

Canadian National - Niagara Corridor

Microsoft Train Simulator Add-on



Copyright 2005 Maple Leaf Tracks Inc. All rights reserved.

Maple Leaf Tracks

Canadian National - Niagara Corridor

CNR Dundas Subdivision

Introduction:

This is one of the oldest, busiest and most popular stretches of Railroad in Canada. Bayview Junction, located at the East end of the Dundas Sub, is perhaps the most popular railfan site anywhere. With as many as 80 trains per day including CN hotshots, heavy manifests, locals, Via, GO, Amtrak, CP and NS runthroughs, all make it a very exciting area to watch and operate. Many articles, books, and much video footage has been taken of the area from its early days to present. Trains entering and leaving the Dundas sub must slow to take the sharp turnouts through the junction making it a great area for photography.

The name Niagara Corridor was used for its internationally recognizable name. The route climbs the Niagara Escarpment and enters the Niagara peninsula area of Southern Ontario which is shaped by several of the great lakes. The subdivision is also part of Canadian National's railroad corridor from Windsor, Ontario to Montreal, Quebec. It is all heavy mainline double track (or more) and mostly high speed for moving lots of freight and passengers for travel between the major cities and daily commuter service.

The Route has been under construction since the spring of 2002 by Colin Graham who lives nearby in Kitchener, Ontario. He is an avid railfan and model railroader. He dedicated much of his spare time for the period to give you a great representation of the area. He has captured the look and feel as well as any route I have seen and yet was able to maintain decent performance from MSTTS for reliable operation. This Route is not a perfectly accurate representation of a specific time and place. It was necessary to use some selective compression and use some generic replacement in many areas. He attempted to give you the most important features that are recognizable and for the most appealing look at the area.

The remainder of this document includes a portion of the timetable for the period and other information that will help you get the most out of operating this route.

We, at Maple Leaf Tracks, thank you for purchasing this product and hope you have many enjoyable hours.

Andy Hockin
Maple Leaf Tracks

METHOD OF CONTROL NUMBER OF TRACKS		DUNDAS SUBDIVISION		MILE	SIDING CAPACITY IN FEET	DOB/TGBO LIMITS	SWITCHING ZONE	DTMF RTC STANDBY CHANNELS	HOT BOX AND DRAGGING EQUIPMENT DETECTORS		
		E ↑	W ↓								
CTC	1	BAYVIEW Jct. with Oakville Sub. 0.4		0.0		0.0	0.0				
		HAMILTON WEST 4.3		0.4							
		DUNDAS 6.2		4.7							
		COPETOWN WEST 3.2		10.9							
		LYNDEN 6.9		14.1							
		MASSEYS 1.2		21.0							
		BRANT JCT. 0.5		22.2							
		SIMPSON Jct. with RailLink. 0.3		22.7							
		BRANTFORD 1.9		23.0							
		HARDY 6.0		24.9							
		PARIS JCT. 1.7		Y 30.9	* S6620 N7230						
		PARIS WEST 5.3		D 32.6							
		PRINCETON 9.5									
		OXFORD 2.2									
		WOODSTOCK 1.5									
		THAMES 5.1									
		MUNROES 2.8									
		INGERSOLL 0.8									
		INGERSOLL WEST 14.2									
		FRAUTS 1.5		D 74.0							
		HIGHBURY 1.0									
		LONDON EAST 0.2									
		LONDON JCT. Jct. with GEXR Guelph Sub. 0.8									
		MCLEOD 0.7									
		LONDON				78.2		78.2	78.2		
		Subdivision Control Features CTC between Bayview and Paris West, and between Frauts and London. OCS between Paris West and and Frauts. (see footnote 1.2)									
		RTC standby channels and tones Mile 0.0 to 32.6 - CH8 T2, mile 38.6 to 74.0 - CH2 T1 mile 74.0 to 78.2 - CH8 T1 Mtce. of Way channels Mile 0.0 to 10.9 - 81, mile 10.9 to 21.0 - 82 mile 21.0 to 55.0 - 81, mile 55.0 to 78.2 - 82									

DUNDAS SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 OPERATING BULLETINS - London East Yard Office

ABS and CTC SPECIAL FEATURES

- 1.2 Block signals and Rules 513, 514, and 515 govern movements Westward on North track and Eastward on South track between Paris West and Frauts.

- 1.3 **Mile 9.43**—Track DB40 east end off south track. Note: Derailed on track DB40 east end interconnected to affect the signal system when placed in non derailing position.
- 1.4 **Switching Signals**
Be governed by Rule 573(b) special instruction (2)
Brantford—Signals—Signals 228D and 227D.
Paris Jct.— Signals—Signals 309D and 310.
- 1.5 **BRANTFORD CROSSOVER No. 1 MILE 22.9**
Crossover No. 1 from north track to Brantford yard track BA52(Graveyard) will self restore to normal (main track) when incoming or outgoing movements have cleared the signal plant.
Track units operating as a train under the direction of a Conductor, (Operating Manual Section 2 of "TRACK UNITS)

OR

Track units operating under the direction of a Foreman, (Operating Manual Section 3 of "TRACK UNITS)
Movement THROUGH these crossover switches must not be made until switches have been placed in "hand" position and lined for the route to be used. Switches must not be placed back in power position until movement has cleared the switch points of BOTH switches of the crossover.

RULE 564

Trains required to operate THROUGH these crossover switches in accordance with rule 564 will be governed by Rule 104.2(c) (hand position) at all times.

Note: The above instructions only apply to movements THROUGH the crossover when reversed.

SIGNALLED SIDINGS

- 1.6 ***Paris Jct. to Paris West—North and South sidings.**
MAXIMUM SPEED 15MPH.
Paris Jct.—Movements to and from tracks DF47 and DF48 are by a hand operated swt via the north siding extension. Normal position of this swt is for movement on the north siding extension and permission must be obtained from RTC before entering north siding extension. To obtain a permissive indication on signal 309D for movement to track DF47, open switch and press "CLEAR" button. Entire movement must clear block end sign before returning switch to normal position. If movement is not made, signal 309D must be cancelled with "CANCEL" button.
Rule 568 authority must be received from RTC before opening any switch leading from yard tracks to north or south signaled sidings, unless a portion of the movement is already occupying the siding to be entered.

SPECIAL APPLICATIONS

- 1.7 **Rule 6**—Crossovers not shown in station column:
Mile 49.4 and mile 59.1
- 1.8 **Rule 13**— Engine bell must be rung continuously between the hours of 0600 and 2200 between mile 0.0 and mile 0.7.
- 1.9 **Rule 14(l) Special Instruction (1) applicable at:**
—Woodstock between mile 48.0 and mile 51.0. (B.T.C. 82818).
— Ingersoll between mile 58.0 and mile 59.9 between the hours of 2300 and 0600, except for public crossing at grade, mile 59.5 (McKeand St.) which is not protected. (B.T.C. 59950).
— London between mile 68.0 and mile 78.2 (B.T.C. 112583, 700/A/6, and By-law 43-94).
- 1.10 **Rule 102**— Applicable at:
Dundas Sub. mile: CP Rail Hamilton Sub. mile:
0.4 to 0.6 60.7 to 60.9 CP CH 82(47-47)
- 1.11 **Rule 104(c)**— The following yard switches may be left lined and locked in either position:
Paris - Both ends Tracks DF66 and DF67.
- 1.12 **Rule 107 Special Instruction (1) Applicable:**
As found in the Divisional Data section of this Time Table.
- 1.13 **Rules 406A, 407A and 408A**—Apply between mile 2.0 and mile 35.6 and between mile 71.9 and London.

2 GENERAL FOOTNOTES

- 2.1 **Designated Tie-up Tracks Unattended Locomotives**
Paris Jct. — DF42. **London E.** — BL08, BL09, CL11 and CL50.
- 2.2 **Paris** —Blue boxes have been placed north of north siding near Signals 310 and 325S for storage of hazard forms and journals.
RTC must be advised of location of documents and journal must show track in which cars have been set off.

3 INTERLOCKINGS

3.1 **Railway crossing at grade.**

Mile 50.8 CP Rail St. Thomas Sub. Automatic.

MAXIMUM SPEED	Psg.	Frt
Westward on north track	50	45
Westward on south track	15	15
Eastward on north track	15	15
Eastward on south track	50	45

Box marked switches located in southwest quadrant of interlocking. Rule 509 not applicable.

4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest car permitted gross weight 286,000 lbs.
- 4.2 Units in locomotive groups F, G, H, must not be operated on industrial spurs without authority.

5 SPEEDS

5.1 **Westward Movements**

MPH

Mile	Psg.	Frt.
0.0 to 0.5 zone	30	25
0.5 to 4.8 zone	60	40
4.8 to 18.3 zone	90	60
8.9 to 9.1	30	30
14.1 to 14.9	80	
18.3 to 32.9 zone	80	60
18.6 bridge	60	40
22.3 to 23.5	35	35
30.0 to 30.2	20	20
30.2 to 30.8	40	40
32.9 to 75.8 zone	85	60
* 50.7 to 50.9 South track	15	15
50.8 North track	50	45
58.9 until crossing occupied	70	
75.8 to 77.5 zone	70	60
77.5 to 78.2 zone	50	50

Eastward Movements

Mile	Psg.	Frt.
78.2 to 77.5 zone	50	50
77.5 to 75.8 zone	70	60
75.8 to 32.9 zone	85	60
58.9 until crossing occupied	70	
* 50.9 to 50.7 North track	15	15
50.8 South Track	50	45
32.9 to 18.3 zone	80	60
30.8 to 30.2	40	40
30.2 to 30.0	20	20
23.5 to 22.3	35	35
18.6 bridge	60	40
18.3 to 10.1 zone	90	60
14.9 to 14.1	80	
10.1 to 4.8 zone	90	40
9.1 to 8.9	30	30
4.8 to 0.5 zone	60	40
0.5 to 0.0 zone	30	25

50 MPH Restrictions for two diesel units running light, or one diesel unit coupled to one other unit of equipment as per General Operating Instructions not applicable.

* Not marked by speed restriction signs

5.2 **CONDITIONAL SPEEDS**

Mile	MPH
*18.6 Heavy Axle Load Trains on Bridge	20
27.14 (Power Line Rd.) all switching movements over crossing in either direction on south track until crossing occupied	5
*30.1 Heavy Axle Load Trains on Bridge	20
49.26 (Wilson St.) reverse movements on north track that don't clear Norwich Ave. mile 49.0, when again proceeding towards Wilson St.	10
58.26 (Pemberton St.) reverse movements on south track until crossing occupied	10
Westward switching movements on north track until crossing occupied.	10
*72.2 Heavy Axle Load Trains on Bridge	20
77.5 to 78.2 Psgr. trains on Station track AL01	45

* until the last Heavy Axle Load car clears the bridge.

- 5.3 Freight trains must not exceed speeds indicated approaching the following advance signals until it can be determined that such signal is displaying a more favourable indication than CLEAR TO STOP.

SOUTH TRACK			NORTH TRACK		
SIGNAL No.	MILE	SPEED MPH	SIGNAL No.	MILE	SPEED MPH
406	40.6	50	481	48.2	40
420	42.0	45	493	49.3	45
452	45.3	45	601	60.0	45
466	46.6	45	661	66.1	45
492	49.3	50	675	67.5	45
522	52.1	45	705	70.4	50
600	60.0	40	765N	76.7	30
614	61.4	45			
630	63.0	50			
704	70.4	50			
720	71.9	50			
739S	73.9	45			
765S	76.7	30			

- 5.4 Trains and engines approaching all switches in a facing point direction in OCS Territory NOT governed by block signal indication, must not exceed the following speeds;

Passenger Trains: 50 MPH,

Freight Trains: 45 MPH,

Trains handling Special Dangerous Commodities: 40 MPH.

Once the switch is seen to be lined 'normal', the movement may immediately resume maximum authorized speed.

This does not apply to switches identified as per a Rule 104(b) warning on an OCS Clearance, in which case movements must approach the identified switch prepared to stop short of the switch, whether approaching in a trailing or facing point direction.

6 **PUBLIC CROSSINGS AT GRADE**

- 6.1 On all tracks other than main tracks - Rule 103.1 Special Instruction 5 (Rusty Rail Conditions) applicable at all public crossings at grade equipped with automatic warning devices.
- 6.2 Mile 10.83 (Orkney Side Rd.) warning devices.
Automatic: Westward movements complying with Rule 564, must be manually protected.
- 6.3 Mile 13.91 (Main St.) warning devices.
Automatic: Main Tracks—Movements stopping to swt will cut train within 300 feet of crossing and other movements which have stopped within 300 feet of crossing, must operate lower push-button at southwest or northeast corner of crossing.
- 6.4 Mile 24.98 (Hardy Rd.) warning devices.
Automatic: Eastward movements complying with Rule 564 must be manually protected.

- 6.5 Mile 27.14 (Power Line Rd.) warning devices.

Automatic: South Track—A 300 foot timing circuit extends from 300 to 600 feet west of crossing. Eastward movements switching Flintkote Co. tracks must cut train on timing circuit.

- 6.6 Mile 30.73 (Market St.) warning devices.

Automatic: Westward movements when complying with Rule 564 must be manually protected.

Timing circuits extend eastward 300 feet from crossing on both tracks. Westward movements receiving a STOP indication on signals west of crossing must stop with engine or leading car on timing circuit and proceed only when a PROCEED indication is received and gates are known to be lowered.

Eastward movements on either track making a reverse movement must clear the crossing and proceed westward only when signal west of crossing indicates proceed.

- 6.7 Mile 37.72 (Main St.) warning devices.

Automatic: South Track—Movements stopping within 500 feet of crossing, must operate LOWER pushbutton at southwest corner of crossing.

Track DG40—Pushbuttons located on both sides of crossing.

- 6.8 Mile 49.04 (Norwich Ave. pedestrian crossing) warning devices.

Automatic: North Track—Westward movements working in the vicinity of Norwich Ave. pedestrian crossing and Wilson St. must cut train on timing circuit east of Norwich Ave.

Westward movements stopping within 300 feet of crossing must operate LOWER push-button at northeast corner of crossing.

Tracks DG60 and DG 70—Stop signs both sides of crossing. Cars must not be placed on either track within 200 feet either side of crossing.

- 6.9 Mile 49.26 (Wilson St.) warning devices.

Automatic: North Track—Westward movements working in the vicinity of Norwich Ave. and Wilson St. must cut train on timing circuit east of Norwich Ave.

South Track—Eastward movements stopped east of crossing circuit sign (1020 ft. west of crossing) must not exceed 10 MPH until crossing occupied. Eastward movements stopped within 640 ft. of crossing must operate LOWER push-button at southwest corner.

- 6.10 Mile 50.68 (Ingersoll Rd.-County Rd. 9) warning devices.

Automatic: Eastward movements on south track and westward movements on north track stopped by interlocking signals governing movements over CP Rail crossing must stop lead portion on timing circuits, which extend from 300 feet east of Signal 507 to Signal 507 on north track and from 450 feet west of Signal 508 to Signal 508 on south track. When Signal 507 cannot be cleared, compliance with Rule 611 will actuate automatic protection on Ingersoll Road.

- 6.11 Mile 58.26 (Pemberton St.) warning devices.

Automatic: South Track—A timing circuit extends from timing circuit sign located 500 feet east of crossing to 1200 feet east of crossing. Movements switching east of crossing must not leave cars standing west of timing circuit sign.

North Track - Westward movements stopping or performing switching must ensure stop is made or equipment to be left on main track is cut off east of crossing circuit sign at mile 57.5

After recoupling to equipment left on main track, if intended movement is to proceed westward, such crossing must be manually protected as per Rule 103.1(a).

- 6.12 **Mile 58.72** (Mutual St.) warning devices.
Mile 58.89 (Thames St.) warning devices.
Automatic: South Track—Movements stopping with leading portion between Ingersoll station and Thames St. (timing circuit), must operate LOWER push-button at north side of station or at east end of station platform.
 Eastward movements through crossover (west of station), must not exceed 15 mph approaching Thames St. crossing.
North Track—Westward movements which cannot clear west of Thames St. when switching, must cut train on timing circuit, which extends from signal 585 to timing circuit sign (400 feet east of Mutual St.) and when proceeding must not exceed slow speed until both crossings are occupied. After re-coupling, if lead portion is between timing circuit sign and Mutual St., push-button in northeast or northwest corner must be operated and movement restricted to slow speed until both crossings are occupied.
 Eastward movements stopping within 450 feet west of Mutual St. or switching movements over Mutual St., must operate LOWER push-button in northwest or northeast corner of Mutual St.
 A timing circuit extends 450 feet west from Thames St. Eastward movements stopping west of crossing, or westward movements making a reverse move must occupy this circuit and operate push-button located west of crossing.
- 6.13 **Mile 59.51** (McKean St.) Cars must not be left standing within 150 feet on either side of crossing. (B.T.C. 56262).
- 6.14 **Mile 68.52** (Railway St.) warning devices.
Automatic: South Track—Eastward movements stopping to switch (except movements which can clear east of crossing), must cut movement on timing circuit, which extends 1455 feet east of Signal 688. After recoupling, head end of leading portion must leave from timing circuit.
 Track DM86—Stop signs located on both sides of crossing.
- 6.15 **Mile 75.35** (Hale St.) warning devices.
Automatic: Westward movements on south track complying with Rule 564 must be manually protected.
 Reclaim Yard Lead—Eastward movements must operate push-button located west of crossing.
- 6.16 **Mile 76.84** (Rector St.) warning devices.
Automatic: Eastward movements on all tracks complying with Rule 564 must be manually protected.
- 6.17 **Mile 77.36** (William St.) warning devices.
Automatic: Equipment must not be left standing within 50 feet on east side of this crossing. (B.T.C. 21289).
 Westward movements on all tracks complying with Rule 564, must be manually protected.
- 6.18 **Mile 77.66** (Colborne St.) warning devices.
Automatic: Eastward movements on all tracks complying with Rule 564 must be manually protected.

7 SPURS AND OTHER TRACKS

7.1 WYE TRACK(Cowpath)

Mile 0.4—Extends southward off south track connecting to north track of Oakville Sub. at mile 37.3.
 CTC controlled by RTC.
Rule 49 applicable on this track.
 MAXIMUM SPEED 15 MPH.

7.2 COPETOWN

Mile 9.5— **RULE 112** Triple the handbrake requirements per car category as outlined in Rule 112 Special Instruction 3(b) chart on tracks: DB40, DB44, and DB47.

7.3 RAILINK BRANTFORD YARD

Mile 23.0 - Interchange with RailLink.

MAXIMUM SPEED
10 MPH.

Yard crews radio channel - CN04

CN crews setting off traffic will utilize tracks BA48 to BA52.

If required, Rail America Train Dispatcher may be reached at 1-877-246-4513 ex.2

Designated Tie-up Tracks Unattended Locomotives- Tracks BA 37.

Switching Signals - 228D and 227D - Be governed by Rule 573(b) Special Instruction (2).

Rule 83(a) - All bulletins affecting the operation in this yard will be reproduced on CN bulletins.

Rule 104(b) - Crossover No.1 from North Track CN Dundas Sub. to Yard Track BA52 (Graveyard) is modified to self restore to normal (main track) when incoming or outgoing movements have cleared the signal plant. Be governed by instructions contained in section 1 of Dundas Subdivision Footnotes, "ABS and CTC special Features".

Rule 104(c) - The following Yard switches may be left lined and locked in either position:

East end of tracks BA32 to BA37, BA49 to BA52

West end of tracks BA47, and BA49 to BA52

Rule 112 - Double the Handbrake requirement per car category as outlined in Rule 112 special instruction 3(b) chart on the following tracks: BA47 to BA52

Rule 568 - Permission must be obtained from CN RTC before opening switch leading from north track to track BA 52 West of Brantford Yard. Opening this switch will cause CTC signals to display STOP indication.

7.4 DUMFRIES

Mile 30.9 Extends 0.7 miles eastward from north siding extension.

PUBLIC CROSSING AT GRADE

Mile 0.2 (Market St.) warning devices.

Automatic: Stop signs located each side of crossing.

WABCO—Engines must not operate on tracks DF34 or DF35.

7.5 BEACHVILLE LIME

Mile 55.5—Employees are prohibited from detraining on south side of track DK81 west of track DK62 switch.

Cars exceeding 17 feet in height must not be handled under bridge on track DK 40.

7.6 LONDON EAST

Mile 76.5—Yard

Rule 112 - In the application of rule 112, hand brakes to a maximum of 4, when available, to be applied to cars at the west end of tracks: CL01 to CL24 with the exception of track CL11 (max 2 handbrakes at the west end.)

PUBLIC CROSSINGS AT GRADE

BACK WAY LEAD TRACKS - Mile 0.39 (Rector St.)—All movements must be manually protected (B.T.C. 54026).

7.7 GEXR GUELPH SUB.

Mile 76.7—Junction

Operation for CN extends 1.1 miles from London Jct. to mile 118.8. All CN special instructions and General Operating Instructions applicable.

OCS controlled by Rail America RTC North Bay by telephone only 1-877-246-4513 ex. 2

GEXR Radio standby Ch. - GEXR CH1 ---AAR 13 13 CN Employees required to operate on this track, in addition to an OCS clearance, must be in possession of a current GEXR DOB which will be available at London East Yard Office.

Rule 14(l) Special Instruction (1) applies: - In the city of London, mile 117.3 to mile 119.9 (R-25027)

Heaviest car permitted 263,000 Lbs.

Max. Speeds

Mile 118.8 to 119.5	35 MPH
119.5 to 119.9	15 MPH

CP Interchange Mile 119.4 - Extends 0.9 miles north, switch points face west.

Maximum speed (R20795). 10 MPH

PUBLIC CROSSINGS AT GRADE

Mile 0.23 (Florence St.) and mile 0.45 (Dundas St.)

Except in the case of an emergency, no movement to obstruct these crossings between the hours of 1645 and 1730.

Operation east of Mile 118.8 is governed by the GEXR Time table and is prohibited for CN Crews without authorization from the General manager of the GEXR.

7.8 LONDON STATION TRACKS

Mile 78.2—3 tracks numbered from the north. The business car track is north of No. 1 track, switch points face east.

GF 636, GF 638, EF 640, EF 644 and MF 32 class units must not be operated on these tracks.

Frt. movements must not be operated over station tracks at London, except in emergency.

Due to restricted clearance, movements handling dimensional loads must not operate via station tracks.

Employees must not ride on sides of cars or engines operating upon these tracks. (B.T.C. 51561).

Switches located between No. 2 and No. 3 station tracks are normal when lined for No. 3 station track.

Track No.1 (AL01) - CTC controlled by RTC Toronto.

Rule 49 applicable on this track.

Movements entering this track from station track No.2 (AL02) or No.3 (AL03) or the business car track must receive permission from the RTC Toronto.

8 RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS.

	Location	Obstruction	Side of Track or Overhead
8.1	Brantford Atlas Chemical Track BF47	Platform	North
8.2	Beachville Mile 55.45 track DK40	Bridge overpass	Overhead

9 SPECIAL DANGEROUS COMMODITIES

9.1 WESTWARD MOVEMENTS:

Must be inspected at mile 15.8 and at mile 67.1;

Do not exceed 35 MPH between mile 0.0 and mile 6.0 and between mile 73.0 and mile 78.2;

Unless inspected at mile 40.0, do not exceed 35 MPH between mile 46 and mile 51.

9.2 EASTWARD MOVEMENTS:

Must be inspected at mile 40.0 and mile 15.8;

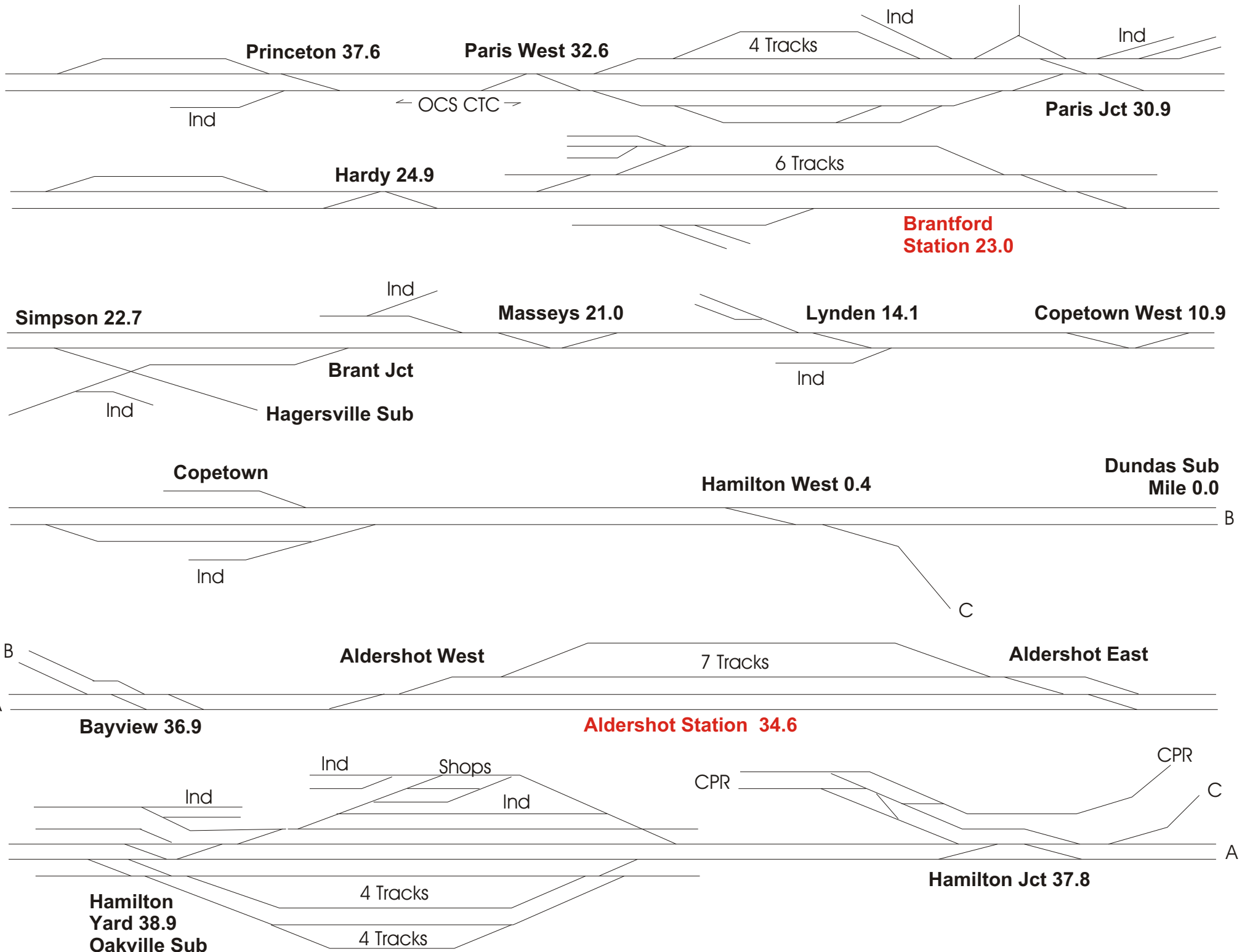
Do not exceed 35 MPH between mile 78.2 and mile 73.0 and between mile 6.0 and mile 0.0;

Unless inspected at mile 67.1, do not exceed 35 MPH between mile 51 and mile 46.

TORONTO - LONDON - WINDSOR								STATIONS	WINDSOR - LONDON - TORONTO						
79	683	83	75	73	685	71	85		82	70	682	670	72	76	78
Daily	Sa Su	Ex Sa Su	Daily	Daily	Sunday	Daily	Ex Sun		ex Sa Su	Ex. Sun.	Sa Su	Sun.	* Daily	Daily	Daily
18 45	17 40	17 15	16 00	12 00	11 40	07 50	06 40	Dp OSHAWA Ar							22 05
19 07			16 23	12 22		08 11	07 15	Ar TORONTO Dp							21 35
19 20	via	17 46	-	12 35	via	08 25	06 35	Dp TORONTO Ar	08 25	10 04	10 08	10 30	13 37	17 38	21 18
19 50		18 15	17 08	13 05		08 53		OAKVILLE		09 43		10 08	13 16	17 18	20 57
20 17	Stratford	18 42	-	13 34	Stratford	09 18		ALDERSHOT		09 28	via	09 53	13 02	17 05	20 43
20 28			-	-		09 28		BRANTFORD	07 21	08 59		09 23	12 35	16 38	20 16
20 45	20 35	19 08	18 00	14 00	14 31	09 45	09 50	WOODSTOCK	07 01	08 32	Stratford	08 55	12 08	-	19 49
20 55	20 40	19 13	18 05	14 05	14 36	09 55	10 00	INGERSOLL		08 19		-	-	-	19 37
21 24	to	to	-	-	to	10 22		LONDON	Ar 06 35	07 58	07 18	08 23	11 41	15 48	19 18
21 57	Sarnia	Sarnia	19 09	15 06	Sarnia	10 54			Dp 06 30	07 53	07 13	08 18	11 36	15 43	19 13
22 38			19 56	15 49		11 34		GLENCOE	from	-	from	07 48	11 09	-	18 45
								CHATHAM	Sarnia	06 50	Sarnia	07 15	10 37	14 47	18 12
								WINDSOR	Ar 06 00			06 25	09 55	14 05	17 30

The diagram illustrates the rail corridor from Rideout to Woodstock, showing the following features from left to right:

- Rideout**: Starting point on the left.
- London Jct 76.7**: Junction point.
- Guelph Sub**: Subdivision area.
- Shops**: Industrial area.
- Ind**: Industrial area.
- 4 Tracks**: Track configuration.
- 3 Tracks**: Track configuration.
- Race Course Yard 6 Tracks**: Track configuration.
- McLeod 77.5**: Junction point.
- Walker's Siding**: Siding area.
- Talbot Sub**: Subdivision area.
- Highbury 75.5**: Junction point.
- Frauts 74.0**: Junction point.
- Ind**: Industrial area.
- CTC OCS**: CTC OCS line.
- Ingersoll West 59.8**: Junction point.
- 4 Tracks**: Track configuration.
- Ingersoll Station 59.0**: Station (highlighted in red).
- Munroes 56.2**: Junction point.
- Munroes Siding**: Siding area.
- Ind**: Industrial area.
- CP Connector**: Connector line.
- Thames 51.1**: Junction point.
- CP Interchange**: Interchange area.
- Ind**: Industrial area.
- Ind**: Industrial area.
- Woodstock Station 49.6**: Station (highlighted in red).
- Oxford 47.4**: Junction point.
- Ind**: Industrial area.
- Ind**: Industrial area.
- Ind**: Industrial area.
- Ind**: Industrial area.



Rule	Aspects	Name	Indication
405		Clear	Proceed
407		Clear to Medium	Proceed, approach next signal at medium speed.
408		Clear to Slow	Proceed, approach next signal at slow speed.
409		Advance Clear to Stop	Proceed, next signal is displaying clear to stop.
410		Clear to Stop	Proceed, prepare to stop at next signal.
416		Medium to Clear	Proceed, medium speed passing signals and through turnouts.
420		Medium to Stop	Proceed, medium speed passing signals and through turnouts, prepare to stop at next signal.
421		Slow to Clear	Proceed, slow speed passing signals and through turnouts.
425		Slow to Stop	Proceed, slow speed passing signals and through turnouts. Prepare to stop at next signal.
426		Restricting Signal	Proceed at restricted speed.
428		Stop and Proceed	Stop, then proceed at restricted speed.
429		Stop	Stop.