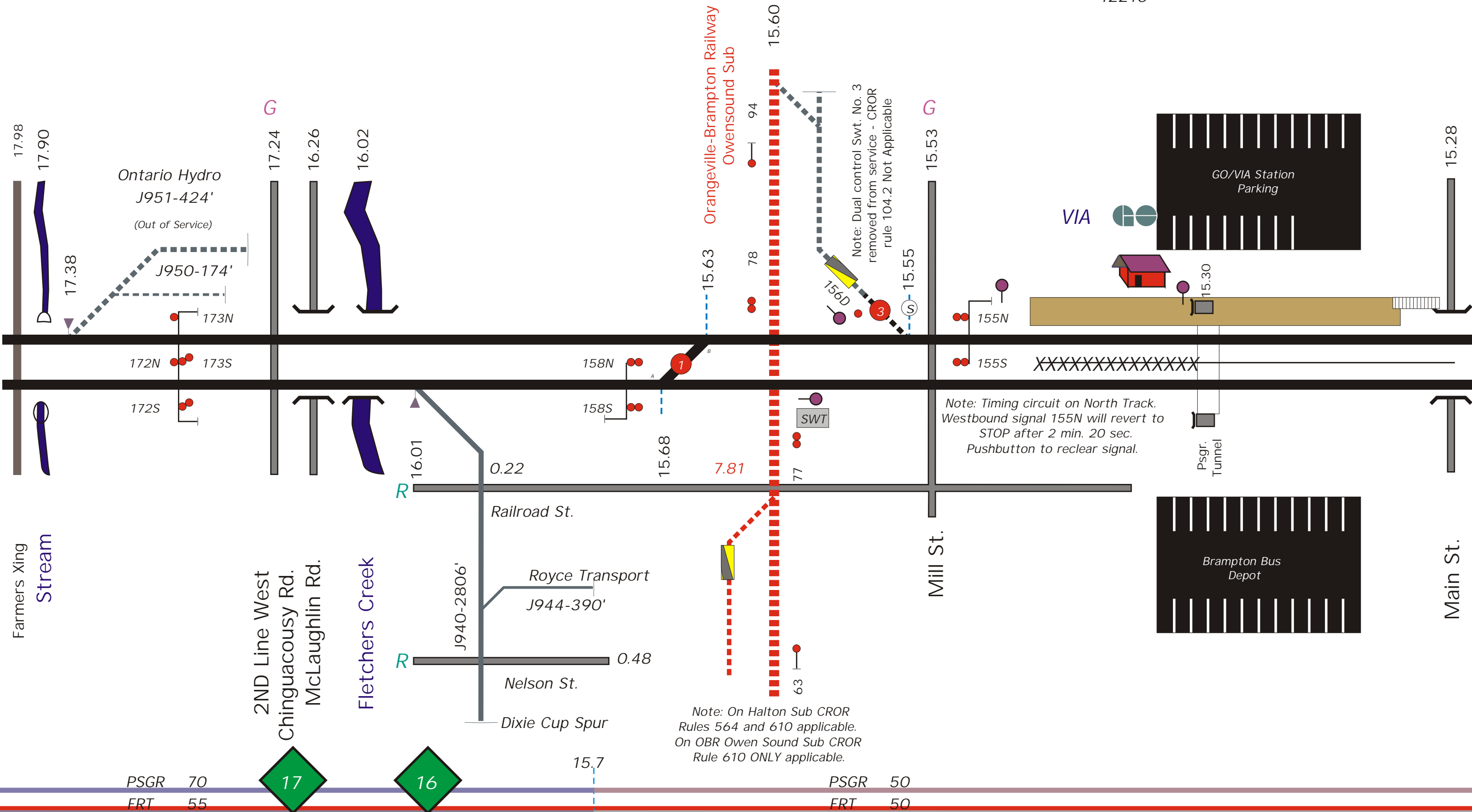
13.73=690'

# Brampton

## 15.4

42210

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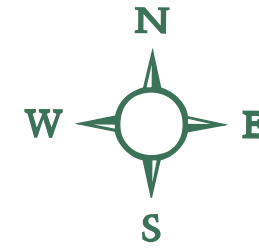
PSGR 70  
FRT 55

PSGR 50  
FRT 50

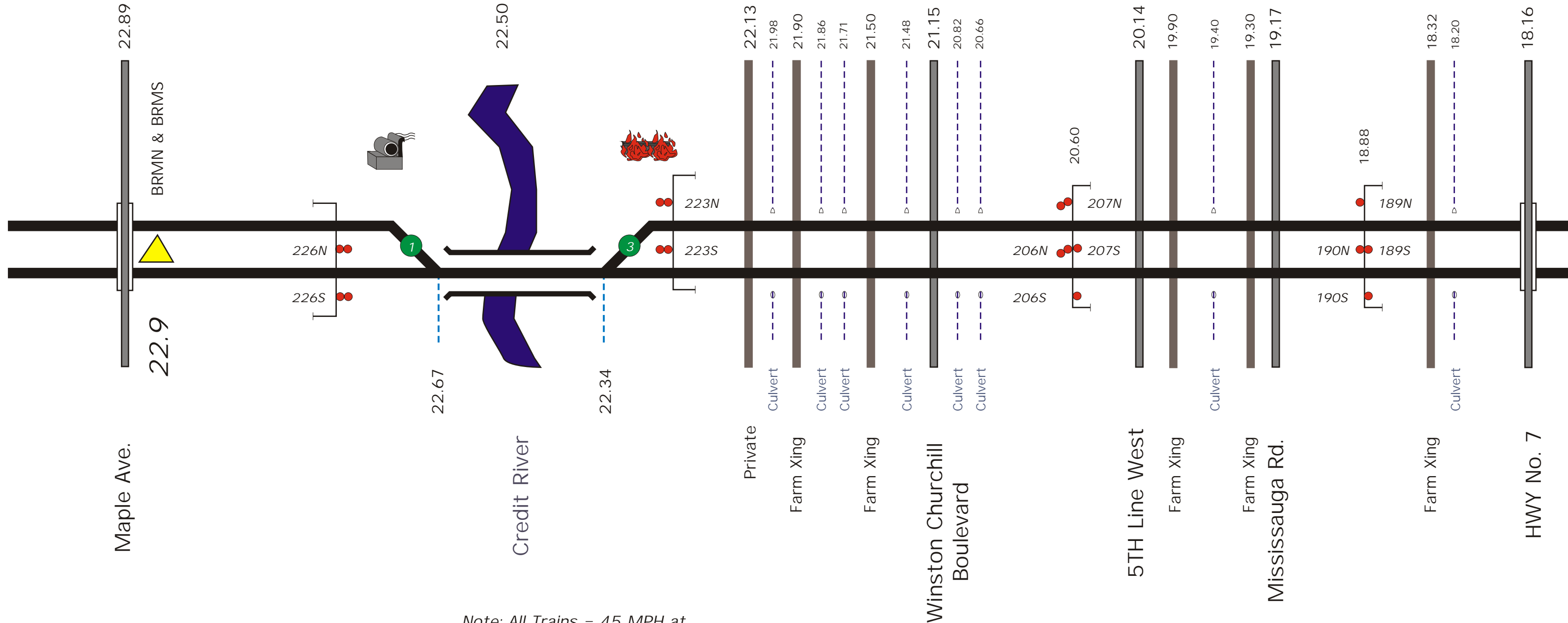
# Credit

## 22.5

42205



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Note: All Trains = 45 MPH at  
Mile 22.3 and Mile 22.7

PSGR 50  
FRT 50

22.7

22.3

22.2



PSGR 70  
FRT 55



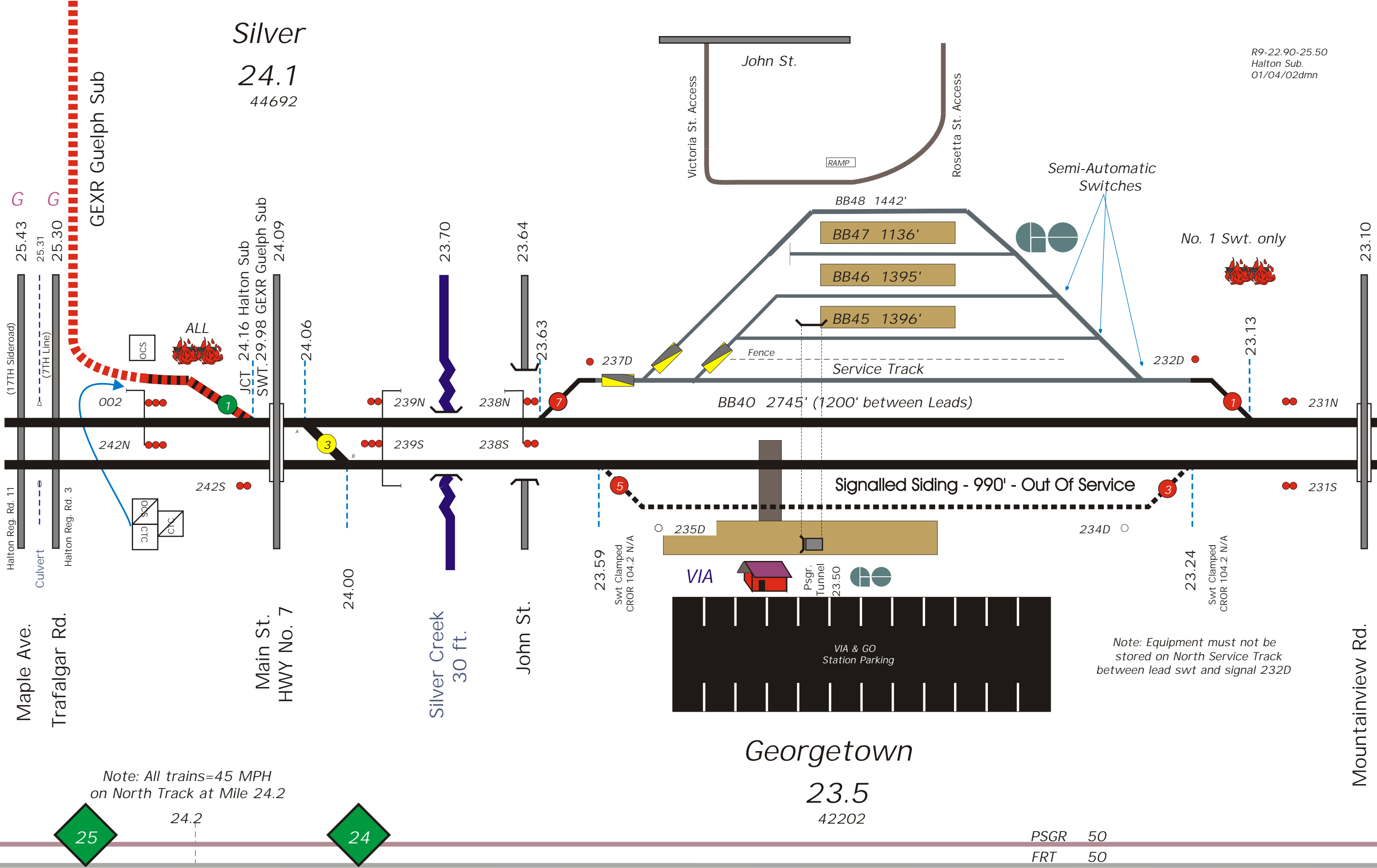
22.90=830'

21.80=806'

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Silver  
24.1  
44692

R9-22.90-25.50  
Halton Sub.  
01/04/02dmn



Note: All trains=45 MPH on North Track at Mile 24.2

Note: Equipment must not be stored on North Service Track between lead swt and signal 232D

PSGR 50  
FRT 50

25.50=880' 22.90=830'

# Mansewood

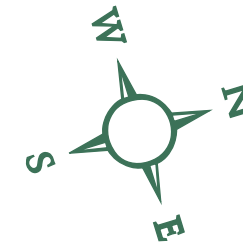
32.3  
44686

# Speyside

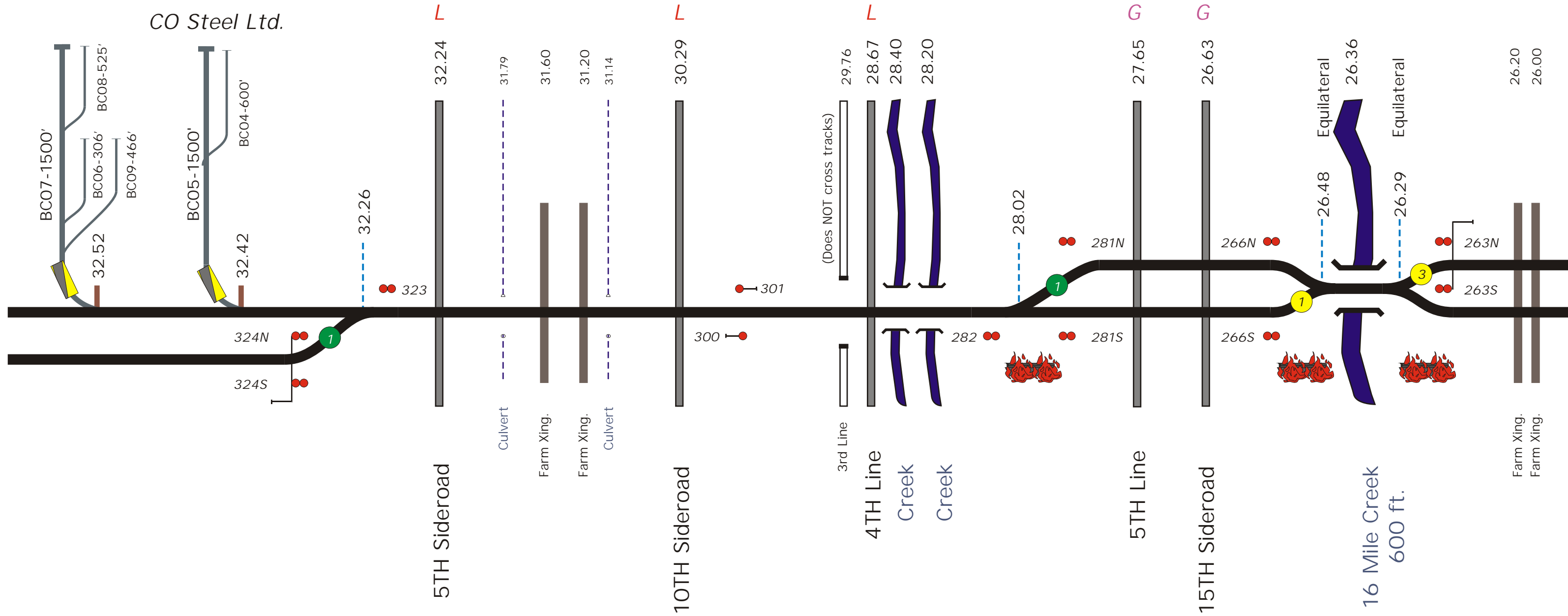
28.0  
44687

# Stewarttown

26.4  
44688



CO Steel Ltd.

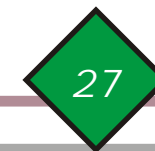


Note: All trains = 45 MPH  
at Mile 32.3

Note: All trains = 45 MPH  
at Mile 28.1

Note: All trains = 45 MPH  
between Mile 26.3  
and Mile 26.5

PSGR 50  
FRT 50



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34.00



33.78



Culvert



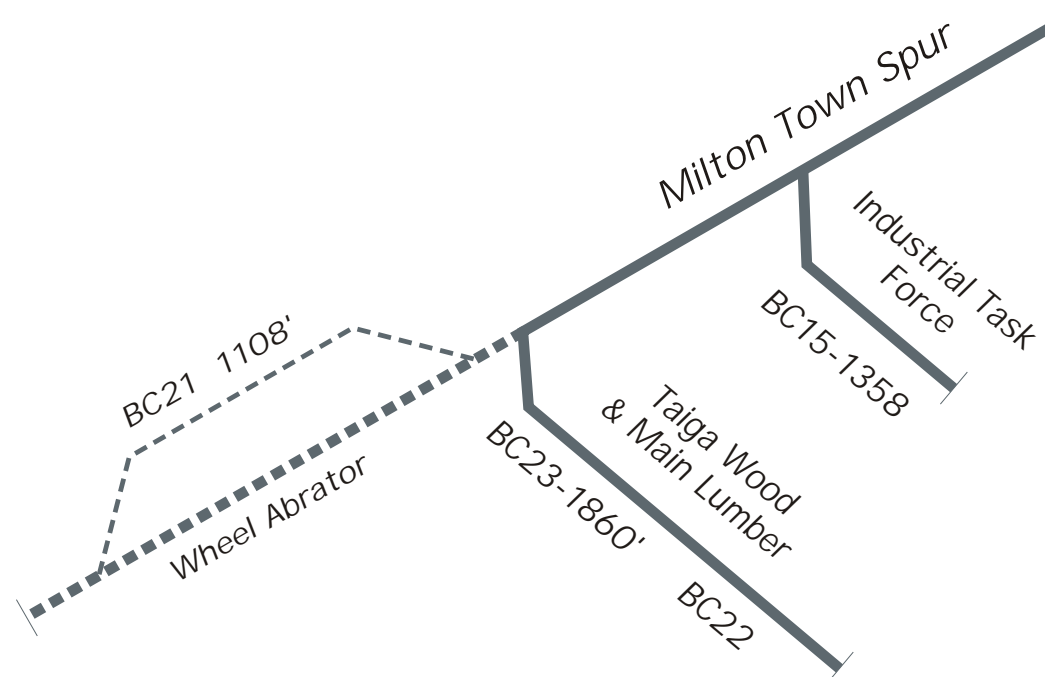
Culvert

33.58



33.58

HWY No. 401



PSGR 50  
FRT 50

34.10=685'

33.0=700'

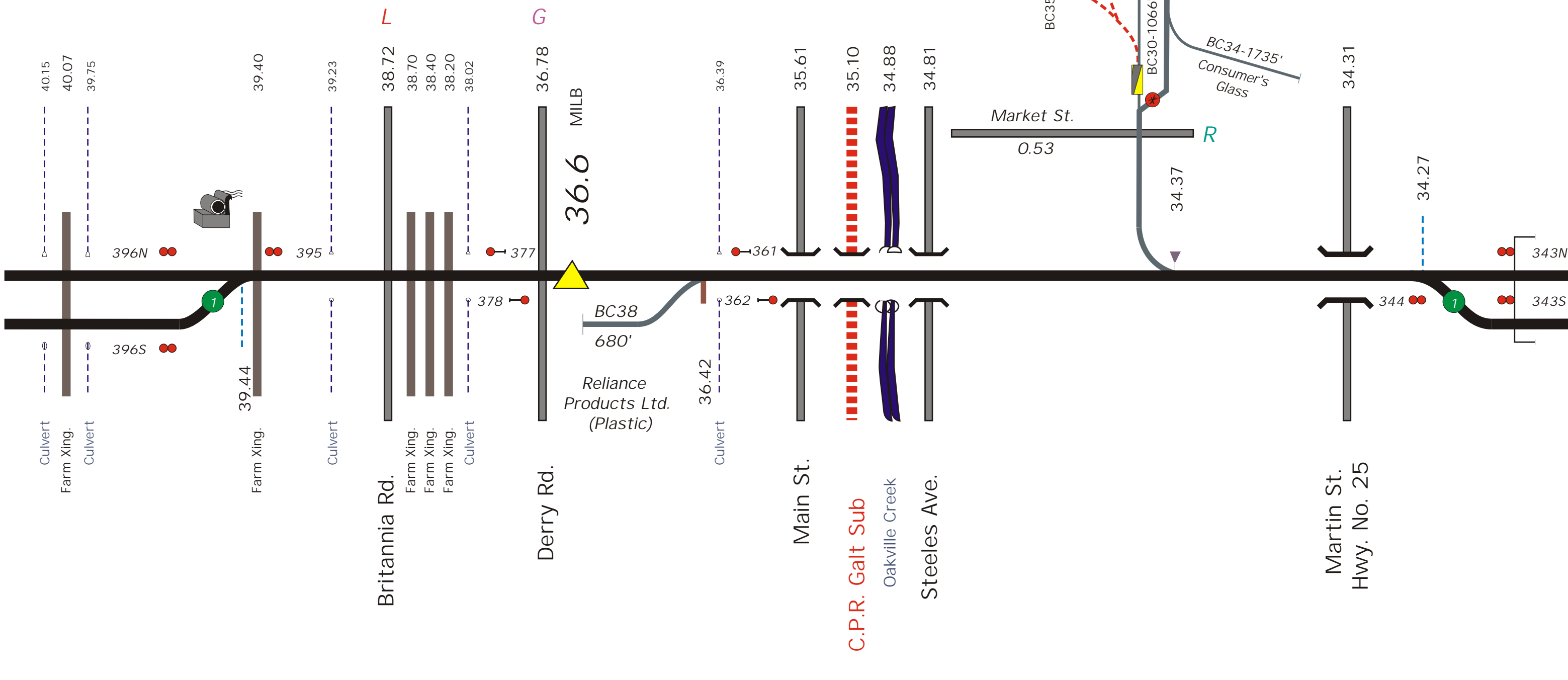
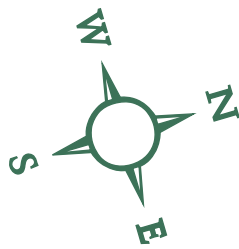


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R3-34.10-40.50  
Halton Sub.  
95/11/20dmn

Ash  
39.5  
44671

Milbase  
34.3  
44677



Note: All trains=45 MPH  
at Mile 39.4

Note: All trains=45 MPH  
at Mile 34.3

40

39

37

36

35

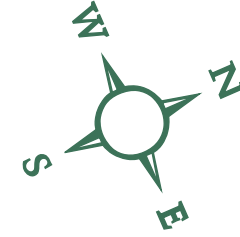
PSGR 50  
FRT 50

40.50=585'

34.10=685'

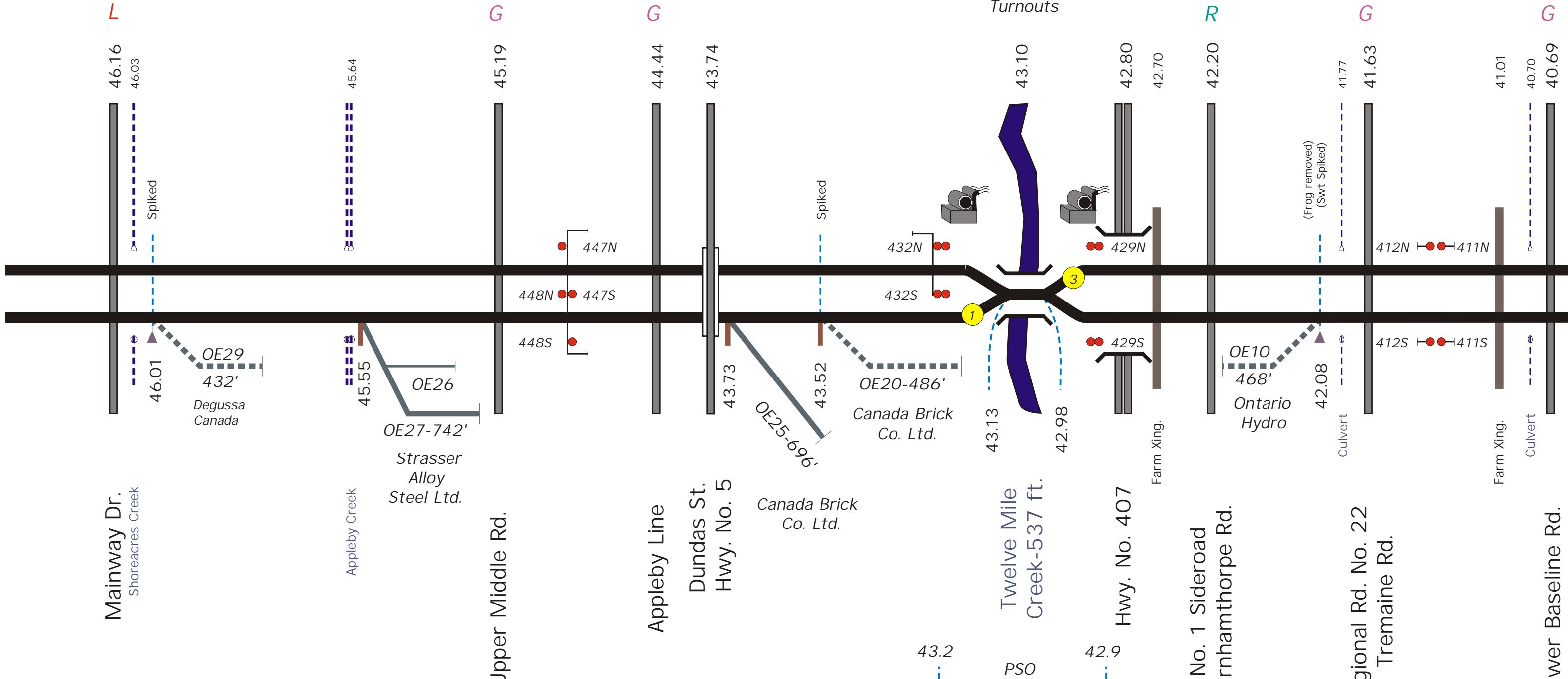
# Tansley

43.1  
44669



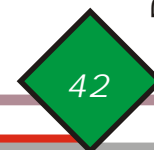
Equilateral  
Turnouts

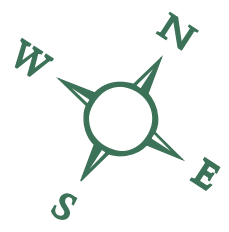
THIS IS NOT A LEGAL DOCUMENT - FOR INTERNAL CN INFORMATION ONLY



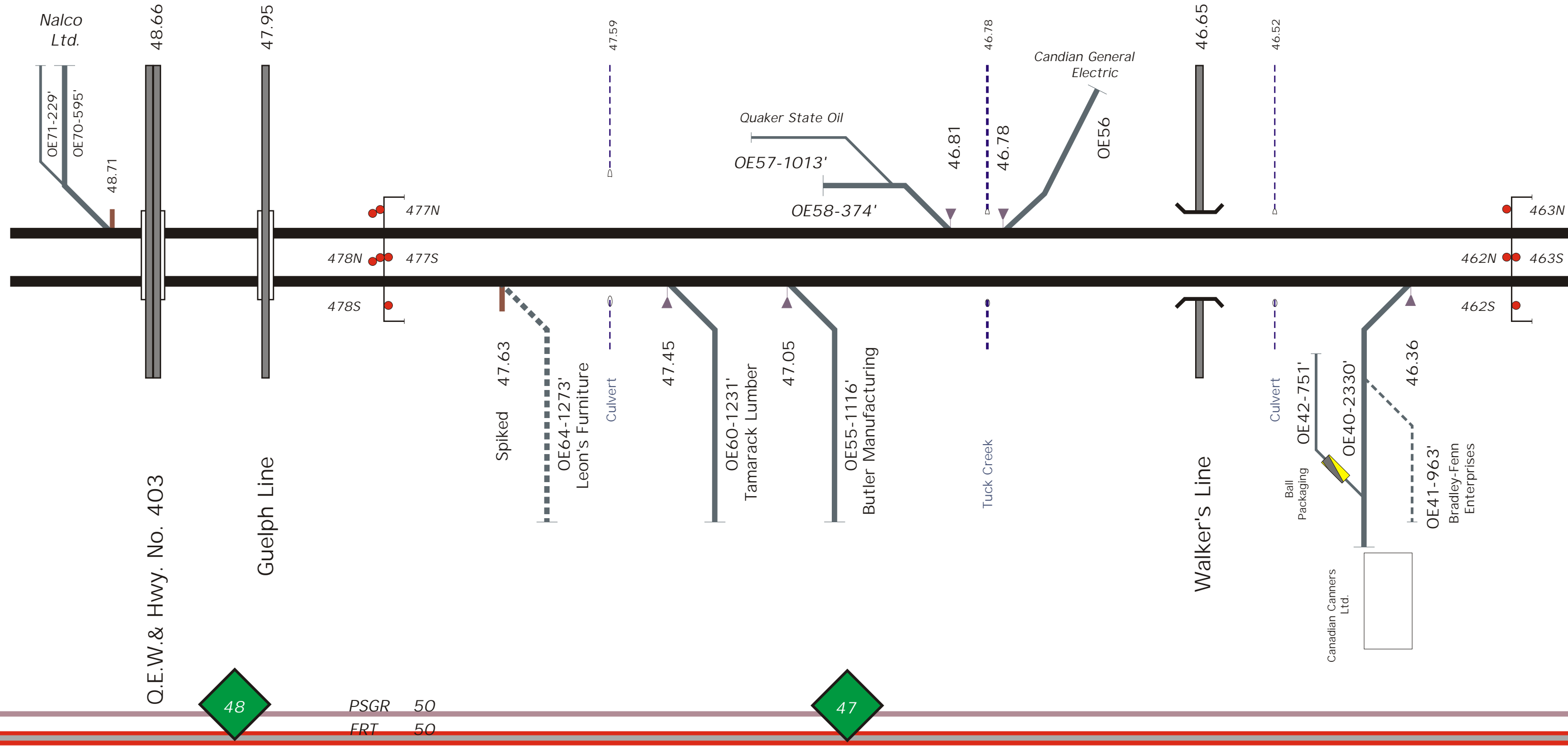
Note: Loaded ore cars  
35 MPH at mile 44.7

PSGR 50  
FRT 50





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48

PSGR 50  
FRT 50

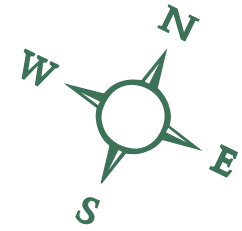
47

# Burlington West

## 49.5

R2-48.90-49.50  
Halton Sub.  
01/01/06dmn

Note: PSO=40 MPH all trains  
between Mile 49.0 and Mile 49.5



Jct. with  
Oakville Sub.

32.2 Oakville Sub  
49.5 Halton Sub

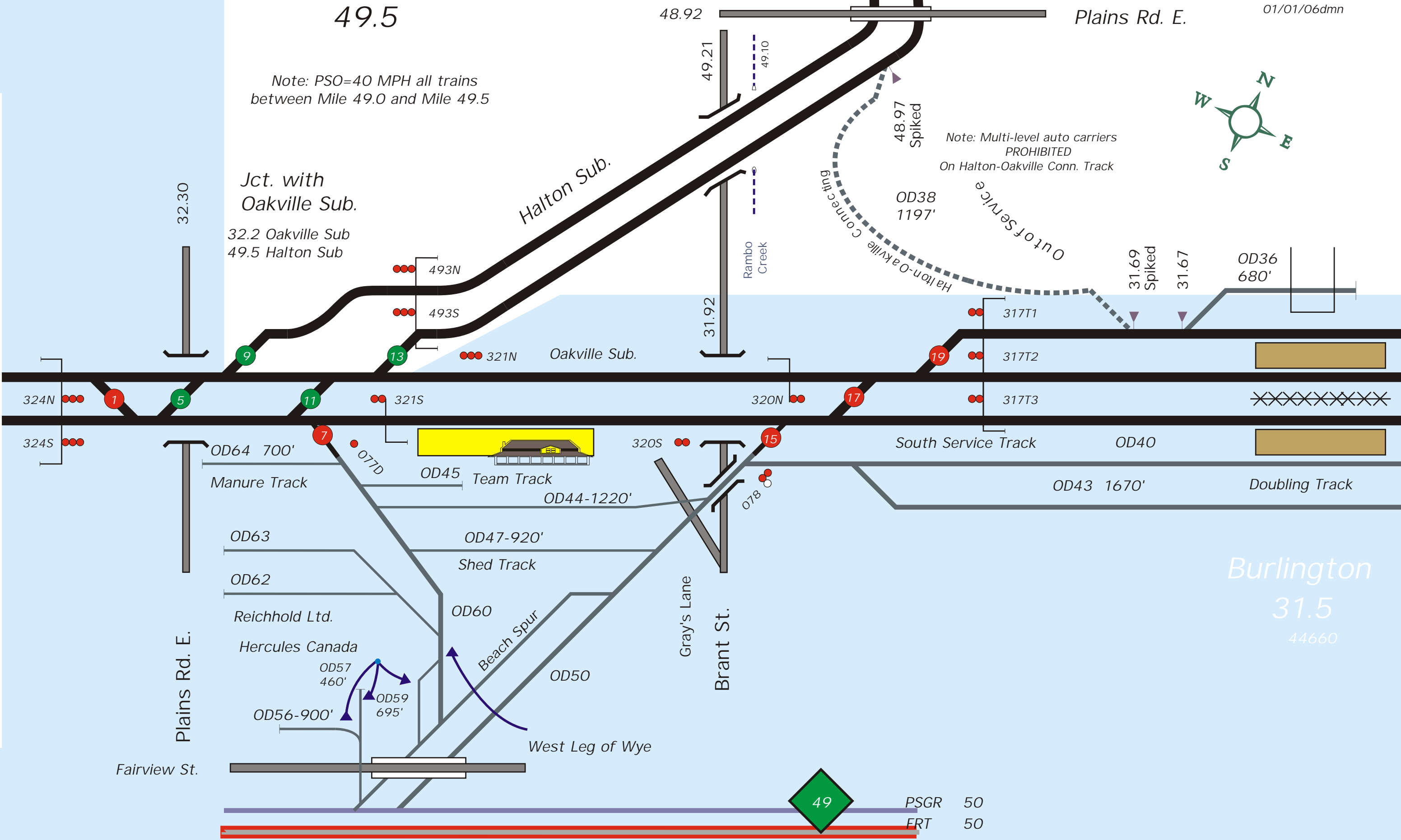
Halton Sub.

Oakville Sub.

Note: Multi-level auto carriers  
PROHIBITED  
On Halton-Oakville Conn. Track

Out of Service  
Halton-Oakville Connecting Track

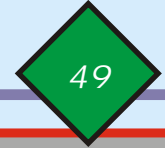
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Plains Rd. E.  
Fairview St.

Gray's Lane  
Brant St.

Burlington  
31.5  
44660



PSGR 50  
FRT 50

# Parkdale

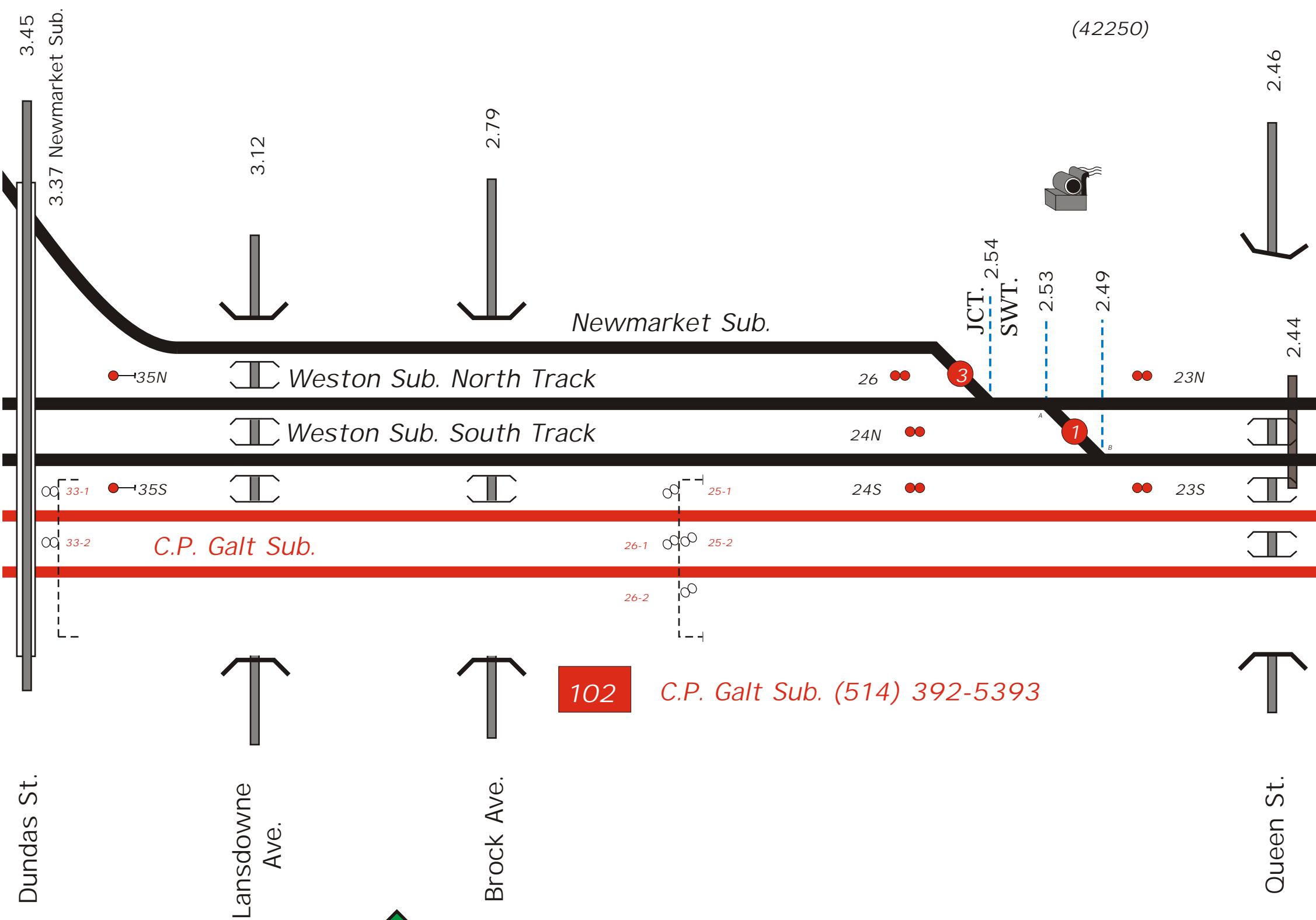
## 2.5 Weston Sub. 2.4 Newmarket Sub.

R5-2.40-3.65  
Newmarket Sub.  
99/12/15dmn

(42250)

Antonio Gaspar  
(Lakeview Fruit Market)

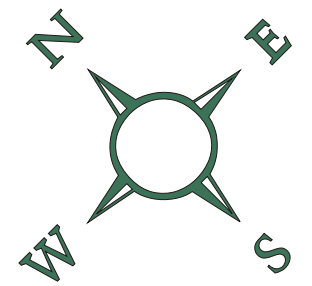
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Foreman's  
Plank Xing

**102**

C.P. Galt Sub. (514) 392-5393

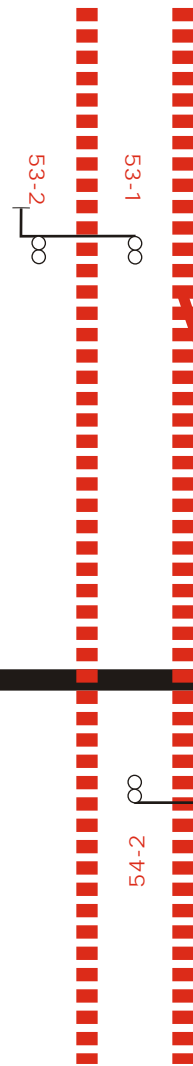
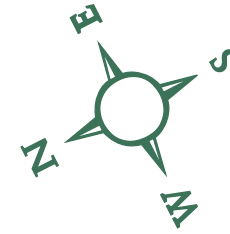


PSGR 35  
FRT 35

2.54 = 309'

# Davenport

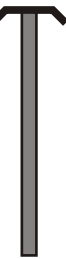
4.6  
42163



CP  
North Toronto Sub.  
From West Toronto

Controlled Interlocking.  
Controlled by CP  
RTC Toronto  
CROR Rule 610 must be obtained  
from CP RTC prior to  
obtaining CROR Rule 564  
from RTC-YB Toronto

4.51



Dupont St.

American Standard

E246  
417'

E245  
340'

E242  
470'

E241  
347'

Gate

G

4.19



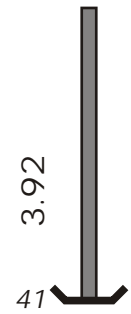
Wallace Ave.

4.08



Paton Rd. Ped. Tunnel  
(closed to public)

3.91



Bloor St.

46 ●●

45 ●●

41 ●

4.29

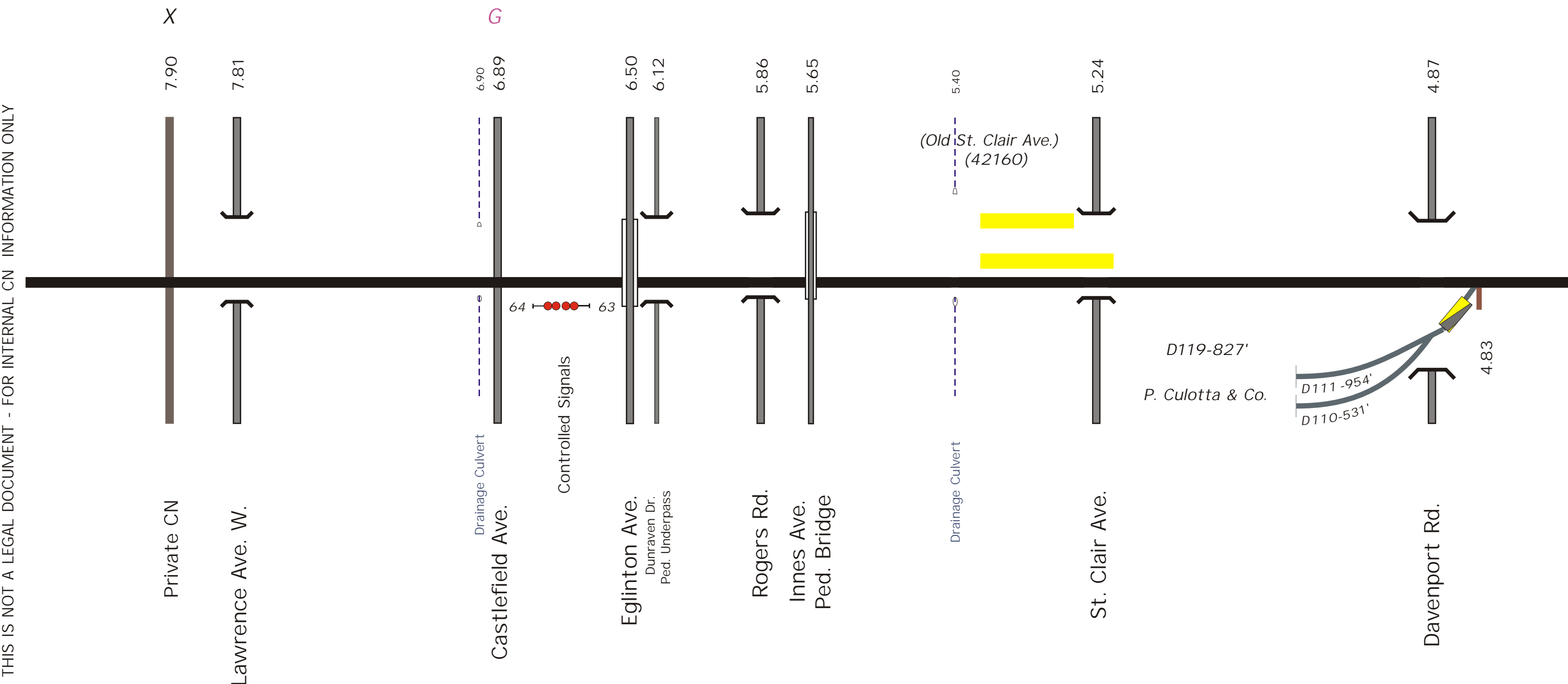
PSGR 35  
FRT 35



# Fairbank 6.6

R4-4.82-8.08  
Newmarket Sub.  
99/12/15dmn

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8

7

6

PSGR 35  
FRT 35

5

8.08 = 580'

4.82 = 405'

D119-827'  
P. Culotta & Co.

D111-954'  
D110-531'

4.83

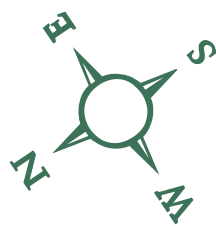
# Snider South

12.1  
42128

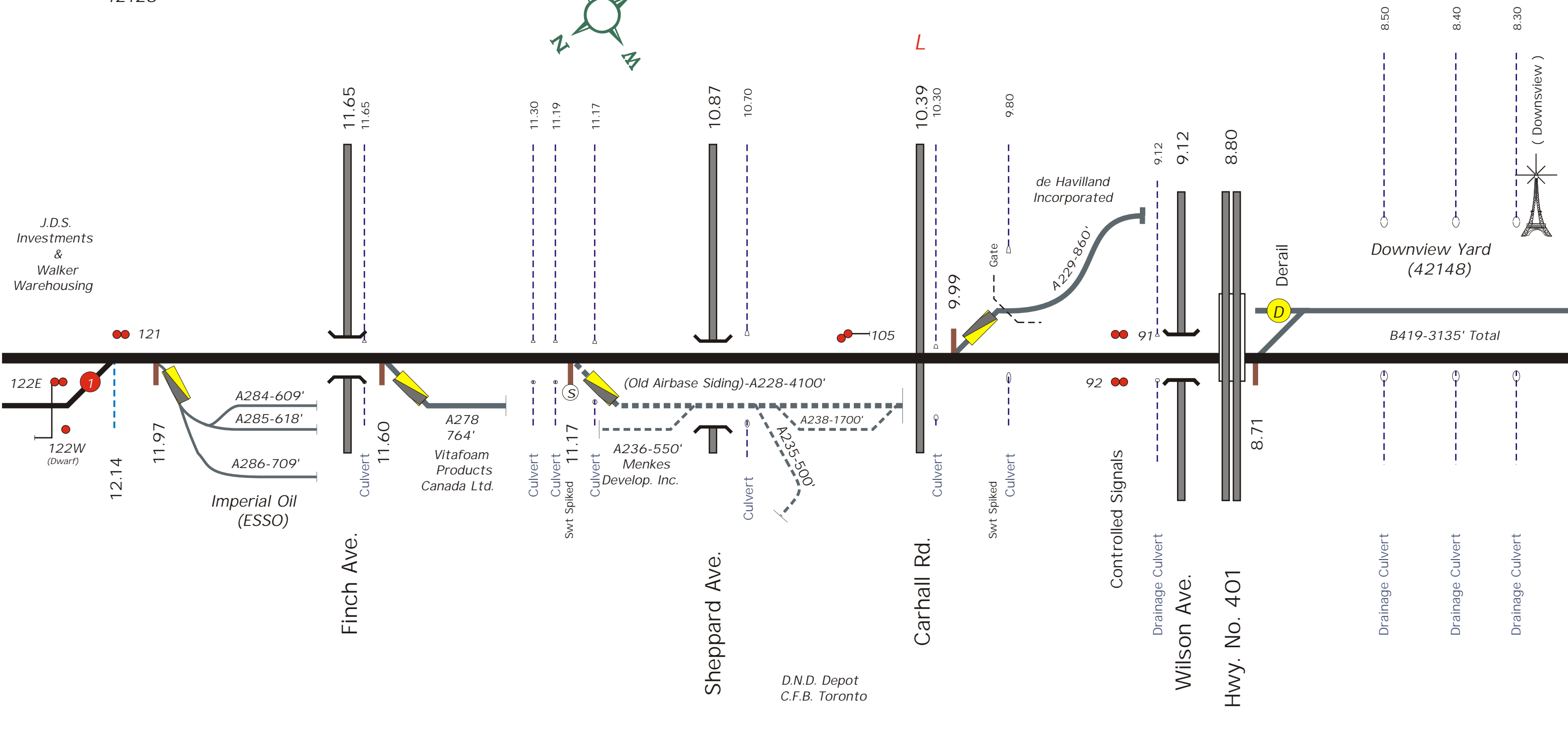
# Spicer

9.2

R6-8.08-12.20  
Newmarket Sub.  
01/02/20dmn



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PSGR 75  
FRT 60

PSGR 35  
FRT 35

9.45=635'

8.08 = 580'





Note: Any movement within circuit limits with No. 15 or No. 17 SWT in Hand throw MUST reset circuit. Entire movement Must be clear of circuit limits before circuit can be reset.

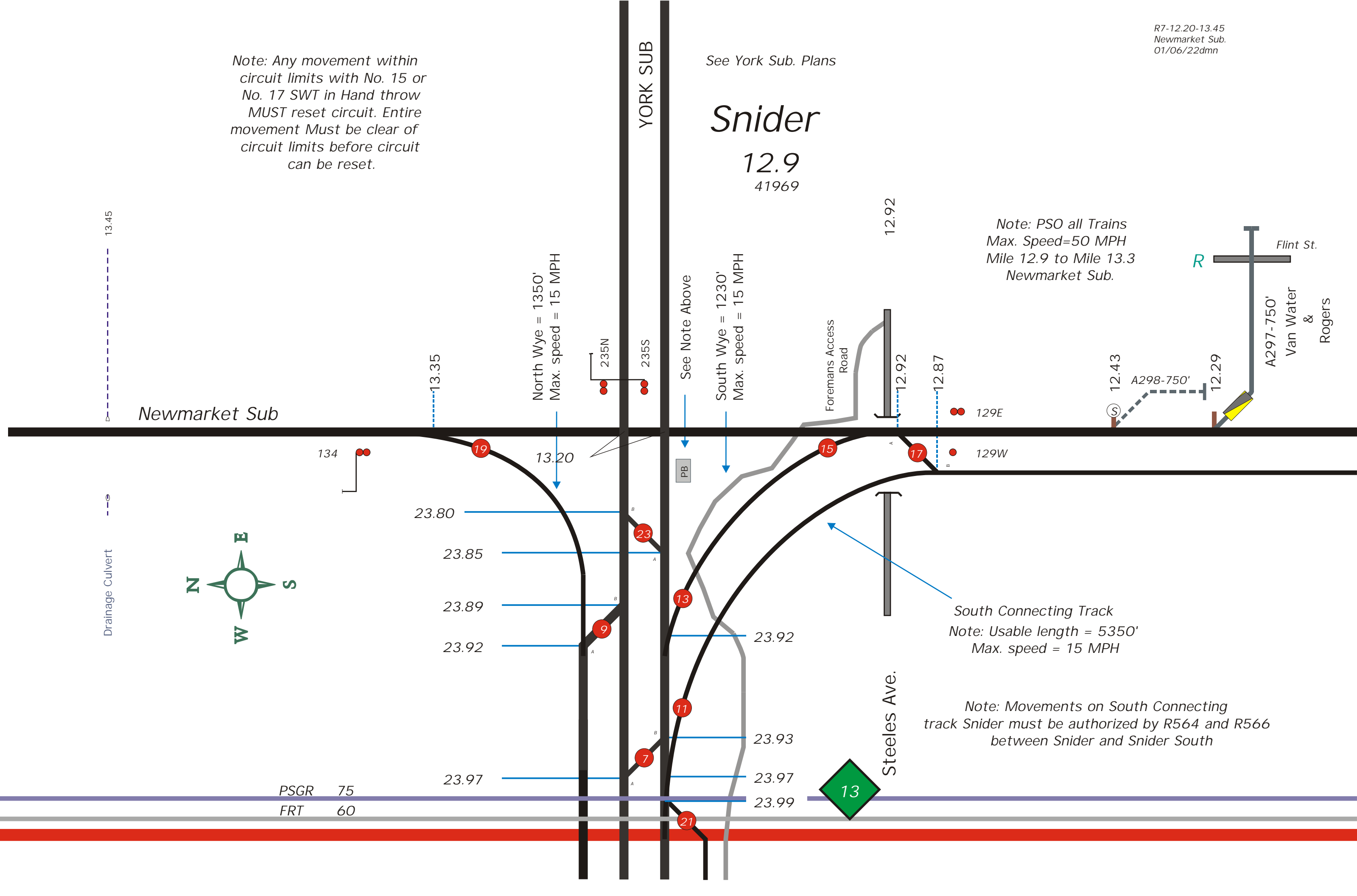
See York Sub. Plans

# Snider

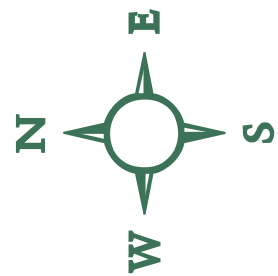
12.9  
41969

Note: PSO all Trains  
Max. Speed=50 MPH  
Mile 12.9 to Mile 13.3  
Newmarket Sub.

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Drainage Culvert ---e



PSGR 75  
FRT 60

Note: Movements on South Connecting track Snider must be authorized by R564 and R566 between Snider and Snider South

South Connecting Track  
Note: Usable length = 5350'  
Max. speed = 15 MPH

Steeles Ave.

Flint St.  
A297-750'  
Van Water & Rogers

YORK SUB

Newmarket Sub

North Wye = 1350'  
Max. speed = 15 MPH

South Wye = 1230'  
Max. speed = 15 MPH

See Note Above

Foremans Access Road

A298-750'

12.43

12.29

12.92

12.92

12.87

13.35

13.20

23.80

23.85

23.89

23.92

23.97

23.92

23.93

23.97

23.99

129E

129W

134

13

235N

235S

PB

9

11

7

21

15

17

19

23

13

R

S

A

B

A

B

A

B

A

B

A

B

A

B

A

B

A

B

A

B

A

B

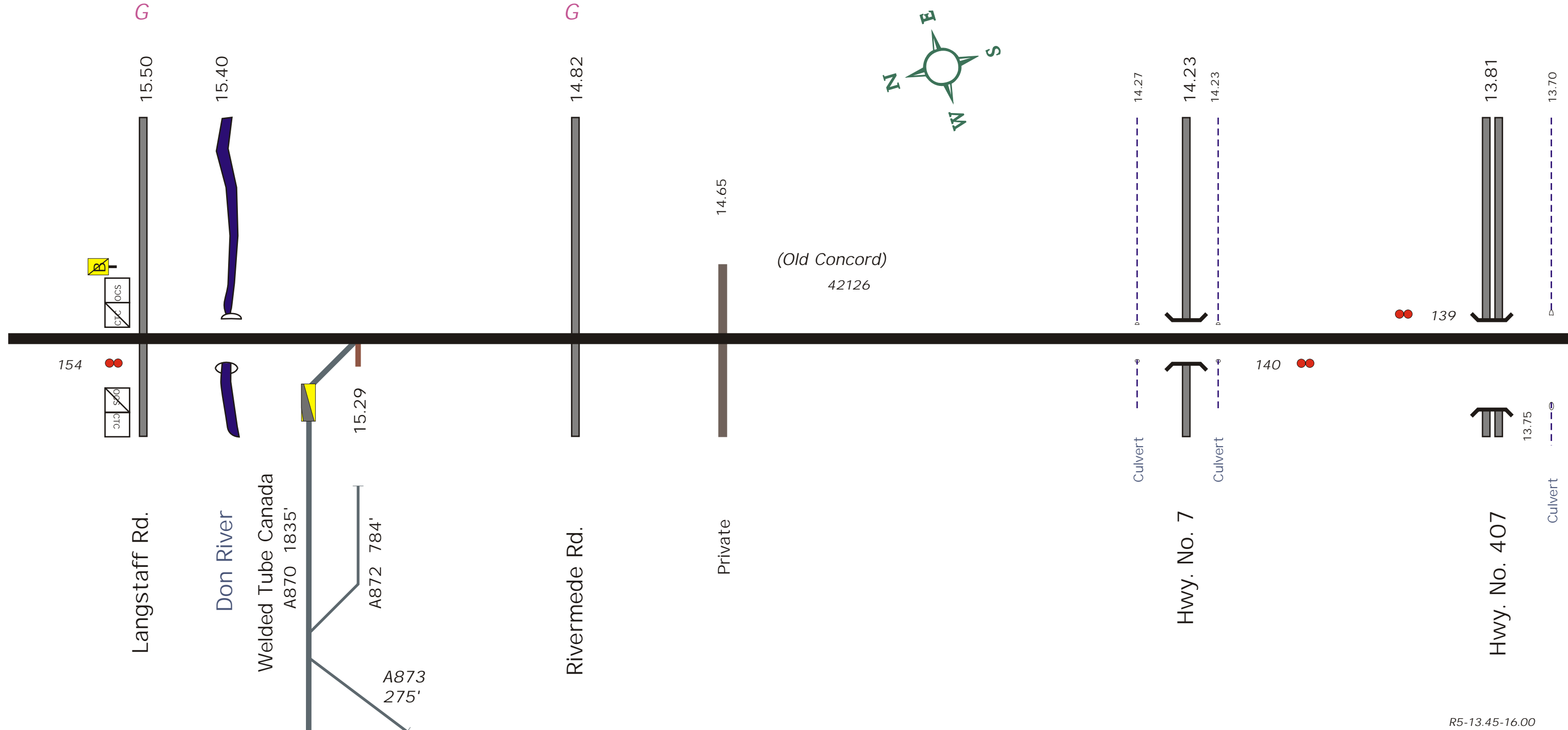
A

B

Concord  
15.5

Snider North  
14.0  
42124

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15.55 = 668'

14.30 = 630'

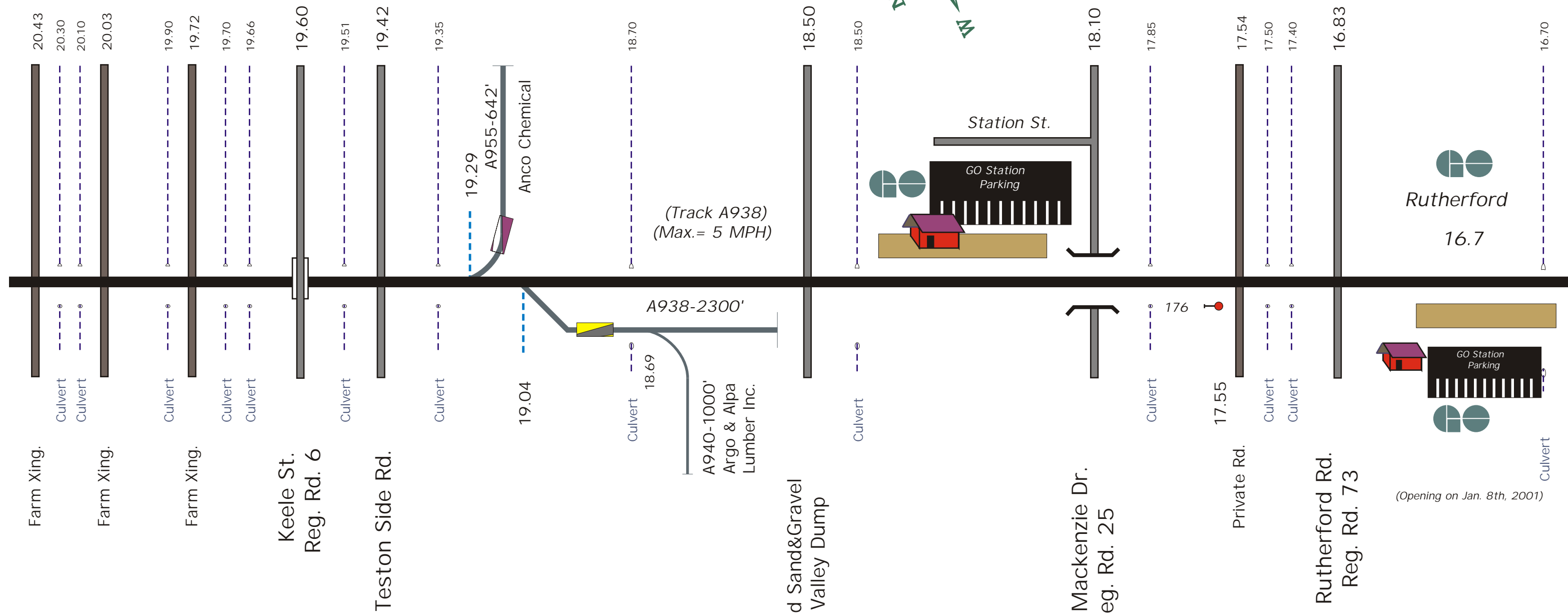
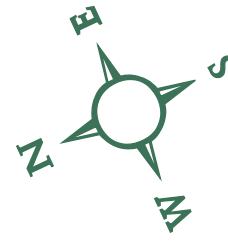
PSGR 75  
FRT 60

R5-13.45-16.00  
Newmarket Sub.  
00/11/09dmn

# Maple

## 18.3

42122



20

PSGR 60  
FRT 50

19

18

PSGR 75  
FRT 60

17

16

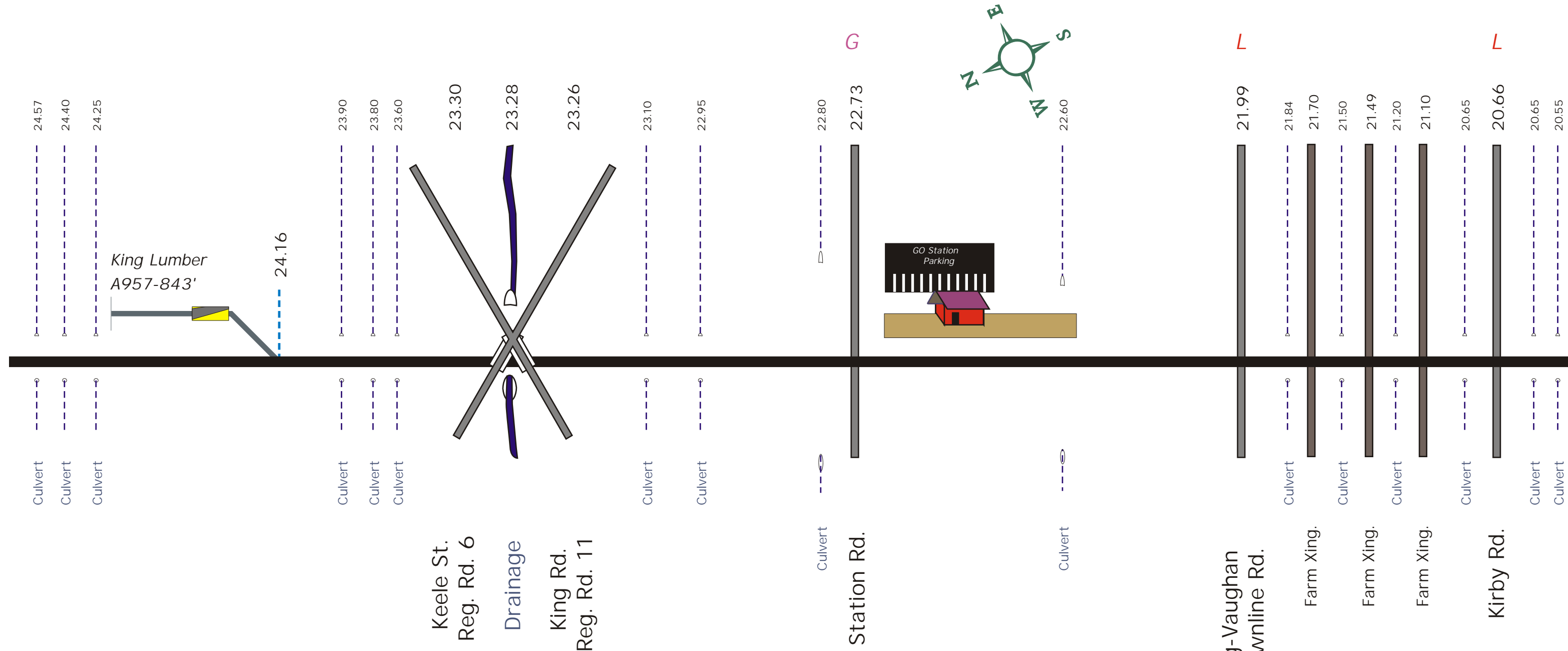
20.5=955'

15.55=668'

# King City

## 22.7

42118



24

23

22

21

PSGR 60  
FRT 50

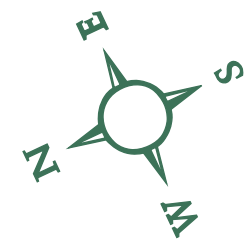
24.57=960'      23.3=975'      22.6=952'      21.5=995'      20.5=955'

# Aurora

29.9  
42112

R2-24.57-30.00  
Newmarket Sub.  
99/01/01dmn

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G

29.99

Wellington St. E.



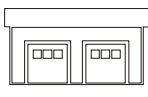
L

29.40

29.17

Culvert

Englehard Dr.



Fire Hall

28.85

Culvert

28.80

Culvert

28.51

Culvert

28.50

Yonge St.  
Hwy. No. 11

28.30

Culvert

28.10

Culvert

27.70

Stream

and Cattle Underpass

Drain

27.66

(Old Cherry)  
(Mi. 27.5)

26.60

Culvert

26.50

Bathurst St.  
Reg. Rd. 38

L

26.10

Bloomington Rd.  
Side Rd. 15

26.09

Culvert

25.90

Culvert

25.70

Culvert

25.50

Culvert

25.30

Culvert

25.25

Farm Xing.

24.98

East Humber  
River

24.92

Culvert

24.85

Culvert

L

24.63

Dufferin St.  
Reg. Rd. 53

24.60

Culvert



30.0=883'



PSGR 60  
FRT 50



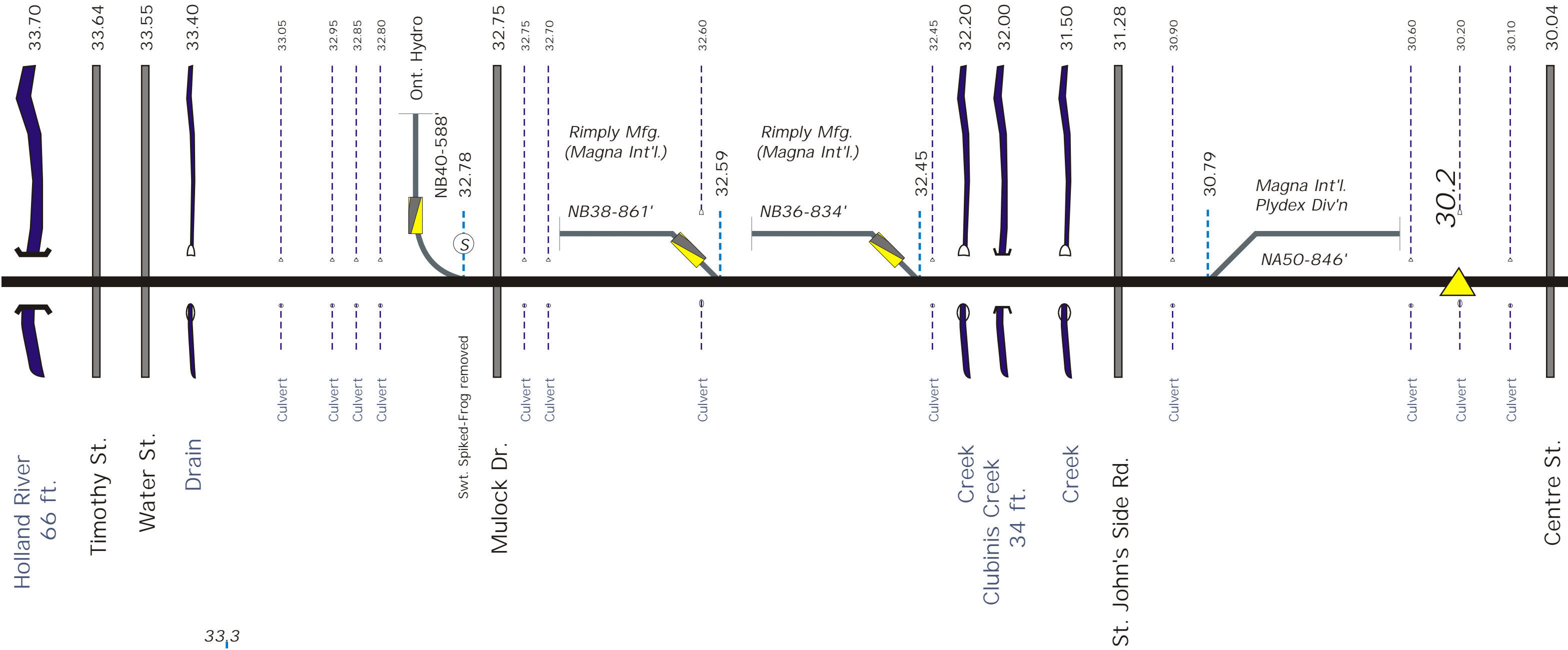
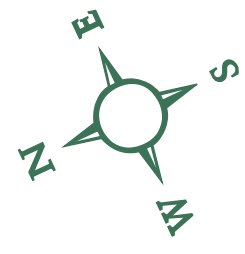
26.5=996'



25.0=953'

24.57=960'

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PSGR 50  
 FRT 40

PSGR 60  
 FRT 50



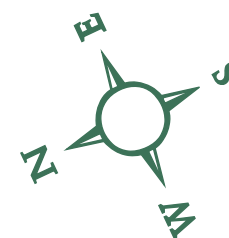
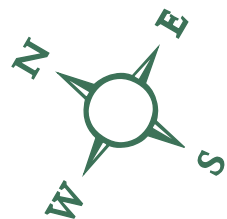
33.7=780'

30.0=883'

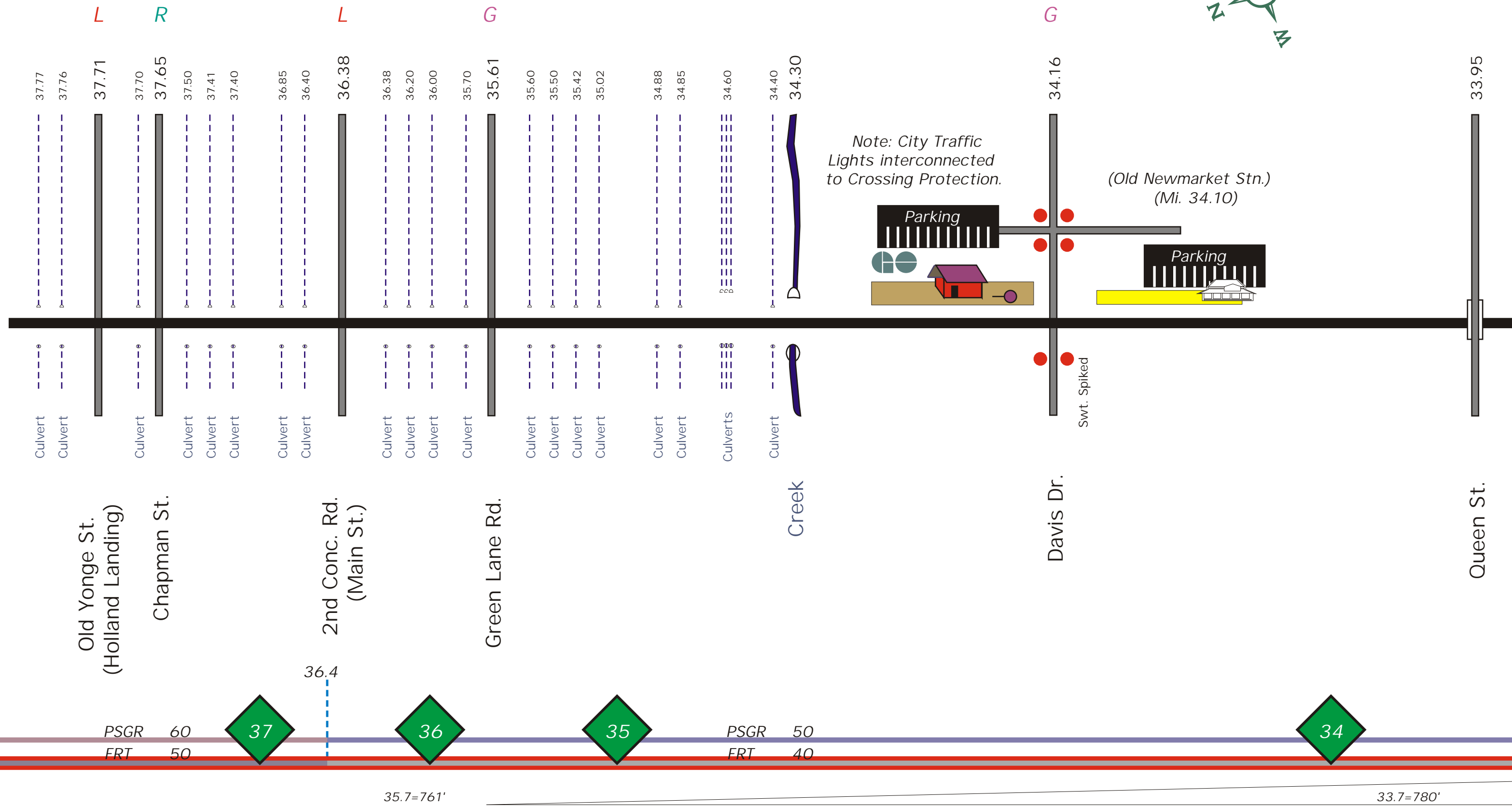
# Newmarket

34.2  
42106

R4-33.70-37.80  
Newmarket Sub.  
99/11/08dmn



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Old Yonge St.  
(Holland Landing)

Chapman St.

2nd Conc. Rd.  
(Main St.)

Green Lane Rd.

Creek

Davis Dr.

Queen St.

PSGR 60  
FRT 50



PSGR 50  
FRT 40



35.7=761'

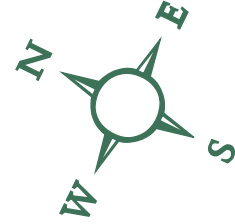
33.7=780'

# Bradford

41.5

51182

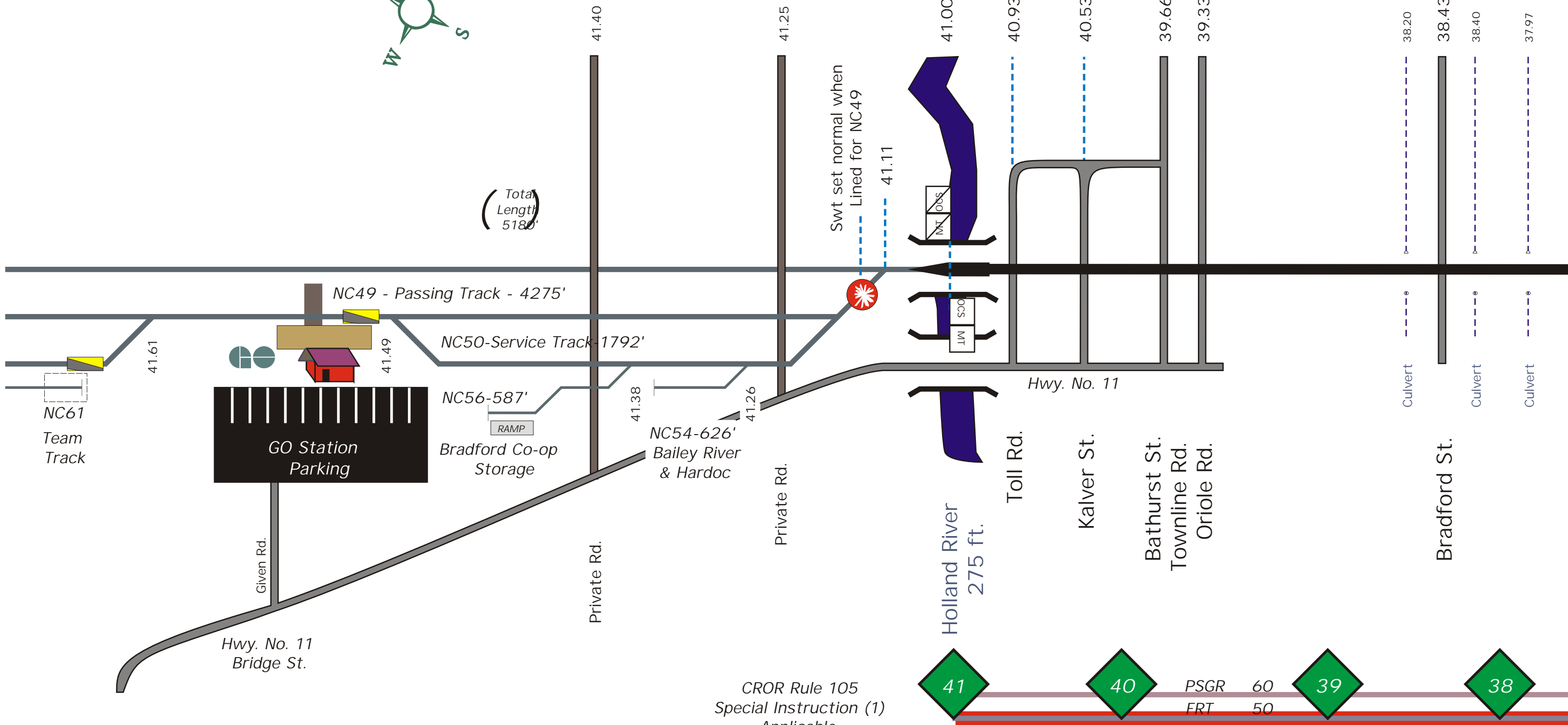
R4-37.80-41.70  
Newmarket Sub.  
01/08/30dmn



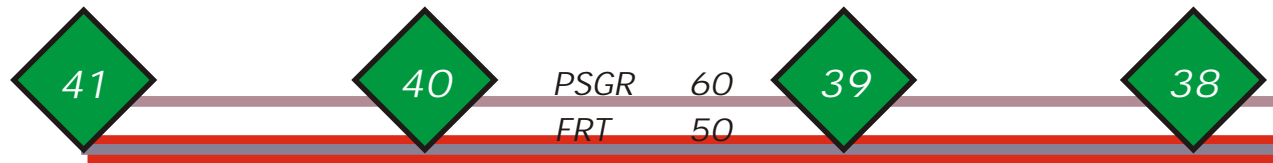
(Total Length 5180')

Swt set normal when Lined for NC49

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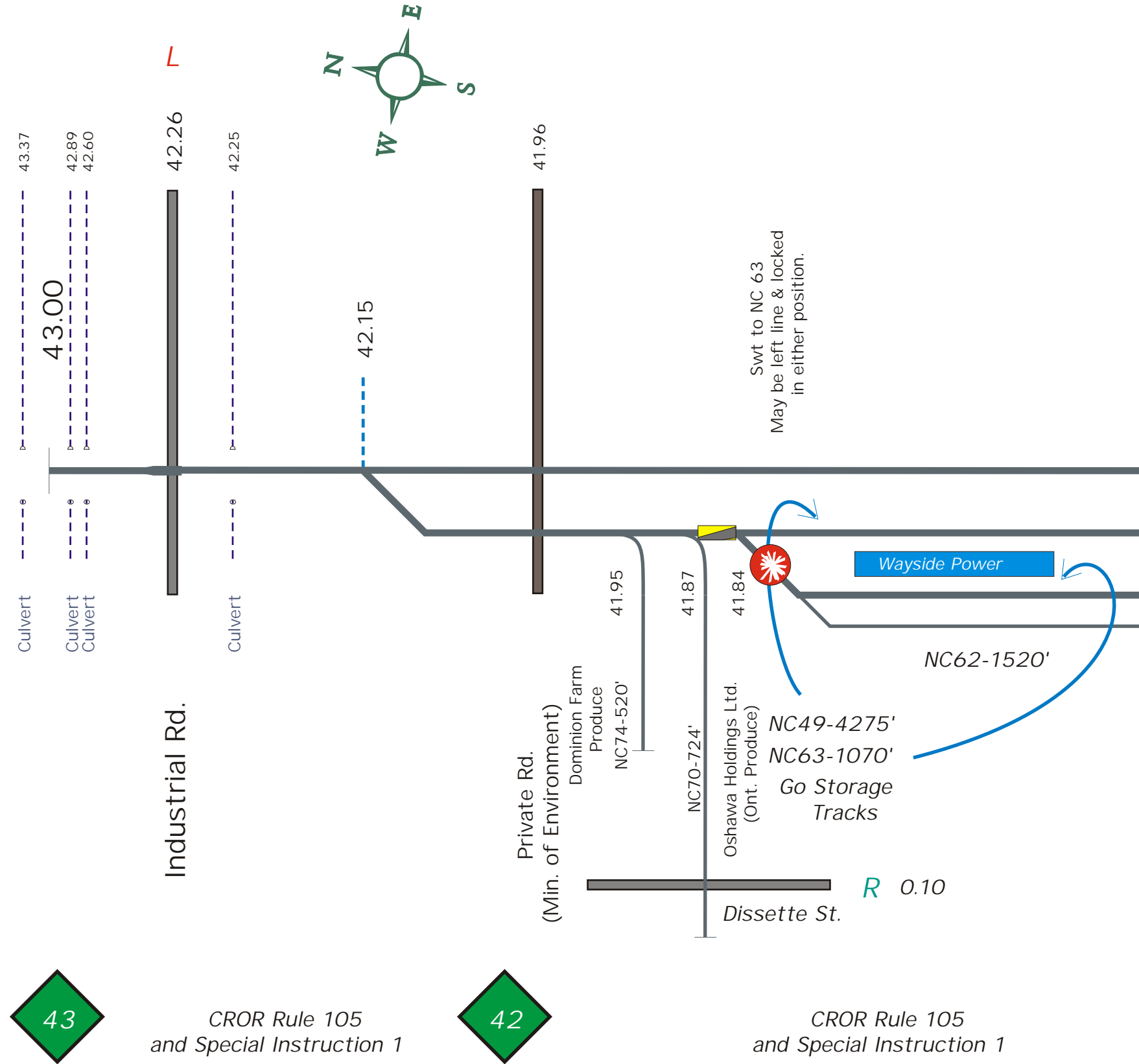
CROR Rule 105  
Special Instruction (1)  
Applicable





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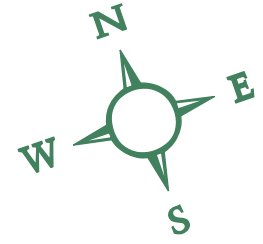
Track Abandoned  
Movements are PROHIBITED  
North of Mile 43 Newmarket Sub



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R3-0.00-1.30  
Weston Sub.  
03\07\25dmn  
  
R4-0.00-1.25  
Oakville Sub.  
03\07\25dmn

Toronto  
0.0  
42414



Bathurst St.  
1.1  
42310

1.1  
42310

Weston Sub. to  
Parkdale

To: Bathurst St.  
North Yard

To  
CP Rail  
Galt Sub.

Western Lead

126

Foreman's  
crossing

West Limits USRC =  
A Tracks = Mile 1.2

Flyunder

USRC to Union Stn.

0.25  
Simcoe St.

Oakville Sub.

RTC: CH8T1, \*5-460#

West Limits USRC =  
D Tracks = Mile 1.0

John St.

USRC

Scott St.  
(USRC)

Oakville-Kingston North Connecting Track

Oakville-Kingston South Connecting Track

Foreman's  
crossing

Locked with  
Special Lock

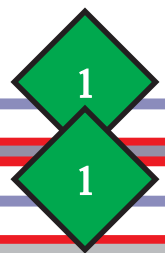
John St.  
West

John St.  
East

Former  
Bathurst South  
Storage Yard

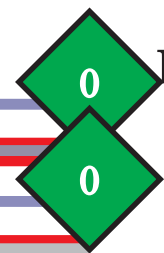
Bathurst St.

PSGR 60  
FRT 15  
PSGR 45  
FRT 15

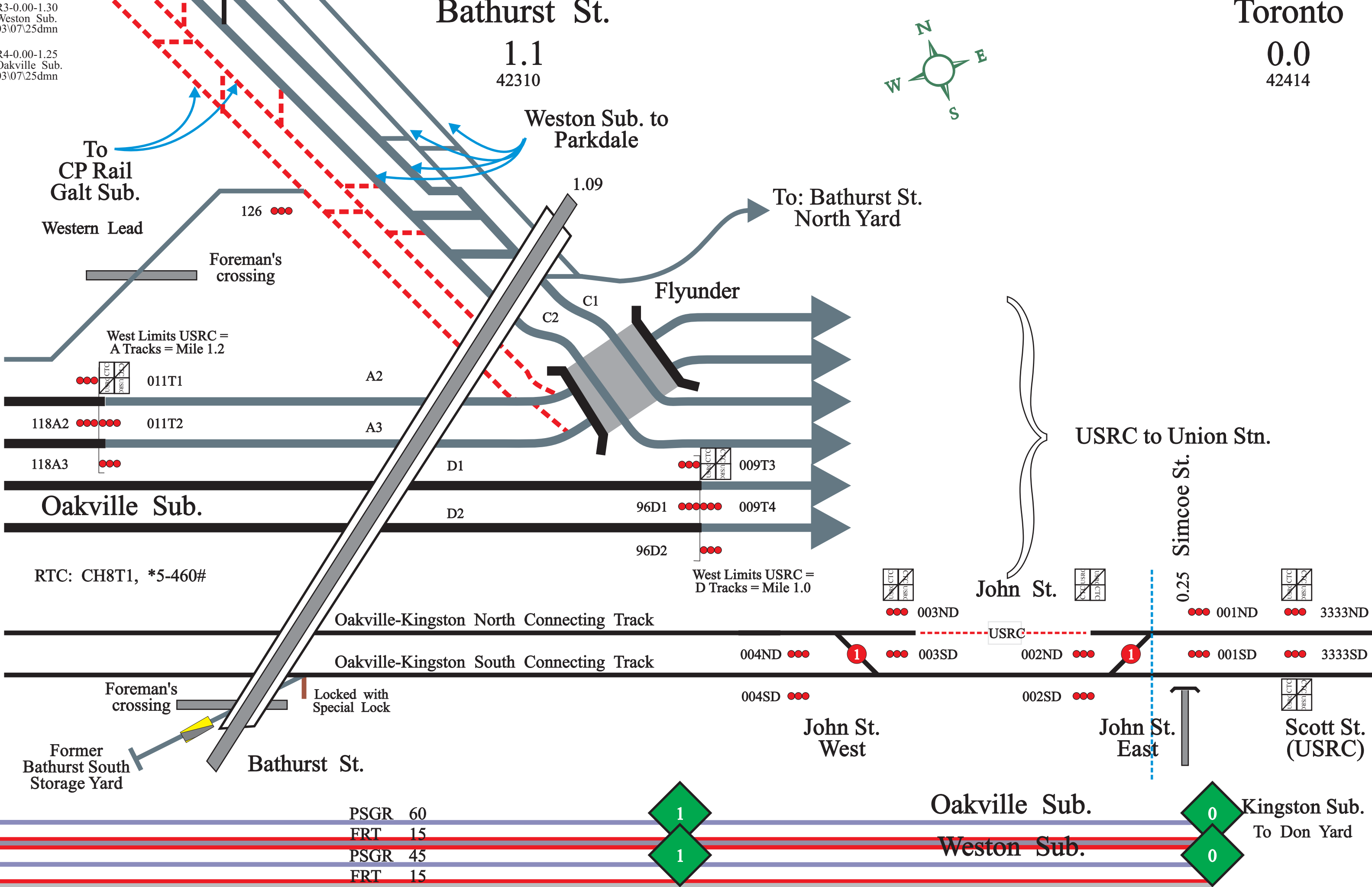


Oakville Sub.

Weston Sub.

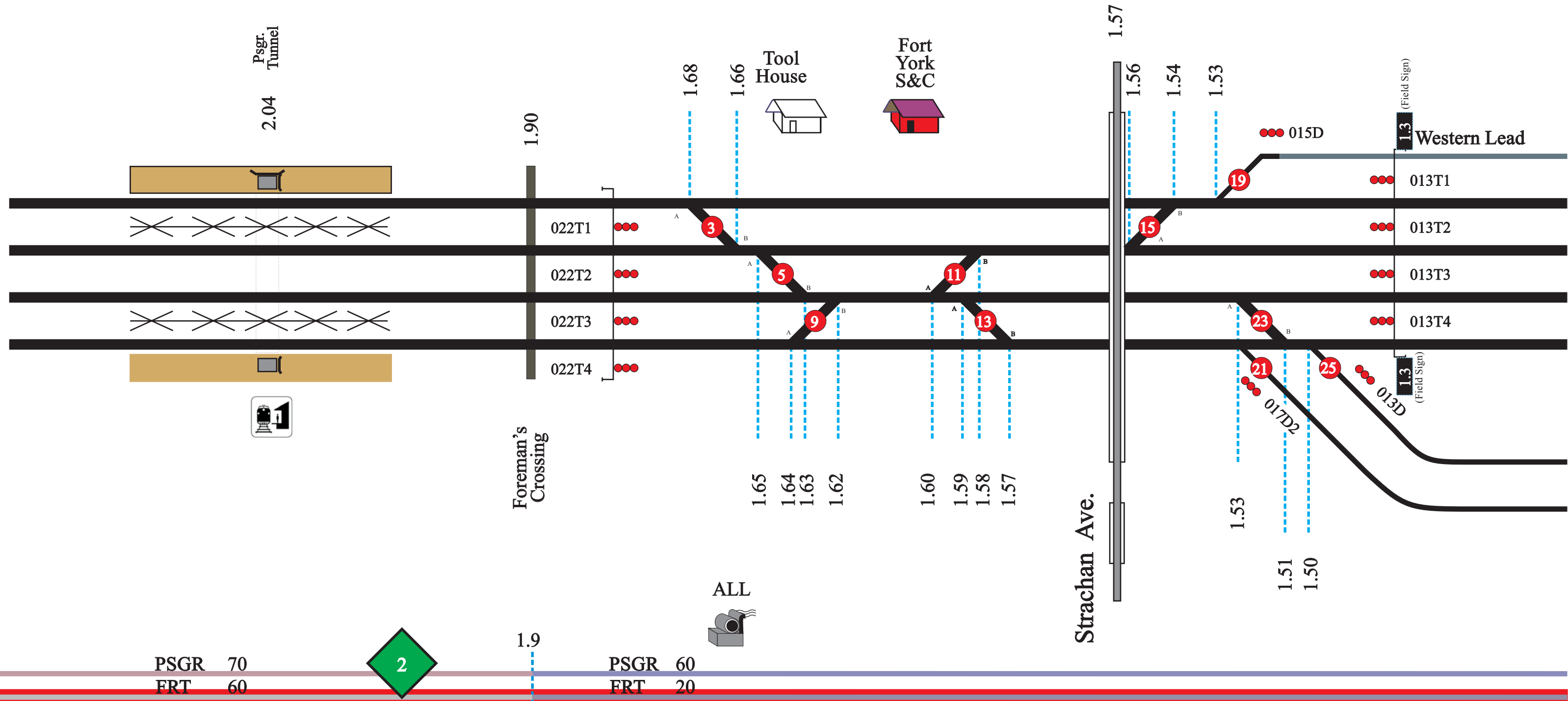


Kingston Sub.  
To Don Yard



RTC: CH8T1, \*5-460#

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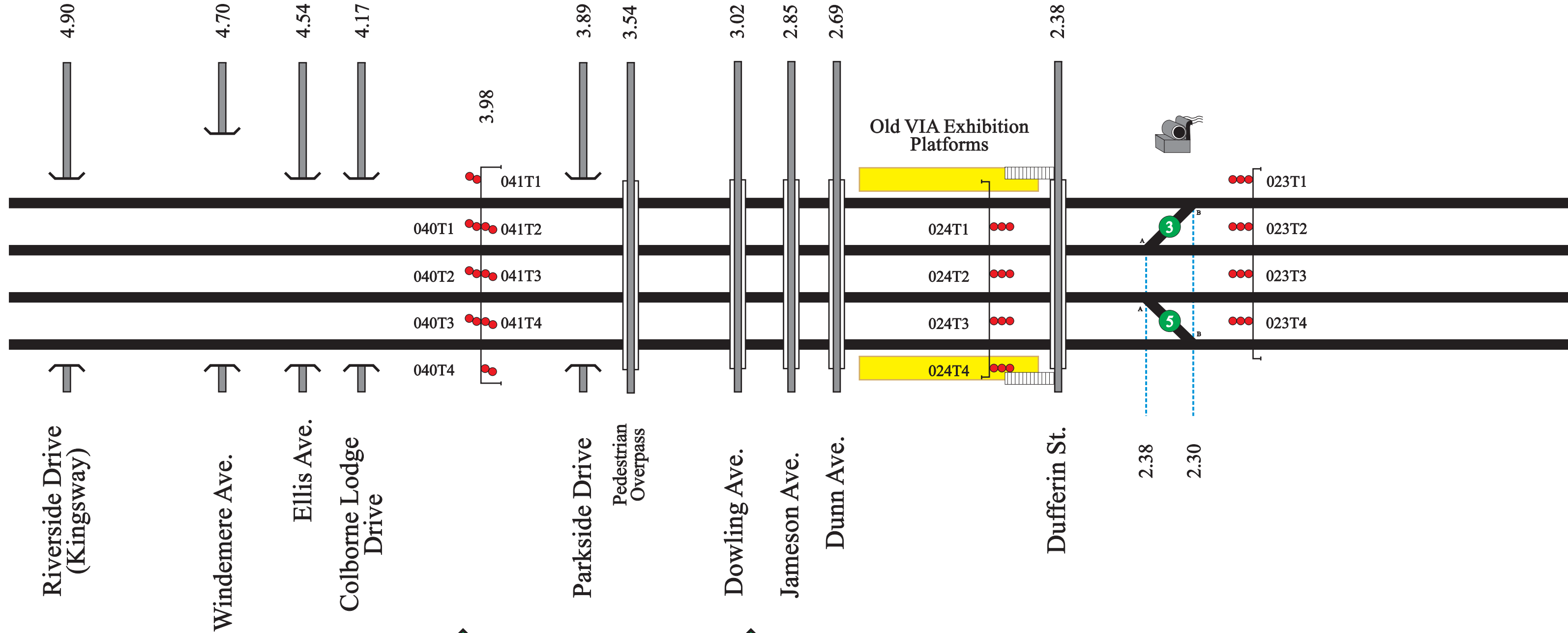
# CN Dufferin 2.5

RTC: CH8T1, \*5-460#



(Old Sunnyside)

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PSGR 80  
FRT 60



3.1

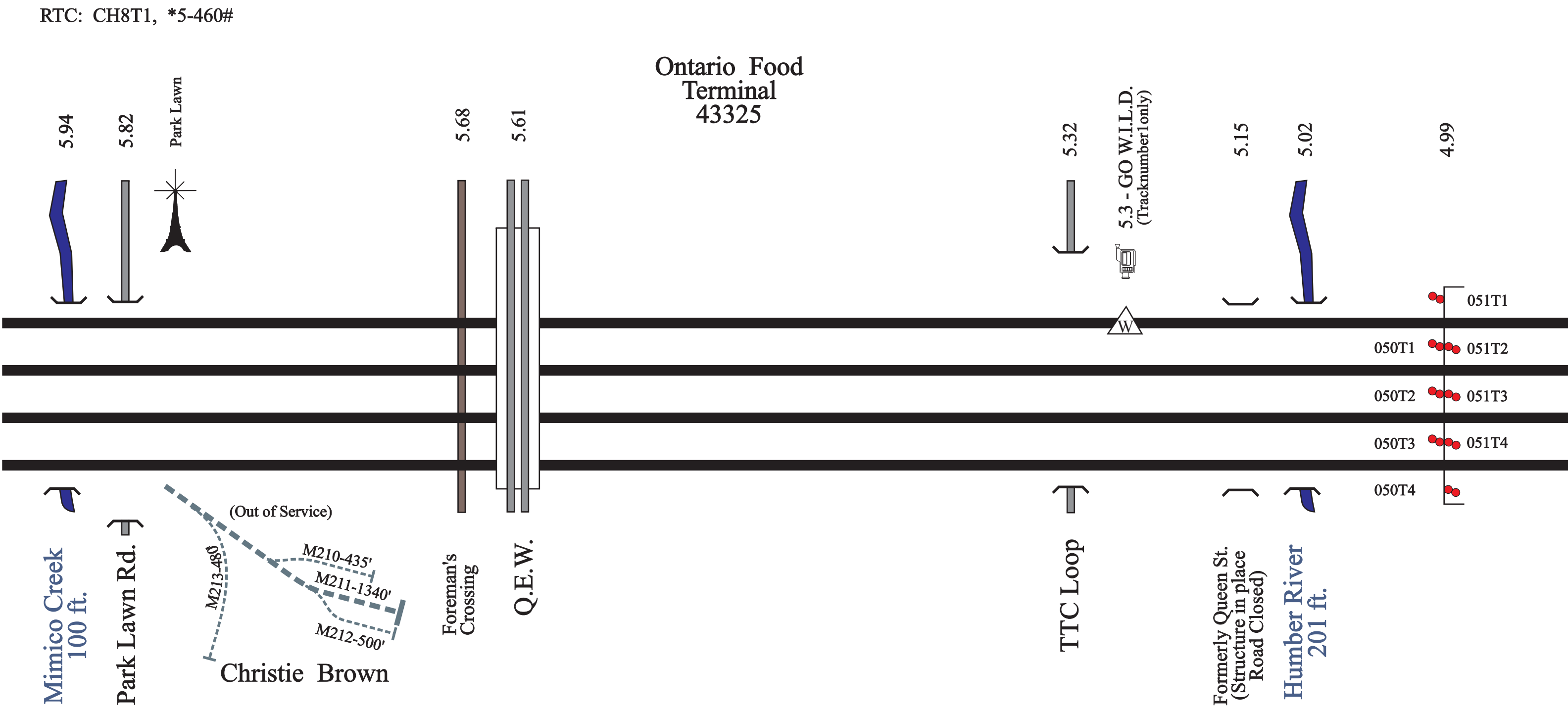


PSGR 70  
FRT 60

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RTC: CH8T1, \*5-460#

Ontario Food  
Terminal  
43325




6

PSGR 80  
FRT 60

5

 **Mimico**  
**6.7**  
43335

 **Mimico East**  
**6.2**

RTC: CH8T1, \*5-460#

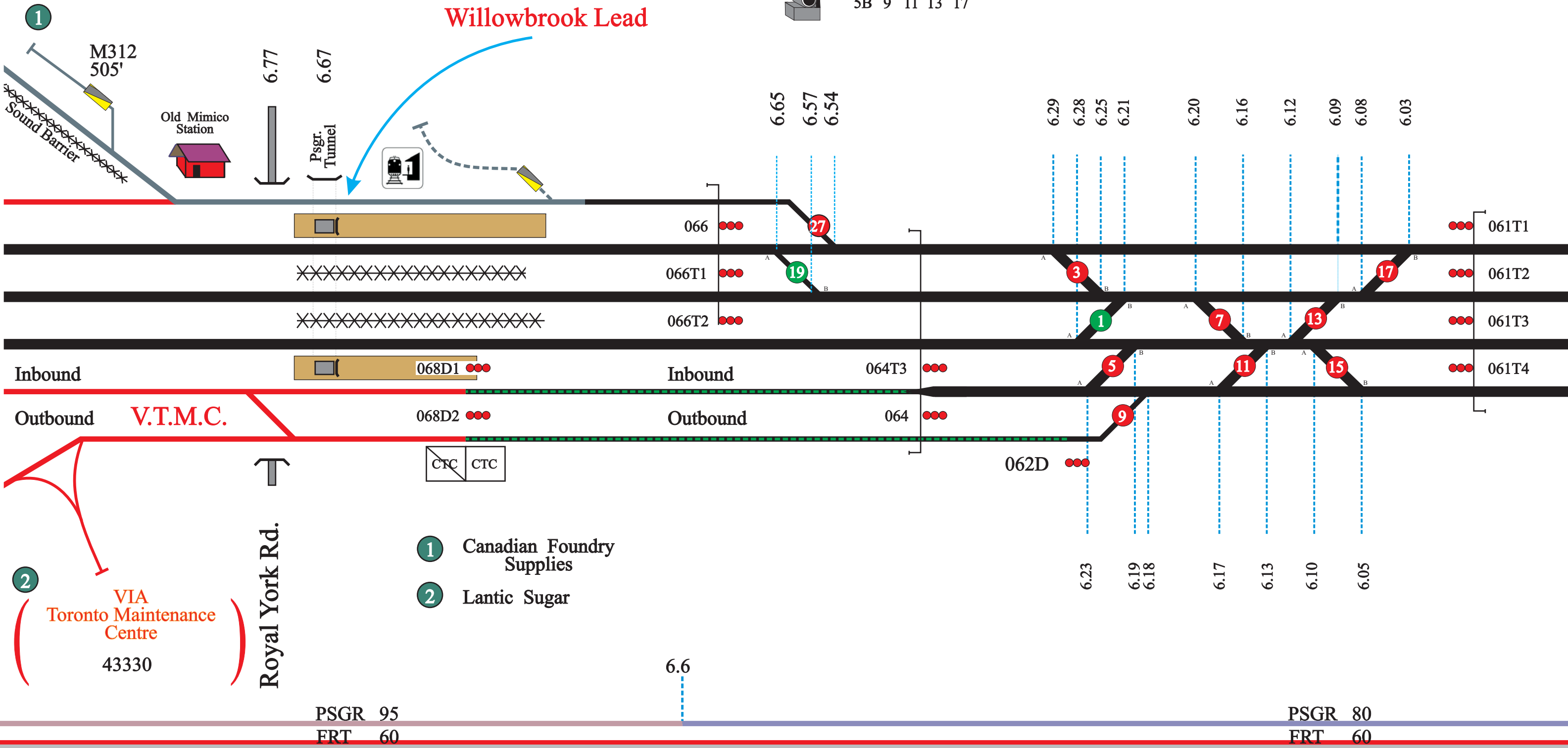
 **Willowbrook Lead**



\*\*  
1 3 5A 7 15 27  
5B 9 11 13 17

Note: Only switches Nos. 19 & 27 is Dual Control.  
All others are Power switches.

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PSGR 95  
FRT 60

PSGR 80  
FRT 60

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RTC: CH8T1, \*5-460#

8.05

7.46

North  
Service  
Track

Willowbrook  
Yard

Fuel Standard

075T1

074T1

075T2

074T2

075T3

074T3

CN - CP Joint Yard

Mimico South Yard

See Desk manual for  
Mimico Yard Details.

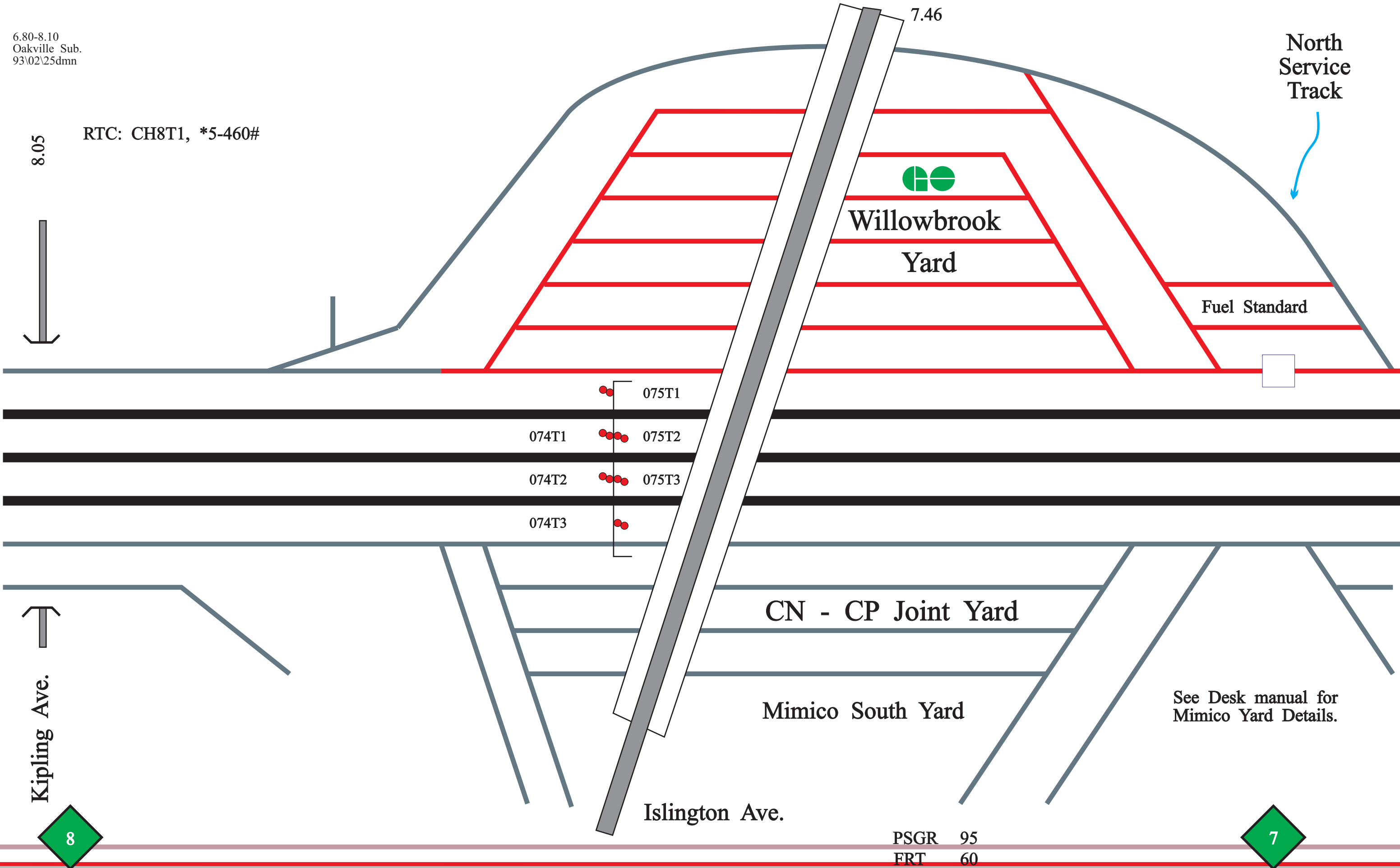
Islington Ave.

PSGR 95  
ERT 60

Kipling Ave.

8

7



# Canpa

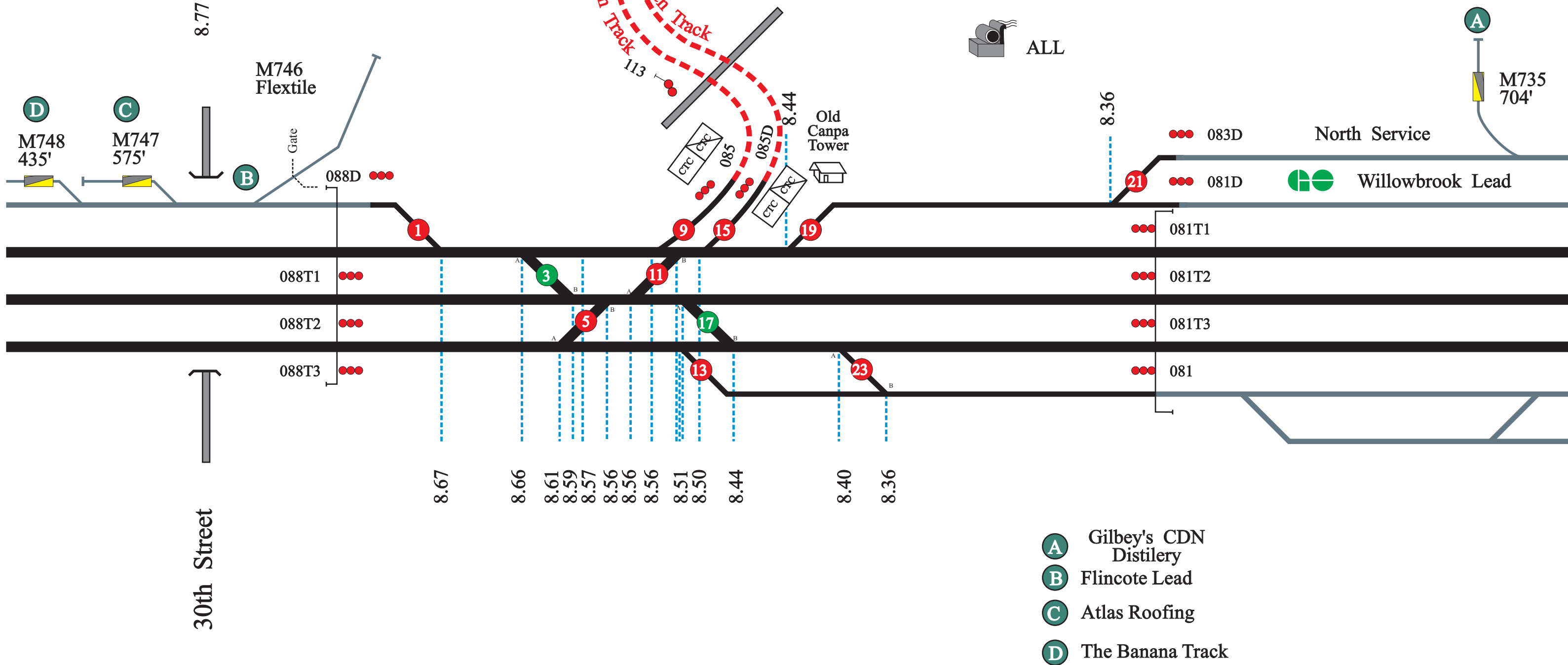
CP  
Canpa Sub.

To CP  
Galt Sub 8.4  
43347

RTC: CH8T1, \*5-460#

Note: Permissible speed through Nos. 5, 9 and 11 swts = 30 MPH

Note: All switches at Canpa are Power Switches



PSGR 95  
FRT 60

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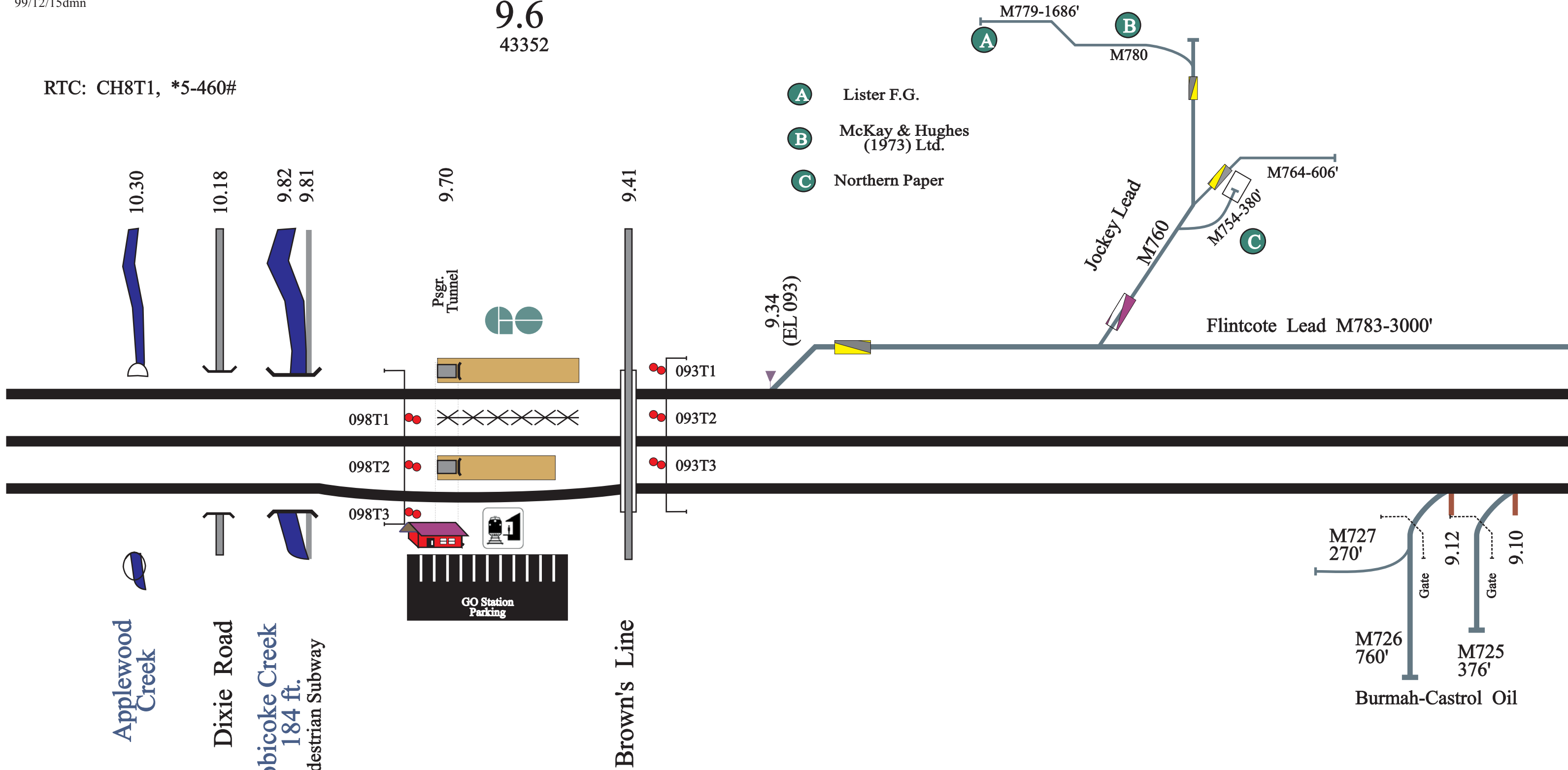


# Long Branch

9.6  
43352

RTC: CH8T1, \*5-460#

- A Lister F.G.
- B McKay & Hughes (1973) Ltd.
- C Northern Paper



Note:  
 PSO No.3 Track Only  
 Psgr Max = 60 MPH  
 Between mile 9.3 and mile 10.3

PSGR 95  
 FRT 60



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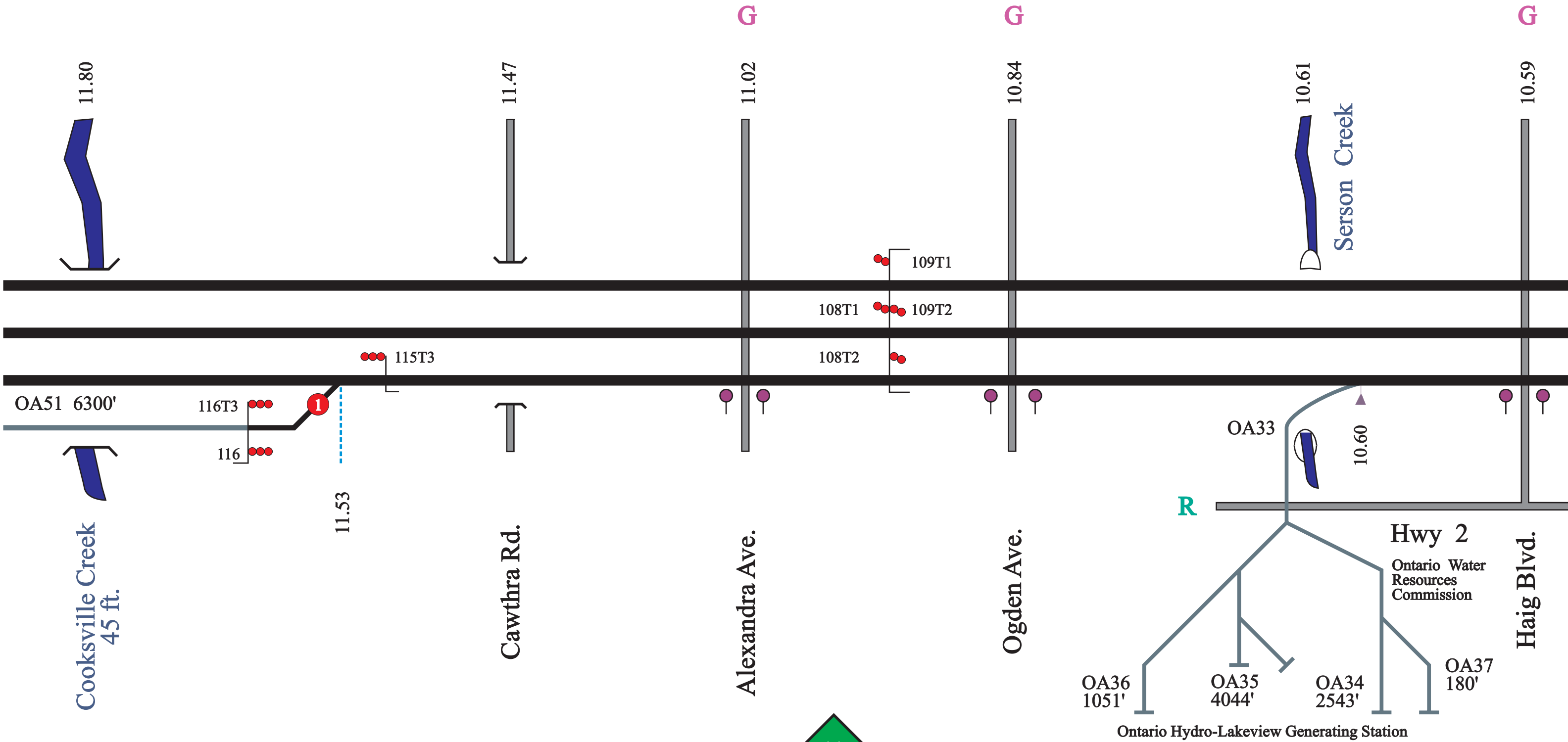
# CN Port Credit East

## 11.5

Note: Movements stopped on No 3 Track  
within 1000' of crossings: 10.59, 10.84 and 11.02  
Must push start button to lower gates.

RTC: CH8T1, \*5-460#

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PSGR 95  
ERT 60



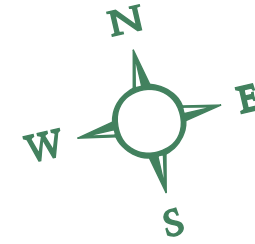
Ontario Hydro-Lakeview Generating Station

# CN Port Credit

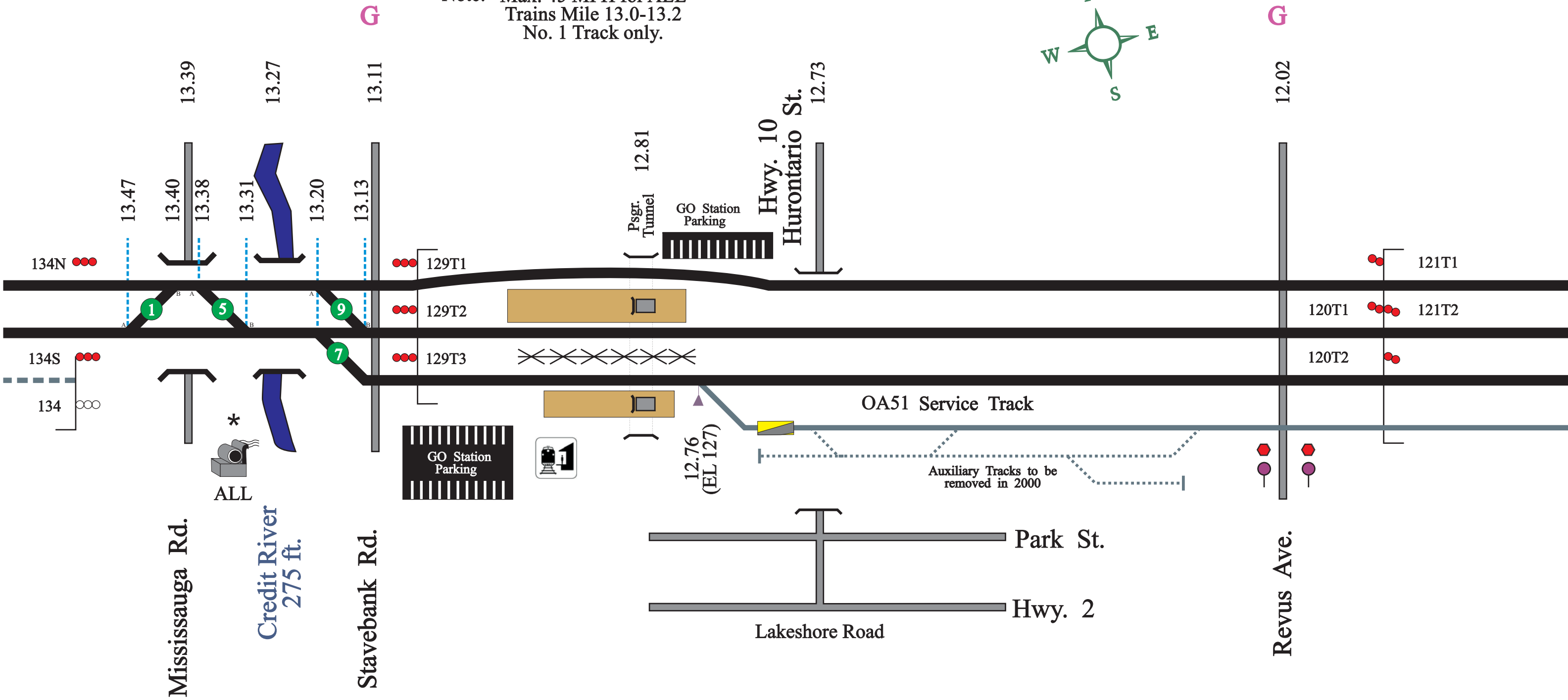
12.8  
43610

RTC: CH8T1, \*5-460#

Note: Max. 45 MPH for ALL  
Trains Mile 13.0-13.2  
No. 1 Track only.



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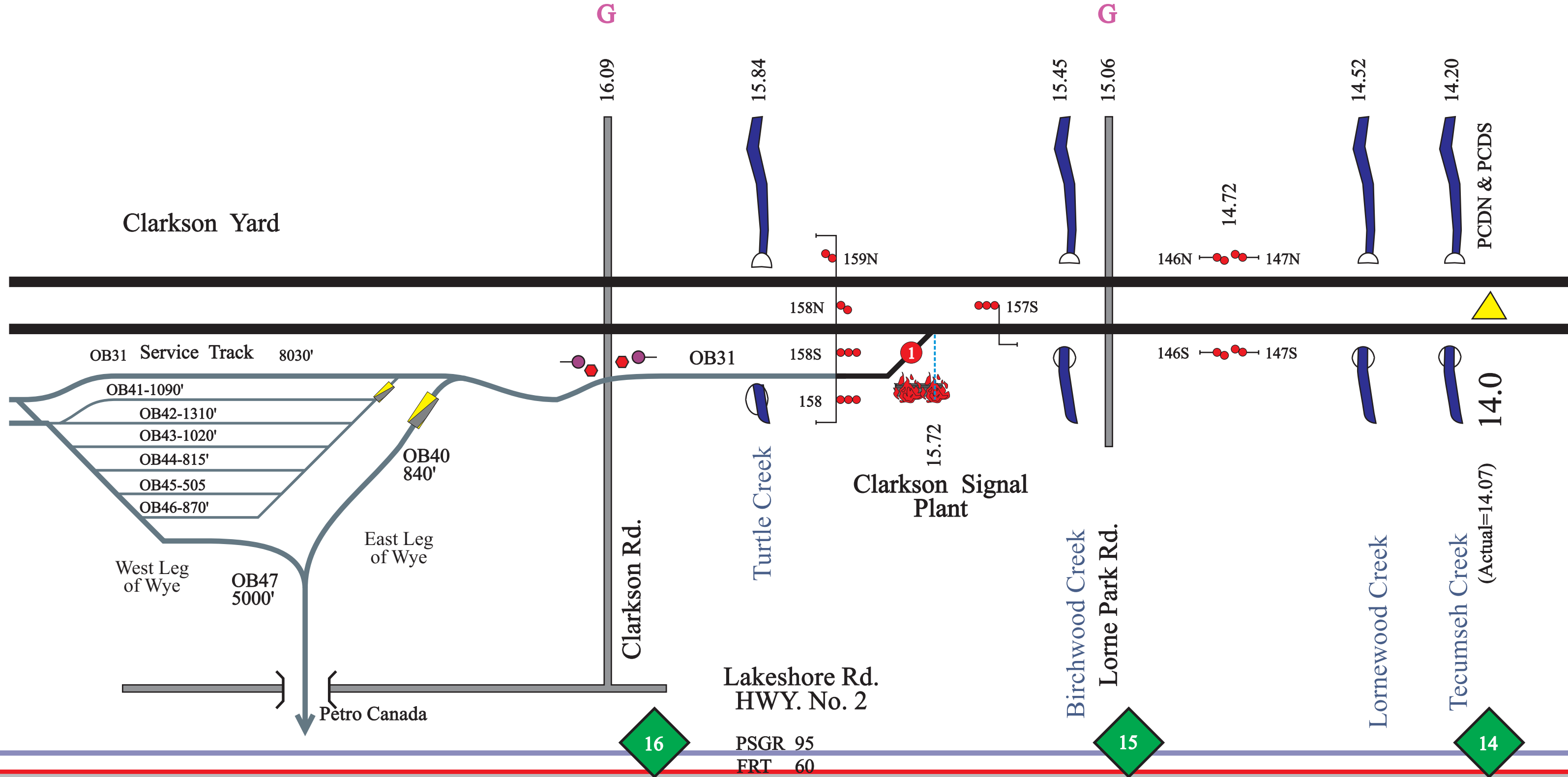


PSGR 95  
FRT 60



RTC: CH8T1, \*5-460#

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R5-16.60-18.99  
Oakville Sub.  
03/02/11dmn

# Park Royal

17.6

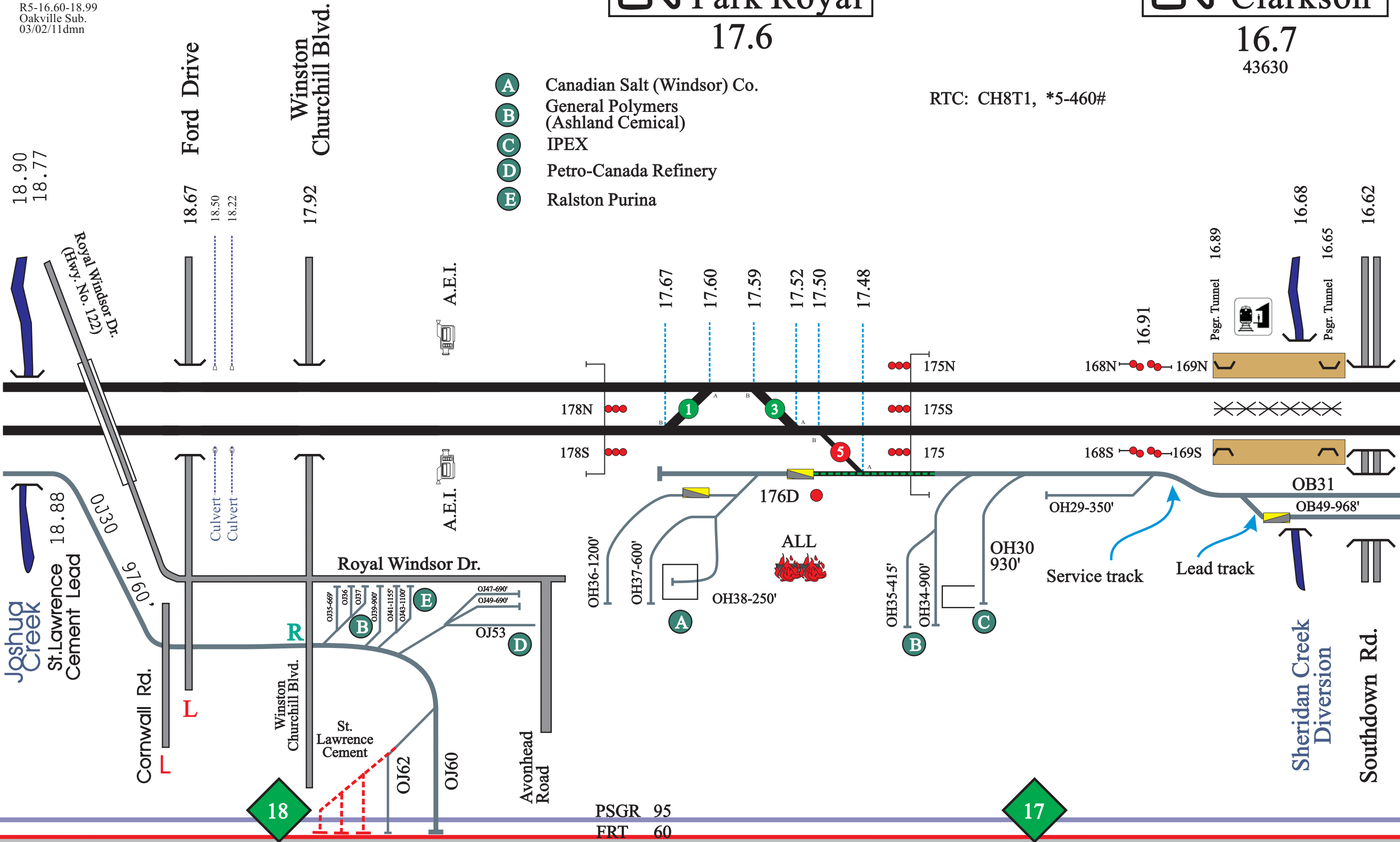
# Clarkson

16.7

43630

RTC: CH8T1, \*5-460#

- A** Canadian Salt (Windsor) Co.
- B** General Polymers (Ashland Cemical)
- C** IPEX
- D** Petro-Canada Refinery
- E** Ralston Purina



18.90  
18.77

Ford Drive

Winston Churchill Blvd.

18.67  
18.50  
18.22

17.92

A.E.I.

17.67  
17.60  
17.59  
17.52  
17.50  
17.48

16.91

Psg. Tunnel 16.89

16.68

Psg. Tunnel 16.65

16.62

Joshua Creek  
St. Lawrence Cement Lead

Cornwall Rd.

Winston Churchill Blvd.

St. Lawrence Cement

Royal Windsor Dr.

Avonhead Road

Service track  
Lead track

Sheridan Creek Diversion

Southdown Rd.

18

PSGR 95  
FRT 60

17

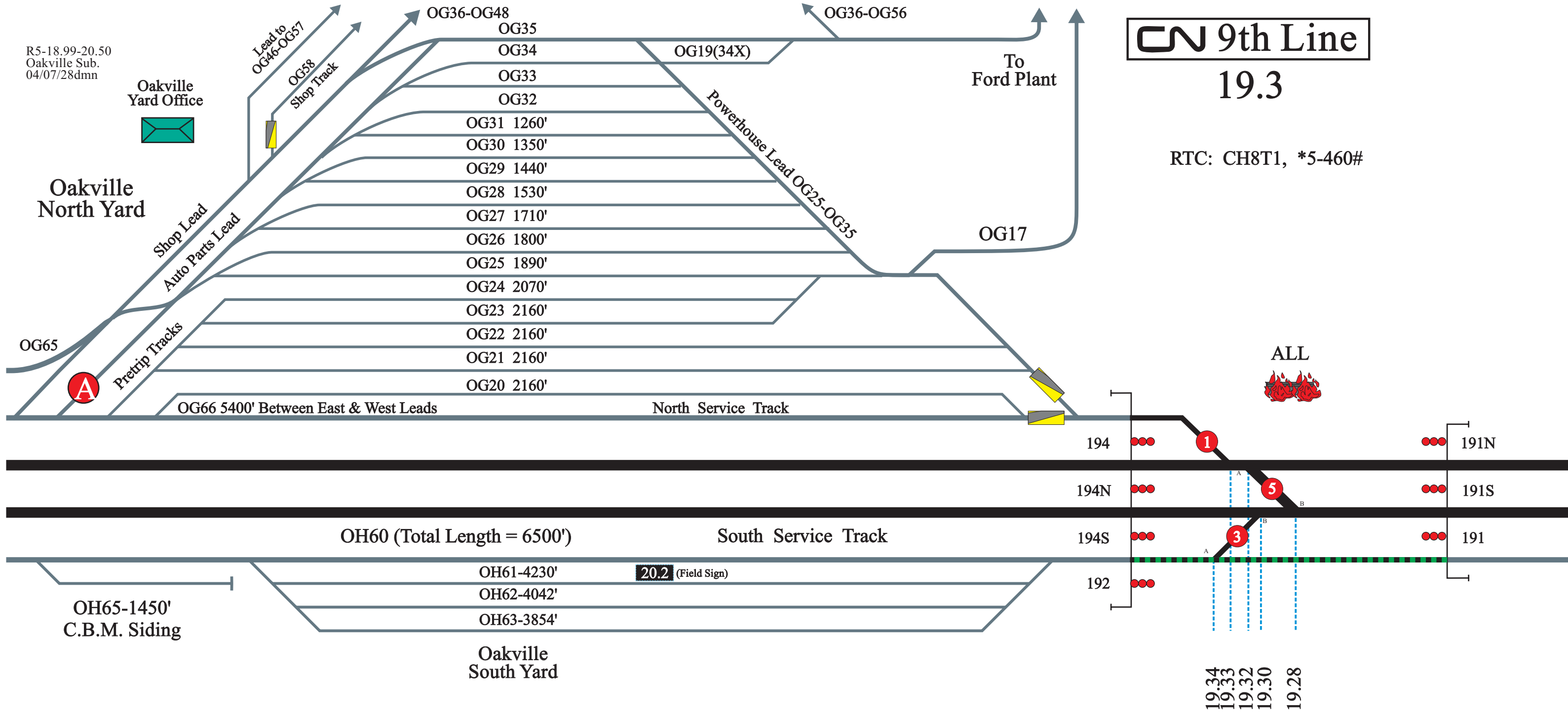
THIS IS NOT A LEGAL DOCUMENT - FOR INTERNAL CN INFORMATION ONLY

R5-18.99-20.50  
Oakville Sub.  
04/07/28dmn

# CN 9th Line

## 19.3

RTC: CH8T1, \*5-460#



**A** Auto Switch Liner (auto lines for westward movements ONLY)  
Normal position when set for Auto Parts Lead.

# CN Oakville

21.4  
43640

RTC: CH8T1, \*5-460#



Parking



VIA

Psgr. Tunnel 21.33

21.23

Trafalgar Rd.

# CN Oakville Yard

20.6  
43640

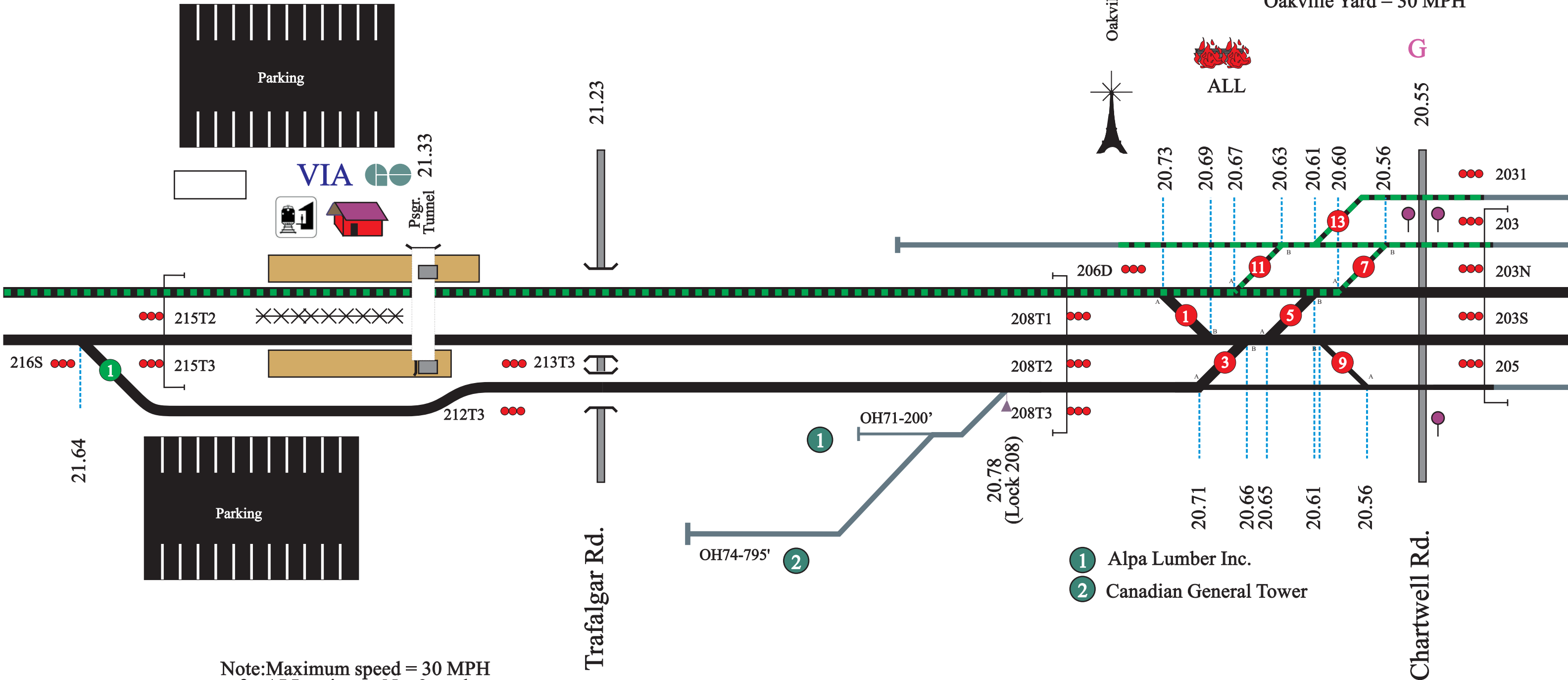
Note: Permissible speed  
through switches  
Oakville Yard = 30 MPH



ALL

G

20.55



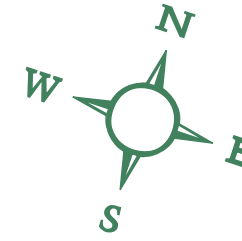
- 1 Alpa Lumber Inc.
- 2 Canadian General Tower

Note: Maximum speed = 30 MPH  
for ALL trains on No. 3 track  
between Mile 20.7 and mile 21.7

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**CN Kerr St.**

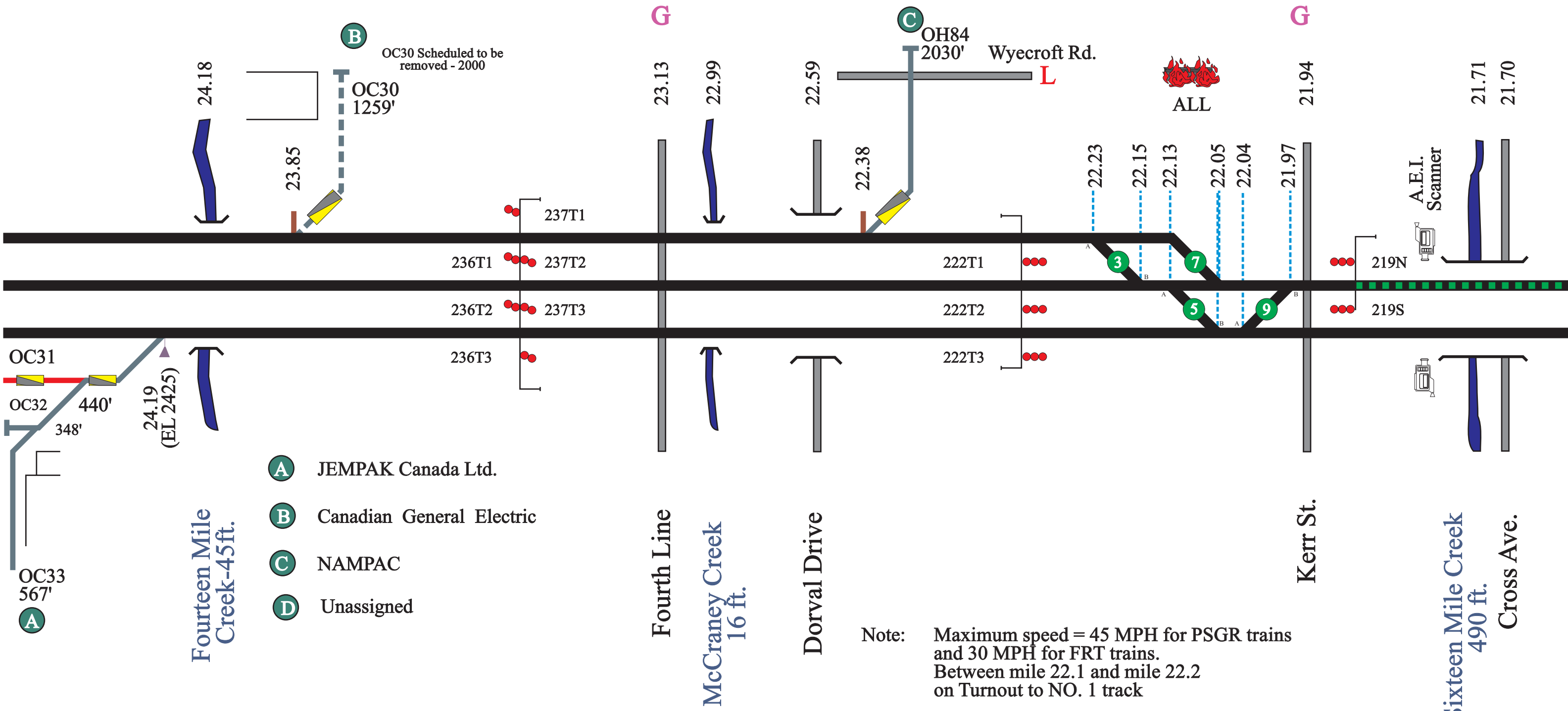
22.1



Note: Psgr. trains Max. = 80 MPH  
on No. 1 Track between  
Mile 22.1 and Mile 31.8

RTC: CH8T1, \*5-460#

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- A** JEMPAK Canada Ltd.
- B** Canadian General Electric
- C** NAMPAC
- D** Unassigned

Note: Maximum speed = 45 MPH for PSGR trains  
and 30 MPH for FRT trains.  
Between mile 22.1 and mile 22.2  
on Turnout to NO. 1 track

24

PSGR 95  
FRT 60

23

22

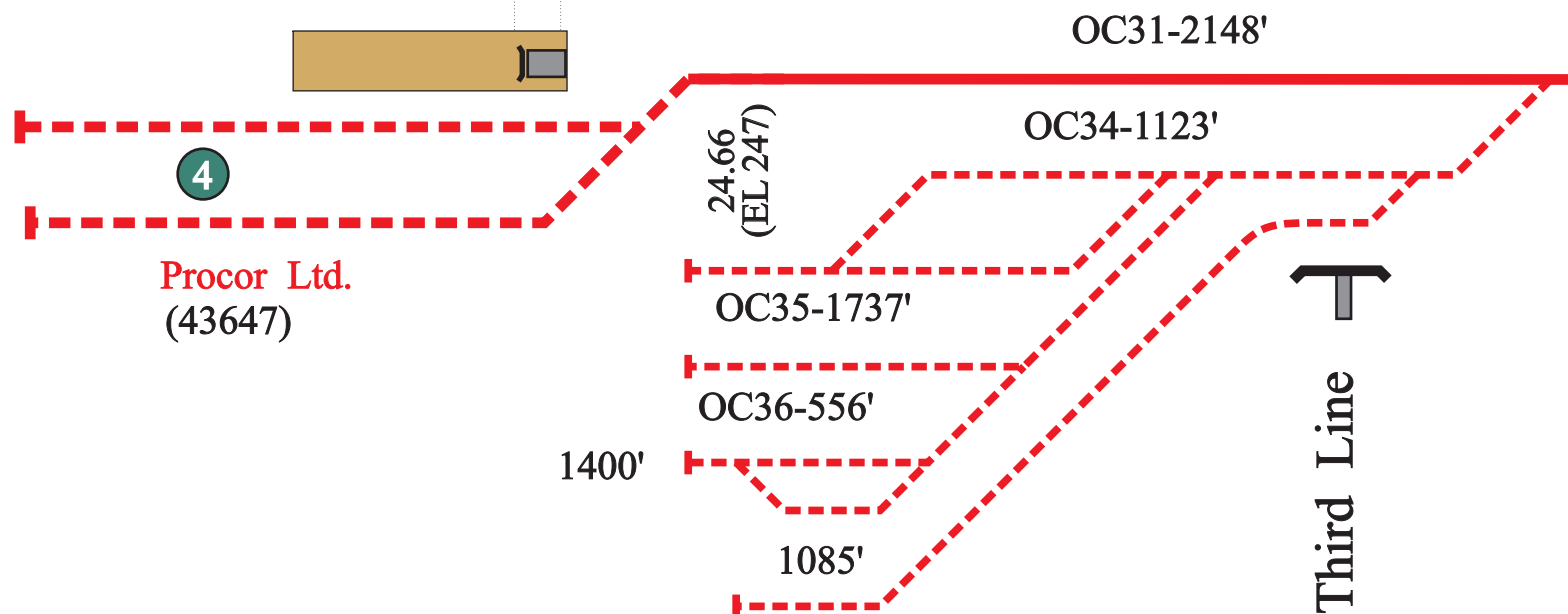
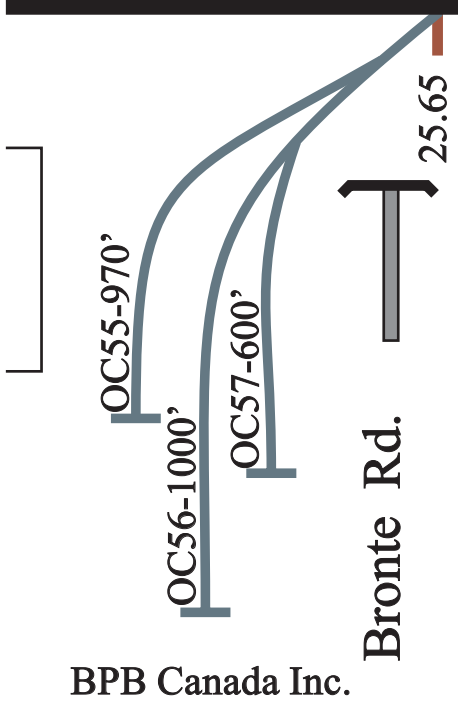
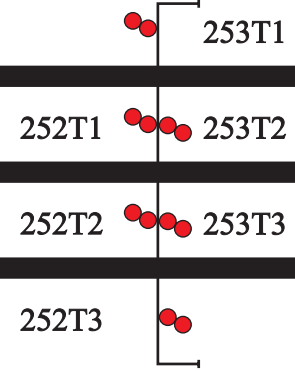
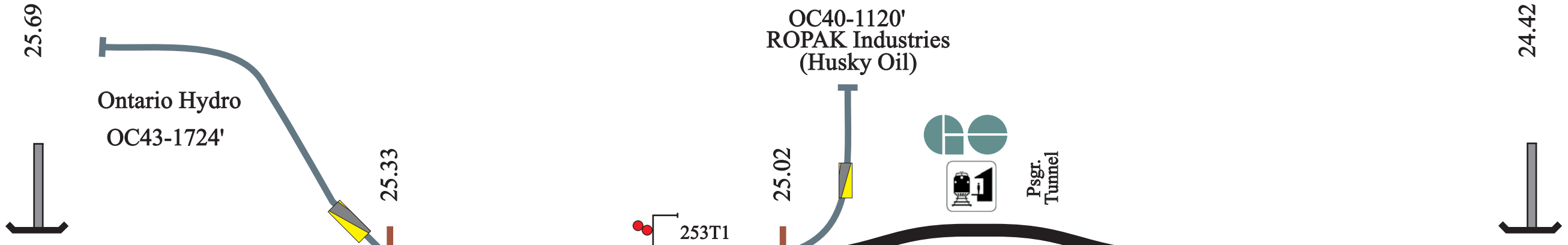
Sixteen Mile Creek  
490 ft.  
Cross Ave.



# Bronte 24.7

RTC: CH8T1, \*5-460#

Note: Psgr. trains Max. = 80 MPH  
on No. 1 Track between  
Mile 22.1 and Mile 31.8



Note: Various Procor Derails  
Located on Procor Trackage.  
Switching on these tracks may  
only be performed in the presence  
of a Procor Rep. who will be  
responsible for these derails

25

PSGR 95  
FRT 60

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# CN Burloak

## 27.1

43650

Note: Psgr. trains Max. = 80 MPH  
on No. 1 Track between  
Mile 22.1 and Mile 31.8

RTC: CH8T1, \*5-460#

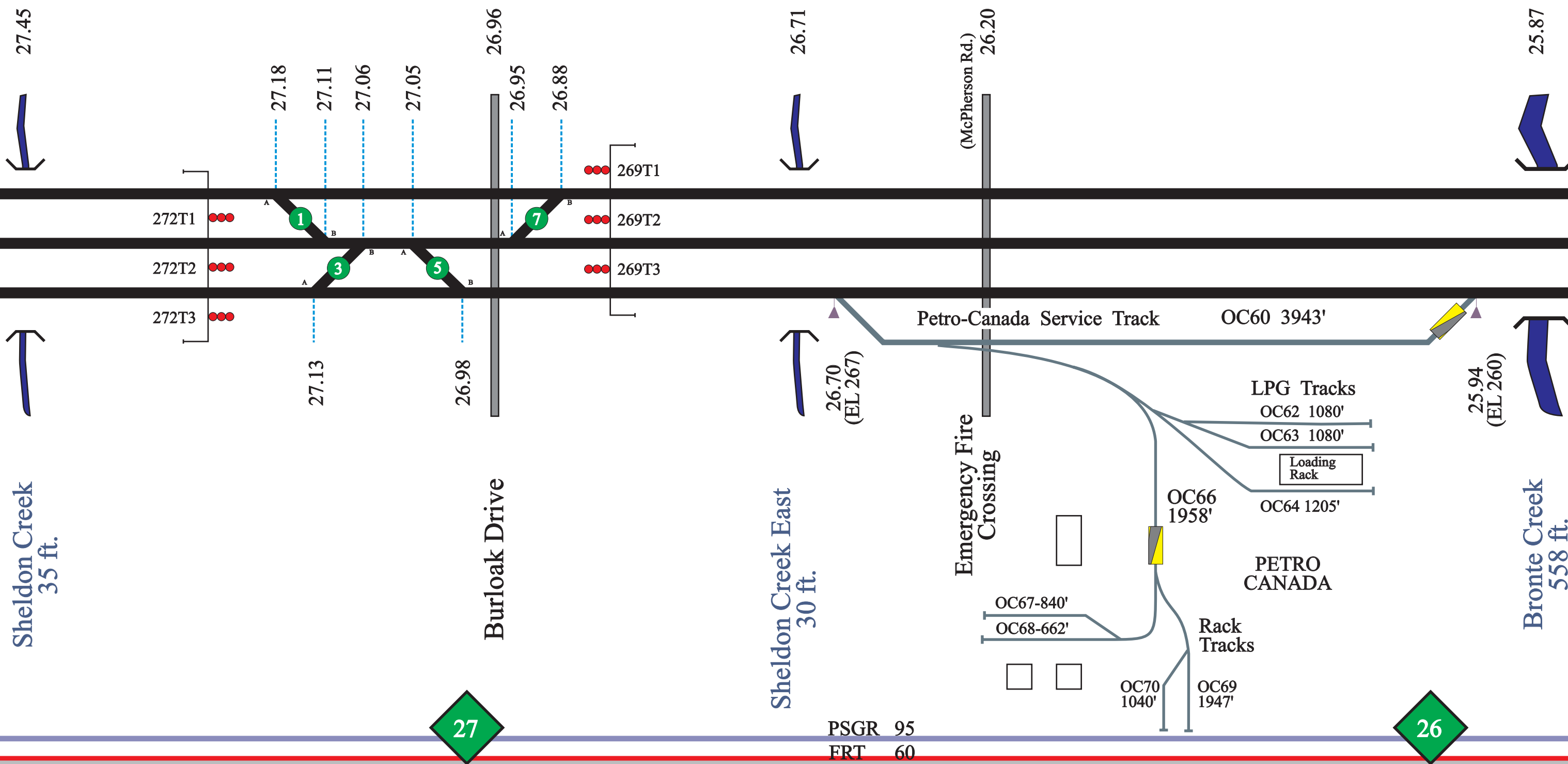


ALL

G

X

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Sheldon Creek  
35 ft.

Burloak Drive

Sheldon Creek East  
30 ft.

Bronte Creek  
558 ft.

LPG Tracks  
OC62 1080'  
OC63 1080'  
Loading Rack  
OC64 1205'

PETRO CANADA

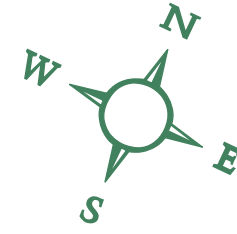
OC67-840'  
OC68-662'

Rack Tracks

OC70 1040'  
OC69 1947'

PSGR 95  
FRT 60





RTC: CH8T1, \*5-460#

Note: Psgr. trains Max. = 80 MPH  
on No. 1 Track between  
Mile 22.1 and Mile 31.8

Dominion Nickel  
Alloy Ltd.

Harvester St.

GO  
Station Parking

29.53

29.04

28.25

28.54  
OC88  
775'

Psgr.  
Tunnel

287T1

286T1 287T2

286T2 287T3

286T3

28.64

Henderson Paper Products (43655)

OC81 3575'

27.83  
(EL 278)

OC82-1200'

St. Laurent  
Paperboard Inc.

OC80-473'  
Gerrard  
Ovalstrapping

Psgr.  
Tunnel

OC92  
955'

Plibrico

C.I.P.

Fairview St.

GO  
Station Parking

Walker's Line

Shoreacres Creek

Appleby Line

29

PSGR 95  
FRT 60

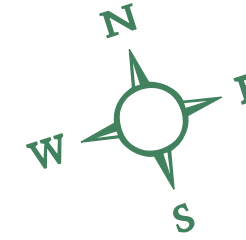
28

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# CN Burlington East

## 30.5

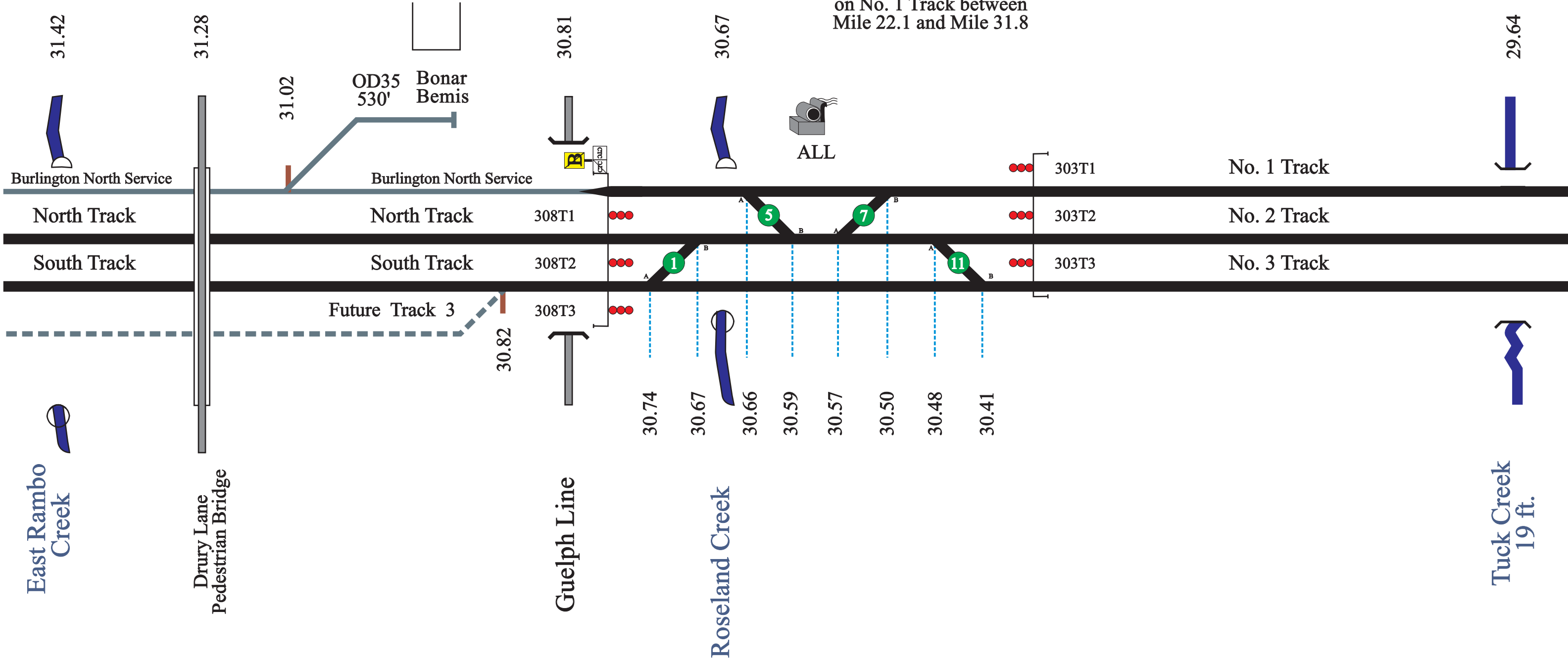
R8-29.60-31.40  
Oakville Sub.  
06/08/11dmn



RTC: CH8T1, \*5-460#

Note: Max. = 45 MPH for PSGR  
and 30 MPH for FRT trains between  
Mile 31.4 and Mile 31.7 on curve  
on No. 1 track.

Note: Psgr. trains Max. = 80 MPH  
on No. 1 Track between  
Mile 22.1 and Mile 31.8



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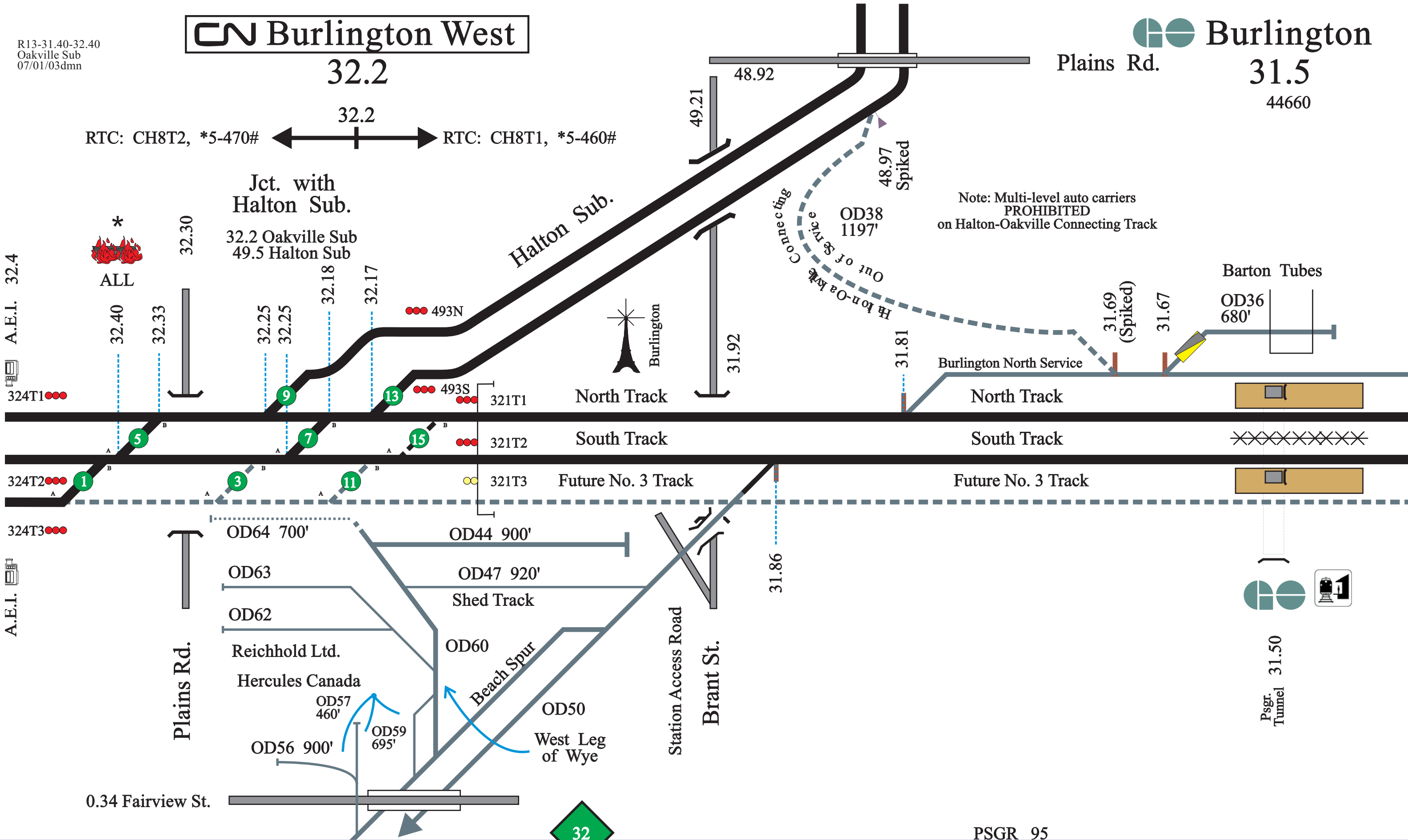
31

PSGR 95  
FRT 60

30

# Burlington West

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RTC: CH8T2, \*5-470# ← → RTC: CH8T1, \*5-460#

Jct. with Halton Sub.  
32.2 Oakville Sub  
49.5 Halton Sub

Note: Multi-level auto carriers  
PROHIBITED  
on Halton-Oakville Connecting Track

Barton Tubes

Burlington North Service

North Track

South Track

North Track

South Track

Future No. 3 Track

Future No. 3 Track

Plains Rd.

Station Access Road

Brant St.

0.34 Fairview St.



PSGR 95  
FRT 60

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R9-32.40-35.33  
Oakville Sub.  
06/12/21dmn  
RTC: CH8T2, \*5-470#

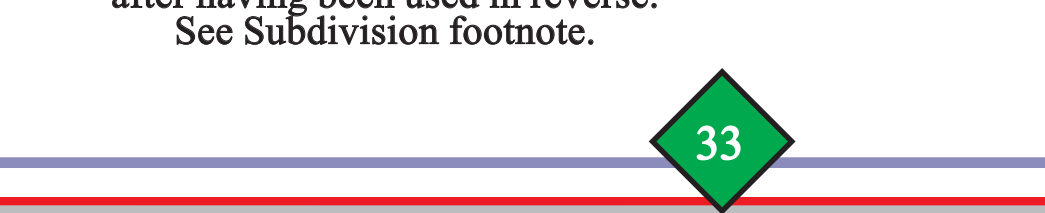
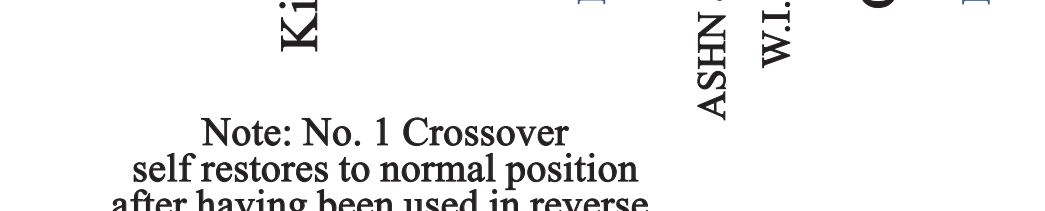
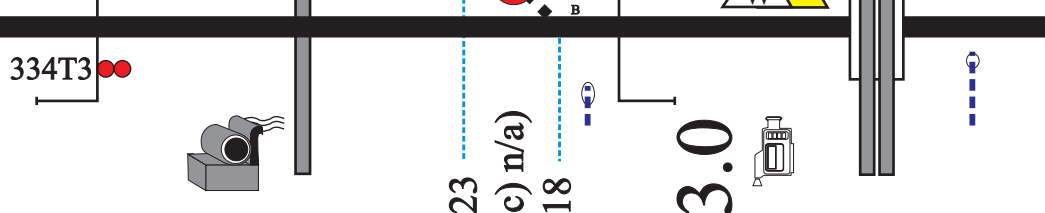
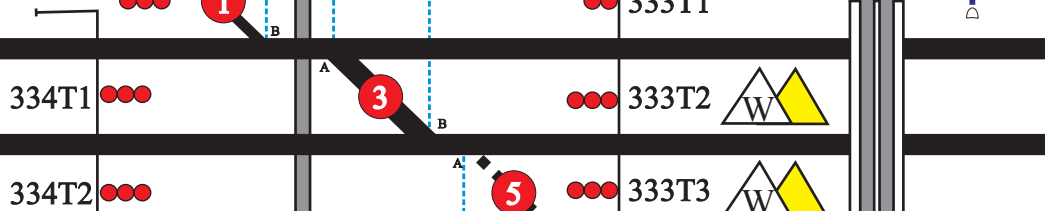
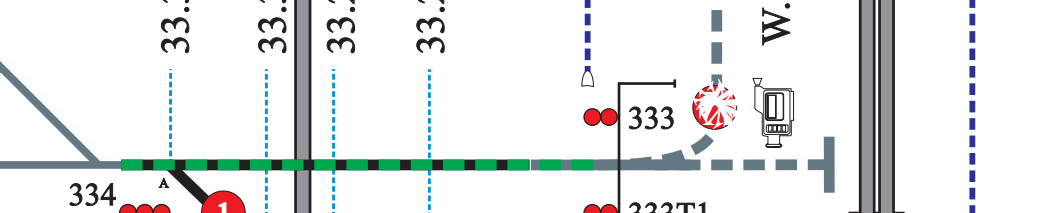
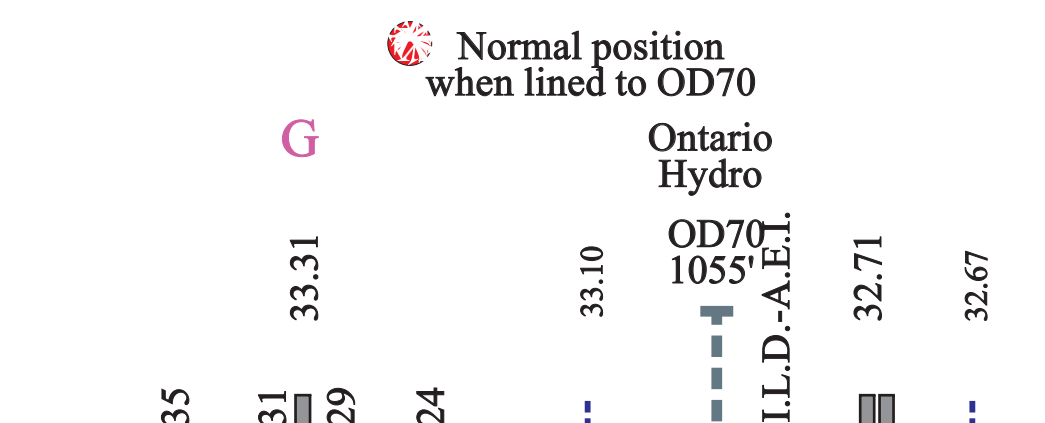
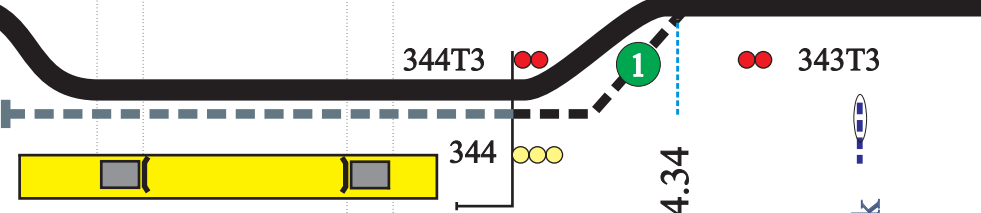
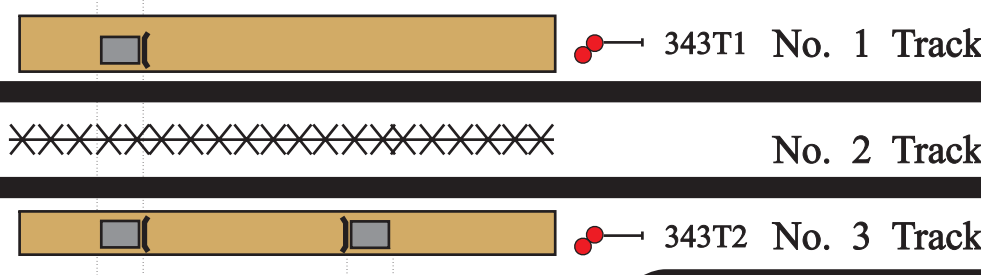
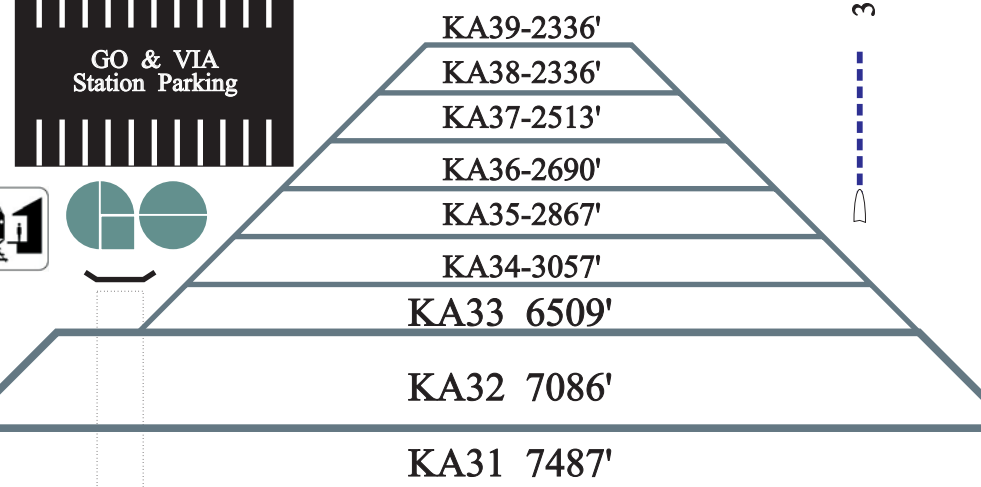
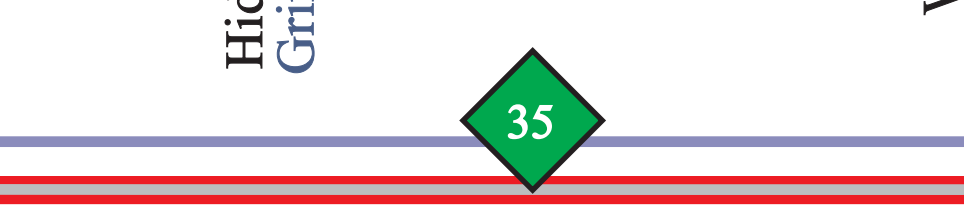
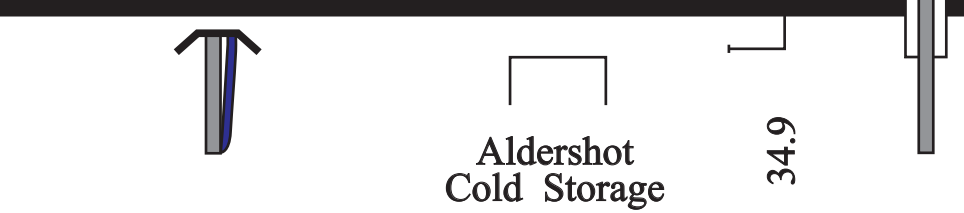
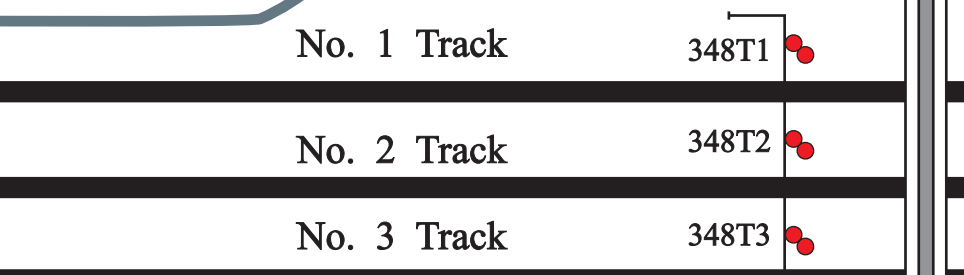
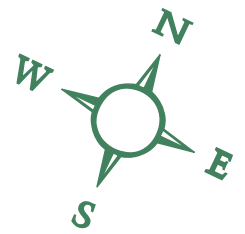
# Aldershot VIA

# Aldershot East

34.6

33.3

VIA 44540



# Waterdown

34.3

Note: No. 1 Crossover self restores to normal position after having been used in reverse. See Subdivision footnote.



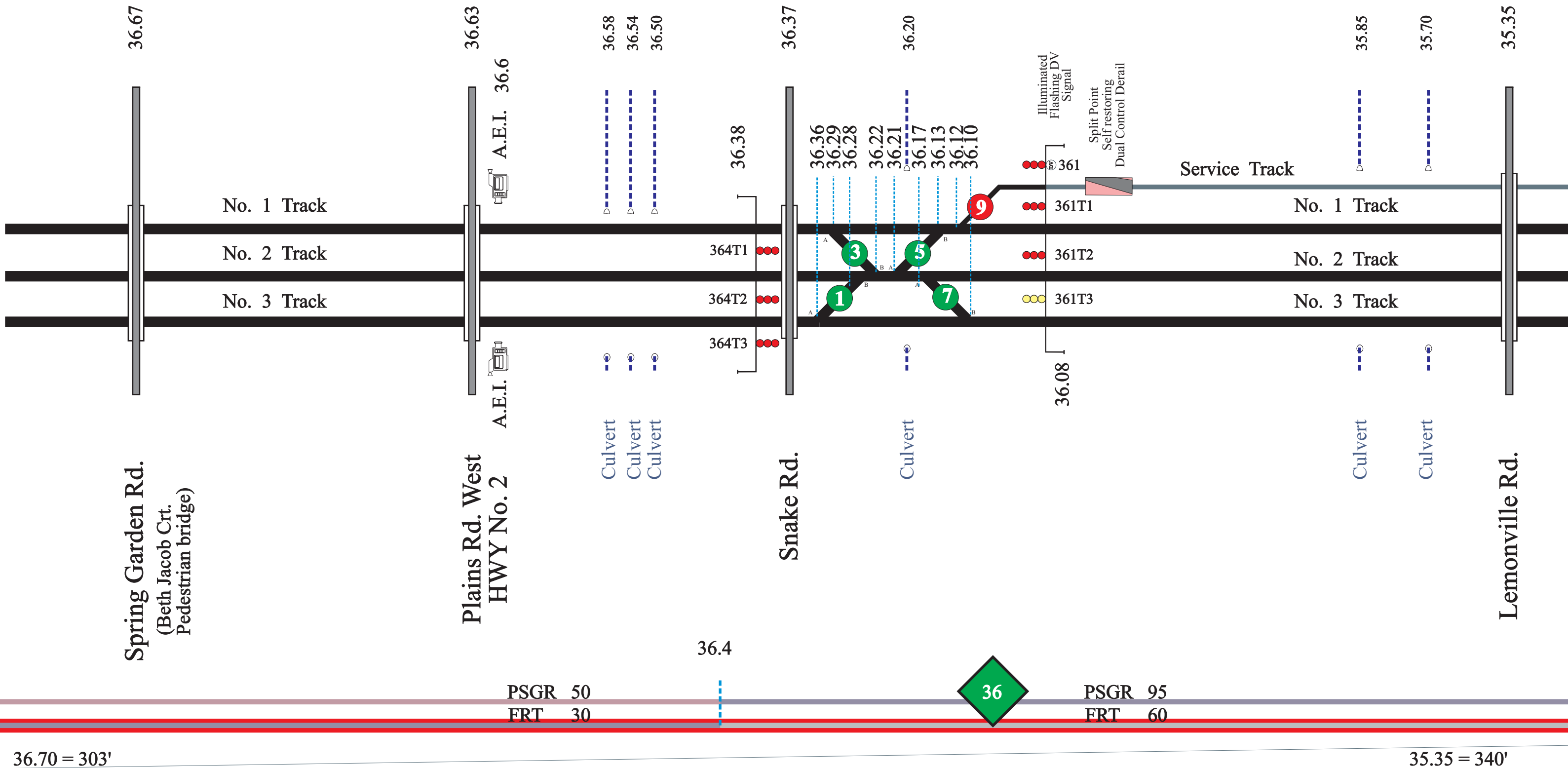
PSGR 95  
ERT 60



**CN Snake**  
**36.3**

RTC: CH8T2, \*5-470#

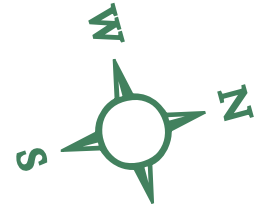
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36.70 = 303'

35.35 = 340'

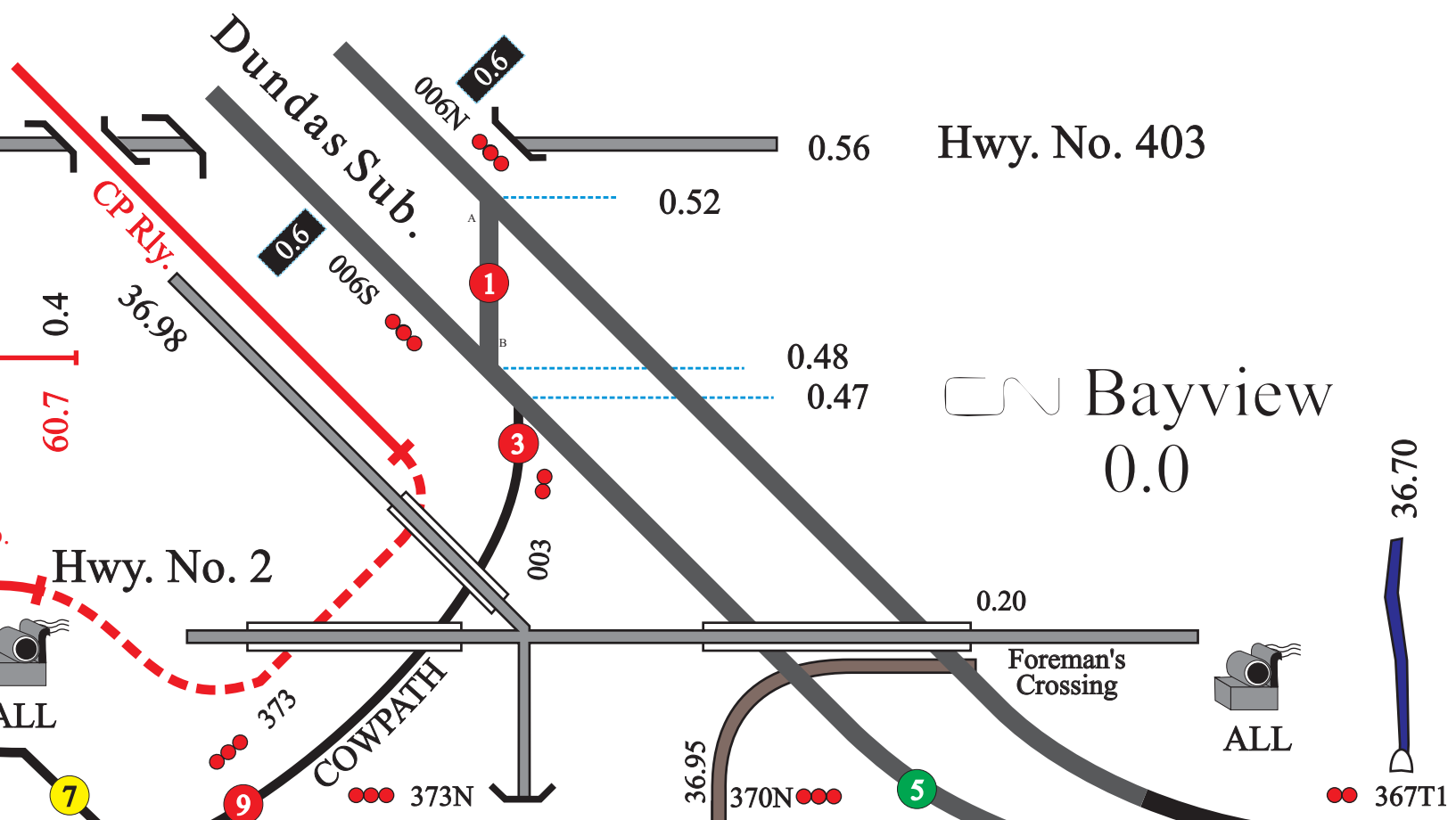
R10-36.70-37.70  
Oakville Sub.  
06/09/29dmn



# Hamilton Jct.

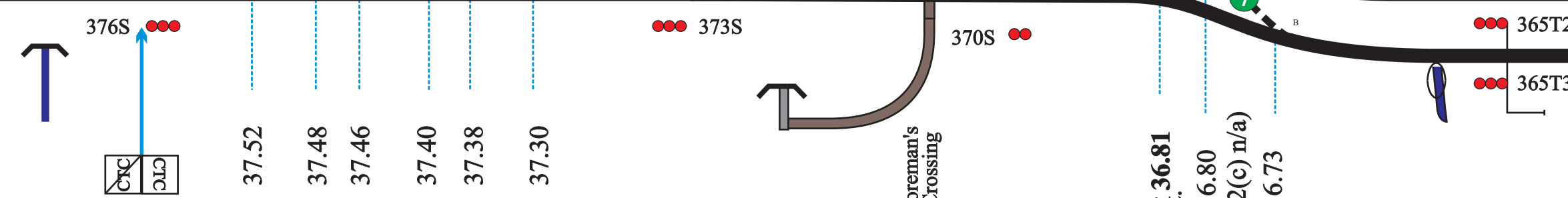
RTC: CH8T2, \*5-470#  
CN-CP West Connecting Track  
CN-CP East Connecting Track  
Oakville Sub Main Track

**CP Desjardins**  
37.60  
37.3  
44515  
102  
0.6  
C.N.Rail Dundas Sub.  
0.4  
60.9  
CP Hamilton Sub.  
60.7



Oakville - Grimsby Connecting Track

Note: Oakville - Grimsby Connecting Track  
CROR Rule 105 (A) Applicable.  
Maximum Speed = 15 MPH



Desjardins Canal  
73 ft.

102  
60.3  
CP Hamilton Sub.  
60.4  
37.4  
C.N.Rail Oakville Sub.  
37.3

Valley Inn Rd.

# Bayview

36.9  
44523

102  
CP Hamilton Sub.  
514-392-5392



PSGR 30  
FRT 30

PSGR 50

37.70 = 280'

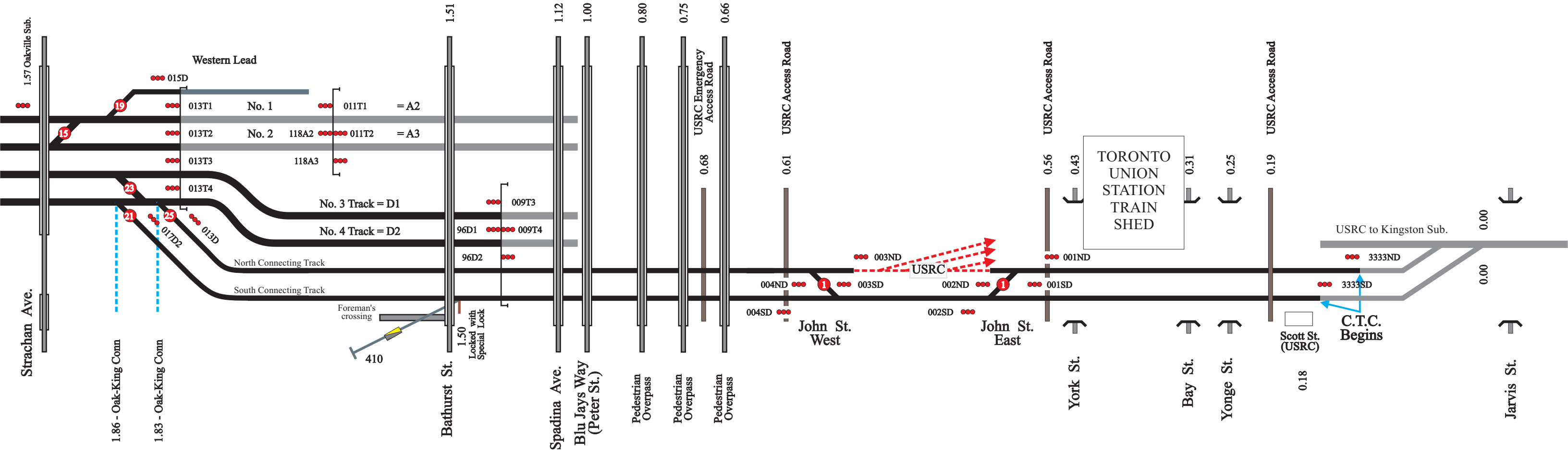
36.70 = 303'

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# OAKVILLE-KINGSTON CONNECTING TRACKS

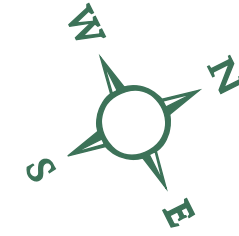


# Stouffville

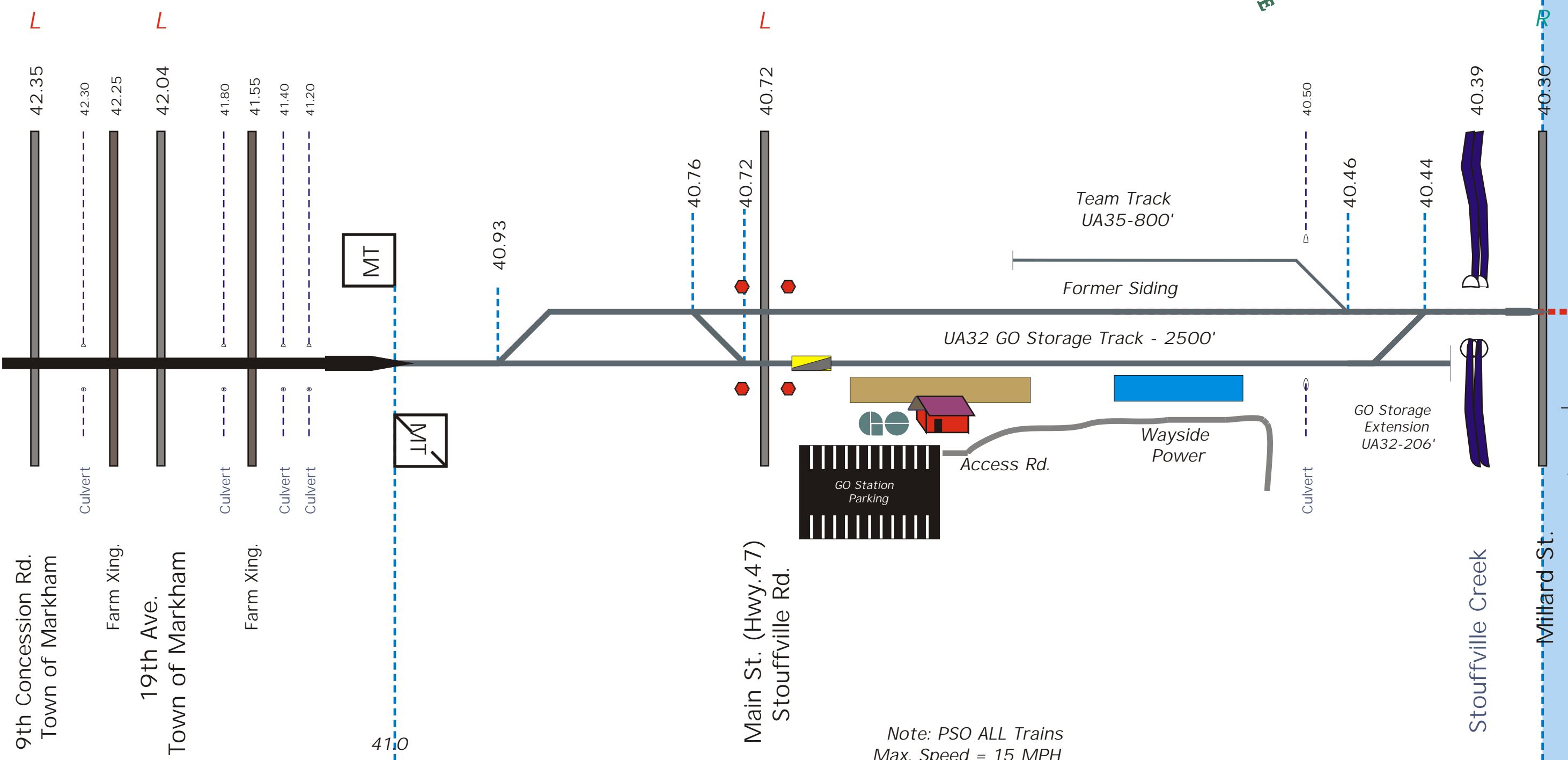
40.6  
 41826

# End of Track

40.3



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York-Durham Heritage  
 Railway Association.

Ph.- 905-642-0099  
 P.O. # 462 Stouffville On. L4A 7Z7

Note: PSO ALL Trains  
 Max. Speed = 15 MPH  
 Between Mile 40.3 and Mile 41.0

PSGR 50  
 FRT 25

PSGR 15  
 FRT 15



CRORule 105

CRORule 105



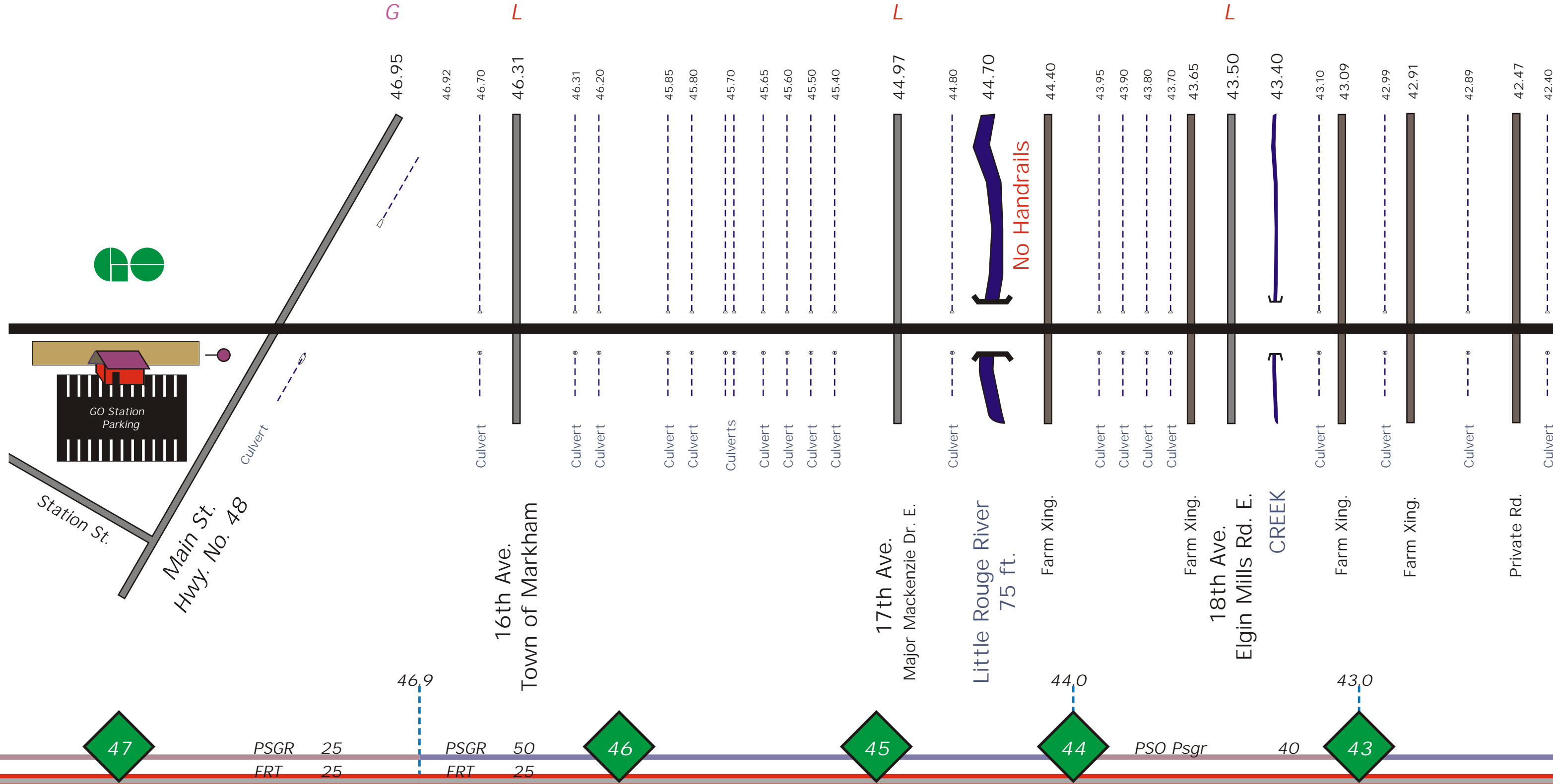
# Markham

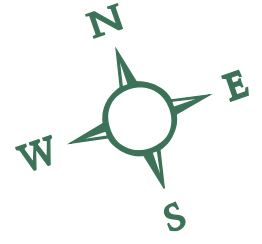
47.0

41822

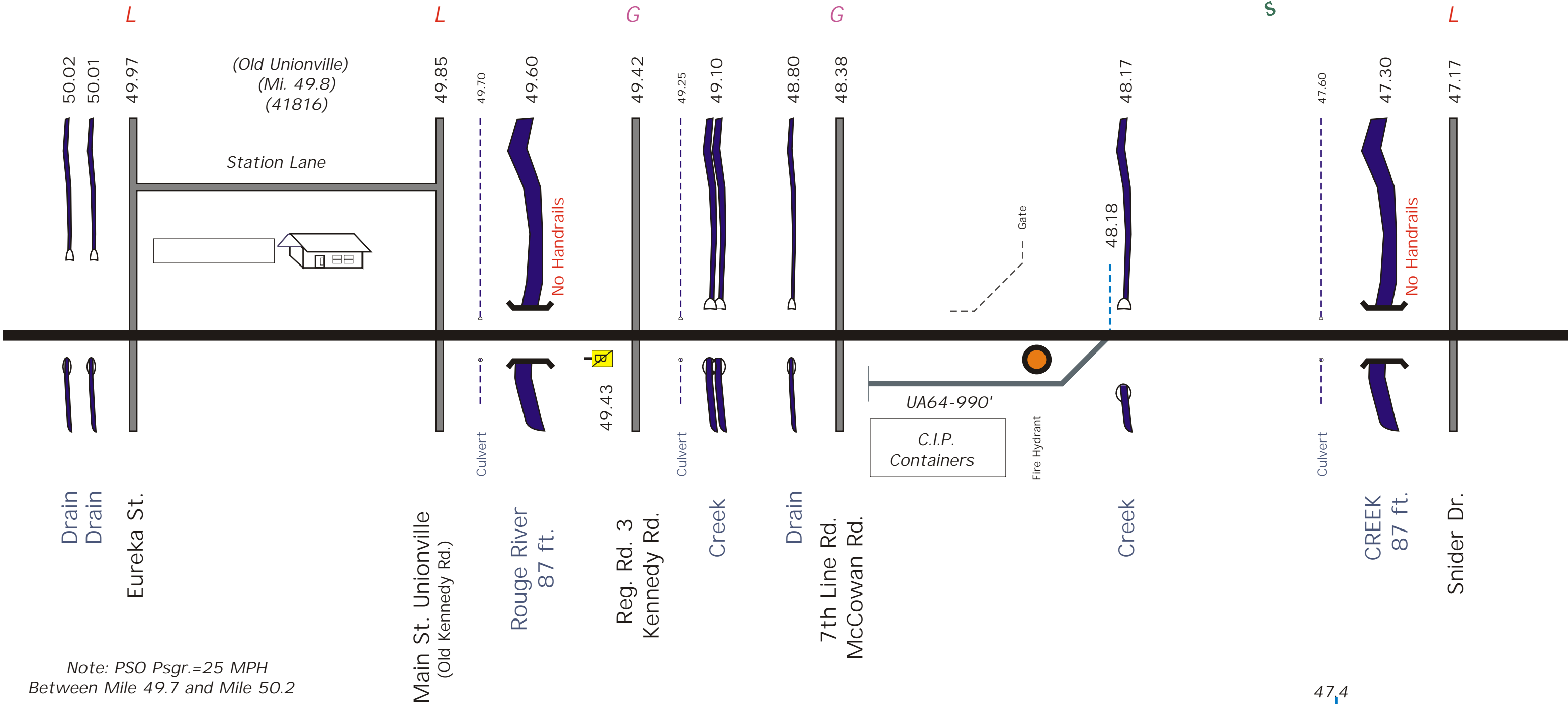
R1-42.36-47.10  
 Uxbridge Sub.  
 98/01/08dmn

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Note: PSO Psgr.=25 MPH  
 Between Mile 49.7 and Mile 50.2

50

PSGR 50  
 FRT 25

49

48

47.4  
 PSGR 25  
 FRT 25

Underwood  
52.1

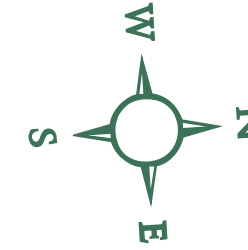
Hagerman

51.1

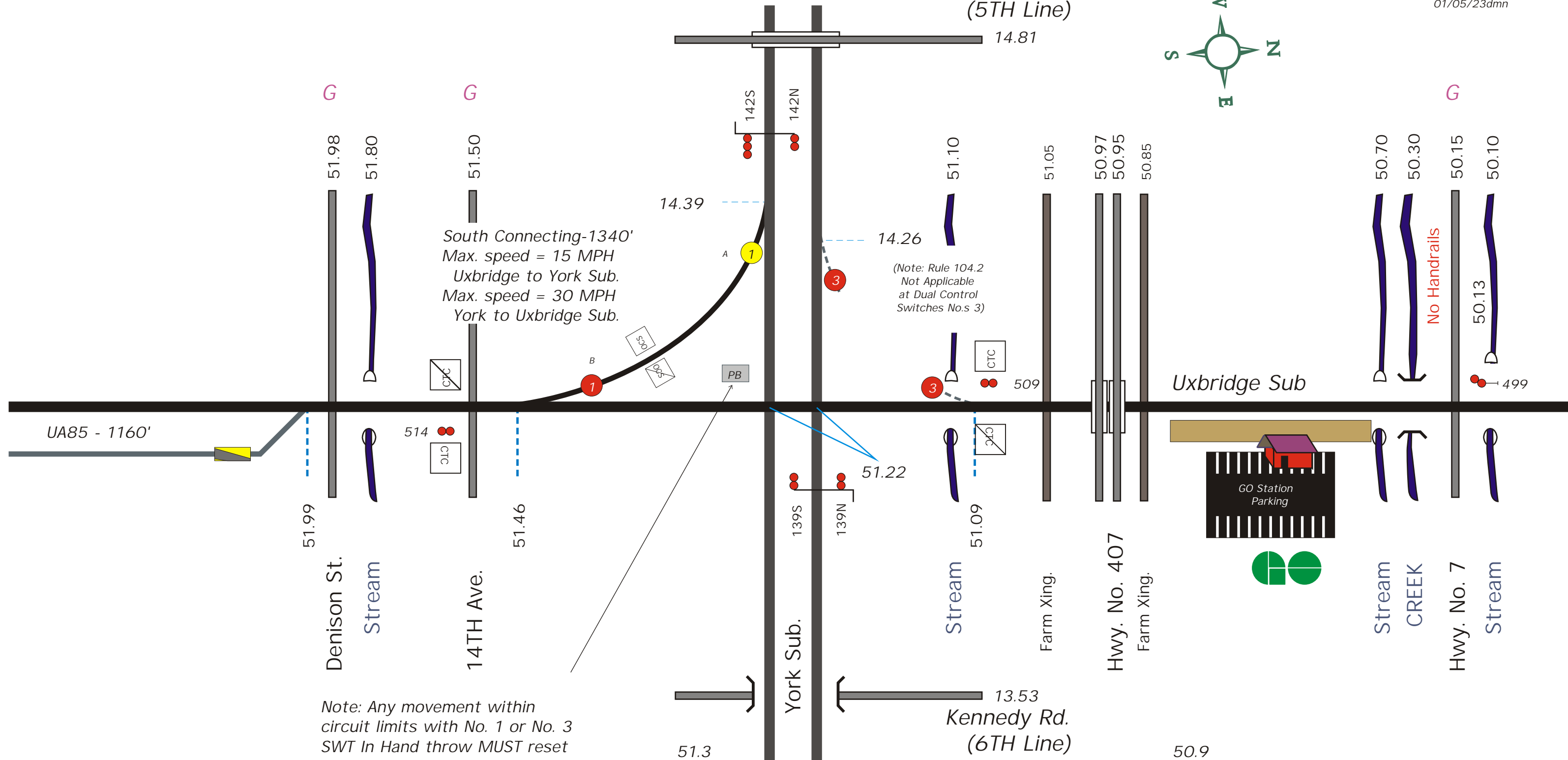
Unionville

50.7

R3-50.10-52.10  
Uxbridge Sub.  
01/05/23dmn



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South Connecting-1340'  
 Max. speed = 15 MPH  
 Uxbridge to York Sub.  
 Max. speed = 30 MPH  
 York to Uxbridge Sub.

(Note: Rule 104.2  
 Not Applicable  
 at Dual Control  
 Switches No.s 3)

Note: Any movement within  
 circuit limits with No. 1 or No. 3  
 SWT In Hand throw MUST reset  
 circuit. Entire movement Must  
 be clear of circuit limits before  
 circuit may be reset.

Note: PSO Psgr.=25 MPH  
 Between Mile 49.7 and Mile 50.2

PSGR 50  
 FRT 25



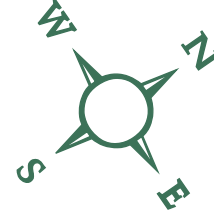
PSGR 35  
 FRT 25



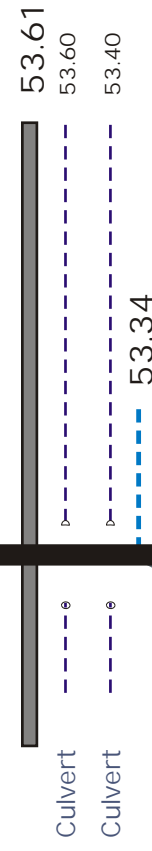
PSGR 50  
 FRT 25

# Milliken

52.7  
41812



G



McNicoll Ave.

UB30-670'  
Ziner Lumber

Gate

G

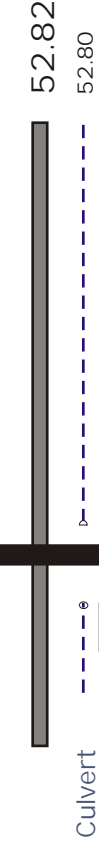


Passmore Ave.



Culvert

G



Steeles Ave.

52.76

Culvert



Culvert

G



Reg. Rd. 3  
Kennedy Rd.

522

52.34

UA84-628'

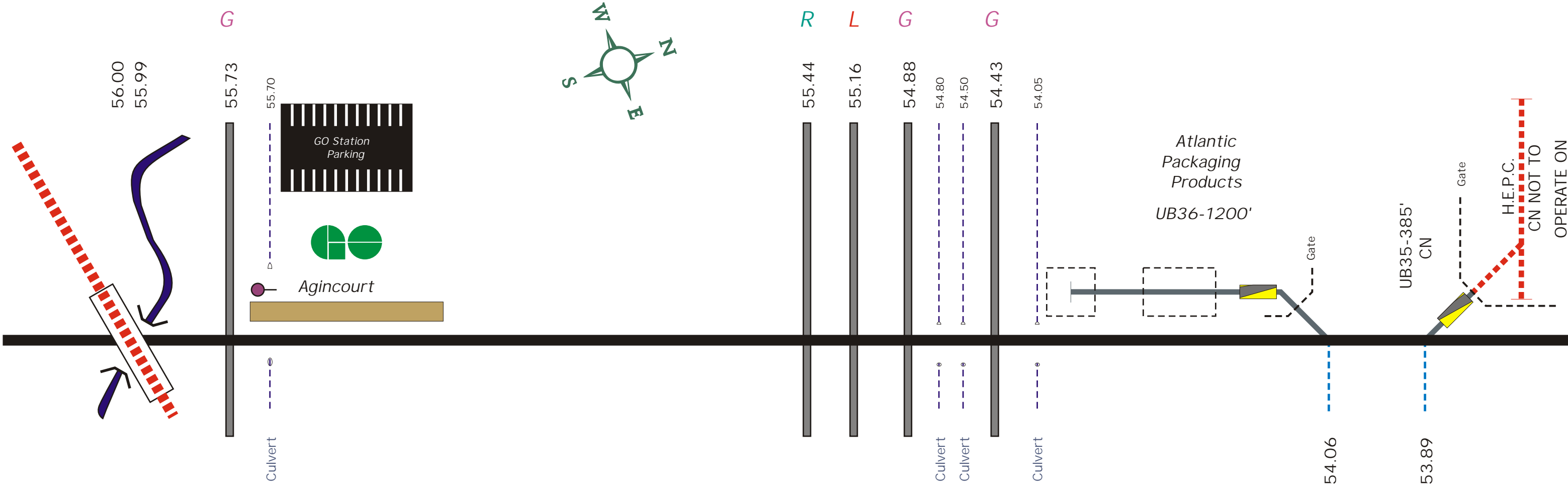
52.21

53

PSGR 50  
FRT 25

# Agincourt

55.5  
41808



CP Belleville  
Sub.  
West Highland  
Creek-44ft.  
No Walkway

Sheppard Ave. E.

Marilyn Ave.  
Pedestrian  
Crossing

Havendale Rd.

Huntingwood Dr.

Finch Ave.

Atlantic  
Packaging  
Products  
UB36-1200'

UB35-385'  
CN

H.E.P.C.  
CN NOT TO  
OPERATE ON



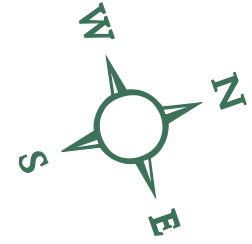
PSGR 40  
FRT 25

55.5

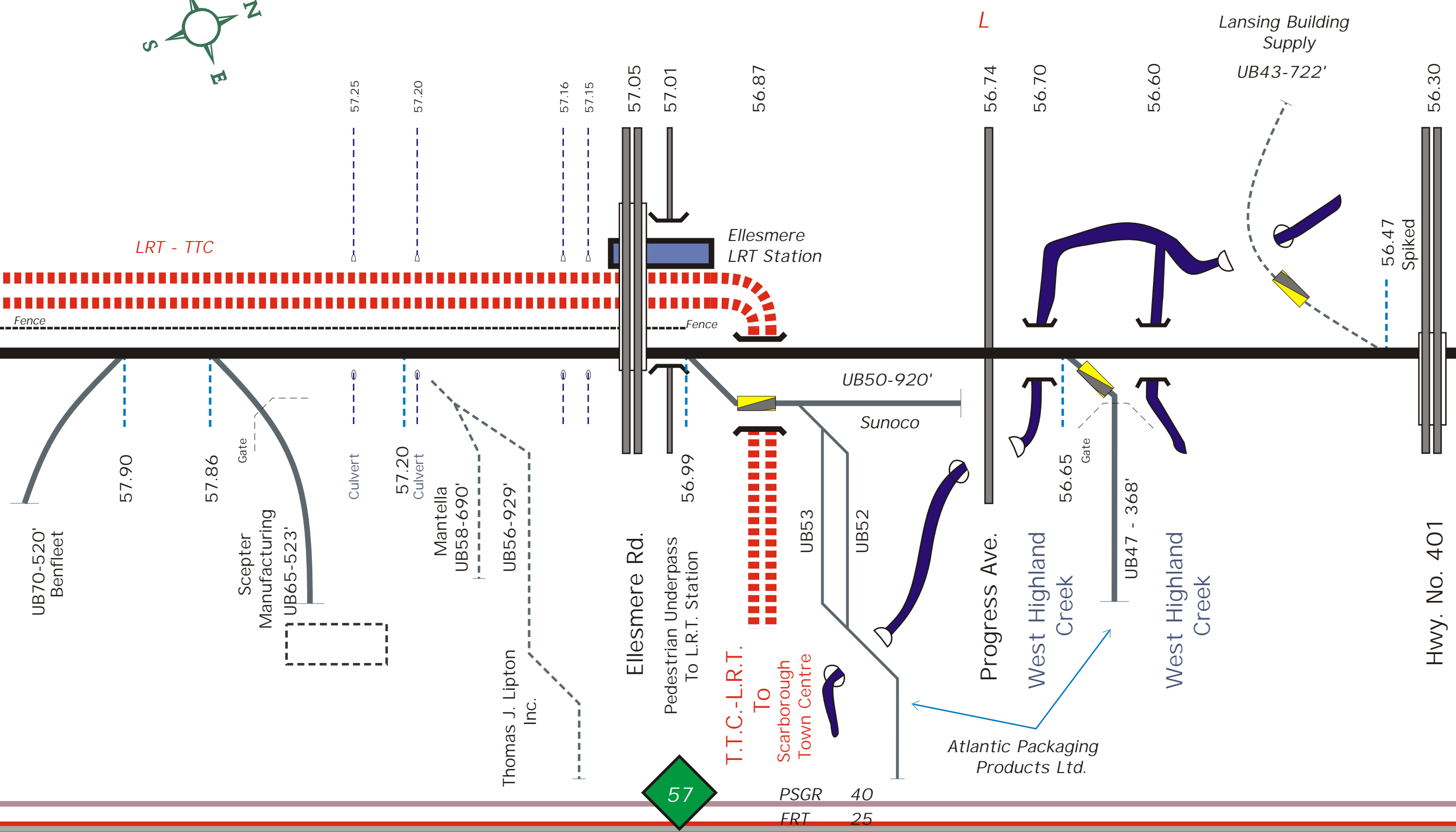


PSGR 50  
FRT 25





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57

PSGR 40  
 FRT 25

Atlantic Packaging Products Ltd.

T.T.C.-L.R.T.  
 To Scarborough Town Centre

Progress Ave.

West Highland Creek

West Highland Creek

Hwy. No. 401

Ellesmere Rd.

Pedestrian Underpass To L.R.T. Station

T.T.C.-L.R.T.

Sunoco

UB50-920'

UB53

UB52

UB47 - 368'

Lansing Building Supply  
 UB43-722'

56.47 Spiked

56.30

56.60

56.70

56.74

56.87

57.01

57.05

57.15

57.16

57.20

57.25

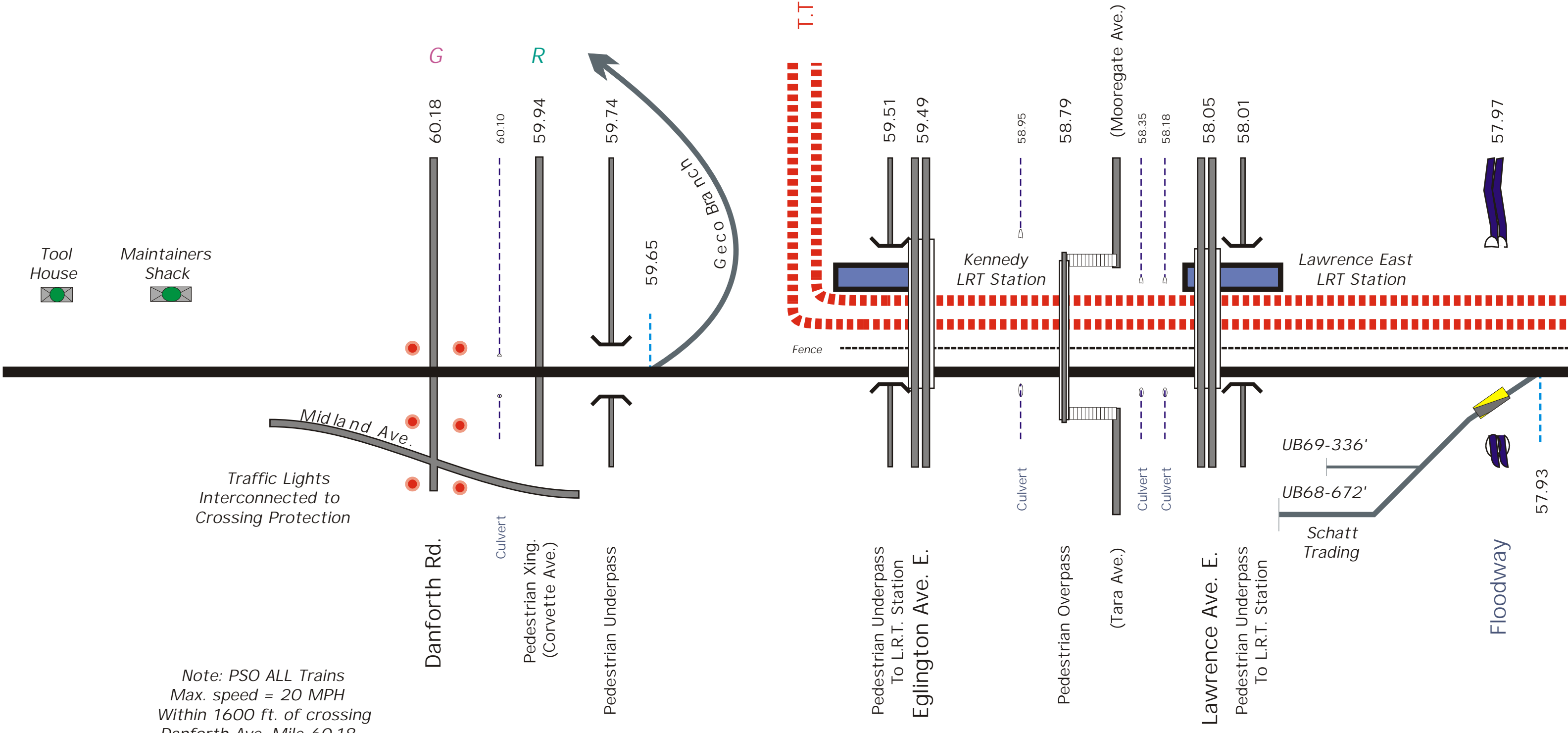
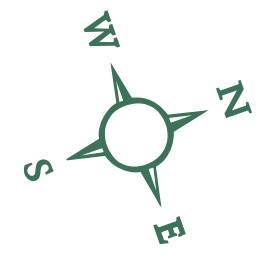
57.90

57.86



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Time Table Direction = Eastward



Note: PSO ALL Trains  
 Max. speed = 20 MPH  
 Within 1600 ft. of crossing  
 Danforth Ave. Mile 60.18  
 Until crossing occupied

60

PSGR 40  
 FRT 25

59

58

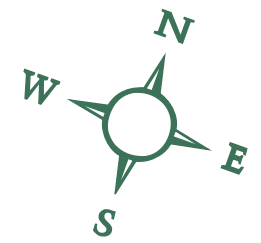
57.97

57.93

# Scarborough

## 61.0 Uxbridge Sub.

Scarborough Jct. Swt.  
Mile 325.56 Kingston Sub.  
Mile 61.03 Uxbridge Sub.



Uxbridge Sub.

Psgr. Tunnel 60.70

60.66  
(325.20 Kingston Sub.)

60.54

Uxbridge Sub.

Kingston Sub  
To  
Toronto

Track S350 to "S" Yard

Kingston Sub.  
to Montreal

No. 1  
No. 2  
No. 3

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