

METHOD OF CONTROL	NUMBER OF TRACKS	OAKVILLE SUBDIVISION		MILE	DOB/TGBO LIMITS	SWITCHING ZONE(S)	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS		
		W ↓	E ↑							
USRC		TORONTO See Union Station Rail Corridor Special Instructions.		0.0	USRC LIMITS	USRC LIMITS	CH3			
		BATHURST ST.		1.1						
CTC	4	FORT YORK		1.8	↑ DOB/TGBO ↓	↑				
		EXHIBITION		2.0						
		DUFFERIN		2.5						
		MIMICO EAST		6.2						
		MIMICO		6.7						
		CANPA Jct. With CP Canpa Sub.		8.4						
	3	LONG BRANCH		9.6					CH8 *5 460 #	*14.0
		PORT CREDIT EAST		11.5						
		PORT CREDIT		12.8						
	2	CLARKSON		16.7					CH8 (T1)	
		PARK ROYAL		17.6						
		9TH LINE		19.3						
		OAKVILLE YARD		20.6						
	3	OAKVILLE		21.4						
	2	KERR ST.		22.1						
	3	BRONTE		24.7						
		BURLOAK		27.1						
		APPLEBY		27.9						
		BURLINGTON EAST		30.5						
		BURLINGTON		31.5						
	2	BURLINGTON WEST		32.2					CH8 *5 470 #	*33.0
		ALDERSHOT EAST		33.3						
		WVA ALDERSHOT		34.6						
		ALDERSHOT WEST		35.2						
		BAYVIEW Jct. With Dundas Sub.		36.9						
		HAMILTON JCT.		37.3						
	1	HAMILTON		39.3					39.3	↓
SUBDIVISION CONTROL FEATURES										
Union Station Rail Corridor controlled by USRC Train Movement Director. CTC between West Limits USRC and Hamilton										
Mtce. Of Way Radio Channels										
Mile 0.0 to 22.0 - CH 82				Mile 22.0 to 39.3 - CH 81						

OAKVILLE SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

CTC SPECIAL FEATURES

- 1.1 Four main tracks between west limits USRC and mile 6.4.
Three main tracks between mile 6.4 and mile 13.2, between mile 20.7 and mile 21.6, and between mile 22.2 and mile 31.7.
- 1.2 **Power operated switches**— The following switches are power operated switches and do not have "dual control" capabilities. Rule 104.3 applicable.
Mimico East - Switch No. 1, 3, 5, 7, 9, 11, 13, 15, 17, and 19.
Canpa - All switches

1.3 CROSSOVER #1 ALDERSHOT EAST MILE 33.3 -

Crossover #1 from North track Oakville Sub to Aldershot Lead Track (KA31), is modified to 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, OR Track units operating under the direction of a Foreman;

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.

1.4 Flashing Arrows Aldershot West—Signals 353, 353N, and 353S are equipped with a Flashing Arrow indicator attached to the signal mast. When the flashing arrow is illuminated, it will indicate that the route at Bayview is lined towards the Dundas Sub., and that there is a permissive indication on the control signal at Bayview and Hamilton West for such move.

The Flashing arrow will not be lit when movements are lined through Bayview remaining on the Oakville Sub., or if lined onto the Dundas Sub. where there is a stop indication at signal 003N or 003S (Hamilton West).

SIGNALLED SIDINGS AND OTHER SIGNALLED TRACKS**1.5 Mile 37.4 and mile 37.5.** North and South Connecting tracks. Extend 1200 feet West from north track connecting with CP Hamilton Sub. at Desjardins.**CTC controlled by RTC.**

Maximum Speed. 30 MPH

Switching Signals**1.6** Be governed by Rule 573(c) (ii):

Mimico East—Signals—068D1 or 068D2

Park Royal—Signals— 175 and 176D

Oakville Yard—Signals— 203 2031, and 206D

Oakville South Service Track—Signals—**191 and 192**

Aldershot East—Signals—333 and 334D

SPECIAL APPLICATIONS**1.7 Rule 13—**Engine bell must be rung continuously between the hours of 0600 and 2200 on WESTWARD MOVEMENTS between mile 36.5 and mile 36.9.**1.8 Rule 14(I) (iv) applies:**

—between mile 0.0 and mile 37.6 inclusive. (B.T.C. 70106, B.T.C. 104427, B.T.C. 70601, B.T.C. 72774 By-law 17-1989).

Hamilton—Except to prevent an accident, the sounding of engine whistle by any engine is prohibited between mile 37.6 and mile 39.2 inclusive. (B.T.C. 40101).

1.9 Rule 83.2—In the application of rule 83.2 TGBO, when mile 1 is used as the east limit of a TGBO, that TGBO is applicable on:

No.1 and No 2 tracks to mile 1.2

No 3 and No 4 tracks to mile 1.0

VIA RAIL trains Nos. 52, 40, 652, 640, and 67 must operate on the Oakville Sub. using the current applicable DOB.

1.10 Rule 107—not applicable at Exhibition, Mimico, Long Branch, Port Credit, Clarkson, Oakville, Bronte, Appleby, Burlington and Aldershot.**2 GENERAL FOOTNOTES****GENERAL OPERATING INSTRUCTIONS****2.1 Equipment Inspection**

*At Hot Box and dragging equipment detectors located at mile *14.0 and mile *33.0., an abbreviated message will be transmitted when no alarms are detected e.g. " 33 NO ALARMS"

2.2 **Designated Tie-up Tracks Unattended Locomotives**
Mimico M529 Oakville OG58

2.3 **Aldershot**—Wheel Impact Detector located at mile 33.0

2.4 **Aldershot**—Eastward trains lifting at Aldershot must leave sufficient room to clear King Rd. when they return to their train with the lift.

Westward trains must ensure the tail end of their train is clear of King Rd. when setting off or lifting at Aldershot.

Trains lifting or setting off at Aldershot must not pull their train through tracks KA-34 to KA-39. Trains are to use tracks KA-31, KA-32, or KA-33 if clear.

All movements within Aldershot Yard including trains lifting/setting off, will utilize CN CH 5 (17 17) for all radio communications.

3 INTERLOCKINGS

3.1 Mile 0.0 to Mile 1.0 on tracks D1, and D2..
Mile 0.0 to Mile 1.2 on Tracks A2 and A3.
Locally controlled by Union Station Rail Corridor TMDs . See USRC Special Instructions in Divisional Data.

4 EQUIPMENT RESTRICTIONS

4.1 Heaviest car permitted gross weight 286,000 lbs.
4.2 Locomotives in groups F, G and H are not to be operated on industrial or other tracks within this territory without authority.

5 SPEEDS

- 5.1 General
- (a) * Indicates not marked by speed restriction signs
 - (b) **Applicable to freight trains exceeding 80 tons per operative brake approaching signal unless or until it can be determined that such signal is displaying a more favorable indication than RESTRICTING or CLEAR TO STOP. Tons per operative brake is indicated on the WOPRT, or gross tonnage divided by the number of cars.
 - (c) RoadRailer as defined in Divisional Data.

5.2 **Mile** **MPH**

From	To	Pgr	RoadRailer	Freight
USRC to	1.9 zone	60	20	20
1.9 to	3.1 zone	70	60	60
3.1 to	6.6 zone	80	60	60
6.2 turnout to/from VIA TMC from #4 track		15	15	15
6.6 to	36.4 zone	95	70	60
9.3 to	10.3 track 3	60	60	
13.0 to	13.2 track 1	45	45	45
20.7 to	21.7 track 3	30	30	30
22.1 to	22.2 Through turnout to track 1	45	45	30
22.1 to	31.8 track 1	80		
31.4 to	31.7 track 1	45	45	30
31.7 to	31.8 Through turnout to track 1	15	15	15
**33.4 80T eastward approaching signal 334N/S				50
36.4 to	36.9 zone	50	30	30
36.9 to	39.3 zone	30	30	30
38.8 movements handling loaded ore cars				25

5.3 **CONDITIONAL SPEEDS**

Mile	MPH
*3.89 Heavy Axle Load Trains on Bridge	30
*4.17 Heavy Axle Load Trains on Bridge	20
*4.9 Heavy Axle Load Trains on Bridge	20
*5.15 Heavy Axle Load Trains on Bridge	20
*5.94 Heavy Axle Load Trains on Bridge	20
*9.82 Heavy Axle Load Trains on Bridge	20
*13.27 Heavy Axle Load Trains on Bridge	20
*13.39 Heavy Axle Load Trains on Bridge	20
*21.7 Heavy Axle Load Trains on Bridge	20
*26.7 Heavy Axle Load Trains on Bridge	45
*35.23 Heavy Axle Load Trains on Bridge	10

*Applicable until the last Heavy Axle Load on the train clears the bridge.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 10.59** (Haig Blvd.)
Mile 10.84 (Ogden Ave.)
Mile 11.02 (Alexandra Ave.) } warning devices.

Automatic: Movements stopped on No. 3 track within 1000 feet of crossing must push start button to lower gates.

- 6.2 **Mile 13.11** (Stavebank Rd.) warning devices.

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

- 6.3 **Mile 16.09** (Clarkson Rd.) Crossing circuit sign on south track is located 3970 feet west of crossing opposite Signal 168S. Eastward movements with 25 cars or less required to lift or set off at Clarkson must pull east of Clarkson Rd. and use service track to enter the yard. Eastward movements with more than 25 cars required to lift or set off at Clarkson must leave leading car of their movement west of Signal 168S. When movement has been recoupled, entire movement must be west of Signal 168S in order to activate crossing protection.

- 6.4 **Mile 20.55** (Chartwell Rd.).

Automatic: Westward movements stopped at signal 203N or 203S must stop clear of the crossing circuit signs located 120 feet east of the signals.

Eastward movements stopped at signal 208T1, 208T2, or 208T3 must not exceed 20 MPH until crossing is occupied. Eastward movements routed from No.3 track must not exceed 30 MPH until crossing is occupied.

- 6.5 **Mile 21.94** (Kerr St.)

Automatic: Westward movements stopped at signals 219N or 219S, must stop clear of the crossing circuit signs located 300 feet east of the signals.

- 6.6 **Mile 26.2** (Private Crossing) unprotected.

Fire route. Cars must not be left unattended on crossing.

7 SPURS AND OTHER TRACKS7.1 **WESTERN**

Extends between mile 1.2 and mile 1.5.

MAXIMUM SPEED 10 MPH.

Rule 105 (a) applicable.

7.2 **OAKVILLE-KINGSTON CONNECTING TRACKS**

Mile 1.8—Two tracks south of No. 4 track designated south and north connecting tracks extend eastward from Fort York mile 1.8.

South connecting track extends to USRC signal 283 at Scott St. Interlocking.

North connecting track extends to USRC signal 551 John St. Interlocking and then continues to extend eastward from USRC signal 585 John St. Interlocking to USRC. signal 286 at Scott St. Interlocking.

MAXIMUM SPEEDS

Between signal 3333ND or SD (Scott St E.), and signal 001ND or SD (John St.) 10 MPH.

Between signal 001ND or SD and Ft. York 15 MPH.

GBOs affecting these tracks will be indicated on the Oakville Sub. sections of the DOB and TGBO.

CTC controlled by RTC Toronto.

Rule 49 applicable on these tracks.

Locomotives in groups F, G and H are permitted.

7.3 **MIMICO YARD AND SOUTH SERVICE TRACK**

Mile 7.4

Rule 105 (a) applicable on all "M" series tracks including:

M503 - South service track, M616 - Henderson Hwy. lead
M621 & M650 - Wye tracks, M300 - North service track,
M783 - Flintcoat lead

Maximum speed 10 MPH.

East and West leg of Wye tracks

Maximum speed 5 MPH.

RULE 112 -Application of Handbrakes is as follows:

M503 to M541 coupled with one handbrake applied. When practicable, the handbrake to be applied on the West end car.

EQUIPMENT RESTRICTIONS

Locomotives in groups F, G and H are permitted on VIA inbound and outbound tracks, and Mimico South service track M503.

Movements on track M210-M213 5 MPH.

Engines must not operate inside building.

PUBLIC CROSSINGS AT GRADE

New Toronto St., Birmingham St., all movements must stop and be manually protected.

7.4 **WILLOWBROOK**

Mile 7.4

Willowbrook East Lead—MAXIMUM SPEED 10 MPH.

Willowbrook Shop Track Limits—Yard and Transfer assignments required to move within the SHOP TRACK LIMITS as designated by field signs, must contact the Willowbrook Control Centre for permission. If unable to contact the control Centre by radio, they can be reached by one of the following phone numbers: 416-253-8851 or 416-578-7265.

Engine bell must be rung when moving or passing through. Westward movements must stop at stop sign immediately west of Willowbrook shop building on No. 1 track and ensure there is no vehicular traffic approaching before fouling crossing.

MAXIMUM SPEED 10 MPH.

7.5 **BURMAH CASTROL CANADA LTD.**

Mile 9.1—Swt points face east.

Track M726—cars over 56 feet prohibited. Equipment must not be left on curve.

7.6 **ONTARIO H.E.P.C. LEAD**

Mile 10.6—Extends south 4000 feet from No. 3 track. Switch points face east. Cars must not be stored on this track.

Rule 105 (a) applicable.

PUBLIC CROSSINGS AT GRADE

Highway No. 2. All movements must be manually protected and must not be made over crossing between 0800 and 0900 and between 1600 and 1800 (B.T.C. 99340).

7.7 **PORT CREDIT SERVICE TRACK**

Mile 11.5 —Extends 1.2 miles west off of Track No.3 from signal 116 to switch mile 12.7

Rule 105 (a) applicable.

8 **CLARKSON SERVICE TRACK**

Mile 15.7 —Extends 1.9 miles west off of South track from signal 158.

Rule 105 (a) applicable.

Track OB31

MAXIMUMSPEED 10MPH.

PETRO-CANADACLARKSON

Mile 16.0—Extends 1.7 miles South from service track. Swt points face E and W.

PUBLICCROSSINGSAT GRADE

Mile 1.8 (Orr Rd.) Must be manually protected (B.T.C. 61756).

9 **YARD LEAD**

PUBLICCROSSINGSAT GRADE

Mile 16.1 (Clarkson Rd.) warning devices.

Movements must stop and operate pushbutton.

10 **CANADIAN SALT CO.**

Mile 17.5—Extends south. Switch points face east.

Units in locomotive groups F, G and H restricted and units in series 4000-4128, and 4700-4810 prohibited in track OH38.

11 **ST. LAWRENCE CEMENT LEAD**

Mile 18.9—Extends south. Switch points face west.

PUBLICCROSSINGSAT GRADE

Winston Churchill Blvd.—All movements must be manually protected (B.T.C. 90280).

12 **OAKVILLE NORTH AND SOUTH SERVICE**

North Service Track - North service track Oakville Yard must be left clear and not used for storing cars.

Crews setting off empty multi-level equipment must ensure such equipment is left with slack compressed.

PUBLICCROSSINGSAT GRADE

Mile 20.6 (Chartwell Rd.) warning devices.

Timing circuit extends 92 feet east of crossing and is marked by Crossing Circuit Sign. Trains stopped on circuit in excess of 64 seconds must operate pushbuttons located north of track both sides of crossing. Westward movements must not obstruct the crossing until the warning devices have been operating for at least 20 seconds.

South Service Track— Rule 103.1 (f) (Rusty Rail Conditions) applicable to eastward movements at all public crossings at grade equipped with automatic warning devices.

Tracks OH61 to OH63 (south yard) not to be used for through movements.

MAXIMUMSPEED OH61-OH63 10MPH.

Designated Pullback Track — South Service track eastward from signal 192 at 9th line, to Cornwall Rd. track OJ30. (approx. 2600 ft.)

Westward movements on track OJ30, including track units, must stop at the stop sign located just east of Cornwall Rd. and contact the Yard Coordinator and be governed by his instructions.

OAKVILLE YARD

Rule 112 - Handbrakes to a maximum of 2 at the west end are to be applied on tracks OG24 to OG57 incl.

Speeds and Equipment restrictions

Tracks OG33 and OG39 MAXIMUMSPEED 5MPH.

All other tracks in Oakville Yard 10MPH

Locomotives in groups F, G and H are permitted on tracks OG20 to OG46 and OG66 in north yard.

MAXIMUMSPEED 10MPH.

Track OG58 (Oil Siding)

MAXIMUMSPEED 5MPH

FORD MOTOR COMPANY

Engine bell must be rung when approaching and passing over any private crossing within the Ford Oakville compound.

MAXIMUMSPEED 10MPH

Reduce to 5 MPH when entering building.

Tracks OF30, OF33, OF52, and OF58-OF62 incl. . . 7MPH.

7.13 PROCORLEAD

Mile 24.2 —Track OC31 extends off No. 3 track. Switch points face east. Lifts and set offs may be made from tracks OC34, OC35 or OC36.

Procor derails are located on tracks OC35 and OC36 approximately 1500 feet west of swt points.

Rule 104(c) Switch from service track to track OC34 may be left lined and locked in either position.

Tracks other than OC34, OC35 and OC36 are exclusive Procor tracks and are equipped with various derails. Switching on these tracks must only be performed in the presence of a Procor representative who will be responsible for operation of these derails.

7.14 ROPAK INDUSTRIES (Husky Oil)

Mile 25.0—Extends 1,120 ft. off of No.1 track. Switch points face west.

No equipment is to be stored between switch and derail.

7.15 BRONTE SERVICE TRACK (OC60)

Mile 25.9 —Extends 3900 ft. off No. 3 track to mile 26.7. Switch points face east and west.

Rule 105 (a) applicable, including all industrial spur tracks leading off of this lead.

PETRO-CANADA —Extends off of service track at mile 26.3, switch points face west.

All movements must stop at governing signal into acid track OC68 and a member of the crew must call local 2024 for permission to enter and then must only proceed on a green signal.

Movement on track OC68 east of Refinery must be preceded by a member of the crew and not exceed 3 MPH. Cars must not be left unattended outside the gates on lead.

7.16 APPLEBY SERVICE

Mile 27.8

Rule 104(c) Switch to track OC82 (Smurfit Paper) may be left lined and locked in either position.

7.17 SOUTH SERVICE TRACK

Mile 30.8 MAXIMUMSPEED 10 MPH.

Rule 105 (a) applicable.

7.18 BEACH

Mile 31.8—Extends 0.5 miles southward from south track. Switch points face east.

Rule 14 (I) (iv) applies: mile 0.1 (Station Access Rd.) (R-4891).

Rule 105 (a) applicable.

All yard tracks (OD34 - OD64)

MAXIMUMSPEED 5 MPH.

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

Both ends of OD44 and OD47, OD50, OD60

PUBLICCROSSINGSATGRADE

Mile 0.1 (Station Access Rd.) warning devices.

Stop signs located each side of crossing.

Eastward Signal 078 governing movements from the east leg of the spur to the south track Oakville sub. is equipped with a lunar light.

As per Rule 402, this indicates a track between the signal, and the track which the signal governs. This signal only governs movements to the Oakville Sub. and does not convey any indication to movements when the switch is lined to the south service track.

7.19 OD70 (HYDRO)

Mile 33.0—Switch off the east end of track KA31 (Aldershot Service Track) is to be left lined and locked for "other than normal route".(Yellow target).

7.20 **ALDERSHOT LEAD TRACK KA31**

Mile 33.3 to Mile 35.3— Track KA31 is to be left clear of equipment and must not be used for storing cars unless authorized by RTC.

PUBLIC CROSSINGS AT GRADE

Mile 33.31 (King Rd.) warning devices.

Timing circuit extends from dwarf signal 334D to the crossing. When no movement is detected for a period of 40 secs, crossing protection will time out, Crossing protection will restart when movement is again detected.

7.21 **ALDERSHOT YARD**

Mile 34.6— When setting off cars in Aldershot yard track KA31, such cars must be left EAST of the crossover between KA31 and KA32.

Trains lifting or setting off at Aldershot must not pull their train through tracks KA-34 to KA-39. Trains are to use tracks KA-31, KA-32, or KA-33 if clear.

When setting off cars in tracks KA32 or KA33, cars must be left clear of the road crossing at the west end.

Rule 112 -Handbrakes to a maximum of one (1) to be applied to the WEST end of cars left on tracks KA-34 to KA-39 incl.

Radio -All movements within Aldershot Yard including trains lifting/setting off, will utilize CN CH 5 (17 17) for all radio communications.

SELF RESTORING DERAIL

NOTE: This derail is not placed into non-derailing position automatically at any time. A stop is always required to place it into the non-derailing position. In addition, the position of this derail is not reflected in any way on the CTC signals governing movements into and out of Aldershot yard.

Operation of this self restoring derail is as follows:

- 1 - Movement must stop prior to passing stop signs which are located 100 ft. from the derail in each direction.
- 2 - Open the door to the control box and push "Reverse" button.
- 3 - The derail will move to the non-derailing position.
- 4 - If the derail fails to completely move to the non-derailing position, then the derail must be operated by hand.(see below)
- 5 - A proceed signal may then be given to proceed.
- 6 - Close and lock the control box.

NOTE: If after moving the derail to the non-derailing position and the movement will not occupy the track circuit, the derail must be restored to the derailing position by pushing the button marked "Normal". Close and lock box.

SELF RESTORING FEATURE

After occupying the track circuit, and when the entire movement is clear of the derail, the derail will automatically restore to derailing position. An automated radio broadcast will then be initiated on CH01 stating that the derail has been restored to derailing position. Upon hearing this message, the crew of the movement which has passed over the derail may consider Rule 104.5 (c) as being complied with.

If the message is not heard, the RTC must be advised and the crew of the movement which has passed over the derail is responsible to ascertain by other means that the derail has been restored to derailing position.

**TRACK UNITS OPERATING AS TRAINS UNDER THE
DIRECTION OF A CONDUCTOR**

OR

**TRACK UNITS OPERATING UNDER THE DIRECTION OF A
FOREMAN**

- 1 - Movement must stop prior to passing stop signs which are located 100 ft. from the derail in each direction.
- 2 - Open the the control box and push "Reverse" button.
- 3 - The derail will move to the non-derailing position.
- 4 - Movement of track unit(s) may then move over the derail
- 5 - When all movements have cleared the derail circuit, push the "Normal" button to restore the derail to derailing position.
- 6 - Close and lock door to the control box.

If at any time the self restoring derail must be operated and/or restored by hand, employees will be governed by the instructions for hand operation posted at the control box. Such must be reported to the RTC and the Yard Coordinator at Oakville.

7.22 WYE(Cowpath)

Mile 37.3 (Hamilton Jct.) extends northward off north track connecting to south track Dundas Sub. at mile 0.4.

CTC controlled by RTC Toronto.

Rule 49 applicable on this track.

MAXIMUMSPEED 15MPH.

7.23 OAKVILLE-GRIMSBY CONNECTING TRACK

Mile 37.6—Extends from signal 376S mile 37.6 Oakville Sub. (Hamilton Jct.) to signal 436N mile 43.6 Grimsby Sub. at Hamilton.

Rule 105 (a) applicable.

MAXIMUMSPEED 10MPH.

7.24 SOUTHERN ONTARIO RAILWAY (SOR) HAMILTON AA YARD

Mile 38.9 - Interchange with SOR

Rule 105 (a) Applicable.

MAXIMUMSPEED 10MPH.

Rule 104C - All Yard switches (including connecting track) may be left lined and locked in either position.

CN trains lifting and setting out will contact the Southern Ont. Railway yard engine on CN channel 4 for instructions. If there is no response then the CN crew is to contact the CN TRS-RTC in Toronto for instructions.

Tracks AA01 & AA02 are designated for traffic to CN and for CN block swaps.

Tracks AA03 & AA 04 are designated for traffic to and from the S.O.R.

Trains will access AA01 - AA04 from the Oakville-Grimsby Connecting Track using the First (1st) (No. 1) Crossover only. (Closest to the Yard Lead).

Through trains are not to tie up on tracks AA03-AA04.

Eastward Trains operating on the Oakville-Grimsby Connecting Track to the Grimsby Subdivision must not foul James Street Switch MP 39.3 unless authorized to proceed onto the Grimsby Subdivision.

Equipment Restrictions:

All six-axle units are prohibited from operating on tracks other than AA01 - AA04 inclusive.

RESTRICTED CLEARANCES

Track AA13 - North side - building and lights.

Track AB32 - South and Overhead - Building and platform

Track AA30 - West end - Overhead - wires

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

	Location	Obstruction	Side of Track or Overhead
8.1	Mile 2.4 Mile 2.7 Mile 2.8 Mile 3.0 Mile 5.7	} Bridges	Overhead
8.2	Tracks M211 and M213		
8.3	Mimico Track M648		
8.4	Track M359		
8.5	Mile 9.27 Mile 9.3 Mile 11.6		
8.6	Port Credit Staley Co., all tracks	Building, doors, platforms	Both
8.7	Oakville Track OH46	Platform	West
8.8	Tracks OH36 and OH37	Canopy and platform	East and overhead
8.9	Track OH40	Door and platform	East and overhead
8.10	Ford Motor Co. all tracks and CGE tracks OH68 and OH69	Doors and platforms	Both
8.11	Mile 21.9	Signal bridge	Overhead
8.12	Procor Ltd., all tracks Track OC34	Doors and cranes Signal box	Both Side
8.13	Bronte Track OC82	Door and platform	South and overhead
8.14	Mile 36.4 Mile 36.7	Signal Bridge	Overhead

9 SPECIAL DANGEROUS COMMODITIES

- 9.1 Do not exceed 35 MPH between mile 0.0 and mile 39.3.
Eastward movements and westward movements must be inspected at mile 14.0 and at mile 33.0.