



# Appendix 3

## Baseline/Reference Case

December 2010



**METROLINX**

An agency of the Government of Ontario

APPENDIX 3

Baseline/Reference Case

December 2010

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**APPENDIX 3  
BASELINE/REFERENCE CASE  
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## EXECUTIVE SUMMARY

### ***Context***

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

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

### ***Electrification Study***

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

### ***Baseline Report***

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

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

This report:

- Describes the **planning context** for the electrification study, including key legislation and plans (Places to Grow, The Big Move and GO 2020) that provide the legislative and policy backdrop for the study.
- Provides a comprehensive description of **existing conditions** including:
  - The GO Transit network of seven rail corridors and bus services;
  - The **Infrastructure** (tracks, stations, platforms, parking lots, signal systems, bridges, crossings, culverts and grade separations) that supports GO's rail operations;
  - The current **service levels** provided by GO Transit to its rail passengers for each of the seven rail corridors; and

- The **rolling stock** – locomotives and coaches – now used to provide GO rail service in the GTHA.
  
- Introduces the **Reference Case**, a reasonable scenario for future GO service which incorporates existing attributes and proposed enhancements of GO’s rail network, rolling stock, rail infrastructure and service levels consistent with the GO2020 service vision. The Reference Case, prepared specifically for this study, includes a high level service concept (not a plan), which is one possible outcome, subject to detailed feasibility, passenger demand and capital/operating funding. The Reference Case provides a consistent basis and assumptions for comparing future technology and network options as part of the electrification study.

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



## 1. INTRODUCTION

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

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

This report:

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

It is intended that this report be updated during the course of the study as new data and information becomes available.

## 2. PLANNING CONTEXT

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

### 2.1 Places to Grow

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

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

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

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

- Using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and proposed transit service levels;
- Placing priority on increasing the capacity of existing transit systems to support intensification areas;
- Expanding transit service to areas that have achieved, or will be proposed so as to achieve, transit-supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development wherever possible;
- Facilitating improved linkages from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas;
- Consistency with the strategic framework for future transit investments (as outlined on Schedule 5 of the Places to Grow plan);
- Increasing the modal share of transit<sup>1</sup>.

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<sup>1</sup> Growth Plan for the Greater Golden Horseshoe, 2006; p.25

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

## 2.2 Metrolinx – The Big Move

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

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

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

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

The vision for the Regional Transportation Plan (RTP)<sup>2</sup> is:

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

There are thirteen goals of the RTP<sup>3</sup> that guide progress towards the vision:

### 1. **Transportation Choices**

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

### 2. **Comfort and Convenience**

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

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

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

### **3. Active and Healthy Lifestyles**

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

### **4. Safe and Secure Mobility**

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

### **5. Fairness and Transparency**

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

### **6. A Smaller Carbon Footprint and Lower Greenhouse Gas Emissions**

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

### **7. Reduced Dependence on Non-Renewable Resources**

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

### **8. Foundation of an Attractive and Well-Planned Region**

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

### **9. Foundation of an Attractive and Well-Planned Region**

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

### **10. Multi-Modal Integration**

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

### **11. Interconnectedness**

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

### **12. Efficiency and Effectiveness**

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

### **13. Fiscal Sustainability**

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

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

- 1. A fast, frequent and expanded regional transit network;*
- 2. High-order transit connections to the Pearson Airport district from all directions;*
- 3. An expanded Union Station – the heart of the GTHA’s transportation system;*
- 4. Complete walking and cycling networks with bike-sharing programs;*
- 5. An information system for travellers where and when they need it;*
- 6. A region-wide integrated transit fare system;*
- 7. A system of connected mobility hubs;*
- 8. A comprehensive strategy for goods movement; and*
- 9. An Investment Strategy to provide immediate, stable and predictable funding.*

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

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

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

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

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

### 2.3 GO 2020

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

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

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

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

In order to achieve this vision, GO has identified six objectives<sup>6</sup>:

1. *GO will deliver a high-quality interregional transit service throughout the Greater Golden Horseshoe;*
2. *GO Transit will be a leader in customer service;*
3. *GO Transit will continue to enhance quality through organizational excellence;*
4. *GO Transit will be a model for sustainability, and be seen as a leader in “green” development and operations;*
5. *GO Transit’s strong partnerships with stakeholders will maximize the benefit of GO services in the region; and*
6. *GO Transit’s operations will be economically sustainable.*

In GO 2020 it is noted that in order to be successful, supportive conditions must exist, including<sup>7</sup>:

- Reliable and adequate source of capital and operating funds;

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<sup>5</sup> GO 2020, 2008; p. 11

<sup>6</sup> GO 2020, 2008; p. 13

<sup>7</sup> GO 2020, 2008; p. 21

- Supportive business partnership with the railways;
- Supportive land use; and
- Supportive and effective local transit.

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

## **2.4 Electrification Study**

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

### **3 THE GO TRANSIT NETWORK – 2010**

#### **3.1 Overview**

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

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

#### ***GO Transit Train Services - 2010***

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

#### ***GO Transit Bus Services- 2010***

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



Figure 1: GO Transit System Map 2010



**Table 1: GO Transit Rail Service Key Statistics 2010**

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

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

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

### **Park and Ride**

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

### 3.2 Rolling Stock – 2010

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

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

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

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

There are several different types of coaches:

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

All coaches are bi-level in the middle, and single-level at the ends. The doors are double-leaf sliding doors, situated approximately  $\frac{1}{4}$  and  $\frac{3}{4}$  of the way along the coach.

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

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

**Table 3: Quanta of Locomotives and Coaches 2010**

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

### ***Rolling Stock Characteristics***

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

#### **MP40 LOCOMOTIVE**

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

#### **F59PH LOCOMOTIVE**

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

#### **BI-LEVEL COACHES**

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

### 3.3 Infrastructure – 2010

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

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

**Figure 2: Schematic Diagram of the GO Transit Network**



**Figure 3: Existing GO Network Showing Ownership – 2010**



### 3.4 Service – 2010

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

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

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

#### ***Lakeshore West***

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

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

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

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

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

#### ***Lakeshore East***

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

In the AM peak period 4 local and 1 express departs from Union, and 6 local and 2 express services in the longer evening peak period. The off-peak service is an hourly service to/from Union Station to Oshawa, stopping at all stations. These trains originate on the Lakeshore West line. There is an hourly

evening service in both directions, with the final service arriving into Union around 0030 and departing Union just after midnight.

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

### ***Milton***

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

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

### ***Barrie***

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

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

### ***Georgetown***

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

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

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

### ***Richmond Hill***

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

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

### ***Stouffville***

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

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



## 4 REFERENCE CASE

### 4.1 Overview

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

### 4.2 Assumptions

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

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

The key assumptions for the Reference Case are as follows:

- The infrastructure is as represented in Figure 4 below.
- The service levels set out in Tables 5 and 6 represent the level of service proposed to be in place at the time of the reference case.
- Union Station will have the capacity to receive the inbound and outbound services in the reference case.
- Each train will have 10 bi-level coaches, each carrying 1540 seated passengers and this will be the same for each corridor.
- Train consist length will not be changed during normal daily operation.
- The operations of CN/CP and Via Rail are allowed for and are assumed to have no impact on the proposed schedule.
- The reference case Diesel Locomotive will be an MP40 upgraded to Tier 4 emission standards to meet the requirements of the EPA standards to be introduced in 2015.
- The Airport Rail Link (ARL) will be a 2 way service at 15 minute headways over a 17.5 hour period. The services will operate 2-car Diesel Multiple Units (DMU) that meet the U.S. EPA Tier 4 emission standards. The service will operate from Pearson Airport, along the newly constructed spur line, sharing track along the Georgetown Corridor and Union Station Rail Corridor, and have a dedicated platform at Union Station.
- The whole GO network will be considered for Electrification.

### 4.3 Reference Case Rolling Stock

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

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

### 4.4 REFERENCE CASE INFRASTRUCTURE

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

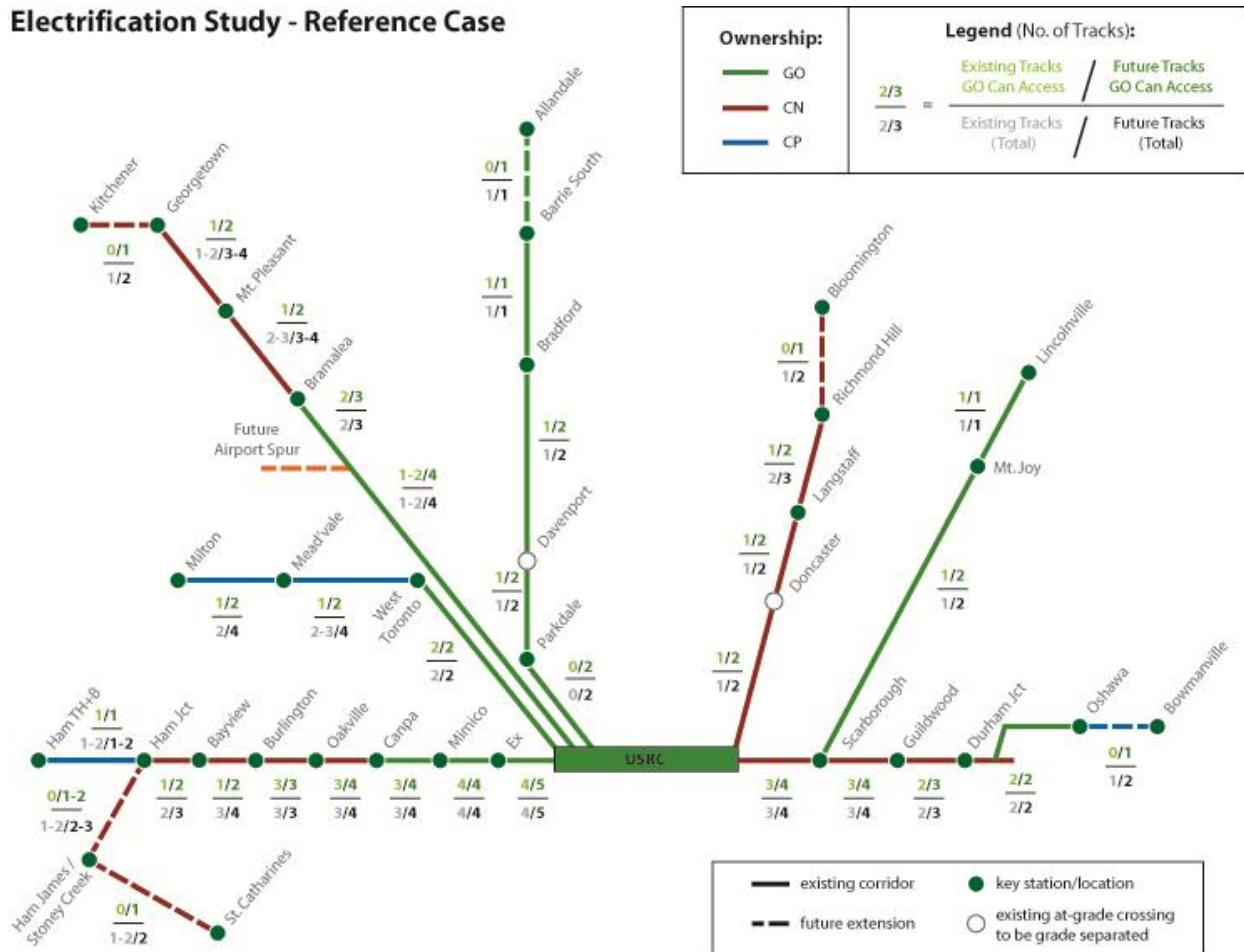
**Figure 4: Reference Case Schematic Network Showing Stations and Corridor Extensions**



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

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

**Electrification Study - Reference Case**



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

### **Maintenance and Layover Facilities**

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

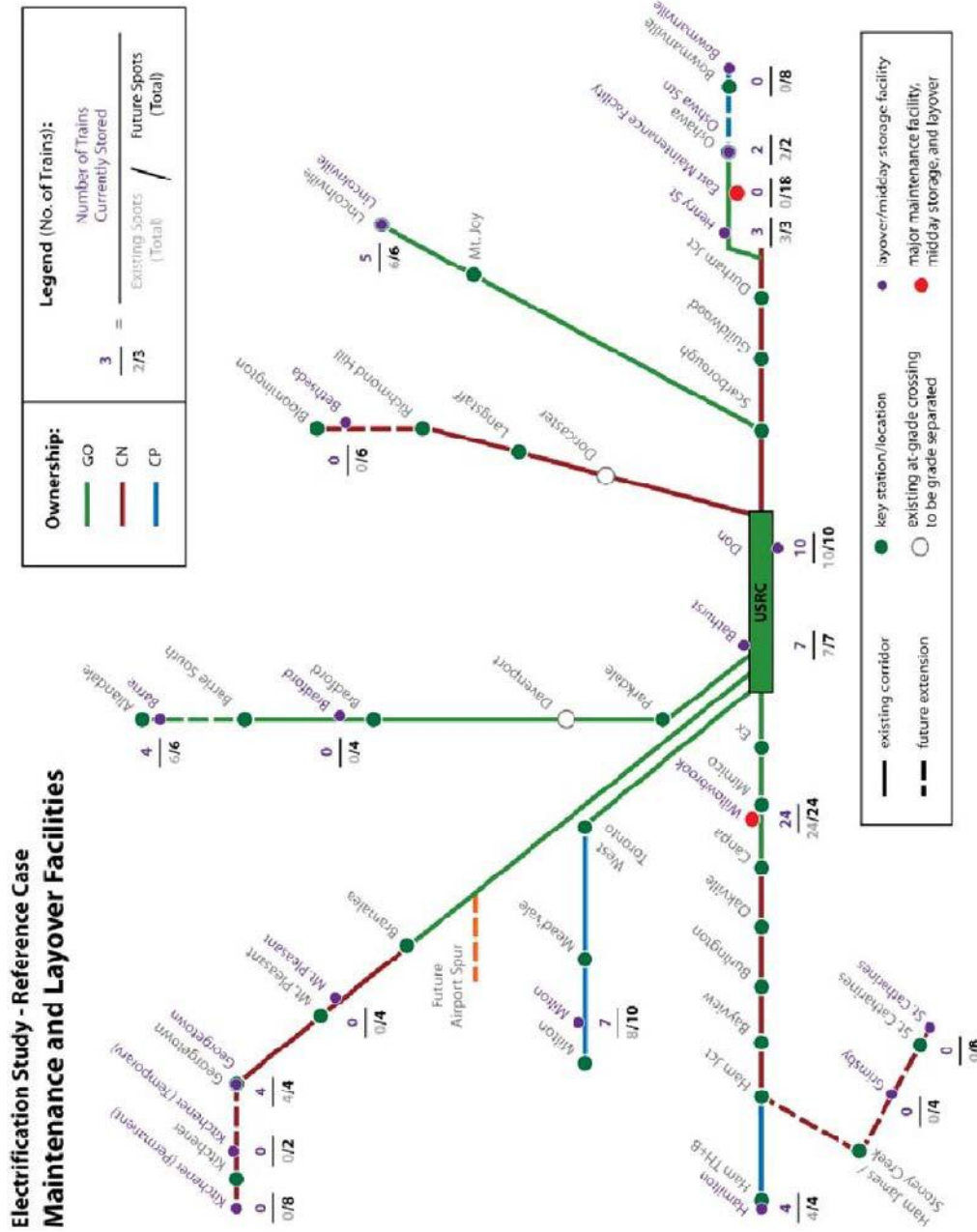
With the combined 10 layover sites, there is sufficient capacity on the network to provide layover for 68 trains. Seventeen (17) tracks (7 at Bathurst North Yard and 10 at Don Yard) are currently used exclusively for midday storage.

**Table 4: Locations of Current Layover Points and Capacities**

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

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

**Figure 6: Current and Potential Location of Layover Facilities**



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

#### **4.5 Reference Case Service Levels**

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

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

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

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

##### ***Lakeshore West***

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

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

##### ***Lakeshore East***

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

### ***Milton***

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

### ***Barrie***

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

### ***Georgetown***

On the Georgetown line, the number of trains arriving into Union Station in the 3-hour AM peak is assumed to increase from 6 to 14 by 2021. This route sees a number of service extensions, through to Kitchener. In addition, the trains to the airport will use this corridor.

### ***Richmond Hill***

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

### ***Stouffville***

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

## 5 COMPARISON OF SERVICE LEVELS – 2010 AND REFERENCE CASE

### *Detailed Service Levels*

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

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

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

ARL	0	12
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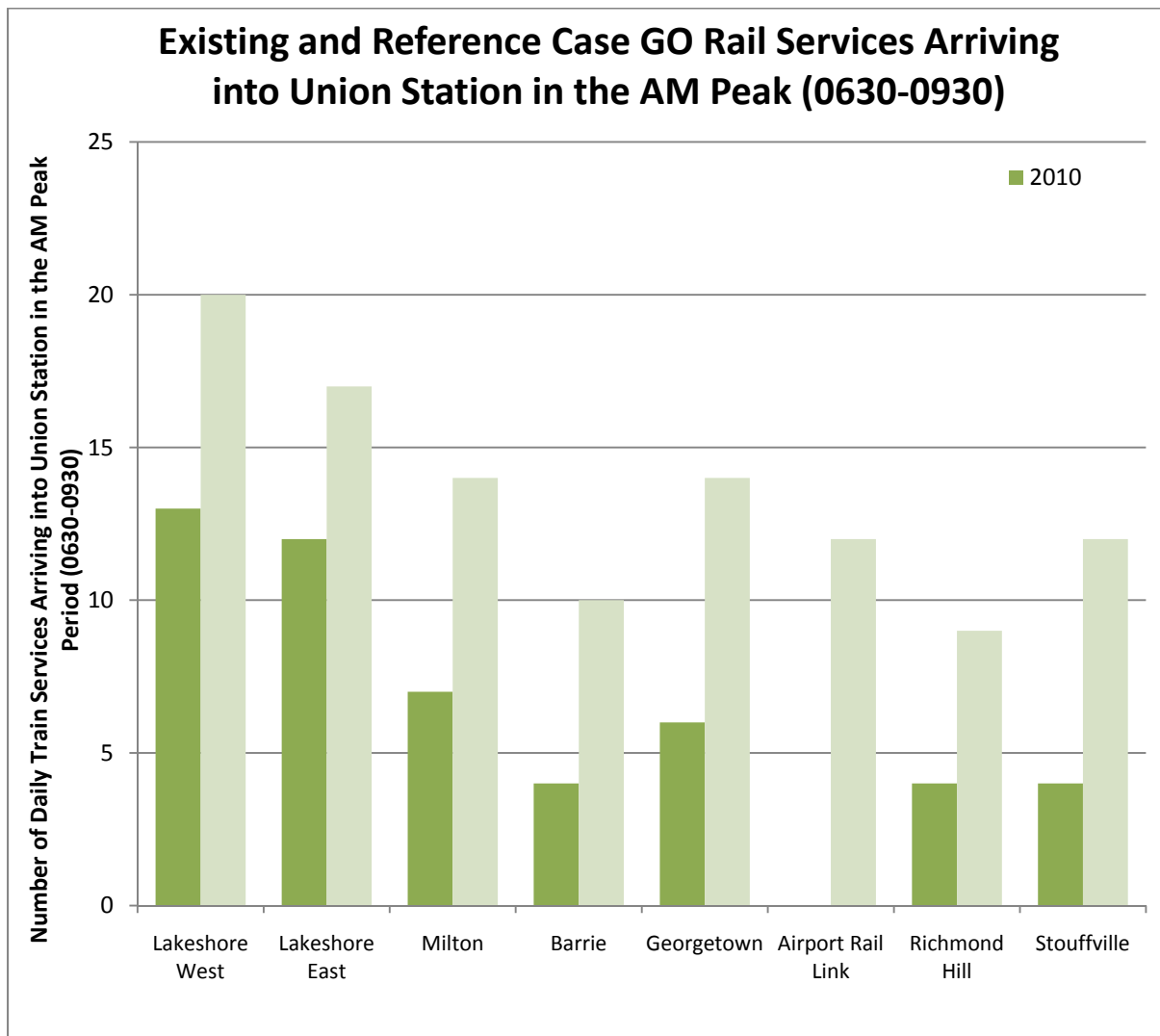
**Table 6: GO Trains Arriving and Departing Union Station Every Day**

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

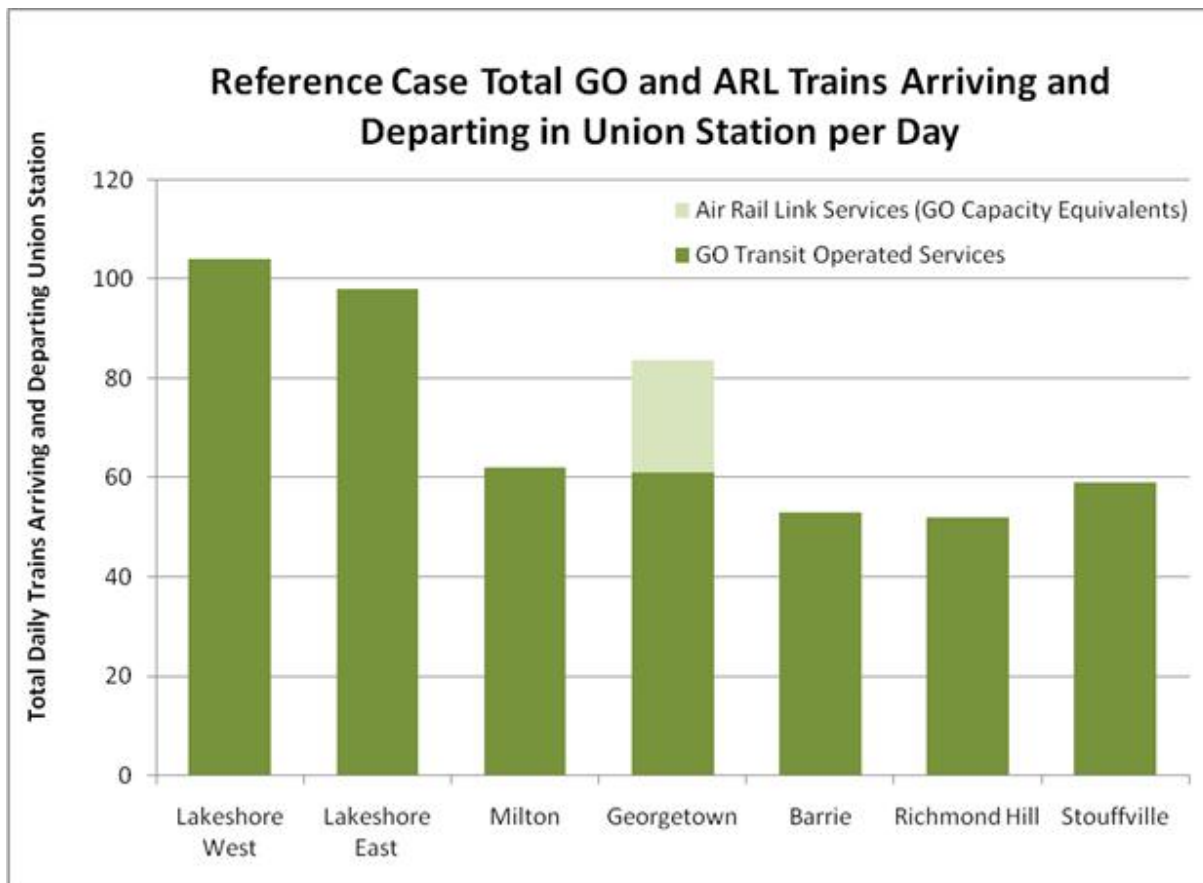
ARL	0	140
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**Figure 7: Comparison of Reference Case AM Peak Period Services with Current Services**



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



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

**Table 7: Lakeshore West Corridor Service Levels**

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

**Table 8: Lakeshore East Corridor Service Levels**

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

**Table 9: Milton Corridor Service Levels**

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

**Table 10: Barrie Corridor Service Levels**

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

**Table 11: Georgetown Corridor Service Levels**

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

**Table 12: Richmond Hill Corridor Service Levels**

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

**Table 13: Stouffville Corridor Service Levels**

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

## 6 TRAVEL DEMAND

### *Growth in Travel Demand*

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

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

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

**Table 14: GO Transit Annual Passenger Ridership 2008**

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

### *Service Capacity*

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

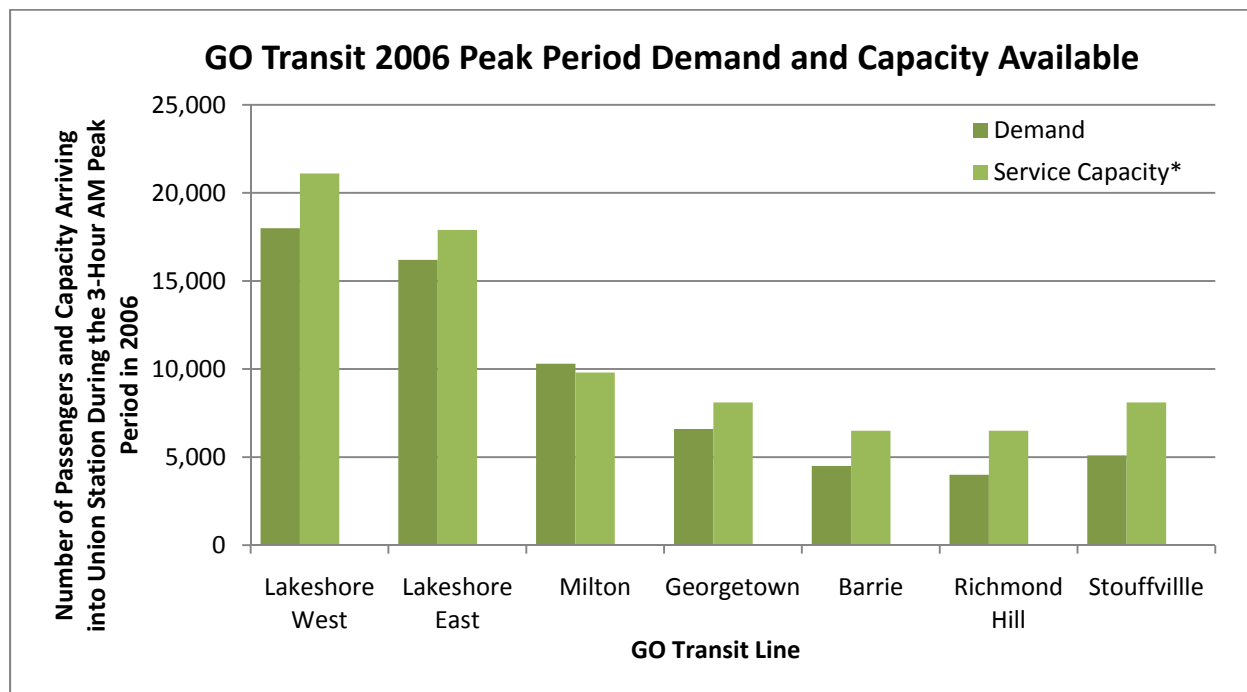
A 12-car operation will be introduced on the Stouffville, Barrie, Georgetown and Richmond Hill corridors as demand warrants and platforms are extended.

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

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

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

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



**Loading Profiles**

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

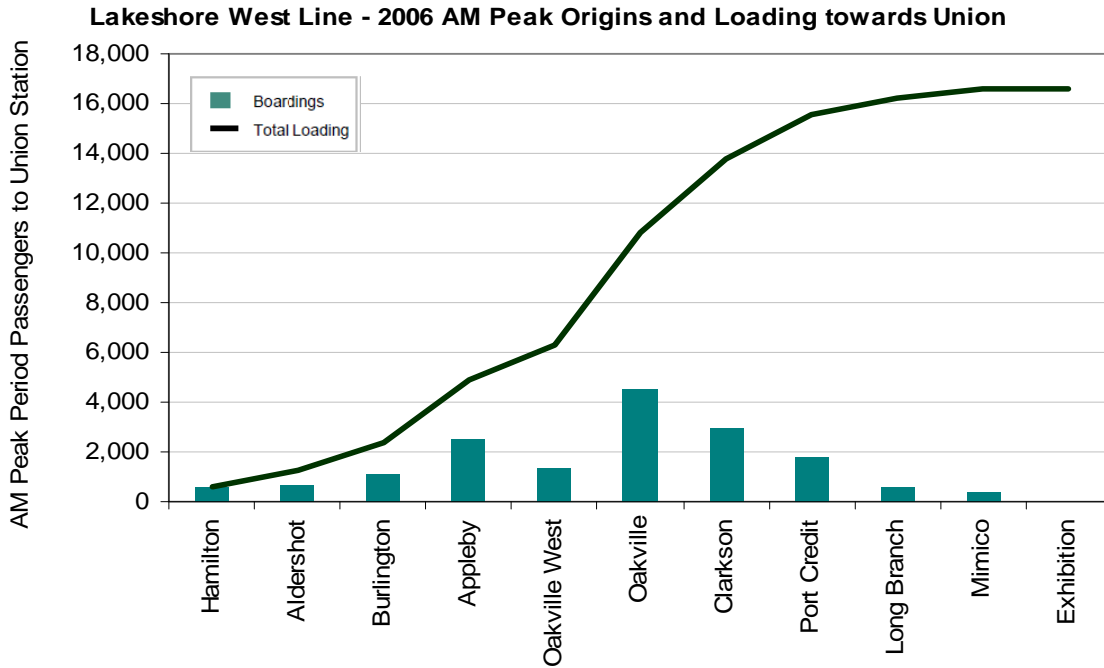
The data shows that the busiest five stations (with over 2,500 passengers originating from) include:

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

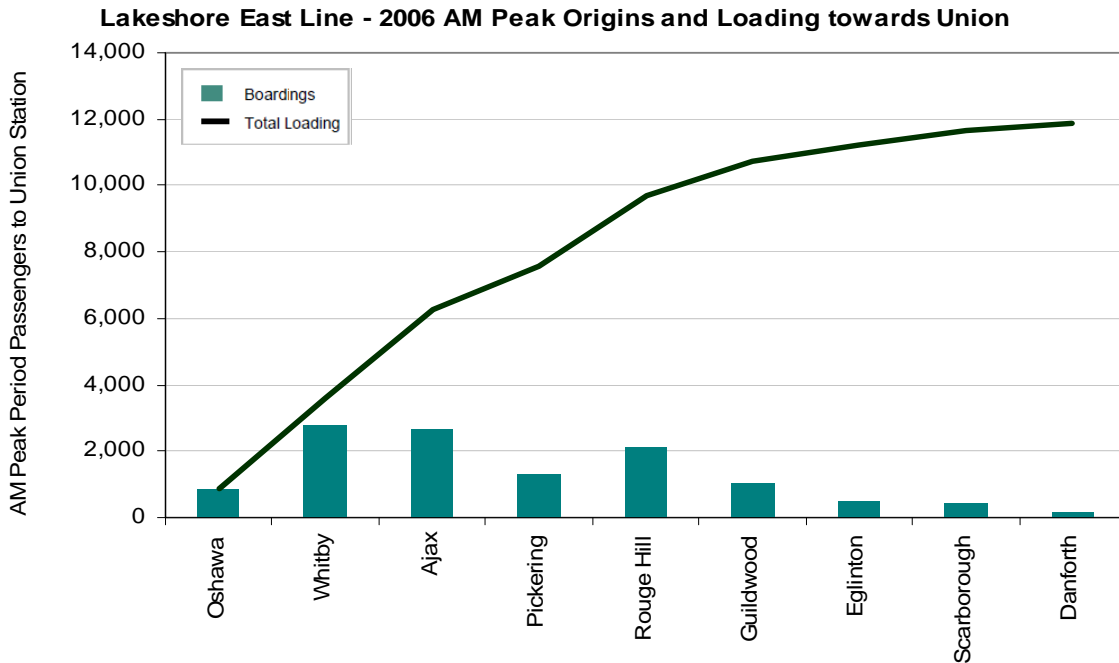
It should be noted that these do not include demand that alight before Union Station, nor does it include demand that originate from a wider catchment beyond the station through interchange of other transit services, therefore these figures should be considered as indicative only.



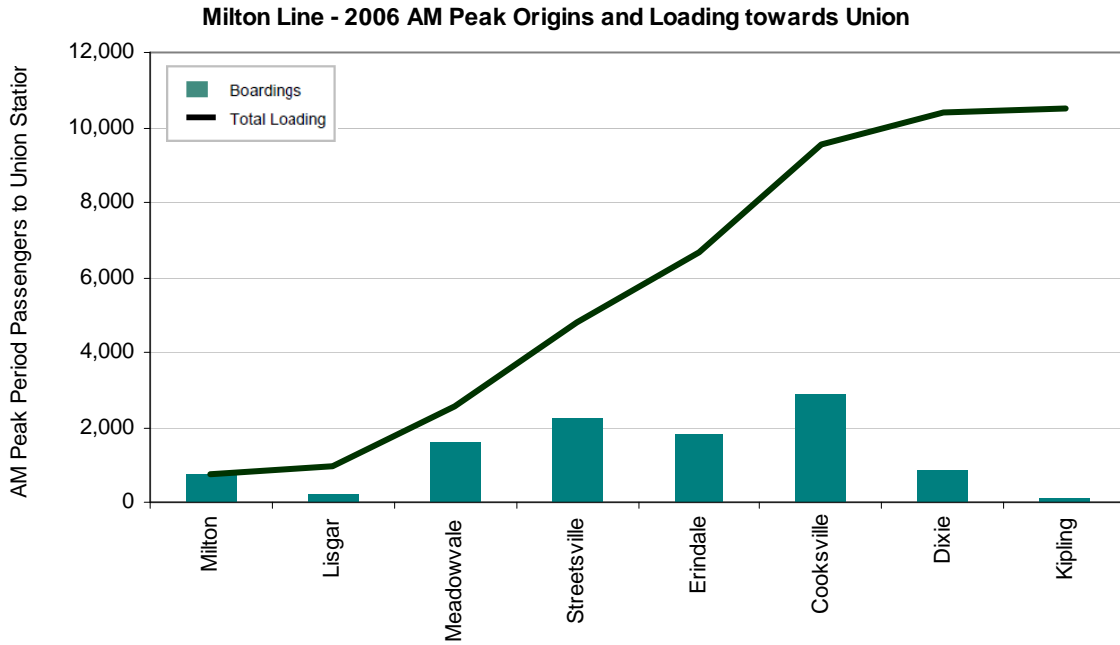
**Figure 10: Lakeshore West Loading Profiles**



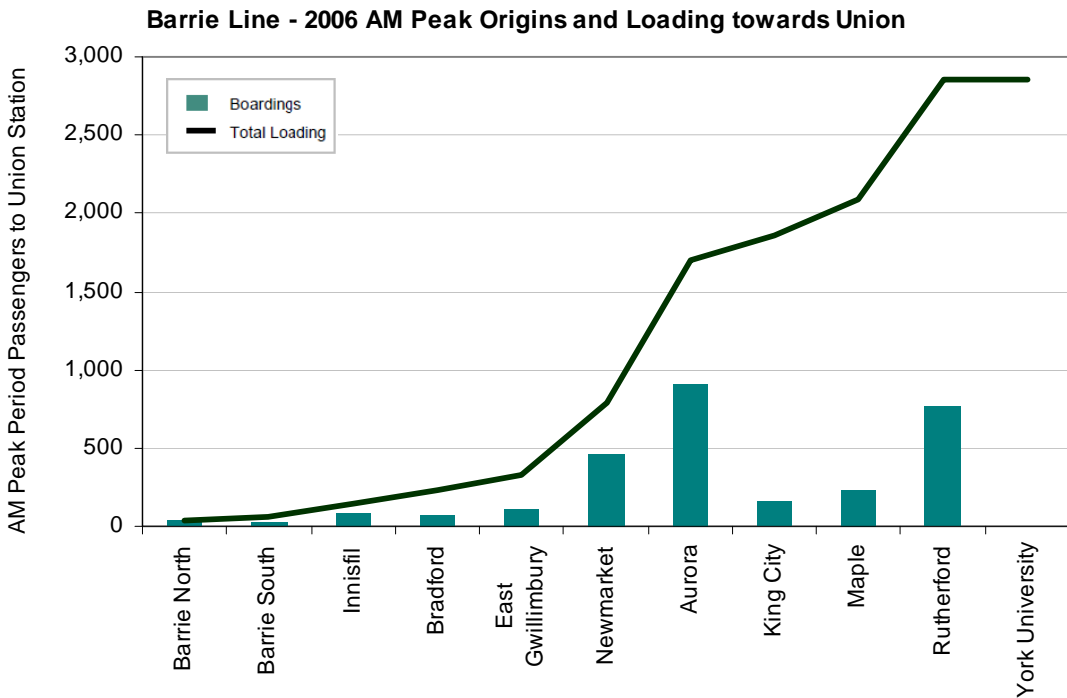
**Figure 11: Lakeshore East Loading Profile**



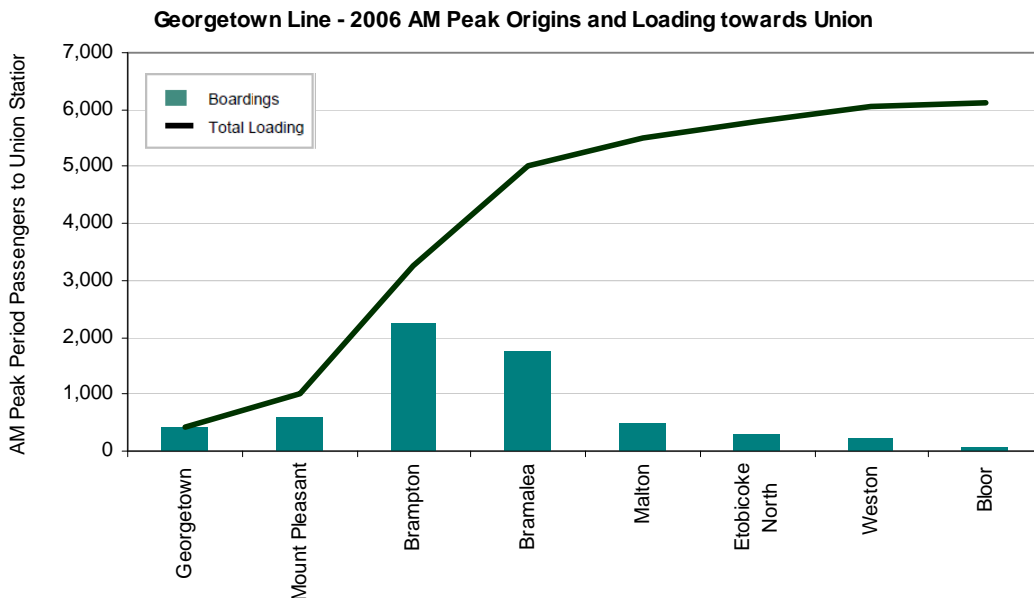
**Figure 12: Milton Loading Profile**



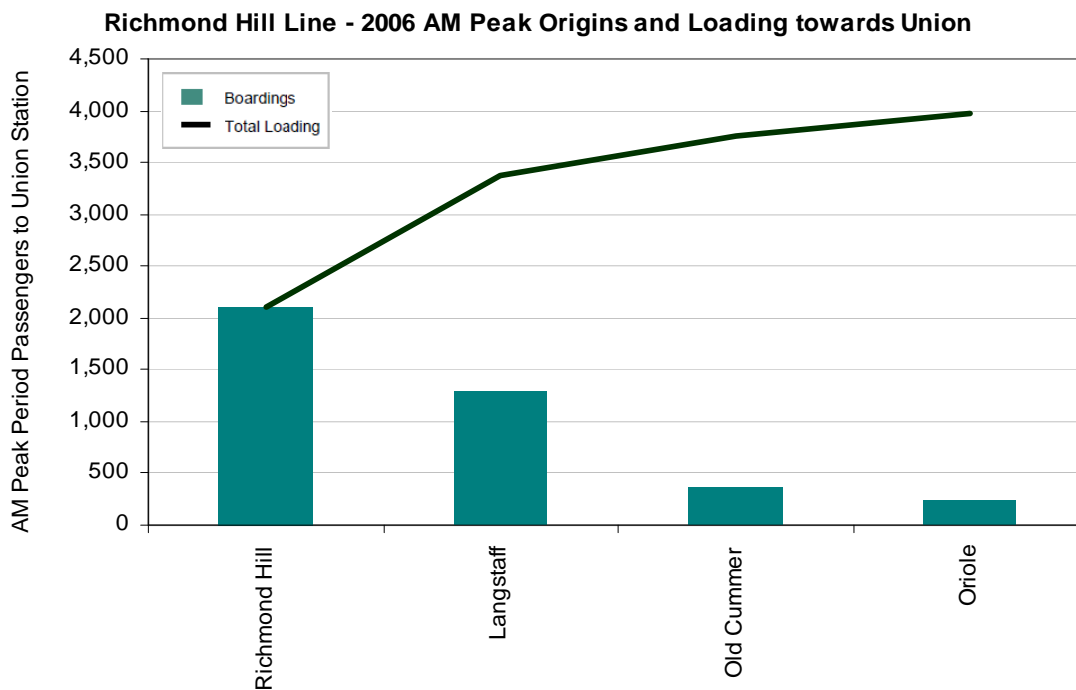
**Figure 13: Barrie Loading Profile**



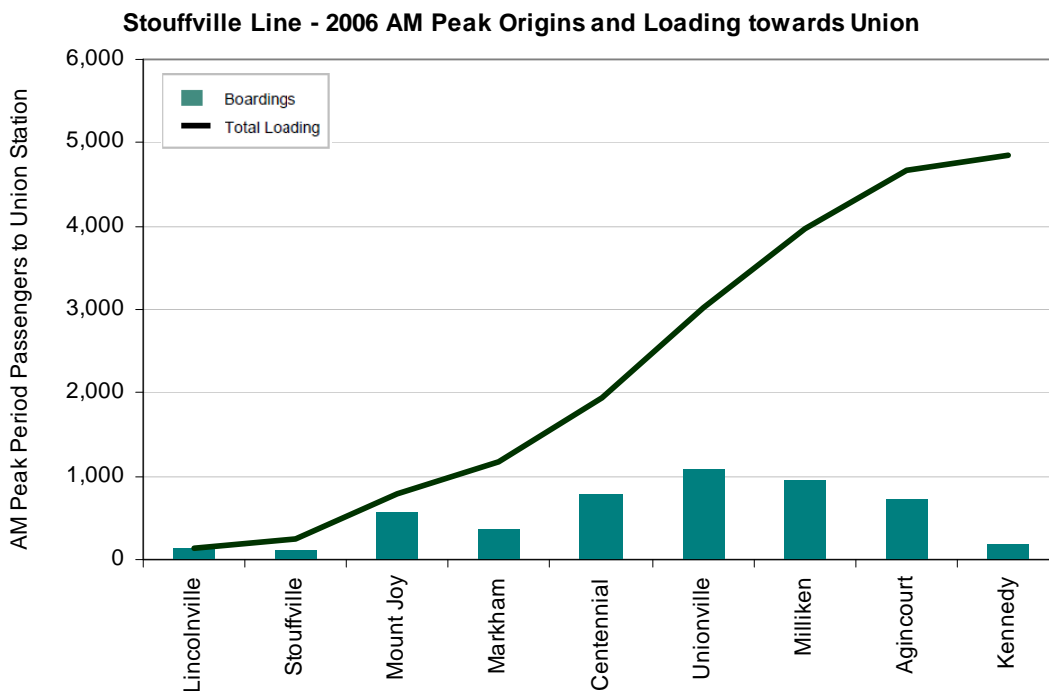
**Figure 14: Georgetown Loading Profile**



**Figure 15: Richmond Hill Loading Profile**



**Figure 16: Stouffville Loading Profile**



**Future Travel Demand**

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

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

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

## **7 NEXT STEPS**

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

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



## **APPENDICES**

**Appendix 3A-1 – Station Location and Speed Tables**

**Appendix 3A-2 – Track Crossing and Clearances**

**Appendix 3A-3 – Infrastructure Data Book**

**Appendix 3B-1 – Reference Case Final Workbook**

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





## **APPENDIX 3A-1 – STATION LOCATION AND SPEED TABLES**



## Station Location and Speed Tables

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

**Table 3-A-1.1: Lakeshore West GO Line**

*Station Location Table*

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

*Speed Table*

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

**Table 3-A-1.2: Lakeshore East GO Line**

*Station Location Table*

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

*Speed Table*

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

**Table 3-A-1.3: Milton GO Line**

*Station Location Table*

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

*Speed Table*

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

**Table 3-A-1.4: Georgetown GO Line**
*Station Location Table*

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

*Speed Table*

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

**Table 3-A-1.5: Barrie GO Line**

*Station Location Table*

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

*Speed Table*

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

**Table 3-A-1.6: Richmond Hill GO Line**

*Station Location Table*

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

*Speed Table*

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



**Table 3-A-1.7: Stouffville GO Line**

*Station Location Table*

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

*Speed Table*

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



## **APPENDIX 3A-2 – TRACK CROSSING AND CLEARANCES**



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

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

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

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



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



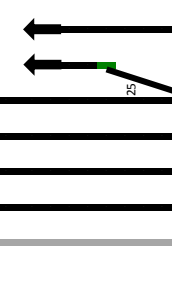
## **APPENDIX 3A-3 – DETAILED INFRASTRUCTURE DATA BOOK**



# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Platform	Platform	Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
		USRC	0	0.00	0.00	Station	Union Station			30	20	GO			Toronto 42424
		USRC		0.01	0.01	Platform	Union Station			30	20	GO			Oakville-Kingston N and S Connecting Track
		USRC		0.01	0.01	Signal	001ND, 001SD			30	20	GO			
		USRC		0.02	0.02	Platform	Union Station			30	20	GO			Oakville-Kingston N and S Connecting Track
		USRC		0.02	0.02	Signal	002ND, 002SD			30	20	GO			
		USRC		0.03	0.03	Platform	Union Station			30	20	GO			Oakville-Kingston N and S Connecting Track
		USRC		0.03	0.03	Signal	003ND, 003SD			30	20	GO			
		USRC		0.04	0.04	Platform	Union Station			30	20	GO			Oakville-Kingston N and S Connecting Track
		USRC		0.04	0.04	Signal	004ND, 004SD			30	20	GO			
		USRC		0.05	0.05	Platform	Union Station			30	20	GO			
		USRC		0.06	0.06	Platform	Union Station			30	20	GO			
		USRC		0.07	0.07	Platform	Union Station			30	20	GO			
		USRC		0.08	0.08	Platform	Union Station			60	20	GO			
		USRC		0.09	0.09	Platform	Union Station			60	20	GO			
		USRC		0.09	0.09	Signal	009T3, 009T4			60	20	GO			
		USRC		0.10	0.10	Platform	Union Station			60	20	GO			
		USRC		0.11	0.11	Platform	Union Station			60	20	GO			
		USRC		0.12	0.12	Platform	Union Station			60	20	GO			
		USRC		0.13	0.13	Platform	Union Station			60	20	GO			
		USRC		0.14	0.14	Platform	Union Station			60	20	GO			
		USRC		0.15	0.15	Platform	Union Station			60	20	GO			
		USRC		0.16	0.16	Platform	Union Station			60	20	GO			
		USRC		0.17	0.17	Platform	Union Station			60	20	GO			
		USRC		0.18	0.18	Platform	Union Station			60	20	GO			
		USRC		0.19	0.19	Platform	Union Station			60	20	GO			
		USRC		0.20	0.20	Platform	Union Station			60	20	GO			
		USRC		0.21	0.21	Signal	001ND, 001SD			60	20	GO	Overhead Bridge	Skywalk	24' 9"
		USRC		0.23	0.23	Signal	Simcoe St.			60	20	GO	Subway	John St. East	n/a
		USRC		0.25	0.25	Signal	002ND, 002SD			60	20	GO			
		USRC		0.26	0.26	Signal	003ND, 003SD			60	20	GO			
		USRC		0.28	0.28	Signal	002ND, 002SD			60	20	GO			
		USRC		0.38	0.38	Signal	003ND, 003SD			60	20	GO			
		USRC		0.40	0.40	Signal	004ND, 004SD			60	20	GO	Overhead Bridge	CN Tower Pedestrian	23' 1.5"
		USRC		0.42	0.42	Signal	004ND, 004SD			60	20	GO	Overhead Bridge	John Street	24' 10.5"
		USRC		0.43	0.43	Signal	004ND, 004SD			60	20	GO			
		USRC		0.56	0.56	Signal	004ND, 004SD			60	20	GO			
		USRC		0.69	0.69	Signal	004ND, 004SD			60	20	GO	Overhead Bridge	Peter Street	23' 6.6"
		USRC		0.80	0.80	Signal	004ND, 004SD			60	20	GO	Overhead Bridge	Spadina Avenue	21' 11"
		USRC		0.80	0.80	Signal	004ND, 004SD			60	20	GO	Overhead Bridge	Weston Sub Flyover	22' 3"
		USRC		0.90	0.90	Signal	009T3, 009T4			60	20	GO			
		USRC		0.96	0.96	Signal	009D1, 009D2			60	20	GO			
		USRC	1	1.00	1.00	Signal	009D1, 009D2			60	20	GO			
		USRC		1.09	1.09	Signal	009D1, 009D2			60	20	GO	Overhead Bridge	Bathurst St.	23' 3"
		Oakville		1.10	1.10	Marker	Bathurst Station 42310			60	20	GO			
		Oakville		1.11	1.11	Signal	011T1, 011T2			60	20	GO			
		Oakville		1.18	1.18	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.19	1.19	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.20	1.20	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.21	1.21	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.22	1.22	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.23	1.23	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.24	1.24	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.25	1.25	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.26	1.26	Signal	118A2, 118A3			60	20	GO			
		Oakville		1.30	1.30	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			Field Sign
		Oakville		1.37	1.37	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			
		Oakville		1.38	1.38	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			
		Oakville		1.44	1.44	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			
		Oakville		1.45	1.45	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			
		Oakville		1.46	1.46	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			
		Oakville		1.47	1.47	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			
		Oakville		1.48	1.48	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			
		Oakville		1.49	1.49	Signal	013T1, 013T2, 013T3, 013T4 & 013D			60	20	GO			



# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location			Item			Elev.			Speed Limit			Corridor Crossings			Comments/Remarks	
Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform	Platform
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance					
Oakville	1.50	1.50	1.50	Track Switch	Switch 25 A (red) - Track 4 Diversion to Oakville-Kingston North Connecting Track			60	20	GO			013D					
Oakville	1.51	1.51	1.51	Track Switch	Switch 23B (red) - Track 4 Turnout (to Track 3)			60	20	GO								
Oakville	1.52	1.52	1.52		Switch 19 (red) - Track 1 Diversion to Western Lead &			60	20	GO								
Oakville	1.53	1.53	1.53	Track Switch	Switch 21 (red) - Track 4 Diversion to Oakville-Kingston South Connecting Track			60	20	GO			015D, 017D2					
Oakville	1.54	1.54	1.54	Track Switch	Switch 23A (red) - Track 3 Turnout (to Track 4)			60	20	GO								
Oakville	1.55	1.55	1.55	Track Switch	Switch 15B (red) - Track 1 Turnout			60	20	GO								
Oakville	1.56	1.56	1.56	Track Switch	Switch 15A (red) - Track 2 Turnout			60	20	GO								
Oakville	1.57	1.57	1.57	Track Switch	Switch 13B (red) - Track 4 Turnout			60	20	GO	Overhead Bridge	Strachan Ave.	22' 8"	Switch Blower (ALL)				
Oakville	1.58	1.58	1.58	Track Switch	Switch 11B (red) - Track 2 Turnout			60	20	GO								
Oakville	1.59	1.59	1.59	Track Switch	Switch 13A (red) - Track 3 Turnout			60	20	GO								
Oakville	1.60	1.60	1.60	Track Switch	Switch 11A (red) - Track 3 Turnout			60	20	GO								
Oakville	1.61	1.61	1.61	Track Switch	Switch 9B (red) - Track 3 Turnout			60	20	GO								
Oakville	1.62	1.62	1.62	Track Switch	Switch 9B (red) - Track 3 Turnout			60	20	GO				Tool House				
Oakville	1.63	1.63	1.63	Track Switch	Switch 9B (red) - Track 3 Turnout			60	20	GO				Tool House				
Oakville	1.64	1.64	1.64	Track Switch	Switch 9A (red) - Track 4 Turnout			60	20	GO				Tool House				
Oakville	1.65	1.65	1.65	Track Switch	Switch 5A (red) - Track 2 Turnout			60	20	GO				Tool House				
Oakville	1.66	1.66	1.66	Track Switch	Switch 3B (red) - Track 2 Turnout			60	20	GO								
Oakville	1.67	1.67	1.67	Track Switch	Switch 3A (red) - Track 1 Turnout			60	20	GO								
Oakville	1.68	1.68	1.68	Track Switch	Switch 3A (red) - Track 1 Turnout			60	20	GO								
Oakville	1.69	1.69	1.69					60	20	GO								
Oakville	1.80	1.80	1.80		CN Fort York - 43315			60	20	GO	Level Crossing	Foreman's Crossing	n/a	Change in speed marker - PSGR 65FRT 60 changes to PSGR 60FRT 720				
Oakville	1.90	1.90	1.90	Speed Change				65	60	GO								
Oakville	1.91	1.91	1.91	Platform End	Exhibition Station			65	60	GO								
Oakville	1.92	1.92	1.92	Platform	Exhibition Station			65	60	GO								
Oakville	1.93	1.93	1.93	Platform	Exhibition Station			65	60	GO								
Oakville	1.94	1.94	1.94	Platform	Exhibition Station			65	60	GO								
Oakville	1.95	1.95	1.95	Platform	Exhibition Station			65	60	GO								
Oakville	1.96	1.96	1.96	Platform	Exhibition Station			65	60	GO								
Oakville	1.97	1.97	1.97	Platform	Exhibition Station			65	60	GO								
Oakville	1.98	1.98	1.98	Platform	Exhibition Station			60	60	GO								
Oakville	1.99	1.99	1.99	Platform	Exhibition Station			60	60	GO								
Oakville	2.00	2.00	2.00	Station	Exhibition Station			65	60	GO				022T1, 022T2, 022T3 & 022T4				
Oakville	2.01	2.01	2.01	Platform	Exhibition Station			65	60	GO								
Oakville	2.02	2.02	2.02	Platform	Exhibition Station			65	60	GO								
Oakville	2.03	2.03	2.03	Platform	Exhibition Station			65	60	GO								
Oakville	2.04	2.04	2.04	Platform	Exhibition Station			65	60	GO	Subway	Psgr. Tunnel	n/a					
Oakville	2.05	2.05	2.05	Platform	Exhibition Station			65	60	GO								
Oakville	2.06	2.06	2.06	Platform	Exhibition Station			65	60	GO								
Oakville	2.07	2.07	2.07	Platform	Exhibition Station			65	60	GO								
Oakville	2.08	2.08	2.08	Platform	Exhibition Station			65	60	GO								
Oakville	2.09	2.09	2.09	Platform End	Exhibition Station			65	60	GO								
Oakville	2.10	2.10	2.10					65	60	GO								
Oakville	2.20	2.20	2.20	Signal	022T1, 022T2, 022T3, 022T4			65	60	GO								

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks				
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks
Platform	Platform	Oakville	2.23	2.23	2.23					65	60	GO				
Platform	Platform	Oakville	2.24	2.24	2.24					65	60	GO				
Platform	Platform	Oakville	2.25	2.25	2.25					65	60	GO				
Platform	Platform	Oakville	2.26	2.26	2.26					65	60	GO				
Platform	Platform	Oakville	2.27	2.27	2.27					65	60	GO				
Platform	Platform	Oakville	2.28	2.28	2.28					65	60	GO				
Platform	Platform	Oakville	2.29	2.29	2.29					65	60	GO				
Platform	Platform	Oakville	2.30	2.30	2.30	Track Switch	Switch 3B (green) - Track 1 Turnout and Switch 5B (green) - Track 4 Turnout Signals --> 023T1, 023T2, 023T3, 023T4			65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.31	2.31	2.31					65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.32	2.32	2.32					65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.33	2.33	2.33					65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.34	2.34	2.34					65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.35	2.35	2.35					65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.36	2.36	2.36					65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.37	2.37	2.37					65	60	GO				Switch Heater (north & south sides)
Platform	Platform	Oakville	2.38	2.38	2.38	Track Switch	Switch 3A (green) - Track 2 Turnout and Switch 5A (green) - Track 3 Turnout			65	60	GO	Overhead Bridge	Dufferin St.	21' 2"	Switch Heater (north & south sides) info from GO Transit 2008 Electrification Report 6450 mm clearance (4 tracks)
Platform	Platform	Oakville	2.39	2.39	2.39					65	60	GO				
Platform	Platform	Oakville	2.40	2.40	2.40	Signal	024T1, 024T2, 024T3, 024T4			65	60	GO				Old VIA Exhibition Platforms
Platform	Platform	Oakville	2.50	2.50	2.50	Marker	CN Dufferin			65	60	GO	Overhead Bridge	Dunn Ave.	21' 0"	info from GO Transit 2008 Electrification Report 6450 mm clearance (4 tracks)
Platform	Platform	Oakville	2.69	2.69	2.69					65	60	GO	Overhead Bridge	Jameson Ave.	21' 11"	info from GO Transit 2008 Electrification Report 6750 mm clearance (4 tracks)
Platform	Platform	Oakville	2.85	2.85	2.85					65	60	GO	Overhead Bridge	Dowling Ave.	21' 5"	info from GO Transit 2008 Electrification Report 6575 mm clearance (4 tracks)
Platform	Platform	Oakville	3.00	3.00	3.00					65	60	GO				
Platform	Platform	Oakville	3.02	3.02	3.02	Speed Change	Change in speed marker - PSGR 80 changes to PSGR 65			80	60	GO				
Platform	Platform	Oakville	3.10	3.10	3.10					80	60	GO				
Platform	Platform	Oakville	3.54	3.54	3.54					80	60	GO	Overhead Bridge	Sunnyside Beach Pedestrian Overpass	23' 3"	(GO Transit's list says mileage 3.51)
Platform	Platform	Oakville	3.89	3.89	3.89					80	60	GO	Subway	Parkside Drive	n/a	
Platform	Platform	Oakville	3.98	3.98	3.98	Signal	040T1, 040T2, 040T3, 040T4 and 041T1, 041T2, 041T3, 041T4			80	60	GO				
Platform	Platform	Oakville	4.00	4.00	4.00					80	60	GO				
Platform	Platform	Oakville	4.17	4.17	4.17					80	60	GO	Subway	Colborne Lodge Drive	n/a	
Platform	Platform	Oakville	4.54	4.54	4.54	Speed Change				80	60	GO	Subway	Ellis Ave.	n/a	
Platform	Platform	Oakville	4.60	4.60	4.60					80	60	GO				
Platform	Platform	Oakville	4.70	4.70	4.70					80	60	GO	Subway	Windermere Ave.	n/a	
Platform	Platform	Oakville	4.90	4.90	4.90					80	60	GO	Subway	Riverside Drive (Kingsway)	n/a	
Platform	Platform	Oakville	4.99	4.99	4.99	Signal	050T1, 051T2, 051T3, 051T4 and 051T1, 051T2, 051T3, 051T4			80	60	GO				
Platform	Platform	Oakville	5.00	5.00	5.00					80	60	GO				
Platform	Platform	Oakville	5.02	5.02	5.02	Marker	Formerly Queen St. (Structure in place Road Closed)		20	80	60	GO	River Bridge	Humber River	n/a	
Platform	Platform	Oakville	5.15	5.15	5.15					80	60	GO	Subway	No name???????	n/a	
Platform	Platform	Oakville	5.30	5.30	5.30		GO W.I.L.D. (Tracknumber1 only)			80	60	GO				w
Platform	Platform	Oakville	5.32	5.32	5.32	Track Switch	Switch 9B - Track 4			80	60	GO	Subway	TTC Loop	n/a	
Platform	Platform	Oakville	5.38	5.38	5.38	Track Switch	Switch 11B - Track 1			80	60	GO				
Platform	Platform	Oakville	5.39	5.39	5.39					80	60	GO				
Platform	Platform	Oakville	5.40	5.40	5.40					80	60	GO				
Platform	Platform	Oakville	5.41	5.41	5.41					80	60	GO				
Platform	Platform	Oakville	5.42	5.42	5.42	Track Switch	Switch 9A - Track 3			80	60	GO				

# Corridor Summary Tables

## Lakeshore West GO Line

Lakeshore West GO Line Track Layout Sketch		Location		Distance From Union Station		Mileage		Item		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	From	Post Station	Mileage	Mileage	Item Type	Item Description	Crossing Type	Crossing Description		
		Oakville	5.43	5.43	5.43	5.43	Track Switch	Switch 7B - Track 2					
		Oakville	5.44	5.44	5.44	5.44	Track Switch	Switch 11A - Track 2					
		Oakville	5.45	5.45	5.45	5.45	Track Switch	Switch 7B - Track 3					
		Oakville	5.46	5.46	5.46	5.46							
		Oakville	5.47	5.47	5.47	5.47							
		Oakville	5.48	5.48	5.48	5.48							
		Oakville	5.49	5.49	5.49	5.49							
		Oakville	5.50	5.50	5.50	5.50	Track Switch	Switch 5B - Track 3					
		Oakville	5.51	5.51	5.51	5.51							
		Oakville	5.52	5.52	5.52	5.52	Track Switch	Switch 3B - Track 3					
		Oakville	5.53	5.53	5.53	5.53	Track Switch	Switch 5A - Track 2					
		Oakville	5.54	5.54	5.54	5.54							
		Oakville	5.55	5.55	5.55	5.55	Track Switch	Switch 1B - Track 2					
		Oakville	5.56	5.56	5.56	5.56	Track Switch	Switch 1A - Track 1					
		Oakville	5.57	5.57	5.57	5.57	Track Switch	Switch 3A - Track 4					
		Oakville	5.61	5.61	5.61	5.61							
		Oakville	5.68	5.68	5.68	5.68							
		Oakville	5.82	5.82	5.82	5.82		Radio Tower					
		Oakville	5.94	5.94	5.94	5.94							
		Oakville	6.00	6.00	6.00	6.00							
		Oakville	6.01	6.01	6.01	6.01	Signal	06111, 06112, 06113 & 06114					
		Oakville	6.02	6.02	6.02	6.02							
		Oakville	6.03	6.03	6.03	6.03							
		Oakville	6.04	6.04	6.04	6.04							
		Oakville	6.05	6.05	6.05	6.05							
		Oakville	6.06	6.06	6.06	6.06							
		Oakville	6.07	6.07	6.07	6.07							
		Oakville	6.08	6.08	6.08	6.08							
		Oakville	6.09	6.09	6.09	6.09							
		Oakville	6.10	6.10	6.10	6.10	Track Switch	Switch 17B - Track 2					
		Oakville	6.11	6.11	6.11	6.11	Track Switch	Switch 13A (red) - Track 3 Turnout					
		Oakville	6.12	6.12	6.12	6.12	Track Switch	Switch 17A (red) - Track 1 Turnout					
		Oakville	6.13	6.13	6.13	6.13	Track Switch	Switch 11B (red) - Track 3 Turnout					
		Oakville	6.14	6.14	6.14	6.14							
		Oakville	6.15	6.15	6.15	6.15	Track Switch	Switch 15B (red) - Track 3 Turnout					
		Oakville	6.16	6.16	6.16	6.16	Track Switch	Switch 19 (red) - Track 4 siding to Outbound Track					
		Oakville	6.17	6.17	6.17	6.17	Track Switch	Switch 13B (red) - Track 3 Turnout					
		Oakville	6.18	6.18	6.18	6.18	Track Switch	Switch 15A (red) - Track 2 Turnout					
		Oakville	6.19	6.19	6.19	6.19	Track Switch	Switch 13A (red) - Track 4 Turnout					
		Oakville	6.20	6.20	6.20	6.20							
		Oakville	6.21	6.21	6.21	6.21							
		Oakville	6.22	6.22	6.22	6.22							
		Oakville	6.23	6.23	6.23	6.23	Track Switch	Switch 19B (red) - Track 2 Turnout					
		Oakville	6.24	6.24	6.24	6.24							
		Oakville	6.25	6.25	6.25	6.25	Track Switch	Switch 19B (red) - Track 2 Turnout					
		Oakville	6.26	6.26	6.26	6.26							
		Oakville	6.27	6.27	6.27	6.27							
		Oakville	6.28	6.28	6.28	6.28							

## Lakeshore West GO Line



# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Union Station		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
		Mile Post	Station	Mileage	Station	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		Crossing Description
	Oakville	6.29		6.29		Track Switch	Switch 19A (red) - Track 1 Turnout			80	60	GO			Two 19s!
	Oakville	6.30		6.30						80	60	GO			
	Oakville	6.43		6.43						80	60	GO			
	Oakville	6.44		6.44						80	60	GO			
	Oakville	6.45		6.45						80	60	GO			
	Oakville	6.46		6.46						80	60	GO			
	Oakville	6.47		6.47						80	60	GO			
	Oakville	6.48		6.48						80	60	GO			
	Oakville	6.50		6.50		Speed Change	Change in speed marker - PSGR 95 changes to PSGR 80			75	60	GO			
	Oakville	6.53		6.53						75	60	GO			
	Oakville	6.54		6.54		Track Switch	Switch 27 (red) - Track 1 Sliding to Willowbrook Lead			75	60	GO			Note: Only switches Nos. 3, 15, 19 & 27 are Dual Control (others are Power Switches)
	Oakville	6.55		6.55						75	60	GO			
	Oakville	6.56		6.56						75	60	GO			
	Oakville	6.57		6.57		Track Switch	Switch 19B (green) - Track 2 Turnout			75	60	GO			Note: Only switches Nos. 3, 15, 19 & 27 are Dual Control (others are Power Switches)
	Oakville	6.58		6.58						75	60	GO			
	Oakville	6.60		6.60		Platform End	Mimico Station			75	60	GO			
	Oakville	6.61		6.61		Platform	Mimico Station			75	60	GO			
	Oakville	6.62		6.62		Platform	Mimico Station			75	60	GO			
	Oakville	6.63		6.63		Platform	Mimico Station			75	60	GO			
	Oakville	6.64		6.64		Platform	Mimico Station			75	60	GO			
	Oakville	6.65		6.65		Platform	Mimico Station			75	60	GO			
	Oakville	6.65		6.65		Track Switch	Switch 19A (green) - Track 1 Turnout			75	60	GO			Note: Only switches Nos. 3, 15, 19 & 27 are Dual Control (others are Power Switches)
	Oakville	6.66		6.66		Platform	Mimico Station			75	60	GO			
	Oakville	6.66		6.66		Signal	066T1 & 066T2			75	60	GO			
	Oakville	6.67		6.67		Platform	Mimico Station			75	60	GO			
	Oakville	6.68		6.68		Platform	Mimico Station			75	60	GO			
	Oakville	6.68		6.68		Platform	Mimico Station			75	60	GO			
	Oakville	6.69		6.69		Platform	Mimico Station			75	60	GO			
	Oakville	6.70		6.70		Station	Mimico Station			75	60	GO			
	Oakville	6.71		6.71		Platform	Mimico Station			75	60	GO			
	Oakville	6.72		6.72		Platform	Mimico Station			75	60	GO			
	Oakville	6.73		6.73		Platform	Mimico Station			75	60	GO			
	Oakville	6.74		6.74		Platform	Mimico Station			75	60	GO			
	Oakville	6.75		6.75		Platform	Mimico Station			75	60	GO			
	Oakville	6.76		6.76		Platform	Mimico Station			75	60	GO			
	Oakville	6.77		6.77		Platform	Mimico Station			75	60	GO			
	Oakville	6.78		6.78		Platform	Mimico Station			75	60	GO			
	Oakville	6.79		6.79		Platform End	Mimico Station			75	60	GO			
	Oakville	6.80		6.80		Signal	068D1 & 068D2			75	60	GO			
	Oakville	6.81		6.81		Track Switch	New Switch			75	60	GO			
	Oakville	6.82		6.82		Track Switch	New Switch			75	60	GO			No number or notes in report.
	Oakville	6.83		6.83						75	60	GO			
	Oakville	6.84		6.84						75	60	GO			
	Oakville	6.85		6.85		Track Switch	New Switch			75	60	GO			
	Oakville	6.86		6.86		Track Switch	Willowbrook Lead turnout - Sound Barrier			75	60	GO			Location of turnout is approximated from track schematics as no mile post provided
	Oakville	6.87		6.87						75	60	GO			
	Oakville	6.88		6.88						75	60	GO			
	Oakville	6.89		6.89						75	60	GO			
	Oakville	6.90		6.90						75	60	GO			
	Oakville	6.91		6.91						75	60	GO			
	Oakville	6.92		6.92						75	60	GO			
	Oakville	6.93		6.93						75	60	GO			
	Oakville	6.99		6.99						75	60	GO			
	Oakville	7.00		7.00	7					75	60	GO			
	Oakville	7.01		7.01						75	60	GO			
	Oakville	7.02		7.02						75	60	GO			
	Oakville	7.03		7.03						75	60	GO			
	Oakville	7.04		7.04						75	60	GO			
	Oakville	7.05		7.05						75	60	GO			
	Oakville	7.06		7.06						75	60	GO			
	Oakville	7.07		7.07						75	60	GO			
	Oakville	7.08		7.08						75	60	GO			

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
		Oakville	7.09	7.09	7.09					75	60	CN			
		Oakville	7.10	7.10	7.10					75	60	CN			
		Oakville	7.11	7.11	7.11					75	60	CN			
		Oakville	7.12	7.12	7.12					75	60	CN			
		Oakville	7.13	7.13	7.13					75	60	CN			
		Oakville	7.14	7.14	7.14					75	60	CN			
		Oakville	7.15	7.15	7.15					75	60	CN			
		Oakville	7.16	7.16	7.16					75	60	CN			
		Oakville	7.17	7.17	7.17					75	60	CN			
		Oakville	7.18	7.18	7.18					75	60	CN			
		Oakville	7.19	7.19	7.19					75	60	CN			
		Oakville	7.20	7.20	7.20	Speed Change				95	60	CN			
		Oakville	7.21	7.21	7.21					95	60	CN			
		Oakville	7.22	7.22	7.22					95	60	CN			
		Oakville	7.23	7.23	7.23					95	60	CN			
		Oakville	7.24	7.24	7.24					95	60	CN			
		Oakville	7.25	7.25	7.25					95	60	CN			
		Oakville	7.26	7.26	7.26					95	60	CN			
		Oakville	7.27	7.27	7.27					95	60	CN			
		Oakville	7.28	7.28	7.28					95	60	CN			
		Oakville	7.29	7.29	7.29					95	60	CN			
		Oakville	7.30	7.30	7.30					95	60	CN			
		Oakville	7.31	7.31	7.31					95	60	CN			
		Oakville	7.32	7.32	7.32					95	60	CN			
		Oakville	7.33	7.33	7.33					95	60	CN			
		Oakville	7.34	7.34	7.34					95	60	CN			
		Oakville	7.35	7.35	7.35					95	60	CN			
		Oakville	7.36	7.36	7.36					95	60	CN			
		Oakville	7.37	7.37	7.37					95	60	CN			
		Oakville	7.38	7.38	7.38					95	60	CN			
		Oakville	7.39	7.39	7.39					95	60	CN			
		Oakville	7.40	7.40	7.40	Signal	074T1, 074T2, 074T3			95	60	CN			
		Oakville	7.41	7.41	7.41					95	60	CN			
		Oakville	7.42	7.42	7.42					95	60	CN			
		Oakville	7.43	7.43	7.43					95	60	CN			
		Oakville	7.44	7.44	7.44					95	60	CN			
		Oakville	7.45	7.45	7.45					95	60	CN			
		Oakville	7.46	7.46	7.46		CN - CP Joint Yard and Mimico South Yard Willowbrook Yard (GO)			95	60	CN	Overhead Bridge	Islington Ave.	N/A
		Oakville	7.47	7.47	7.47					95	60	CN			
		Oakville	7.48	7.48	7.48					95	60	CN			
		Oakville	7.49	7.49	7.49					95	60	CN			
		Oakville	7.50	7.50	7.50	Signal	075T1, 075T2, 075T3			95	60	CN			
		Oakville	7.51	7.51	7.51					95	60	CN			
		Oakville	7.52	7.52	7.52					95	60	CN			
		Oakville	7.53	7.53	7.53					95	60	CN			
		Oakville	7.54	7.54	7.54					95	60	CN			
		Oakville	7.55	7.55	7.55					95	60	CN			
		Oakville	7.56	7.56	7.56					95	60	CN			
		Oakville	7.57	7.57	7.57					95	60	CN			
		Oakville	7.58	7.58	7.58					95	60	CN			
		Oakville	7.59	7.59	7.59					95	60	CN			
		Oakville	7.60	7.60	7.60					95	60	CN			
		Oakville	7.61	7.61	7.61					95	60	CN			
		Oakville	8.00	8.00	8.00					95	60	CN			
		Oakville	8.05	8.05	8.05					95	60	CN			
		Oakville	8.10	8.10	8.10		081T1, 081T2, 081T3, 081			95	60	CN	Subway	Kipling Ave.	n/a
		Oakville	8.20	8.20	8.20					95	60	CN			
		Oakville	8.21	8.21	8.21					95	60	CN			
		Oakville	8.22	8.22	8.22					95	60	CN			
		Oakville	8.23	8.23	8.23					95	60	CN			
		Oakville	8.24	8.24	8.24					95	60	CN			
		Oakville	8.25	8.25	8.25					95	60	CN			
		Oakville	8.26	8.26	8.26					95	60	CN			
		Oakville	8.27	8.27	8.27					95	60	CN			
		Oakville	8.28	8.28	8.28					95	60	CN			

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	From Station	To Station	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		
	Oakville		8.29	8.29	8.29					95	60	CN			
	Oakville		8.30	8.30	8.30					95	60	CN			
	Oakville		8.31	8.31	8.31					95	60	CN			
	Oakville		8.33	8.33	8.33					95	60	CN			
	Oakville		8.34	8.34	8.34					95	60	CN			
	Oakville		8.35	8.35	8.35					95	60	CN			
	Oakville		8.36	8.36	8.36	Track Switch	Switch 21 (red) - Willobrook Lead siding to North Service			95	60	CN			
	Oakville		8.37	8.37	8.37					95	60	CN			
	Oakville		8.38	8.38	8.38					95	60	CN			
	Oakville		8.39	8.39	8.39					95	60	CN			
	Oakville		8.40	8.40	8.40	Track Switch	Switch 23 (red) - track 4 turnout			95	60	CN			
	Oakville		8.41	8.41	8.41	Marker	CN Campa - 43347			95	60	CN			
	Oakville		8.42	8.42	8.42					95	60	CN			
	Oakville		8.43	8.43	8.43					95	60	CN			
	Oakville		8.44	8.44	8.44	Track Switch	Switch 17B (green) - Track 3 Turnout (to/from Track 2)			95	60	CN			
	Oakville		8.45	8.45	8.45					95	60	CN			
	Oakville		8.46	8.46	8.46					95	60	CN			
	Oakville		8.47	8.47	8.47					95	60	CN			
	Oakville		8.48	8.48	8.48					95	60	CN			
	Oakville		8.49	8.49	8.49					95	60	CN			
	Oakville		8.50	8.50	8.50	Track Switch	Switch 15 (red) - Track 1 Diversion along South Track to CP Galt Sub			95	60	CN			
	Oakville		8.51	8.51	8.51	Track Switch	Switch 17A (green) - Track 2 Turnout (to/from Track 3) & Switch 11B (red) - Track 1 Turnout (to/from track 2)			95	60	CN			
	Oakville		8.52	8.52	8.52					95	60	CN			
	Oakville		8.53	8.53	8.53					95	60	CN			
	Oakville		8.54	8.54	8.54					95	60	CN			
	Oakville		8.55	8.55	8.55					95	60	CN			
	Oakville		8.56	8.56	8.56	Track Switch	Switch 9 (red) - Track 1 Diversion along north track to CP Galt Sub			95	60	CN			
	Oakville		8.57	8.57	8.57					95	60	CN			
	Oakville		8.58	8.58	8.58	Track Switch	Switch 3B (green) - Track 2 Turnout (to/from Track 1)			95	60	CN			
	Oakville		8.59	8.59	8.59	Track Switch	Switch 5A (red) - Track 3 Turnout (to/from Track 2)			95	60	CN			
	Oakville		8.60	8.60	8.60					95	60	CN			
	Oakville		8.61	8.61	8.61	Track Switch	Switch 3A (green) - Track 1 Turnout (to/from Track 2)			95	60	CN			
	Oakville		8.62	8.62	8.62					95	60	CN			
	Oakville		8.63	8.63	8.63					95	60	CN			
	Oakville		8.64	8.64	8.64					95	60	CN			
	Oakville		8.65	8.65	8.65					95	60	CN			
	Oakville		8.66	8.66	8.66	Track Switch	Switch 1 (red) - Track 1 siding to Flintcote Lead M873 3000'			95	60	CN			
	Oakville		8.67	8.67	8.67	Track Switch	0818T1, 0881T2, 0881T3, 0881D			95	60	CN			
	Oakville		8.68	8.68	8.68					95	60	CN			
	Oakville		8.69	8.69	8.69					95	60	CN			
	Oakville		8.70	8.70	8.70					95	60	CN			
	Oakville		8.71	8.71	8.71					95	60	CN			
	Oakville		8.77	8.77	8.77	Signal				95	60	CN	Subway	30th Street	n/a
	Oakville		8.88	8.88	8.88					95	60	CN			Flintcote Lead, Regular Detailer for both Atlas Roofing and The Banana Track

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Union Station		Mile Post		Item		Elev.		Corridor Crossings		Clearance	Comments/Remarks	
										Crossing Type	Crossing Description			
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks
Oakville	9	9.00	9.00					95	60	CN				
Oakville		9.05	9.05					95	60	CN				
Oakville		9.06	9.06					95	60	CN				
Oakville		9.07	9.07					95	60	CN				
Oakville		9.08	9.08					95	60	CN				
Oakville		9.09	9.09					95	60	CN				
Oakville		9.10	9.10	Track Switch	Track 3 siding to M725 376'			95	60	CN				Burmah - Castro Oil Hand Operated Switch
Oakville		9.11	9.11	Track Switch	Track 3 siding to M726 760'			95	60	CN				Burmah - Castro Oil Hand Operated Switch
Oakville		9.12	9.12					95	60	CN				
Oakville		9.13	9.13					95	60	CN				
Oakville		9.14	9.14					95	60	CN				
Oakville		9.15	9.15					95	60	CN				
Oakville		9.16	9.16					95	60	CN				
Oakville		9.17	9.17					95	60	CN				
Oakville		9.30	9.30	Signal	093T1_093T2_093T3			95	60	CN				
Oakville		9.31	9.31	Speed Change				95	60	CN				
Oakville		9.32	9.32					95	60	CN				
Oakville		9.33	9.33					95	60	CN				
Oakville		9.34	9.34	Track Switch	Track 1 siding to Flintcote	93		95	60	CN				Regular Derail with Electric Lock
Oakville		9.35	9.35		Lead M873-3000			95	60	CN	Overhead Bridge	Brown's Line	22' 3"	Info from GO Transit 2008 Electrification Report 6750 mm clearance (3 tracks)
Oakville		9.41	9.41					95	60	CN				
Oakville		9.50	9.50					95	60	CN				
Oakville		9.51	9.51	Platform End	Long Branch Station			95	60	CN				
Oakville		9.52	9.52	Platform	Long Branch Station			95	60	CN				
Oakville		9.53	9.53	Platform	Long Branch Station			95	60	CN				
Oakville		9.54	9.54	Platform	Long Branch Station			95	60	CN				
Oakville		9.55	9.55	Platform	Long Branch Station			95	60	CN				
Oakville		9.56	9.56	Platform	Long Branch Station			95	60	CN				
Oakville		9.57	9.57	Platform	Long Branch Station			95	60	CN				
Oakville		9.58	9.58	Platform	Long Branch Station			95	60	CN				
Oakville		9.59	9.59	Platform	Long Branch Station			95	60	CN				
Oakville		9.60	9.60	Station	Long Branch Station			95	60	CN				Marker - 43352
Oakville		9.61	9.61	Platform	Long Branch Station			95	60	CN				
Oakville		9.62	9.62	Platform	Long Branch Station			95	60	CN				
Oakville		9.63	9.63	Platform	Long Branch Station			95	60	CN				
Oakville		9.64	9.64	Platform	Long Branch Station			95	60	CN				
Oakville		9.65	9.65	Platform	Long Branch Station			95	60	CN				
Oakville		9.66	9.66	Platform	Long Branch Station			95	60	CN				
Oakville		9.67	9.67	Platform	Long Branch Station			95	60	CN				
Oakville		9.68	9.68	Platform	Long Branch Station			95	60	CN				
Oakville		9.69	9.69	Platform End	Long Branch Station			95	60	CN				
Oakville		9.70	9.70	Signal	098T1_098T2_098T3			95	60	CN	Subway	Psgr. Tunnel	n/a	GO Station Parking
Oakville		9.81	9.81	Signal				95	60	CN	River Bridge	Pedestrian Subway	n/a	
Oakville		9.82	9.82			184		95	60	CN	River Bridge	Etobicoke Creek	n/a	
Oakville		10.00	10.00					95	60	CN				
Oakville	10	10.18	10.18					95	60	CN	Subway	Dixie Road	n/a	
Oakville		10.30	10.30	Speed Change				95	60	CN	River Bridge	Applewood Creek	n/a	
Oakville		10.59	10.59					95	60	CN	Level Crossing	Haig Blvd.	n/a	Crossing Pushbutton Gates and Lights
Oakville		10.60	10.60	Track Switch	Electric Lock (spiked) - Track 3 siding to Ontario Hydro-Lakeview Generating Station All Tracks Out of Service			95	60	CN				
Oakville		10.61	10.61					95	60	CN	River Bridge	Serson Creek	n/a	
Oakville		10.62	10.62					95	60	CN				
Oakville		10.63	10.63					95	60	CN				
Oakville		10.64	10.64					95	60	CN				
Oakville		10.84	10.84					95	60	CN	Level Crossing	Ogden Ave.	n/a	Crossing Pushbutton Gates and Lights
Oakville	11	11.00	11.00					95	60	CN				
Oakville		11.02	11.02					95	60	CN	Level Crossing	Alexandria Ave.	n/a	Crossing Pushbutton Gates and Lights
Oakville		11.47	11.47					95	60	CN	Subway	Cawthra Rd.	n/a	

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Union Station		Item		Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Mile Post	Mileage	Item Type	Item Description		ASL	Grade	PAX	FRT		
Oakville		11.50	11.50	Signal	115T3 CN Port Credit East			95	60	CN		
Oakville		11.50	11.50					95	60	CN		
Oakville		11.52	11.52					80	60	CN		
Oakville		11.53	11.53	Signal	115T3			80	60	CN		
Oakville		11.53	11.53	Track Switch								
Oakville		11.54	11.54					80	60	CN		
Oakville		11.55	11.55					80	60	CN		
Oakville		11.56	11.56					80	60	CN		
Oakville		11.57	11.57					80	60	CN		
Oakville		11.58	11.58					80	60	CN		
Oakville		11.59	11.59					80	60	CN		
Oakville		11.60	11.60	Signal	116T3, 116			80	60	CN		
Oakville		11.80	11.80	Speed Change		45		95	60	CN	River Bridge	Cooksville Creek
Oakville	12	12.00	12.00					95	60	CN	Level Crossing	Revus Ave.
Oakville		12.02	12.02					95	60	CN		
Oakville		12.61	12.61					95	60	CN		
Oakville		12.62	12.62					95	60	CN		
Oakville		12.63	12.63					95	60	CN		
Oakville		12.64	12.64					95	60	CN		
Oakville		12.65	12.65					95	60	CN		
Oakville		12.66	12.66					95	60	CN		
Oakville		12.67	12.67					95	60	CN		
Oakville		12.68	12.68					95	60	CN		
Oakville		12.69	12.69					95	60	CN		
Oakville		12.70	12.70	Track Switch				95	60	CN		
Oakville		12.71	12.71	Platform End				95	60	CN		
Oakville		12.72	12.72	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.73	12.73	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.74	12.74	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.75	12.75	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.76	12.76	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.77	12.77	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.78	12.78	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.79	12.79	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.80	12.80	Station	CN Port Credit Station			95	60	CN		
Oakville		12.81	12.81	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.82	12.82	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.83	12.83	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.84	12.84	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.85	12.85	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.86	12.86	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.87	12.87	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.88	12.88	Platform	CN Port Credit Station			95	60	CN		
Oakville		12.89	12.89	Platform End	CN Port Credit Station			95	60	CN		
Oakville		12.90	12.90	Track Switches	New Switch			95	60	CN		
Oakville		12.91	12.91					95	60	CN		
Oakville		12.92	12.92					95	60	CN		
Oakville		12.93	12.93					95	60	CN		
Oakville		12.94	12.94	Track Switch	New Switch			95	60	CN		
Oakville		12.97	12.97					95	60	CN		
Oakville		12.98	12.98					95	60	CN		
Oakville		12.99	12.99					95	60	CN		
Oakville	13	13.00	13.00					95	60	CN		
Oakville		13.09	13.09					95	60	CN		
Oakville		13.11	13.11					95	60	CN		
Oakville		13.12	13.12					95	60	CN		
Oakville		13.20	13.20					95	60	CN		
Oakville		13.21	13.21					95	60	CN		
Oakville		13.25	13.25					95	60	CN		
Oakville		13.26	13.26					95	60	CN		
Oakville		13.27	13.27			275		95	60	CN	River Bridge	Credit River
Oakville		13.28	13.28					95	60	CN		
Oakville		13.29	13.29					95	60	CN		

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Station		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
										Crossing Type	Crossing Description		
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner			
Oakville		13.30	13.30	Track Switch	Switch 5B			95	60	CN			
Oakville		13.31	13.31					95	60	CN			
Oakville		13.32	13.32					95	60	CN			
Oakville		13.33	13.33					95	60	CN			
Oakville		13.34	13.34					95	60	CN			
Oakville		13.35	13.35					95	60	CN			
Oakville		13.36	13.36					95	60	CN			
Oakville		13.37	13.37					95	60	CN			
Oakville		13.38	13.38	Track Switch	Switch 5A			95	60	CN	Mississauga Rd.	n/a	
Oakville		13.39	13.39	Track Switch	Switch 1B			95	60	CN			
Oakville		13.40	13.40	Track Switch				95	60	CN			
Oakville		13.41	13.41					95	60	CN			
Oakville		13.42	13.42					95	60	CN			
Oakville		13.43	13.43					95	60	CN			
Oakville		13.44	13.44					95	60	CN			
Oakville		13.45	13.45					95	60	CN			
Oakville		13.46	13.46	Track Switch	Switch 1A			95	60	CN			
Oakville		13.47	13.47	Signal	135T1, 135T2, 135T3			95	60	CN			Switch Heater (ALL)
Oakville		13.76	13.76					95	60	CN			
Oakville		13.77	13.77					95	60	CN			
Oakville		13.78	13.78					95	60	CN			
Oakville		13.79	13.79					95	60	CN			
Oakville		13.80	13.80	Signal	138T1, 18T2, 138T3			95	60	CN			
Oakville	14	14.00	14.00					95	60	CN			
Oakville		14.20	14.20					95	60	CN			
Oakville		14.52	14.52					95	60	CN			
Oakville	15	15.00	15.00					95	60	CN			2 Hot Box Scanner & PCDS-PCDN-PCD1 (Actual 14.07)
Oakville		15.06	15.06					95	60	CN			
Oakville		15.07	15.07	Signal	150T1, 150T2, 150T3 151T1, 151T2, 151T3			95	60	CN			
Oakville		15.45	15.45					95	60	CN			
Oakville		15.80	15.80					95	60	CN			Clarkson Signal Plant
Oakville		15.84	15.84					95	60	CN			
Oakville	16	16.00	16.00					95	60	CN			
Oakville		16.08	16.08	Signal	160T1, 160T2, 160T3 161T1, 161T2, 161T3			95	60	CN			
Oakville		16.09	16.09					95	60	CN			Gates and Lights
Oakville		16.15	16.15					95	60	CN			
Oakville		16.16	16.16	Track Switch	Track 2 siding to service track (OBS1 and OB40 - 840)			95	60	CN			Regular Derailer with Hand Operated Switch
Oakville		16.17	16.17					95	60	CN			
Oakville		16.18	16.18					95	60	CN			
Oakville		16.19	16.19					95	60	CN			
Oakville		16.60	16.60					95	60	CN			
Oakville		16.61	16.61	Platform End	Clarkson Station			95	60	CN			
Oakville		16.62	16.62	Platform	Clarkson Station			95	60	CN			
Oakville		16.63	16.63	Platform	Clarkson Station			95	60	CN			22' 5"
Oakville		16.64	16.64	Platform	Clarkson Station			95	60	CN			
Oakville		16.65	16.65	Platform	Clarkson Station			95	60	CN			n/a
Oakville		16.66	16.66	Platform	Clarkson Station			95	60	CN			
Oakville		16.67	16.67	Platform	Clarkson Station			95	60	CN			
Oakville		16.68	16.68	Platform	Clarkson Station			95	60	CN			
Oakville		16.69	16.69	Platform	Clarkson Station			95	60	CN			
Oakville		16.70	16.70	Station	Clarkson Station			95	60	CN			Marker - 43630
Oakville		16.71	16.71	Platform	Clarkson Station			95	60	CN			
Oakville		16.72	16.72	Platform	Clarkson Station			95	60	CN			
Oakville		16.73	16.73	Platform	Clarkson Station			95	60	CN			
Oakville		16.74	16.74	Platform	Clarkson Station			95	60	CN			
Oakville		16.75	16.75	Platform	Clarkson Station			95	60	CN			
Oakville		16.76	16.76	Platform	Clarkson Station			95	60	CN			
Oakville		16.77	16.77	Platform	Clarkson Station			95	60	CN			
Oakville		16.78	16.78	Platform	Clarkson Station			95	60	CN			
Oakville		16.79	16.79	Platform End	Clarkson Station			95	60	CN			
Oakville		16.80	16.80					95	60	CN			

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks		
Platform	Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
	Oakville	17	16.89	16.89	Track Switch	Switch 5A (red) - OB31 Service Track turnout to Track 3 or continuing to Canadian Salt (Winser) Co.			95	60	CN	Subway	Psgr. Tunnel	n/a
	Oakville		17.00	17.00	Track Switch	Switch 5B (red) - Track 3 Turnout to OB31 Service Track			95	60	CN			
	Oakville		17.43	17.43	Track Switch	Switch 7A - Track 1			95	60	CN			
	Oakville		17.44	17.44	Track Switch	Switch 7B - Track 2			95	60	CN			
	Oakville		17.45	17.45	Track Switch	Switch 3B (green) - Track 2 Turnout			95	60	CN			
	Oakville		17.46	17.46	Track Switch	Switch 1B (green) - Track 2 Turnout			95	60	CN			
	Oakville		17.47	17.47	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.48	17.48	Track Switch	Switch 7 (red) - South Service Track diversion to St. Lawrence Lead			95	60	CN			
	Oakville		17.49	17.49	Track Switch	Switch 3A (green) - Track 3 Turnout			95	60	CN			
	Oakville		17.50	17.50	Signal	175T1, 175T2, 175T3, 175			95	60	CN			
	Oakville		17.51	17.51	Track Switch	Switch 3A (green) - Track 3 Turnout			95	60	CN			
	Oakville		17.52	17.52	Track Switch	Switch 7A - Track 1			95	60	CN			
	Oakville		17.53	17.53	Track Switch	Switch 7B - Track 2			95	60	CN			
	Oakville		17.54	17.54	Track Switch	Switch 3B (green) - Track 2 Turnout			95	60	CN			
	Oakville		17.55	17.55	Track Switch	Switch 1B (green) - Track 2 Turnout			95	60	CN			
	Oakville		17.56	17.56	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.57	17.57	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.58	17.58	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.59	17.59	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.60	17.60	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.61	17.61	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.62	17.62	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.63	17.63	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.64	17.64	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.65	17.65	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.66	17.66	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.67	17.67	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.68	17.68	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.69	17.69	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		17.80	17.80	Signal	178T1, 178T2, 178T3			95	60	CN			
	Oakville		17.83	17.83	Signal	178T1, 178T2, 178T3			95	60	CN			
	Oakville		17.92	17.92	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN	Subway	Winston Churchill Blvd.	n/a
	Oakville	18	18.00	18.00	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.22	18.22	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN	Culvert		n/a
	Oakville		18.50	18.50	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN	Culvert		n/a
	Oakville		18.67	18.67	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN	Subway	Ford Drive	n/a
	Oakville		18.70	18.70	Signal	187T1, 187T2, 187T3			95	60	CN			
	Oakville		18.77	18.77	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN	Overhead Bridge	Royal Windsor Dr. (HWY. No.122)	22' 9"
	Oakville		18.78	18.78	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.79	18.79	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.80	18.80	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.81	18.81	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.82	18.82	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.83	18.83	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.84	18.84	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.85	18.85	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.86	18.86	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.87	18.87	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.88	18.88	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		18.90	18.90	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN	River Bridge	Joshua Creek	n/a
	Oakville	19	19.00	19.00	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			
	Oakville		19.09	19.09	Track Switch	Switch 1A (green) - Track 1 Turnout			95	60	CN			

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
		Oakville	19.10	19.10						95	60	CN			
		Oakville	19.27	19.27						95	60	CN			
		Oakville	19.28	19.28		Track Switch	Switch 5B			95	60	CN			
		Oakville	19.29	19.29						95	60	CN			
		Oakville	19.30	19.30		Track Switch	Switch 3B			95	60	CN			Marker for CN 9th Line
		Oakville	19.31	19.31						95	60	CN			
		Oakville	19.32	19.32		Track Switch	Switch 5A			95	60	CN			
		Oakville	19.33	19.33		Track Switch	Switch 1 to Oakville N. Yard			95	60	CN			
		Oakville	19.34	19.34		Track Switch	Switch 3A			95	60	CN			Switch Heater ALL
		Oakville	19.35	19.35						95	60	CN			
		Oakville	19.36	19.36						95	60	CN			
		Oakville	19.37	19.37						95	60	CN			
		Oakville	19.40	19.40		Signal	194T1, 194T2, 194T3, 194			95	60	CN			
		Oakville	19.42	19.42						95	60	CN			
		Oakville	19.43	19.43						95	60	CN			
		Oakville	19.44	19.44						95	60	CN			
		Oakville	19.45	19.45						95	60	CN			
		Oakville	19.46	19.46						95	60	CN			Regular derailer
		Oakville	19.47	19.47						95	60	CN			
		Oakville	19.48	19.48						95	60	CN			
		Oakville	19.49	19.49						95	60	CN			
		Oakville	19.50	19.50						95	60	CN			
		Oakville	19.51	19.51						95	60	CN			
		Oakville	19.52	19.52						95	60	CN			
		Oakville	19.53	19.53						95	60	CN			
		Oakville	19.54	19.54						95	60	CN			
		Oakville	19.55	19.55						95	60	CN			
		Oakville	19.56	19.56						95	60	CN			
		Oakville	19.57	19.57						95	60	CN			
		Oakville	19.58	19.58						95	60	CN			
		Oakville	19.59	19.59						95	60	CN			
		Oakville	19.60	19.60						95	60	CN			
		Oakville	20.00	20.00						95	60	CN			Field Sign
		Oakville	20.20	20.20						95	60	CN			
		Oakville	20.21	20.21						95	60	CN			
		Oakville	20.30	20.30		Signal	2031, 203T1, 203T2, 203T2, 205T3			95	60	CN			
		Oakville	20.55	20.55						95	60	CN	Level Crossing	Chartwell Rd.	n/a
		Oakville	20.56	20.56		Track Switch	Switch 7B(red) - North Service Track Turnout (Switching Signal Route Available)			95	60	CN			
		Oakville	20.57	20.57						95	60	CN			
		Oakville	20.58	20.58						95	60	CN			
		Oakville	20.59	20.59						95	60	CN			
		Oakville	20.60	20.60		Track Switch	Switch 7A(red) - No.1 track turnout			95	60	CN			Marker for CN Oakville Yard - 43640
		Oakville	20.61	20.61		Track Switch	Switch 13 - North Service Track siding to Oakville North Yard			95	60	CN			
		Oakville	20.62	20.62						95	60	CN			
		Oakville	20.63	20.63						95	60	CN			
		Oakville	20.64	20.64						95	60	CN			
		Oakville	20.65	20.65		Track Switch	Switch 5A(red) - No. 2 track turnout			95	60	CN			
		Oakville	20.66	20.66		Track Switch	Switch 3B(red) - No. 2 track turnout			95	60	CN			Switch heater ALL
		Oakville	20.67	20.67						95	60	CN			
		Oakville	20.68	20.68						95	60	CN			
		Oakville	20.69	20.69						95	60	CN			Switch heater ALL
		Oakville	20.70	20.70						95	60	CN			
		Oakville	20.71	20.71		Track Switch	Switch 3A(red) - Track No. 3 turnout			95	60	CN			Switch heater ALL



# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks				
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	
Platform	Platform	Oakville	20.72	20.72	20.72					95	60	CN				
Platform	Platform	Oakville	20.73	20.73	20.73					95	60	CN				
Platform	Platform	Oakville	20.74	20.74	20.74					95	60	CN				Oakville Radio Tower
Platform	Platform	Oakville	20.75	20.75	20.75	Track Switch	Switch 15(green) - track No. 3 turnout			95	60	CN				
Platform	Platform	Oakville	20.76	20.76	20.76					95	60	CN				
Platform	Platform	Oakville	20.77	20.77	20.77					95	60	CN				
Platform	Platform	Oakville	20.78	20.78	20.78					95	60	CN				
Platform	Platform	Oakville	20.80	20.80	20.80	Signal	208, 208T1, 208T2, 208T3, 208T4			95	60	CN				
Platform	Platform	Oakville	20.84	20.84	20.84					95	60	CN				
Platform	Platform	Oakville	20.85	20.85	20.85					95	60	CN				
Platform	Platform	Oakville	20.86	20.86	20.86					95	60	CN				
Platform	Platform	Oakville	20.90	20.90	20.90					95	60	CN				
Platform	Platform	Oakville	20.91	20.91	20.91					95	60	CN				
Platform	Platform	Oakville	20.95	20.95	20.95					95	60	CN				
Platform	Platform	Oakville	21.00	21.00	21.00	Signal	212T4			95	60	CN				square yellow sign with R
Platform	Platform	Oakville	21.20	21.20	21.20					95	60	CN				
Platform	Platform	Oakville	21.21	21.21	21.21					95	60	CN				
Platform	Platform	Oakville	21.22	21.22	21.22					95	60	CN				
Platform	Platform	Oakville	21.23	21.23	21.23					95	60	CN				n/a
Platform	Platform	Oakville	21.24	21.24	21.24					95	60	CN				
Platform	Platform	Oakville	21.25	21.25	21.25					95	60	CN				
Platform	Platform	Oakville	21.26	21.26	21.26					95	60	CN				
Platform	Platform	Oakville	21.27	21.27	21.27					95	60	CN				
Platform	Platform	Oakville	21.28	21.28	21.28					95	60	CN				
Platform	Platform	Oakville	21.30	21.30	21.30					95	60	CN				
Platform	Platform	Oakville	21.31	21.31	21.31	Platform End	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.32	21.32	21.32	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.33	21.33	21.33	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.34	21.34	21.34	Platform	Oakville Station			95	60	CN				n/a
Platform	Platform	Oakville	21.35	21.35	21.35	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.36	21.36	21.36	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.37	21.37	21.37	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.38	21.38	21.38	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.39	21.39	21.39	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.40	21.40	21.40	Platform	Oakville Station			95	60	CN				Marker CN Oakville - 43640
Platform	Platform	Oakville	21.41	21.41	21.41	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.42	21.42	21.42	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.43	21.43	21.43	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.44	21.44	21.44	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.45	21.45	21.45	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.46	21.46	21.46	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.47	21.47	21.47	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.48	21.48	21.48	Platform End	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.49	21.49	21.49	Platform	Oakville Station			95	60	CN				
Platform	Platform	Oakville	21.50	21.50	21.50	Signal	215T4			95	60	CN				
Platform	Platform	Oakville	21.51	21.51	21.51					95	60	CN				
Platform	Platform	Oakville	21.52	21.52	21.52					95	60	CN				
Platform	Platform	Oakville	21.53	21.53	21.53					95	60	CN				
Platform	Platform	Oakville	21.54	21.54	21.54					95	60	CN				
Platform	Platform	Oakville	21.55	21.55	21.55					95	60	CN				
Platform	Platform	Oakville	21.56	21.56	21.56					95	60	CN				
Platform	Platform	Oakville	21.60	21.60	21.60	Speed Change				95	60	CN				
Platform	Platform	Oakville	21.70	21.70	21.70					95	60	CN				n/a
Platform	Platform	Oakville	21.71	21.71	21.71					95	60	CN				n/a
Platform	Platform	Oakville	21.76	21.76	21.76					95	60	CN				
Platform	Platform	Oakville	21.87	21.87	21.87					95	60	CN				A.E.I. Scanner
Platform	Platform	Oakville	21.90	21.90	21.90	Signal	219N, 219S			95	60	CN				
Platform	Platform	Oakville	21.91	21.91	21.91	Track Switch	Switch 7A (green) - future track No. 1 turnout to no 2 track			95	60	CN				SAME LETTER
Platform	Platform	Oakville	21.92	21.92	21.92					95	60	CN				
Platform	Platform	Oakville	21.93	21.93	21.93					95	60	CN				
Platform	Platform	Oakville	21.94	21.94	21.94					95	60	CN				n/a
Platform	Platform	Oakville	21.95	21.95	21.95	Track Switch	Switch 7A (green) - track 2 turnout to future no 1 track			95	60	CN				Gates and Lights
Platform	Platform	Oakville	21.95	21.95	21.95					95	60	CN				SAME LETTER

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Station		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks
		Mile Post	Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	
Oakville		21.96	21.96	21.96	Track Switch	Switch 5B(green) - Track No. 2 turnout	95	60	CN					
Oakville		21.97	21.97	21.97	Track Switch	Switch 5B(green) - Track No. 2 turnout	95	60	CN					
Oakville		21.98	21.98	21.98			95	60	CN					
Oakville		21.99	21.99	21.99			95	60	CN					
Oakville	22	22.00	22.00	22.00			95	60	CN					
Oakville		22.01	22.01	22.01			95	60	CN					
Oakville		22.02	22.02	22.02			95	60	CN					
Oakville		22.03	22.03	22.03			95	60	CN					
Oakville		22.04	22.04	22.04	Track Switch	Switch 5A (green) - Track No. 3 turnout	95	60	CN					Switch Heater
Oakville		22.05	22.05	22.05	Track Switch	Switch 3B(green) - Track No. 3 turnout	95	60	CN					
Oakville		22.06	22.06	22.06			95	60	CN					
Oakville		22.07	22.07	22.07			95	60	CN					
Oakville		22.08	22.08	22.08			95	60	CN					
Oakville		22.09	22.09	22.09			95	60	CN					
Oakville		22.10	22.10	22.10	Marker	CN KERR ST.	95	60	CN					
Oakville		22.11	22.11	22.11	Speed Change		95	60	CN					
Oakville		22.12	22.12	22.12			95	60	CN					
Oakville		22.13	22.13	22.13	Track Switch	Switch 3A(green) - Track No. 2 turnout	95	60	CN					Switch Heater
Oakville		22.14	22.14	22.14			95	60	CN					
Oakville		22.15	22.15	22.15	Track Switch	Switch 1B(green) - Track No. 2 turnout	95	60	CN					
Oakville		22.16	22.16	22.16			95	60	CN					
Oakville		22.17	22.17	22.17			95	60	CN					
Oakville		22.18	22.18	22.18			95	60	CN					
Oakville		22.19	22.19	22.19			95	60	CN					
Oakville		22.20	22.20	22.20	Signal	222T1, 222T2, 222T3	95	60	CN					
Oakville		22.21	22.21	22.21			95	60	CN					
Oakville		22.22	22.22	22.22			95	60	CN					
Oakville		22.23	22.23	22.23	Track Switch	Switch 1A(green) - Track No. 1 turnout to track 2	95	60	CN					
Oakville		22.36	22.36	22.36			95	60	CN					
Oakville		22.37	22.37	22.37			95	60	CN					
Oakville		22.38	22.38	22.38	Track Switch	Track 1 Siding to NAMPAC	95	60	CN					Regular Derail Track 1 Siding to OH84-2030'
Oakville		22.39	22.39	22.39			95	60	CN					
Oakville		22.40	22.40	22.40			95	60	CN					
Oakville		22.59	22.59	22.59			95	60	CN					n/a
Oakville		22.99	22.99	22.99			95	60	CN					n/a
Oakville	23	23.00	23.00	23.00			95	60	CN					
Oakville		23.13	23.13	23.13	Signal	236T1, 236T2, 236T3	95	60	CN					
Oakville		23.60	23.60	23.60	Signal	236T1, 236T2, 236T3	95	60	CN					
Oakville		23.70	23.70	23.70	Signal	273T1, 273T2, 273T3	95	60	CN					
Oakville		23.85	23.85	23.85	Track Switch	Track 1 Siding to Canadian General Electric	95	60	CN					
Oakville	24	24.00	24.00	24.00			95	60	CN					
Oakville		24.18	24.18	24.18			45	60	CN					n/a
Oakville		24.19	24.19	24.19	Track Switch	Track No.3 Siding to JEMPAK Canada Ltd.	2425	60	CN					Electric Lock Regular Derail OC33-567
Oakville		24.20	24.20	24.20			95	60	CN					
Oakville		24.21	24.21	24.21			95	60	CN					
Oakville		24.24	24.24	24.24			95	60	CN					
Oakville		24.25	24.25	24.25			95	60	CN					
Oakville		24.26	24.26	24.26			95	60	CN					
Oakville		24.27	24.27	24.27			95	60	CN					
Oakville		24.28	24.28	24.28			95	60	CN					
Oakville		24.35	24.35	24.35			95	60	CN					
Oakville		24.36	24.36	24.36			95	60	CN					
Oakville		24.37	24.37	24.37			95	60	CN					
Oakville		24.38	24.38	24.38			95	60	CN					
Oakville		24.39	24.39	24.39			95	60	CN					

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Station		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks		
		Mile Post	Station	Start	End	Item Type	Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		Crossing Description	Clearance
Oakville	Subdivision	24.40	24.40	24.40	24.40					95	60	CN	Subway	Third Line	n/a	
		24.42	24.42	24.42	24.42					95	60	CN				
		24.61	24.61	24.61	24.61	Platform End	Bronte Station			95	60	CN				
		24.62	24.62	24.62	24.62	Platform	Bronte Station			95	60	CN				
		24.63	24.63	24.63	24.63	Platform	Bronte Station			95	60	CN				
		24.64	24.64	24.64	24.64	Platform	Bronte Station			95	60	CN				
		24.65	24.65	24.65	24.65	Platform	Bronte Station			95	60	CN				
		24.66	24.66	24.66	24.66	Platform	Bronte Station			95	60	CN				
		24.67	24.67	24.67	24.67	Platform	Bronte Station			95	60	CN				
		24.68	24.68	24.68	24.68	Platform	Bronte Station			95	60	CN				
		24.70	24.70	24.70	24.70	Station	Bronte Station			95	60	CN				
		24.71	24.71	24.71	24.71	Platform	Bronte Station			95	60	CN				
		24.72	24.72	24.72	24.72	Platform	Bronte Station			95	60	CN				
		24.73	24.73	24.73	24.73	Platform	Bronte Station			95	60	CN				
		24.74	24.74	24.74	24.74	Platform	Bronte Station			95	60	CN				
		24.75	24.75	24.75	24.75	Platform	Bronte Station			95	60	CN				
		24.76	24.76	24.76	24.76	Platform	Bronte Station			95	60	CN				
		24.77	24.77	24.77	24.77	Platform	Bronte Station			95	60	CN				
		24.78	24.78	24.78	24.78	Platform	Bronte Station			95	60	CN				
		24.79	24.79	24.79	24.79	Platform End	Bronte Station			95	60	CN				
		24.99	24.99	24.99	24.99					95	60	CN				
		25.00	25.00	25.00	25.00					95	60	CN				
		25.01	25.01	25.01	25.01					95	60	CN				
		25.02	25.02	25.02	25.02	Track Switch	Track Siding - ROPAK Industries (Husky Oil)			95	60	CN				In CTC - Hand operated Swt. In ABS - X-over Swt. Regular Derailer OC40-1120
		25.03	25.03	25.03	25.03					95	60	CN				
		25.04	25.04	25.04	25.04					95	60	CN				
25.05	25.05	25.05	25.05					95	60	CN						
25.20	25.20	25.20	25.20	Signal	252T1, 252T2, 252T3			95	60	CN						
25.30	25.30	25.30	25.30	Signal	253T1, 253T2, 235T3			95	60	CN						
25.31	25.31	25.31	25.31					95	60	CN						
25.32	25.32	25.32	25.32					95	60	CN						
25.33	25.33	25.33	25.33	Track Switch	Track Siding - Ontario Hydro			95	60	CN						
25.34	25.34	25.34	25.34					95	60	CN						
25.35	25.35	25.35	25.35					95	60	CN						
25.36	25.36	25.36	25.36					95	60	CN						
25.63	25.63	25.63	25.63					95	60	CN						
25.64	25.64	25.64	25.64					95	60	CN						
25.65	25.65	25.65	25.65	Track Switch	Track 3 Siding - BPP Canada Inc.			95	60	CN						
25.66	25.66	25.66	25.66					95	60	CN						
25.67	25.67	25.67	25.67					95	60	CN						
25.68	25.68	25.68	25.68					95	60	CN						
25.69	25.69	25.69	25.69					95	60	CN						
25.87	25.87	25.87	25.87					95	60	CN						
25.94	25.94	25.94	25.94	Track Switch	Track 3 siding to Pierro Canada Service Track			95	60	CN						
25.95	25.95	25.95	25.95					95	60	CN						
25.96	25.96	25.96	25.96					95	60	CN						
25.97	25.97	25.97	25.97					95	60	CN						
26.00	26.00	26.00	26.00					95	60	CN						
26.19	26.19	26.19	26.19					95	60	CN						
26.20	26.20	26.20	26.20					95	60	CN						
26.21	26.21	26.21	26.21					95	60	CN						
26.22	26.22	26.22	26.22					95	60	CN						
26.23	26.23	26.23	26.23					95	60	CN						
26.24	26.24	26.24	26.24					95	60	CN						
26.68	26.68	26.68	26.68					95	60	CN						

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Oakville		26.69	26.69	Track Switch	Track 3 Siding - to Petro-Canada Service Track	267		95	60	CN	River Bridge	Sheldon Creek East	n/a
Oakville		26.70	26.71	Track Switch	Switch 7B (green) - Track 1 turnout to track 2			95	60	CN			
Oakville		26.87	26.88	Track Switch	Switch 7A (green) - Track No. 2 turnout to track 1			95	60	CN			
Oakville		26.89	26.90	Signal	269T1, 269T2, 269T3			95	60	CN			
Oakville		26.91	26.92	Track Switch	Switch 5B (green) - Track No. 3 turnout to track 2			95	60	CN	Level Crossing	Burloak Drive	n/a
Oakville		26.93	26.94	Track Switch	Switch 5A (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		26.96	26.97	Track Switch	Switch 5A (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		26.97	26.98	Track Switch	Switch 5B (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		26.99	27.00	Track Switch	Switch 5A (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville	27	27.01	27.02	Track Switch	Switch 5A (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		27.02	27.03	Track Switch	Switch 5B (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		27.03	27.04	Track Switch	Switch 5A (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		27.04	27.05	Track Switch	Switch 5B (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		27.05	27.06	Track Switch	Switch 5A (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		27.06	27.07	Track Switch	Switch 5B (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		27.07	27.08	Track Switch	Switch 5A (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		27.08	27.09	Track Switch	Switch 5B (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		27.10	27.11	Marker	CN Burloak 43650			95	60	CN			
Oakville		27.11	27.12	Track Switch	Switch 1B (green) - Track No. 2 turnout to track 1			95	60	CN			
Oakville		27.12	27.13	Track Switch	Switch 3A (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		27.13	27.14	Track Switch	Switch 3A (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		27.14	27.15	Track Switch	Switch 3B (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		27.15	27.16	Track Switch	Switch 3A (green) - Track No. 3 turnout to track 2			95	60	CN			
Oakville		27.16	27.17	Track Switch	Switch 3B (green) - Track No. 2 turnout to track 3			95	60	CN			
Oakville		27.17	27.18	Track Switch	Switch 1A (green) - Track No. 1 turnout to track 2			95	60	CN			
Oakville		27.18	27.19	Track Switch	Track No. 3 - siding to Henderson Paper Products (43655)	278		95	60	CN			Regular Derail Electric Lock
Oakville		27.20	27.21	Signal	272T1, 272T2, 272T3			95	60	CN	River Bridge	Sheldon Creek	n/a
Oakville		27.45	27.46	Platform	Appleby Station	35		95	60	CN			
Oakville		27.80	27.81	Platform	Appleby Station			95	60	CN			
Oakville		27.85	27.86	Platform	Appleby Station			95	60	CN			
Oakville		27.86	27.87	Platform	Appleby Station			95	60	CN			
Oakville		27.87	27.88	Platform	Appleby Station			95	60	CN	Culvert		n/a
Oakville		27.88	27.89	Platform	Appleby Station			95	60	CN			
Oakville		27.89	27.90	Platform	Appleby Station			95	60	CN			
Oakville		27.91	27.92	Platform	Appleby Station			95	60	CN			
Oakville		27.92	27.93	Platform	Appleby Station			95	60	CN			
Oakville		27.93	27.94	Platform	Appleby Station			95	60	CN			
Oakville		27.94	27.95	Platform	Appleby Station			95	60	CN			
Oakville		27.95	27.96	Platform	Appleby Station			95	60	CN			
Oakville		27.96	27.97	Platform	Appleby Station			95	60	CN			
Oakville		27.97	27.98	Platform	Appleby Station			95	60	CN			
Oakville		27.98	27.99	Platform	Appleby Station			95	60	CN			
Oakville	28	28.00	28.01	Platform	Appleby Station			95	60	CN	Subway	Appleby Line	n/a
Oakville		28.25	28.26	Platform	Appleby Station			95	60	CN	Culvert		n/a
Oakville		28.50	28.51	Platform	Appleby Station			95	60	CN			

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks				
Platform	Platform	Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	
		Oakville	28.51	28.51	28.51					95	60	CN				
		Oakville	28.52	28.52	28.52					95	60	CN				
		Oakville	28.53	28.53	28.53					95	60	CN				
		Oakville	28.54	28.54	28.54	Track Switch	Track 1 - Siding to Dominion Nickel Alloy LTD, OC88775			95	60	CN			Electric lock	
		Oakville	28.55	28.55	28.55					95	60	CN				
		Oakville	28.56	28.56	28.56					95	60	CN				
		Oakville	28.60	28.60	28.60	Signal	286T1, 286T2, 286T3			95	60	CN				
		Oakville	28.63	28.63	28.63					95	60	CN				
		Oakville	28.64	28.64	28.64	Track Switch	Track No. 3 - siding to Plibrico OC92 955'			95	60	CN			In CTC - Hand operated Swt. In ABS - X-over Swt. Electric Lock	
		Oakville	28.65	28.65	28.65					95	60	CN				
		Oakville	28.66	28.66	28.66					95	60	CN				
		Oakville	28.70	28.70	28.70	Signal	287T1, 287T2, 287T3			95	60	CN				
		Oakville	29.00	29.00	29.00					95	60	CN				
		Oakville	29.04	29.04	29.04					95	60	CN				
		Oakville	29.53	29.53	29.53					95	60	CN	Culvert	Shoreacres Creek	n/a	
		Oakville	29.64	29.64	29.64			19		95	60	CN	Subway	Walker's Line	n/a	
		Oakville	30.00	30.00	30.00	Signal	303T1, 303T2, 303T3			95	60	CN	River Bridge	Tuck Creek		
		Oakville	30.30	30.30	30.30	Track Switch	Switch 11B (green) - Track No. 3 turnout			95	60	CN				
		Oakville	30.41	30.41	30.41					95	60	CN				
		Oakville	30.42	30.42	30.42					95	60	CN				
		Oakville	30.43	30.43	30.43					95	60	CN				
		Oakville	30.44	30.44	30.44					95	60	CN				
		Oakville	30.45	30.45	30.45					95	60	CN				
		Oakville	30.46	30.46	30.46					95	60	CN				
		Oakville	30.47	30.47	30.47					95	60	CN				
		Oakville	30.48	30.48	30.48	Track Switch	Switch 11A (green) - Track No. 2 turnout			95	60	CN				
		Oakville	30.49	30.49	30.49					95	60	CN				
		Oakville	30.50	30.50	30.50	Track Switch	Switch 7B (green) - Track No. 1 turnout			95	60	CN			Marker - CN Burlington	
		Oakville	30.51	30.51	30.51					95	60	CN				
		Oakville	30.52	30.52	30.52					95	60	CN				
		Oakville	30.53	30.53	30.53					95	60	CN				
		Oakville	30.54	30.54	30.54					95	60	CN				
		Oakville	30.55	30.55	30.55					95	60	CN				
		Oakville	30.56	30.56	30.56					95	60	CN				
		Oakville	30.57	30.57	30.57	Track Switch	Switch 7A (green) - Track 2 turnout			95	60	CN			Switch Blower ALL	
		Oakville	30.58	30.58	30.58					95	60	CN				
		Oakville	30.59	30.59	30.59	Track Switch	Switch 5B (green) - Track 2 turnout			95	60	CN			Switch Blower ALL	
		Oakville	30.60	30.60	30.60					95	60	CN				
		Oakville	30.61	30.61	30.61					95	60	CN				
		Oakville	30.62	30.62	30.62					95	60	CN				
		Oakville	30.63	30.63	30.63					95	60	CN				
		Oakville	30.64	30.64	30.64					95	60	CN				
		Oakville	30.65	30.65	30.65					95	60	CN				
		Oakville	30.66	30.66	30.66	Track Switch	Switch 5A (green) - Track 1 turnout			95	60	CN				
		Oakville	30.67	30.67	30.67	Track Switch	Switch 1B (green) - Track 2 turnout			95	60	CN			Roseland Creek	n/a
		Oakville	30.68	30.68	30.68					95	60	CN				
		Oakville	30.69	30.69	30.69					95	60	CN				
		Oakville	30.70	30.70	30.70					95	60	CN				
		Oakville	30.71	30.71	30.71					95	60	CN				
		Oakville	30.72	30.72	30.72					95	60	CN				
		Oakville	30.73	30.73	30.73					95	60	CN				
		Oakville	30.74	30.74	30.74	Track Switch	Switch 1A (green) - Track 3 turnout			95	60	CN				
		Oakville	30.80	30.80	30.80	Signal	308T1, 308T2, 308T3			95	60	CN				
		Oakville	30.81	30.81	30.81					95	60	CN				
		Oakville	30.99	30.99	30.99					95	60	CN				
		Oakville	31.00	31.00	31.00					95	60	CN				
		Oakville	31.01	31.01	31.01					95	60	CN				
		Oakville														

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Item			Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX		FRT	Owner	Crossing Type
Oakville		31.02	31.02	Track No. 1 - siding to OD35 530' (Hood Packaging)				95	60	CN				In CTC - Hand operated Swt. In ABS - X-over Swt.
Oakville		31.03	31.03					95	60	CN				(GO Transit's list says mileage 31.25)
Oakville		31.28	31.28					95	60	CN				
Oakville		31.40	31.40	Platform End				95	60	CN				
Oakville		31.41	31.41	Platform				95	60	CN				n/a
Oakville		31.42	31.42	Platform				95	60	CN				
Oakville		31.43	31.43	Platform				95	60	CN				
Oakville		31.44	31.44	Platform				95	60	CN				
Oakville		31.45	31.45	Platform				95	60	CN				
Oakville		31.46	31.46	Platform				95	60	CN				
Oakville		31.47	31.47	Platform				95	60	CN				
Oakville		31.48	31.48	Platform				95	60	CN				
Oakville		31.49	31.49	Platform				95	60	CN				
Oakville		31.50	31.50	Platform				95	60	CN				n/a
Oakville		31.51	31.51	Platform				95	60	CN				
Oakville		31.52	31.52	Platform				95	60	CN				
Oakville		31.53	31.53	Platform				95	60	CN				
Oakville		31.54	31.54	Platform				95	60	CN				
Oakville		31.55	31.55	Platform				95	60	CN				
Oakville		31.56	31.56	Platform				95	60	CN				
Oakville		31.57	31.57	Platform				95	60	CN				
Oakville		31.58	31.58	Platform				95	60	CN				
Oakville		31.59	31.59	Platform End				95	60	CN				
Oakville		31.60	31.60					95	60	CN				
Oakville		31.67	31.67	Track Switch				95	60	CN				Regular Derailer In CTC - Hand operated Swt. In ABS - X-over Swt. OD36.680'
Oakville		31.68	31.68					95	60	CN				
Oakville		31.69	31.69					95	60	CN				Spiked in CTC - Hand operated Swt. In ABS - X-over Swt.
Oakville		31.70	31.70					95	60	CN				
Oakville		31.71	31.71					95	60	CN				
Oakville		31.72	31.72					95	60	CN				
Oakville		31.73	31.73					95	60	CN				
Oakville		31.74	31.74					95	60	CN				
Oakville		31.75	31.75					95	60	CN				
Oakville		31.76	31.76					95	60	CN				
Oakville		31.77	31.77					95	60	CN				
Oakville		31.78	31.78					95	60	CN				
Oakville		31.79	31.79					95	60	CN				
Oakville		31.80	31.80	Speed Change				95	60	CN				
Oakville		31.81	31.81	Track Switch				95	60	CN				Hand operated switch In CTC - Hand operated Swt. In ABS - X-over Swt.
Oakville		31.86	31.86	Track Switches				95	60	CN				
Oakville		31.87	31.87					95	60	CN				
Oakville		31.88	31.88					95	60	CN				
Oakville		31.89	31.89					95	60	CN				
Oakville		31.91	31.91					95	60	CN				
Oakville		31.92	31.92					95	60	CN				n/a
Oakville		32.00	32.00					95	60	CN				
Oakville		32.08	32.08	Track Switch				95	60	CN				Switch # 15 (green)
Oakville		32.09	32.09					95	60	CN				
Oakville		32.10	32.10					95	60	CN				
Oakville		32.11	32.11					95	60	CN				
Oakville		32.12	32.12					95	60	CN				
Oakville		32.13	32.13					95	60	CN				
Oakville		32.14	32.14					95	60	CN				
Oakville		32.15	32.15	Track Switch				95	60	CN				Switch # 15 (green)
Oakville		32.16	32.16					95	60	CN				

## Lakeshore West GO Line

# Corridor Summary Tables

Lakeshore West GO Line Track Layout Sketch		Location		Distance From Union Station		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	
		Oakville	32.17	32.17	32.17	Track Switch	Track diversion from Track No. 1 to (along ?) Halton Subdivision	95	60	CN				Switch # 13 (green)
		Oakville	32.18	32.18	32.18	Track Switch	Diversion from Track No. 1 to Track No. 2 & diversion from Track No. 2 to Track No. 3	95	60	CN				Switch # 7 and Switch # 11 respectively (green)
		Oakville	32.19	32.19	32.19	Marker	Border of Track Circuit → RTC: CH8T2, 'S-470#/RTC: CH8T1, 'S-460#	95	60	CN				Marker - CN Burlington West Jct. with halton Sub.
		Oakville	32.21	32.21	32.21			95	60	CN				
		Oakville	32.22	32.22	32.22			95	60	CN				
		Oakville	32.23	32.23	32.23			95	60	CN				
		Oakville	32.24	32.24	32.24			95	60	CN				
		Oakville	32.25	32.25	32.25	Track Switch	Track diversion from Track No. 1 to Halton Subdivision, Diversion Track No. 2 to Track No. 1, Diversion Track No. 3 to Track No. 2	95	60	CN				Switch # 9 (green), Switch # 7 (green), Switch # 11 (green)
		Oakville	32.26	32.26	32.26			95	60	CN				
		Oakville	32.30	32.30	32.30	Track Switch	Switch 3B (green) - Track turnout at Track No. 2	95	60	CN		Subway	Plains Rd.	n/a
		Oakville	32.31	32.31	32.31			95	60	CN				
		Oakville	32.32	32.32	32.32			95	60	CN				
		Oakville	32.33	32.33	32.33	Track Switch	Switch # 5B (green) - Track turnout at Track No. 1	95	60	CN				
		Oakville	32.34	32.34	32.34			95	60	CN				
		Oakville	32.35	32.35	32.35			95	60	CN				
		Oakville	32.36	32.36	32.36			95	60	CN				
		Oakville	32.37	32.37	32.37			95	60	CN				
		Oakville	32.38	32.38	32.38	Track Switch	Switch 3A (green) - Track turnout at Track No. 3	95	60	CN				
		Oakville	32.39	32.39	32.39			95	60	CN				
		Oakville	32.40	32.40	32.40	Track Switch	Switch 5A (green) - Track turnout at Track No. 2	95	60	CN				Signals - 324T1, 324T2, 324T3 Switch Heater * ALL
		Oakville	32.41	32.41	32.41	Track Switch	Switch 1B (green) - Track turnout at Track No. 2	95	60	CN				
		Oakville	32.42	32.42	32.42			95	60	CN				
		Oakville	32.43	32.43	32.43			95	60	CN				
		Oakville	32.44	32.44	32.44			95	60	CN				
		Oakville	32.45	32.45	32.45			95	60	CN				
		Oakville	32.46	32.46	32.46			95	60	CN				
		Oakville	32.47	32.47	32.47			95	60	CN				
		Oakville	32.48	32.48	32.48	Track Switch	Switch 1A (green) - Track turnout at Track No. 3	95	60	CN				
		Oakville	32.49	32.49	32.49			95	60	CN				
		Oakville	32.67	32.67	32.67			95	60	CN	River Bridge	Hagar Creek	n/a	
		Oakville	32.71	32.71	32.71			95	60	CN	Overhead Bridge	O.E.W.	22' 5"	
		Oakville	32.79	32.79	32.79			95	60	CN				W.I.L.D. - A.E.I. HOT BOX HEATER while in range with W
		Oakville	32.80	32.80	32.80			95	60	CN				
		Oakville	32.81	32.81	32.81			95	60	CN				
		Oakville	32.82	32.82	32.82			95	60	CN				
		Oakville	32.83	32.83	32.83			95	60	CN				
		Oakville	32.84	32.84	32.84			95	60	CN				
		Oakville	33.00	33.00	33.00			95	60	CN				ASH1, ASH2 AND ASH3
		Oakville	33.10	33.10	33.10			95	60	CN	Culvert	Indian Creek	n/a	
		Oakville	33.18	33.18	33.18	Track Switch	Switch 5B (red) - Track turnout at Track No. 3	95	60	CN				
		Oakville	33.19	33.19	33.19			95	60	CN				
		Oakville	33.20	33.20	33.20			95	60	CN				
		Oakville	33.21	33.21	33.21			95	60	CN				
		Oakville	33.22	33.22	33.22			95	60	CN				
		Oakville	33.23	33.23	33.23	Track Switch	Switch 5A (red) - Track turnout at Track No. 2	95	60	CN				

# Corridor Summary Tables

Lakeshore West GO Line Track Layout Sketch		Location		Distance		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
		Subdivision	Mile Post	From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		Crossing Description
		Oakville	33.24	33.24	33.24	Track Switch	Switch 3B (red) - Track turnout at Track No.2			95	60	CN			
		Oakville	33.25	33.25	33.25					95	60	CN			
		Oakville	33.26	33.26	33.26					95	60	CN			
		Oakville	33.27	33.27	33.27					95	60	CN			
		Oakville	33.28	33.28	33.28					95	60	CN			
		Oakville	33.29	33.29	33.29	Track Switch	Switch 3A (red) - Track turnout at Track No.1			95	60	CN			
		Oakville	33.30	33.30	33.30	Marker	CN Aldershot East			95	60	CN			
		Oakville	33.31	33.31	33.31	Track Switch	Switch 1B (red) - Track turnout at track No.1 (Switching Signal Route Available)			95	60	CN	Level Crossing	King RD.	n/a
		Oakville	33.32	33.32	33.32					95	60	CN			
		Oakville	33.33	33.33	33.33	Signal	3333, 3333T1, 3333T2, 3333T3			95	60	CN			
		Oakville	33.34	33.34	33.34					95	60	CN			
		Oakville	33.35	33.35	33.35	Track Switch	Switch 1A (red) - track turnout at Service Track (Switching Signal Route Available)			95	60	CN			
		Oakville	33.36	33.36	33.36					95	60	CN			
		Oakville	33.37	33.37	33.37					95	60	CN			
		Oakville	33.38	33.38	33.38	Track Switch				95	60	CN			
		Oakville	33.39	33.39	33.39					95	60	CN			
		Oakville	33.40	33.40	33.40					95	60	CN			
		Oakville	33.41	33.41	33.41					95	60	CN			
		Oakville	33.42	33.42	33.42					95	60	CN			
		Oakville	33.43	33.43	33.43					95	60	CN			
		Oakville	33.80	33.80	33.80					95	60	CN	Culvert	Falcon Creek	n/a
		Oakville	34.00	34.00	34.00	Signal	3433T1, 3433T2, 3433T3			95	60	CN			
		Oakville	34.34	34.34	34.34	Track Switch	Switch 1 (Green) Diversion From Track No. 3			95	60	CN			Switch Heater
		Oakville	34.35	34.35	34.35					95	60	CN			
		Oakville	34.36	34.36	34.36					95	60	CN			
		Oakville	34.37	34.37	34.37					95	60	CN			
		Oakville	34.38	34.38	34.38					95	60	CN			
		Oakville	34.39	34.39	34.39					95	60	CN			
		Oakville	34.40	34.40	34.40					95	60	CN			
		Oakville	34.51	34.51	34.51	Platform End	Aldershot Station			95	60	CN			
		Oakville	34.52	34.52	34.52	Platform	Aldershot Station			95	60	CN			
		Oakville	34.53	34.53	34.53	Platform	Aldershot Station			95	60	CN			
		Oakville	34.54	34.54	34.54	Platform	Aldershot Station			95	60	CN			
		Oakville	34.55	34.55	34.55	Platform	Aldershot Station			95	60	CN			
		Oakville	34.56	34.56	34.56	Platform	Aldershot Station			95	60	CN			
		Oakville	34.57	34.57	34.57	Platform	Aldershot Station			95	60	CN			
		Oakville	34.58	34.58	34.58	Platform	Aldershot Station			95	60	CN			
		Oakville	34.59	34.59	34.59	Platform	Aldershot Station			95	60	CN			
		Oakville	34.60	34.60	34.60	Station	Aldershot Station			95	60	CN			
		Oakville	34.61	34.61	34.61	Platform	Aldershot Station			95	60	CN			
		Oakville	34.62	34.62	34.62	Platform	Aldershot Station			95	60	CN			
		Oakville	34.63	34.63	34.63	Platform	Aldershot Station			95	60	CN			
		Oakville	34.64	34.64	34.64	Platform	Aldershot Station			95	60	CN			
		Oakville	34.65	34.65	34.65	Platform	Aldershot Station			95	60	CN			
		Oakville	34.66	34.66	34.66	Platform	Aldershot Station			95	60	CN			
		Oakville	34.67	34.67	34.67	Platform	Aldershot Station			95	60	CN			
		Oakville	34.68	34.68	34.68	Platform	Aldershot Station			95	60	CN			
		Oakville	34.69	34.69	34.69	Platform	Aldershot Station			95	60	CN			
		Oakville	34.70	34.70	34.70	Platform	Aldershot Station			95	60	CN			
		Oakville	34.71	34.71	34.71	Platform End	Aldershot Station			95	60	CN			
		Oakville	34.73	34.73	34.73					95	60	CN	Overhead Bridge	Waterdown Rd.	23' 0"
		Oakville	34.75	34.75	34.75	Signal	348T1, 348T2, 348T3			95	60	CN			
		Oakville	34.80	34.80	34.80	Track Switch	348T1, 348T2, 348T3			95	60	CN			
		Oakville	34.90	34.90	34.90					95	60	CN			
		Oakville	35.00	35.00	35.00					95	60	CN	River Bridge	Grindstone Creek	n/a
		Oakville	35.24	35.24	35.24					95	60	CN	Subway	Hidden Valley Rd.	n/a
		Oakville	35.25	35.25	35.25					95	60	CN			



# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
		Oakville	35.35	35.35	35.35			Mc		95	60	CN	Overhead Bridge	Lemmonville Rd.	22' 11"
		Oakville	35.70	35.70	35.70			Mc		95	60	CN	Culvert		n/a
		Oakville	35.85	35.85	35.85			Mc		95	60	CN	Culvert		n/a
		Oakville	35.99	35.99	35.99			Mc		95	60	CN			
		Oakville	36.00	36.00	36.00			Mc		95	60	CN			
		Oakville	36.01	36.01	36.01			Mc		95	60	CN			
		Oakville	36.02	36.02	36.02			Mc		95	60	CN			
		Oakville	36.03	36.03	36.03			Mc		95	60	CN			
		Oakville	36.04	36.04	36.04			Mc		95	60	CN			
		Oakville	36.05	36.05	36.05			Mc		95	60	CN			
		Oakville	36.06	36.06	36.06			Mc		95	60	CN			
		Oakville	36.07	36.07	36.07			Mc		95	60	CN			
		Oakville	36.08	36.08	36.08	Signal	Illuminated Flashing DV Signal 361T1, 361T2 & 361T3	Mc		95	60	CN			
		Oakville	36.09	36.09	36.09			Mc		95	60	CN			
		Oakville	36.10	36.10	36.10	Track Switch	Switch # 7B (green) - Track 3 Turnout	Mc		95	60	CN			
		Oakville	36.11	36.11	36.11			Mc		95	60	CN			
		Oakville	36.12	36.12	36.12	Track Switch	Switch # 9 (red) - Track 1 diversion to Service Track	Mc		95	60	CN			
		Oakville	36.13	36.13	36.13	Track Switch	Switch # 5B (green) - Track 1 Turnout	Mc		95	60	CN			
		Oakville	36.14	36.14	36.14			Mc		95	60	CN			
		Oakville	36.15	36.15	36.15			Mc		95	60	CN			
		Oakville	36.16	36.16	36.16	Track Switch	Switch # 7A (green) - Track 2 Turnout	Mc		95	60	CN			
		Oakville	36.17	36.17	36.17			Mc		95	60	CN			
		Oakville	36.18	36.18	36.18			Mc		95	60	CN			
		Oakville	36.19	36.19	36.19			Mc		95	60	CN			
		Oakville	36.20	36.20	36.20			Mc		95	60	CN			
		Oakville	36.21	36.21	36.21	Track Switch	Switch # 5A (green) - Track 2 Turnout	Mc		95	60	CN			
		Oakville	36.22	36.22	36.22	Track Switch	Switch # 3B (green) - Track 2 Turnout to track 1	Mc		95	60	CN			
		Oakville	36.23	36.23	36.23			Mc		95	60	CN			
		Oakville	36.24	36.24	36.24			Mc		95	60	CN			
		Oakville	36.25	36.25	36.25			Mc		95	60	CN			
		Oakville	36.26	36.26	36.26			Mc		95	60	CN			
		Oakville	36.27	36.27	36.27			Mc		95	60	CN			
		Oakville	36.28	36.28	36.28	Track Switch	Switch # 1B (green) - Track 2 Turnout to track 3	Mc		95	60	CN			
		Oakville	36.29	36.29	36.29	Track Switch	Switch # 3A (green) - Track 1 Turnout to track 2	Mc		95	60	CN			
		Oakville	36.30	36.30	36.30	Marker	CW Shake	Mc		95	60	CN			
		Oakville	36.31	36.31	36.31			Mc		95	60	CN			
		Oakville	36.32	36.32	36.32			Mc		95	60	CN			
		Oakville	36.33	36.33	36.33			Mc		95	60	CN			
		Oakville	36.34	36.34	36.34			Mc		95	60	CN			
		Oakville	36.35	36.35	36.35			Mc		95	60	CN			
		Oakville	36.36	36.36	36.36	Track Switch	Switch # 1A (green) - Track 3 Turnout to track 2	Mc		95	60	CN			
		Oakville	36.37	36.37	36.37	Signal	364T1, 364T2 & 364T3	Mc		95	60	CN			
		Oakville	36.38	36.38	36.38			Mc		95	60	CN			
		Oakville	36.39	36.39	36.39			Mc		95	60	CN			
		Oakville	36.40	36.40	36.40	Marker	Change in speed marker - PSGR 50 and FRT 40 changes to PSGR 95 and FRT 60 and 354T1, 364T2, 364T3	Mc		50	40	CN			
		Oakville	36.40	36.40	36.40	Speed Change		Mc		50	40	CN			
		Oakville	36.41	36.41	36.41			Mc		50	40	CN			
		Oakville	36.50	36.50	36.50			Mc		50	40	CN			
		Oakville	36.54	36.54	36.54			Mc		50	40	CN			
		Oakville	36.58	36.58	36.58			Mc		50	40	CN			
		Oakville	36.60	36.60	36.60			Mc		50	40	CN			
		Oakville	36.63	36.63	36.63			Mc		50	40	CN			

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks					
Platform	Platform	Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance		
		Oakville	36.65	36.65	36.65	Signal	365T2 & 3645T3	Mc		50	40	CN	Overhead Bridge	Spring Garden RD.	22' 9"		
		Oakville	36.67	36.67	36.67	Signal	367T1	Mc		50	40	CN	Culvert		n/a		
		Oakville	36.71	36.71	36.71	Signal	367T1	Mc		50	40	CN	Level Crossing	Foreman's Crossing	n/a		
		Oakville	36.72	36.72	36.72			Mc		50	40	CN					
		Oakville	36.73	36.73	36.73	Track Switch	Switch 7B (green) - Track No. 3 track turnout to Main Track	Mc		50	40	CN					
		Oakville	36.74	36.74	36.74			Mc		50	40	CN					
		Oakville	36.75	36.75	36.75			Mc		50	40	CN					
		Oakville	36.76	36.76	36.76			Mc		50	40	CN					
		Oakville	36.77	36.77	36.77	Signal		Mc		50	40	CN					
		Oakville	36.78	36.78	36.78			Mc		50	40	CN					
		Oakville	36.79	36.79	36.79			Mc		50	40	CN					
		Oakville	36.80	36.80	36.80	Track Switch	Switch 7A (green) - Main Track turnout to No. 3 Track	Mc		50	40	CN					
		Oakville	36.81	36.81	36.81	Track Switch	Junction Switch & Dundas Subdivision connecting to West Track?	Mc		50	40	CN					
		Oakville	36.82	36.82	36.82			Mc		50	40	CN					
		Oakville	36.83	36.83	36.83			Mc		50	40	CN					
		Oakville	36.84	36.84	36.84			Mc		50	40	CN					
		Oakville	36.85	36.85	36.85			Mc		50	40	CN					
		Oakville	36.86	36.86	36.86			Mc		50	40	CN					
		Oakville	36.87	36.87	36.87			Mc		50	40	CN					
		Oakville	36.88	36.88	36.88			Mc		50	40	CN					
		Oakville	36.89	36.89	36.89			Mc		50	40	CN					
		Oakville	36.90	36.90	36.90	Marker	CN Bayview & Change in speed marker - PSGR 30 and FRT 30 changes to PSGR 50 and FRT 40	Mc		30	30	CN				CN Bayview 44523	
		Oakville	36.90	36.90	36.90	Speed Change		Mc		30	30	CN					
		Oakville	36.91	36.91	36.91			Mc		30	30	CN					
		Oakville	36.92	36.92	36.92			Mc		30	30	CN					
		Oakville	36.95	36.95	36.95			Mc		30	30	CN	Level Crossing	Foreman's Crossing	n/a		
		Oakville	36.98	36.98	36.98			Mc		30	30	CN	Subway	Valley Inn Rd.	n/a		
		Oakville	37.00	37.00	37.00	Signal	370S & 370N	Mc		30	30	CN					
		Oakville	37.23	37.23	37.23			Mc		30	30	CN					
		Oakville	37.24	37.24	37.24			Mc		30	30	CN					
		Oakville	37.25	37.25	37.25			Mc		30	30	CN					
		Oakville	37.26	37.26	37.26			Mc		30	30	CN					
		Oakville	37.27	37.27	37.27			Mc		30	30	CN					
		Oakville	37.28	37.28	37.28			Mc		30	30	CN					
		Oakville	37.29	37.29	37.29			Mc		30	30	CN					
		Oakville	37.30	37.30	37.30	Track Switch	Switch 9 (red) - Main track diversion to Dundas Subdivision along COWPATH Switches - 373S & S73N	Mc		30	30	CN					Marker - CN Hamilton Jct. 44615 A.E.I.
		Oakville	37.31	37.31	37.31			Mc		30	30	CN					
		Oakville	37.37	37.37	37.37			Mc		30	30	CN					
		Oakville	37.38	37.38	37.38	Track Switch	Switch 7 (yellow) - Main track diversion to CN-CP West Connecting Track	Mc		30	30	CN					
		Oakville	37.39	37.39	37.39			Mc		30	30	CN					
		Oakville	37.40	37.40	37.40	Track Switch	Switch 5B (yellow) - Connecting track turnout Signals 374S & 374N	Mc		30	30	CN					
		Oakville	37.41	37.41	37.41			Mc		30	30	CN					
		Oakville	37.42	37.42	37.42			Mc		30	30	CN					
		Oakville	37.43	37.43	37.43			Mc		30	30	CN					
		Oakville	37.44	37.44	37.44			Mc		30	30	CN					Switch blower
		Oakville	37.45	37.45	37.45			Mc		30	30	CN					

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Union Station		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		
				37.46		37.46	Track Switch		Mc	30	30				
				37.47		37.47			Mc	30	30				
				37.48		37.48	Track Switch		Mc	30	30				
				37.49		37.49			Mc	30	30				
				37.50		37.50			Mc	30	30				
				37.51		37.51			Mc	30	30				
				37.52		37.52	Track Switch	Switch 1 (yellow) - Main track turnout to CN-CP East Switch 3A (red) - Connecting track turnout to main track	Mc	30	30	CN			
				37.53		37.53			Mc	30	30				
				37.54		37.54			Mc	30	30				
				37.55		37.55			Mc	30	30				
				37.56		37.56			Mc	30	30				
				37.57		37.57			Mc	30	30				
				37.58		37.58			Mc	30	30				
				37.59		37.59			Mc	30	30				
				37.60		37.60	Signal	376S & 376N (CTC)	73 ft	30	30	CN	River Bridge	Desjardins Canal	n/a
				37.71		37.71			Mc	30	30				
				37.72		37.72			Mc	30	30				
				37.73		37.73			Mc	30	30				
				37.74		37.74			Mc	30	30				
				37.75		37.75			Mc	30	30				
				37.76		37.76			Mc	30	30				
				37.77		37.77			Mc	30	30				
				37.78		37.78			Mc	30	30				
				37.79		37.79			Mc	30	30				
				37.80		37.80			Mc	30	30				
				37.81		37.81			Mc	30	30				
				37.82		37.82			Mc	30	30				
				37.83		37.83			Mc	30	30				
				37.84		37.84			Mc	30	30				
				37.85		37.85			Mc	30	30				
				37.86		37.86			Mc	30	30				
				37.87		37.87			Mc	30	30				
				37.88		37.88			Mc	30	30				
				37.89		37.89			Mc	30	30				
				38.00		38.00			Mc	30	30				
				38.04		38.04			Mc	30	30				
				38.05		38.05			Mc	30	30				
				38.06		38.06			Mc	30	30				
				38.07		38.07			Mc	30	30				
				38.08		38.08			Mc	30	30				
				38.09		38.09	Marker	Hamilton 'A' Yard turnout to Oakville Grimsby Connecting Track	Mc	30	30	CN			Entrance turnout to Hamilton 'A' Yard from Connecting Track
				38.10		38.10			Mc	30	30				
				38.11		38.11			Mc	30	30				
				38.12		38.12			Mc	30	30				
				38.13		38.13			Mc	30	30				
				38.14		38.14			Mc	30	30				
				38.15		38.15			Mc	30	30				
				38.16		38.16			Mc	30	30				
				38.17		38.17			Mc	30	30				
				38.18		38.18			Mc	30	30				
				38.19		38.19			Mc	30	30				
				38.77		38.77			Mc	30	30				
				38.78		38.78			Mc	30	30				
				38.79		38.79			Mc	30	30				
				38.80		38.80			Mc	30	30				
				38.81		38.81			Mc	30	30				
				38.82		38.82	Track Switch	Main Track turnout to Hamilton 'B' Yard Cargo Flow							
				38.83		38.83									
				38.88		38.88									
				38.82		38.82									Regular Derrail In CTC - hand Operated Sw. In ABS - X-over Swt.
				38.83		38.83									
				38.88		38.88									

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
		Oakville		38.89	38.89					30	30	CN			
		Oakville		38.90	38.90					30	30	CN			
		Oakville		38.91	38.91					30	30	CN			
		Oakville		38.92	38.92					30	30	CN			
		Oakville		38.93	38.93					30	30	CN			
		Oakville		38.94	38.94					30	30	CN			
		Oakville		38.95	38.95					30	30	CN			
		Oakville		38.96	38.96					30	30	CN			
		Oakville		38.97	38.97					30	30	CN			
		Oakville		38.98	38.98					30	30	CN			
		Oakville	<b>39</b>	38.99	38.99					30	30	CN			
		Oakville		39.00	<b>39.00</b>	Speed Change				65	60	CN			
		Oakville		39.01	39.01					65	60	CN			
		Oakville		39.02	39.02					65	60	CN			
		Oakville		39.03	39.03					65	60	CN			
		Oakville		39.11	<b>39.11</b>					65	60	CN	Overhead Bridge	Bay St.	25' 0"
		Oakville		39.21	39.21					65	60	CN	Overhead Bridge	MacNab St.	27' 1"
		Oakville		39.22	<b>39.22</b>					65	60	CN			
		Oakville		39.23	39.23					65	60	CN			
		Oakville		39.24	39.24					65	60	CN			
		Oakville		39.25	39.25					65	60	CN			
		Oakville		39.26	39.26					65	60	CN			
		Oakville		39.27	39.27					65	60	CN			
		Oakville		39.28	<b>39.28</b>	Track Switch	Oakville Gimbsy Connecting Track - Siding to AA01 (Hamilton 'A' Yard)			65	60	CN			
		Oakville		39.29	39.29					65	60	CN			
		Oakville		39.30	<b>39.30</b>	Marker	CN Hamilton (445'0-Yard)			65	60	CN	Overhead Bridge	James St.	23' 3"
		Oakville		39.30	<b>39.30</b>	Speed Change				65	60	CN			
		Oakville		39.30	<b>39.30</b>	Junction	Hamilton-James Junction			65	60	CN			
		Gimbsy		39.30	<b>43.70</b>	Junction	Hamilton-James Junction			30	30	CN			
		Gimbsy		39.31	43.69					30	30	CN			
		Gimbsy		39.32	43.68					30	30	CN			
		Gimbsy		39.33	43.67					30	30	CN			
		Gimbsy		39.34	<b>43.66</b>	Signal	436N (dwarf)/436S			30	30	CN	Overhead Bridge	James St.	23' 3"
		Gimbsy		39.40	<b>43.60</b>					30	30	CN			
		Gimbsy		39.47	43.53					30	30	CN			
		Gimbsy		39.48	43.52					30	30	CN			
		Gimbsy		39.49	<b>43.51</b>	Track Switch	Switch 1A (red) - North Track Turnout			30	30	CN	Overhead Bridge	John St.	23' 2"
		Gimbsy		39.50	43.50					30	30	CN			
		Gimbsy		39.51	43.49					30	30	CN			
		Gimbsy		39.52	43.48					30	30	CN			
		Gimbsy		39.53	43.47					30	30	CN			
		Gimbsy		39.54	<b>43.46</b>	Track Switch	Switch 1B (red) - South Track turnout			30	30	CN	Subway	Catherine St.	n/a
		Gimbsy		39.55	43.45					30	30	CN			
		Gimbsy		39.57	43.43					30	30	CN			
		Gimbsy		39.58	43.42					30	30	CN			
		Gimbsy		39.59	43.41					30	30	CN			
		Gimbsy		39.60	43.40					30	30	CN			
		Gimbsy		39.61	43.39					30	30	CN			
		Gimbsy		39.62	<b>43.38</b>					30	30	CN	Overhead Bridge	Mary St.	24' 2.6"
		Gimbsy		39.63	<b>43.37</b>	Track Switch	Switch 5 (red) - Track Diversion - N&NW Spur from North Track			30	30	CN			
		Gimbsy		39.64	43.36					30	30	CN			
		Gimbsy		39.65	43.35					30	30	CN			
		Gimbsy		39.66	43.34					30	30	CN			
		Gimbsy		39.73	<b>43.27</b>	Track Switch	Switch 11 (red) - South Track Turnout			30	30	CN	Overhead Bridge	Ferguson St.	23'
		Gimbsy		39.74	43.26					30	30	CN			
		Gimbsy		39.75	<b>43.25</b>					30	30	CN			
		Gimbsy		39.76	43.24					30	30	CN			
		Gimbsy		39.77	<b>43.23</b>	Track Switch	Switch 11 (red) - North Track Turnout			30	30	CN			
		Gimbsy		39.78	43.22					30	30	CN			

# Corridor Summary Tables

## Lakeshore West GO Line

Location		Distance From Union Station		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
								ASL	Grade	PAX	FRT	Crossing Type	Crossing Description		
Grimbsy	Signal	39.80	43.20			431S South Track / 431N North Track			30	30	CN				
		39.86	43.14						30	30	CN	Level Crossing	Wellington St.	N/A	Gates and Lights
Grimbsy		40.00	43.00						30	30	CN	Level Crossing	Victoria Ave.	N/A	Gates and Lights
		40.01	42.99						30	30	CN	Overhead Bridge	Pedestrian overpass (Emerald St.)	22' 7"	
Grimbsy		40.15	42.85						30	30	CN	Level crossing	Wenworth St.	N/A	Gates and Lights
		40.39	42.61						30	30	CN				
Grimbsy		40.42	42.58						30	30	CN				
		40.50	42.50						30	30	CN				
Grimbsy		40.55	42.45						30	30	CN				
		40.56	42.44						30	30	CN				
Grimbsy		40.57	42.43						30	30	CN				
		40.58	42.42						30	30	CN				
Grimbsy		40.59	42.41						30	30	CN				
		40.60	42.40						30	30	CN				In CTC - Hand operated Swt. In ABS - X-over Swt.
Grimbsy		40.64	42.36						30	30	CN				
		40.65	42.35						30	30	CN				In CTC - Hand operated Swt. In ABS - X-over Swt.
Grimbsy		40.73	42.27						30	30	CN	Subway	Birch St.	N/A	
		40.82	42.18						30	30	CN				
Grimbsy		40.83	42.17						30	30	CN				
		40.84	42.16						30	30	CN				
Grimbsy		40.85	42.15						30	30	CN				
		40.86	42.14						30	30	CN				
Grimbsy		40.87	42.13						30	30	CN				
		40.88	42.12						30	30	CN				
Grimbsy		40.93	42.07						30	30	CN	Level Crossing	Sherman Ave.	N/A	Gates and Lights
		41.00	42.00						30	30	CN	Level Crossing	Luttridge Ave. Gage Ave.	na	Gates and Lights
Grimbsy		41.18	41.82						30	30	CN	Level Crossing	T.H. & B. (Foreign Owned Trackage)	N/A	Gates and Lights
		41.46	41.54						30	30	CN	Subway	Ottawa St.	N/A	Gates and Lights
Grimbsy		41.82	41.18						30	30	CN				
		41.98	41.02						30	30	CN				
Grimbsy		42.00	41.00						30	30	CN				
		42.01	40.99						30	30	CN				
Grimbsy		42.02	40.98						30	30	CN				
		42.03	40.97						30	30	CN				
Grimbsy		42.51	40.49						30	30	CN				
		42.52	40.48						30	30	CN	Subway	Kenilworth Ave.	N/A	
Grimbsy		42.53	40.47						30	30	CN				
		42.54	40.46						30	30	CN				
Grimbsy		42.55	40.45						30	30	CN				
		42.56	40.44						30	30	CN				
Grimbsy		42.57	40.43						30	30	CN				
		42.58	40.42						30	30	CN				
Grimbsy		42.59	40.41						30	30	CN				
		42.60	40.40						30	30	CN				
Grimbsy		42.61	40.39						30	30	CN				
		42.64	40.36						30	30	CN				
Grimbsy		42.65	40.35						30	30	CN				
		42.66	40.34						30	30	CN				
Grimbsy		42.67	40.33						30	30	CN				

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings			Comments/Remarks			
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks
		Grimbsy		42.68	40.32					30	30	CN				
		Grimbsy		42.69	40.31					30	30	CN				
		Grimbsy		42.70	40.30					30	30	CN				
		Grimbsy	40	43.00	40.00					30	30	CN				
		Grimbsy		43.43	39.57					30	30	CN				
		Grimbsy		43.44	39.56					30	30	CN				
		Grimbsy		43.45	39.55					30	30	CN				
		Grimbsy		43.46	39.54					30	30	CN				
		Grimbsy		43.47	39.53					30	30	CN				
		Grimbsy		43.48	39.52		Hand Operated Switch Electric Lock End of Siding from Hamilton Metal Distribution Centre	30		30	30	CN				
		Grimbsy		43.50	39.50					30	30	CN	Level Crossing	Parkdale Ave.	N/A	Gates and Lights
		Grimbsy		43.55	39.45					30	30	CN				
		Grimbsy		43.56	39.44		Hand Operated Switch Siding to Rennie St. Team Track AD47-47'3"	30		30	30	CN				
		Grimbsy		43.57	39.43		Regular Derailer			30	30	CN				
		Grimbsy		43.58	39.42					30	30	CN				
		Grimbsy		43.59	39.41					30	30	CN				
		Grimbsy		43.60	39.40					30	30	CN				
		Grimbsy		43.71	39.29					30	30	CN				
		Grimbsy		43.72	39.28					30	30	CN				
		Grimbsy		43.73	39.27					30	30	CN				
		Grimbsy		43.74	39.26		Hand Operated Switch Siding to Peace Carriage Ltd. Ad48-570'	30		30	30	CN				
		Grimbsy		43.75	39.25		Regular Derailer			30	30	CN				
		Grimbsy		43.76	39.24					30	30	CN				
		Grimbsy		43.77	39.23					30	30	CN				
		Grimbsy		43.90	39.10					30	30	CN				Switch Blower (A.E.I.)
		Grimbsy		43.95	39.05		Signal 390N/391N on North Track			30	30	CN				
		Grimbsy		43.96	39.04		Signal 390S/391S on South Track			30	30	CN				
		Grimbsy	39	44.00	39.00		Speed Change			30	30	CN	Level Crossing	Woodward Ave.	n/a	Gates and Lights
		Grimbsy		44.18	39.82					65	60	CN				
		Grimbsy		44.19	39.81					65	60	CN				
		Grimbsy		44.20	39.80					65	60	CN	Culvert		n/a	
		Grimbsy		44.21	39.79		Hand Operated Switch Siding to Hamilton Sewage Plant SW04-4673			65	60	CN				
		Grimbsy		44.22	39.78					65	60	CN				
		Grimbsy		44.23	39.77					65	60	CN				
		Grimbsy		44.35	39.65					65	60	CN	Subway	Red Hill Creek Expressway	n/a	
		Grimbsy		44.36	39.64					65	60	CN	Culvert	Red Hill Creek Expressway	n/a	
		Grimbsy		44.44	39.56					65	60	CN	Level Crossing	Nash Rd.	n/a	Gates and Lights
		Grimbsy		44.63	39.37					65	60	CN				
		Grimbsy		44.64	39.36					65	60	CN				
		Grimbsy		44.65	39.35					65	60	CN				
		Grimbsy		44.66	39.34		Hand Operated Switch Siding to Prestige/Sunac Warehousing SE22-500'			65	60	CN				
		Grimbsy		44.69	39.31					65	60	CN	Level Crossing	Kenora Rd.	n/a	Gates and Lights
		Grimbsy		44.70	39.30					65	60	CN				
		Grimbsy		44.95	39.05					65	60	CN				
		Grimbsy		44.96	39.04					65	60	CN	Subway	Hwy 20 Centennial Pkwy.	n/a	
		Grimbsy		44.97	39.03		Hand Operated Switch Siding to LW Wayman & Sons Limited - SW12-1968'			65	60	CN				
		Grimbsy		44.97	39.03		Regular Derailer			65	60	CN				

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location			Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Platform	Platform	Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	
				Grimbsy		44.98	36.02			65	60	CN				
				Grimbsy		44.99	38.01			65	60	CN				
				Grimbsy	<b>38</b>	45.00	<b>38.00</b>			65	60	CN				
				Grimbsy		45.01	37.99			65	60	CN				
				Grimbsy		45.02	37.98			65	60	CN				
				Grimbsy		45.03	37.97			65	60	CN				
				Grimbsy		45.04	37.96			65	60	CN				
				Grimbsy		45.05	37.95			65	60	CN				
				Grimbsy		45.08	37.92			65	60	CN				
				Grimbsy		45.10	<b>37.90</b>			65	60	CN	Culvert		n/a	
				Grimbsy		45.30	37.70			65	60	CN				
				Grimbsy		45.31	<b>37.68</b>			65	60	CN				
				Grimbsy		45.32	<b>37.66</b>			65	60	CN				
				Grimbsy		45.33	<b>37.67</b>			65	60	CN				
				Grimbsy		45.34	<b>37.66</b>			65	60	CN				
				Grimbsy		45.35	<b>37.65</b>			65	60	CN				
				Grimbsy		45.36	<b>37.64</b>			65	60	CN				
				Grimbsy		45.37	<b>37.63</b>			65	60	CN				
				Grimbsy		45.38	<b>37.62</b>			65	60	CN				
				Grimbsy		45.38	<b>37.62</b>			65	60	CN				
				Grimbsy		45.39	<b>37.61</b>			65	60	CN				
				Grimbsy		45.40	<b>37.60</b>			65	60	CN				
				Grimbsy		45.41	<b>37.59</b>			65	60	CN				
				Grimbsy		45.42	<b>37.58</b>			65	60	CN				
				Grimbsy		45.43	<b>37.57</b>			65	60	CN				
				Grimbsy		45.44	<b>37.56</b>			65	60	CN	Subway	Lake Ave. N.	n/a	
				Grimbsy		45.44	<b>37.56</b>			65	60	CN				
				Grimbsy		45.45	<b>37.55</b>			65	60	CN				
				Grimbsy		45.46	<b>37.54</b>			65	60	CN				
				Grimbsy		45.47	<b>37.53</b>			65	60	CN				
				Grimbsy		45.48	<b>37.52</b>			65	60	CN				
				Grimbsy		45.49	<b>37.51</b>			65	60	CN				
				Grimbsy		45.50	<b>37.51</b>			65	60	CN				
				Grimbsy		45.71	<b>37.30</b>			65	60	CN	Culvert		n/a	
				Grimbsy		45.94	<b>37.07</b>			65	60	CN	Culvert		n/a	
				Grimbsy	<b>37</b>	46.01	<b>37.00</b>			65	60	CN	Level Crossing	Gray's Rd.	n/a	Gates and Lights
				Grimbsy		46.04	<b>36.97</b>			65	60	CN	Culvert		n/a	
				Grimbsy		46.39	<b>36.62</b>			65	60	CN				
				Grimbsy		46.42	36.59			65	60	CN				
				Grimbsy		46.43	36.58			65	60	CN				
				Grimbsy		46.44	36.57			65	60	CN				
				Grimbsy		46.45	36.56			65	60	CN				
				Grimbsy		46.46	36.55			65	60	CN				
				Grimbsy		46.47	36.54			65	60	CN				
				Grimbsy		46.48	36.53			65	60	CN				
				Grimbsy		46.49	36.52			65	60	CN				
				Grimbsy		46.50	<b>36.51</b>			65	60	CN				
				Grimbsy		46.56	<b>36.45</b>			65	60	CN	Culvert	Storm Sewer		
				Grimbsy		46.61	36.40			65	60	CN				
				Grimbsy		46.62	<b>36.39</b>			65	60	CN	Level Crossing	Green's Rd.	n/a	Gates and Lights
				Grimbsy		46.63	<b>36.38</b>			65	60	CN				
				Grimbsy		46.64	36.37			65	60	CN				
				Grimbsy		46.65	36.36			65	60	CN				
				Grimbsy		46.70	36.31			65	60	CN				
				Grimbsy		46.71	36.30			65	60	CN				
				Grimbsy		46.72	36.29			65	60	CN				
				Grimbsy		46.73	36.28			65	60	CN				
				Grimbsy		46.74	36.27			65	60	CN				
				Grimbsy		46.75	36.26			65	60	CN				
				Grimbsy		46.76	<b>36.25</b>			65	60	CN				
				Grimbsy		46.81	<b>36.20</b>			65	60	CN	Culvert	Storm Sewer	n/a	

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks				
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks
		Grimbsy	<b>36</b>	47.01	<b>36.00</b>					65	60	CN				
		Grimbsy		47.14	<b>36.87</b>					65	60	CN	Level Crossing	Millan Rd.	n/a	Gates and Lights
		Grimbsy		47.57	<b>35.44</b>					65	60	CN	Culvert		n/a	
		Grimbsy		47.61	<b>35.40</b>		Signal 325N/325S			65	60	CN				
		Grimbsy		47.66	<b>35.33</b>					65	60	CN				
		Grimbsy		47.69	<b>35.32</b>					65	60	CN	Level Crossing	Dewitt Rd.	n/a	Gates and Lights
		Grimbsy		47.70	<b>35.31</b>					65	60	CN				
		Grimbsy		47.71	<b>35.30</b>		Track Switch	Switch 1A (green) - Track turnout from North track to South Track.		65	60	CN				
		Grimbsy		47.72	<b>35.29</b>					65	60	CN				
		Grimbsy		47.73	<b>35.28</b>					65	60	CN				
		Grimbsy		47.74	<b>35.27</b>					65	60	CN				
		Grimbsy		47.75	<b>35.26</b>					65	60	CN				
		Grimbsy		47.76	<b>35.25</b>					65	60	CN				
		Grimbsy		47.77	<b>35.24</b>					65	60	CN				
		Grimbsy		47.78	<b>35.23</b>		Track Switch	Switch 1B (green) - Track turnout 1b from North track to South Track.		65	60	CN				
		Grimbsy		47.79	<b>35.22</b>					65	60	CN				
		Grimbsy		47.80	<b>35.21</b>		Track Switch	Switch 3B - Track turnout 3b from South track to North Track.		65	60	CN				
		Grimbsy		47.81	<b>35.20</b>					65	60	CN	Culvert		n/a	
		Grimbsy		47.82	<b>35.19</b>		Switch Heater			65	60	CN				
		Grimbsy		47.83	<b>35.18</b>					65	60	CN				
		Grimbsy		47.84	<b>35.17</b>					65	60	CN				
		Grimbsy		47.85	<b>35.16</b>					65	60	CN				
		Grimbsy		47.86	<b>35.15</b>					65	60	CN				
		Grimbsy		47.87	<b>35.14</b>		Track Switch	Switch 3A - RC5630Track turnout 3a from South track to North Track. Signals 351N/351S		65	60	CN				
		Grimbsy		47.88	<b>35.13</b>					65	60	CN				
		Grimbsy		47.89	<b>35.12</b>					65	60	CN				
		Grimbsy	<b>35</b>	48.01	<b>35.00</b>					65	60	CN				
		Grimbsy		48.17	<b>34.84</b>					65	60	CN	Subway	Fruitland Rd. (H-W Reg. Rd. 455)	n/a	
		Grimbsy		48.39	<b>34.62</b>					65	60	CN				
		Grimbsy		48.40	<b>34.61</b>		Track Switch	Hand Operated Switch Sliding to Bantek Ingredients SW/20-600'		65	60	CN				Private Derail with private lock
		Grimbsy		48.41	<b>34.60</b>					65	60	CN	Culvert		n/a	Regular Derail
		Grimbsy		48.42	<b>34.59</b>					65	60	CN				
		Grimbsy		48.43	<b>34.58</b>					65	60	CN				
		Grimbsy		48.44	<b>34.57</b>					65	60	CN				
		Grimbsy		48.45	<b>34.56</b>					65	60	CN				
		Grimbsy		48.65	<b>34.36</b>					65	60	CN				
		Grimbsy		48.66	<b>34.35</b>					65	60	CN				
		Grimbsy		48.67	<b>34.34</b>					65	60	CN				
		Grimbsy		48.68	<b>34.33</b>					65	60	CN				
		Grimbsy		48.69	<b>34.32</b>					65	60	CN				
		Grimbsy		48.70	<b>34.31</b>					65	60	CN				
		Grimbsy		48.71	<b>34.30</b>		Track Switch	Hand Operated Switch Track Sliding to H.S. Baitram (SE-42-595') Regular Derail		65	60	CN				
		Grimbsy		48.72	<b>34.29</b>					65	60	CN	Level Crossing	Jones Rd.	n/a	Gates and Lights
		Grimbsy		48.91	<b>34.10</b>					65	60	CN	Culvert		n/a	
		Grimbsy	<b>34</b>	49.01	<b>34.00</b>					65	60	CN				
		Grimbsy		49.19	<b>33.82</b>					65	60	CN				
		Grimbsy		49.20	<b>33.81</b>					65	60	CN				
		Grimbsy		49.21	<b>33.80</b>					65	60	CN				
		Grimbsy		49.22	<b>33.79</b>					65	60	CN				

## Lakeshore West GO Line



# Corridor Summary Tables

## Lakeshore West GO Line

### Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Grimbsy		49.23	33.78	Track Switch	Hand Operated Switch Out of service track siding to Nova Steel (SW21-1600)			65	60	CN			
Grimbsy		49.24	33.77					65	60	CN			
Grimbsy		49.26	33.75					65	60	CN			
Grimbsy		49.27	33.74					65	60	CN	Level Crossing	Glover Rd (H-W Reg. Rd. 452)	Gates and Lights
Grimbsy		49.51	33.50					65	60	CN	Culvert		n/a
Grimbsy		49.79	33.22					65	60	CN	Level Crossing	McNeilly Rd.	Gates and Lights
Grimbsy	33	50.01	33.00					65	60	CN			
Grimbsy		50.07	32.94	Track Switch	Hand Operated Switch Track Siding to Siemens Canada (SA61-820)			65	60	CN			
Grimbsy		50.08	32.93					65	60	CN			
Grimbsy		50.09	32.92					65	60	CN			
Grimbsy		50.10	32.91					65	60	CN			
Grimbsy		50.11	32.90					65	60	CN			
Grimbsy		50.12	32.89					65	60	CN			
Grimbsy		50.15	32.86					65	60	CN	Level Crossing	Lewis Rd.	Gates and Lights
Grimbsy		50.32	32.69					65	60	CN	Culvert		n/a
Grimbsy		50.41	32.60					65	60	CN	Level Crossing	Winona Rd.	Gates and Lights
Grimbsy		50.84	32.17					65	60	CN			
Grimbsy	32	51.01	32.00					65	60	CN	Level Crossing	50 Road (H-W Reg. Rd. 450)	Gates and Lights
Grimbsy		51.34	31.67					65	60	CN	Subway	Private (Bridgman Lane)	n/a
Grimbsy		51.60	31.41					65	60	CN	River Bridge	Fifty Mile Creek (83 ft.)	n/a
Grimbsy		51.61	31.40					65	60	CN	Subway	Conc. No. 1	n/a
Grimbsy		51.62	31.39					65	60	CN	Level Crossing	Keison Ave.	Gates and Lights
Grimbsy	31	52.01	31.00	Signal	Signal 308N/309N on North Track Signal 308S/309S on South Track			65	60	CN			
Grimbsy		52.12	30.89					65	60	CN	Culvert		Gates and Lights
Grimbsy		52.21	30.80					65	60	CN	Culvert		n/a
Grimbsy		52.39	30.62					65	60	CN	Culvert		n/a
Grimbsy		52.61	30.40					65	60	CN	Level Crossing	Oakes Rd. N	Gates and Lights
Grimbsy		52.62	30.39					65	60	CN	Culvert		n/a
Grimbsy		52.71	30.30					65	60	CN	Culvert		n/a
Grimbsy		52.86	30.15					65	60	CN	Culvert		n/a
Grimbsy	30	53.01	30.00					65	60	CN	Level Crossing	Hunter Rd.	Gates and Lights
Grimbsy		53.02	29.99					65	60	CN	Level Crossing		n/a
Grimbsy		53.14	29.87					65	60	CN	Level Crossing	Casablanca Boulevard (H-W Reg. Rd. 10)	Gates and Lights
Grimbsy		53.44	29.57					65	60	CN	Culvert		n/a
Grimbsy		53.64	29.37					65	60	CN	Culvert		n/a
Grimbsy		53.81	29.20					65	60	CN	Culvert		n/a
Grimbsy	29	54.01	29.00					65	60	CN	Level Crossing	Roberts Rd.	n/a
Grimbsy		54.17	28.84					65	60	CN	Culvert		n/a
Grimbsy		54.41	28.60	Hot Box Detect	Winona (WNON & WNOS)			65	60	CN	Level Crossing	Kerman Ave.	Gates and Lights
Grimbsy		54.69	28.32					65	60	CN	Level Crossing		n/a
Grimbsy	28	55.01	28.00					65	60	CN			
Grimbsy		55.26	27.75					65	60	CN			
Grimbsy		55.27	27.74					65	60	CN			
Grimbsy		55.28	27.73					65	60	CN			
Grimbsy		55.29	27.72					65	60	CN			
Grimbsy		55.30	27.71					65	60	CN	River Bridge	Forty Mile Creek	n/a
Grimbsy		55.31	27.70					65	60	CN			
Grimbsy		55.32	27.69					65	60	CN			
Grimbsy		55.33	27.68					65	60	CN			
Grimbsy		55.34	27.67					65	60	CN			
Grimbsy		55.35	27.66					65	60	CN			
Grimbsy		55.36	27.65					65	60	CN	Overhead Bridge	Christie St.	S 23' 0", N 23' 1"
Grimbsy		55.37	27.64					65	60	CN			

# Corridor Summary Tables

## Lakeshore West GO Line

### Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Grimbsy		55.38	27.63					65	60	CN	Subway	Elizabeth St.	N 23' 1"
Grimbsy		55.44	27.57					65	60	CN			n/a
Grimbsy		55.49	27.52					65	60	CN			
Grimbsy		55.50	27.51					65	60	CN			
Grimbsy		55.51	27.50					65	60	CN			
Grimbsy		55.52	27.49	Platform End	VIA Grimsby Station			65	60	CN			
Grimbsy		55.53	27.48	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.54	27.47	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.55	27.46	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.56	27.45	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.57	27.44	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.58	27.43	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.59	27.42	Platform	VIA Grimsby Station			65	60	CN	Level Crossing	Ontario St.	n/a
Grimbsy		55.60	27.41	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.61	27.40	Station	VIA Grimsby Station			65	60	CN			VIA Grimsby 27.4 / 48116 Radio Tower
Grimbsy		55.62	27.39	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.63	27.38	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.64	27.37	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.65	27.36	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.66	27.35	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.67	27.34	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.68	27.33	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.69	27.32	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.70	27.31	Platform	VIA Grimsby Station			65	60	CN			
Grimbsy		55.71	27.30	Platform End	VIA Grimsby Station			65	60	CN			
Grimbsy		55.76	27.25					65	60	CN	Overhead Bridge	Maple Ave.	S 23' 2", N 23' 0"
Grimbsy		55.77	27.24					65	60	CN			
Grimbsy		56.01	27.00					65	60	CN			
Grimbsy		56.06	26.95					65	60	CN	Culvert		n/a
Grimbsy		56.14	26.87					65	60	CN			
Grimbsy		56.15	26.86					65	60	CN			
Grimbsy		56.16	26.85					65	60	CN			
Grimbsy		56.17	26.84					65	60	CN			
Grimbsy		56.18	26.83					65	60	CN			
Grimbsy		56.19	26.82	Track Switch				65	60	CN			
Grimbsy		56.20	26.81	Track Switch	Switch 1(green) - Track Turnout from South Track to North Track or similarly a track merge. Signals 268N/268S.			65	60	CN			Switch Heater
Grimbsy		56.21	26.80	Marker				65	60	CN			
Grimbsy		56.22	26.79	Signal	CN Nelles Rd.			65	60	CN	Level Crossing	Nelles Rd.	n/a
Grimbsy		56.23	26.78		Signal 267			65	60	CN			
Grimbsy		56.49	26.52					65	60	CN	Culvert		n/a
Grimbsy		56.61	26.40					65	60	CN	Culvert		n/a
Grimbsy		57.01	26.00					65	60	CN			
Grimbsy		57.34	25.67					65	60	CN	Subway	Bartlett Ave. (Reg. Rd. No. 14)	n/a
Grimbsy		57.41	25.60					65	60	CN	Culvert		n/a
Grimbsy		57.52	25.49					65	60	CN	Culvert		n/a
Grimbsy		57.81	25.20					65	60	CN	Culvert		n/a
Grimbsy		58.00	25.01					65	60	CN	Culvert		n/a
Grimbsy		58.01	25.00					65	60	CN			
Grimbsy		58.22	24.79					65	60	CN	Level Crossing	Durham Rd.	Gates and Lights
Grimbsy		58.41	24.60					65	60	CN	Culvert		n/a
Grimbsy		58.61	24.40					65	60	CN	Culvert	Thirty Mile Creek	n/a
Grimbsy		58.74	24.27					65	60	CN	Level Crossing	Mountainview Rd.	n/a
Grimbsy		59.01	24.00					65	60	CN			
Grimbsy		59.16	23.85					65	60	CN	Culvert		n/a
Grimbsy		59.27	23.74					65	60	CN	Level Crossing	Lincoln Ave	Gates and Lights
Grimbsy		59.51	23.50					65	60	CN	Culvert		n/a
Grimbsy		59.80	23.21					65	60	CN	Level Crossing	Ontario St. (Niagara Reg. Rd. 18)	Gates and Lights / Toolhouse (Out building)
Grimbsy		59.81	23.20		Signals 232/233.			65	60	CN			
Grimbsy		60.01	23.00					65	60	CN			
Grimbsy		60.34	22.67					65	60	CN	Level Crossing	Bartlett Rd.	Gates and Lights

## Lakeshore West GO Line

# Corridor Summary Tables

## Lakeshore West GO Line

Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks				
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks
Grimbsy		60.48	22.53					65	60	CN	Culvert	Bartlett Creek Sann Rd.	n/a	Gates and Lights
Grimbsy		60.88	22.13					65	60	CN	Level Crossing		n/a	
Grimbsy	<b>22</b>	61.01	22.00					65	60	CN	Culvert		n/a	
Grimbsy		61.16	21.85					65	60	CN	Level Crossing	Farm Xing.	n/a	
Grimbsy		61.25	21.76					65	60	CN	Level Crossing	Turford Rd.	n/a	Gates and Lights
Grimbsy		61.40	21.61					65	60	CN	Culvert		n/a	
Grimbsy		61.71	21.30					65	60	CN	Level Crossing	Merritt Rd.	n/a	Gates and Lights
Grimbsy	<b>21</b>	62.01	21.00					65	60	CN	Level Crossing	Farm Xing.	n/a	
Grimbsy		62.42	20.59					65	60	CN	Level Crossing	Maple Grove Rd.	n/a	Gates and Lights
Grimbsy		62.50	20.51					65	60	CN	Culvert		n/a	
Grimbsy		62.81	20.20					65	60	CN	Level Crossing	Cherry Ave.	n/a	Gates and Lights
Grimbsy		63.00	20.01					65	60	CN	Culvert		n/a	
Grimbsy	<b>20</b>	63.31	19.70					65	60	CN	Level Crossing	Farm Xing	n/a	
Grimbsy		63.34	19.67					65	60	CN	Culvert		n/a	
Grimbsy		63.41	19.60					65	60	CN	Level Crossing		n/a	
Grimbsy		63.53	19.46	Signal	Signals 194/195.			65	60	CN	Level Crossing	Marlin Rd.	n/a	Gates and Lights
Grimbsy		63.54	19.47					65	60	CN	Culvert	Creek	n/a	
Grimbsy	<b>19</b>	63.99	19.02					65	60	CN	Subway	Victoria Ave. Reg. Rd. 24	n/a	
Grimbsy		64.01	19.00					65	60	CN	Level Crossing		n/a	
Grimbsy		64.08	18.93					65	60	CN	Level Crossing		n/a	
Grimbsy		64.11	18.90	Hot Box Detector	Jordan (JORN)			65	60	CN	Level Crossing	23rd St.	n/a	Gates and Lights
Grimbsy		64.36	18.65					65	60	CN	Culvert	Irrigation Ditch	n/a	
Grimbsy		64.46	18.55					65	60	CN	Level Crossing	21st St.	n/a	Gates and Lights
Grimbsy	<b>18</b>	64.88	18.13					65	60	CN	River Bridge	Twenty Mile Creek Viaduct = 1170' (Jordan Harbour)	n/a	
Grimbsy		65.01	18.00					65	60	CN	Level Crossing	Jordan Rd. Reg. Rd. 26	n/a	Gates and Lights
Grimbsy		65.31	17.70					65	60	CN	Level Crossing	15th St. Louth Twp.	n/a	Gates and Lights
Grimbsy		65.82	17.19	Signal	Signal 166.			65	60	CN	Level Crossing		n/a	
Grimbsy	<b>17</b>	66.01	17.00	Track Switch	Switch 1 (green) - Track Turnout from North Track to South Track. Signals 165N/165S.			65	60	CN	Level Crossing		n/a	Switch Heater.
Grimbsy		66.36	16.65	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		66.37	16.64	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		66.38	16.63	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		66.39	16.62	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		66.40	16.61	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		66.41	16.60	Track Switch				65	60	CN	Level Crossing		n/a	CN Jordan 16.6.48136
Grimbsy		66.42	16.59	Track Switch				65	60	CN	Level Crossing	Farm Xing.	n/a	
Grimbsy		66.51	16.50	Track Switch				65	60	CN	Culvert	Creek	n/a	
Grimbsy	<b>16</b>	66.81	16.20	Track Switch				65	60	CN	River Bridge	16 Mile Creek Viaduct = 578'	n/a	
Grimbsy		67.01	16.00	Track Switch				65	60	CN	Overhead Bridge	9th Street	23' 4"	Concession No. 3 Lot 8-9
Grimbsy	<b>15</b>	68.01	15.00	Track Switch				65	60	CN	Overhead Bridge	Fifteen Mile Creek	n/a	
Grimbsy		68.21	14.80	Track Switch				65	60	CN	Culvert	7th St. Louth	S 23' 2", N 23' 7"	Reg. Rd. No. 34 Reg. Mun. Niagara
Grimbsy		68.56	14.45	Track Switch				65	60	CN	Subway	Middle Rd. Reg. Rd. 77 (4th Ave.)	n/a	
Grimbsy	<b>14</b>	69.01	14.00	Track Switch				65	60	CN	Level Crossing	Third St. Louth Conc. 4	n/a	Gates and Lights
Grimbsy		69.10	13.91	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		69.62	13.39	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		69.63	13.38	Signal	134N/135N on North Track 134S/135S on South Track			65	60	CN	Level Crossing		n/a	
Grimbsy	<b>13</b>	70.01	13.00	Track Switch				65	60	CN	Level Crossing	First St. Louth Townline	n/a	Gates and Lights
Grimbsy		70.16	12.85	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		70.26	12.75	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		70.27	12.74	Track Switch				65	60	CN	Level Crossing		n/a	
Grimbsy		70.28	12.73	Track Switch				65	60	CN	Level Crossing		n/a	

# Corridor Summary Tables

## Lakeshore West GO Line

### Track Layout Sketch

Location		Item			Elev.		Speed Limit		Corridor Crossings		Comments/Remarks		
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Grimbsy		70.29	12.72	Track Switch	Hand operated Swt. Track diversion to MS70-290 Stark Lbr. Co.			65	60	CN			
Grimbsy		70.30	12.71					65	60	CN			
Grimbsy		70.31	12.70					65	60	CN			
Grimbsy		70.34	12.67					65	60	CN			
Grimbsy		70.41	12.60					65	60	CN	Culvert	Richardson's Creek	n/a
Grimbsy		70.46	12.55					65	60	CN	Level Crossing	Vansickle Rd.	n/a
Grimbsy		70.90	12.11					65	60	CN		Ridley Rd. (Rd Closed by Municipality)	n/a
Grimbsy		70.99	12.02					65	60	CN	Level Crossing	Louth St. Reg. Rd. 72	n/a
Grimbsy	12	71.01	12.00					65	60	CN			
Grimbsy		71.09	11.92					65	60	CN			
Grimbsy		71.10	11.91	Platform End	VIA St. Catherines			65	60	CN			
Grimbsy		71.11	11.90	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.12	11.89	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.13	11.88	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.14	11.87	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.15	11.86	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.16	11.85	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.17	11.84	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.18	11.83	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.19	11.82	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.20	11.81	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.21	11.80	Station	VIA St. Catherines			65	60	CN			
Grimbsy		71.22	11.79	Platform	VIA St. Catherines			65	60	CN			11.8 - Station Platform on North Track (698ft.)
Grimbsy		71.23	11.78	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.24	11.77	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.25	11.76	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.26	11.75	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.27	11.74	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.28	11.73	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.29	11.72	Platform	VIA St. Catherines			65	60	CN			
Grimbsy		71.30	11.71	Platform End	VIA St. Catherines			65	60	CN			
Grimbsy		71.31	11.70					65	60	CN			
Grimbsy		71.33	11.68					65	60	CN	Overhead Bridge	St. Paul St. West (Bridge = 512)	S 21' 2" N 21' 3" Z 22' 11"
Grimbsy		71.48	11.53					65	60	CN	Overhead Bridge	Pelham Rd.	
Grimbsy		71.61	11.40	Speed Change				40	40	CN			
Grimbsy		71.77	11.24					40	40	CN	Subway	Private Rd. (Bridge = 512)	n/a
Grimbsy		71.81	11.20					40	40	CN	River Bridge	Twelve Mile Creek (Bridge = 512)	n/a
Grimbsy		71.85	11.16					40	40	CN	Subway	Pedestrian Walkway (Bridge = 512)	n/a
Grimbsy	11	72.01	11.00					40	40	CN			
Grimbsy		72.06	10.95					40	40	CN	Overhead Bridge	Glenridge Ave. Reg. Rd. 50	S 21' 11" N 22' 11"
Grimbsy		72.19	10.82					40	40	CN	Culvert		n/a
Grimbsy		72.27	10.74					40	40	CN	Culvert		n/a
Grimbsy		72.39	10.62	Hot Box Detector	Stand Alone Dragging Equip. Detector			40	40	CN			
Grimbsy		72.53	10.48					40	40	CN	Culvert		n/a
Grimbsy		72.72	10.29					40	40	CN	Culvert	Dick's Creek	n/a
Grimbsy		72.91	10.10	Speed Change				65	60	CN			
Grimbsy		72.96	10.05					65	60	CN	Subway	Hwy. No. 406	n/a
Grimbsy	10	73.01	10.00					65	60	CN			
Grimbsy		73.02	9.99					65	60	CN			

# Corridor Summary Tables

## Lakeshore East GO Line

Track Layout Sketch		Location			Item		Corridor Crossings		Speed Limit		Elev.		Clearance		Comments/Remarks		
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	Crossing Type	Crossing Description	Owner	PAX	FRT	ASL	Grade			
Platform	Platform	USRC		0.00	333.80	Station	Union GO Station			CN	30	15					Toronto Union Station 42414
Platform	Platform	USRC		0.01	333.79	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.02	333.78	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.03	333.77	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.04	333.76	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.05	333.75	Platform	Union Station		Bay St.	CN	30	15					n/a
Platform	Platform	USRC		0.06	333.74	Platform	Union Station			CN	30	15					(0.04 Bala Sub)
Platform	Platform	USRC		0.07	333.73	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.08	333.72	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.09	333.71	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.10	333.70	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.11	333.69	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.12	333.68	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.13	333.67	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.14	333.66	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.15	333.65	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.16	333.64	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.17	333.63	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.18	333.62	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.19	333.61	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.20	333.60	Platform	Union Station			CN	30	15					
Platform	Platform	USRC		0.46	333.32					CN	30	15					
Platform	Platform	USRC		0.68	333.12					CN	30	15					
Platform	Platform	USRC	333	0.80	333.00					CN	30	15					
Platform	Platform	Kingston		0.85	332.85					CN	30	15					
Platform	Platform	Kingston		1.00	332.80					CN	30	15					
Platform	Platform	Kingston		1.18	332.62	Signal	148, 141, 134, 120, 159, 166, 170, 174, 178			CN	30	15					
Platform	Platform	Kingston		1.20	332.60					CN	30	15					
Platform	Platform	Kingston		1.21	332.59					CN	30	15					
Platform	Platform	Kingston		1.22	332.58					CN	30	15					
Platform	Platform	Kingston		1.23	332.57	Track Switches	Switch 173A (red)			CN	30	15					
Platform	Platform	Kingston		1.24	332.56	Track Switches	Switch 173B (red)			CN	30	15					
Platform	Platform	Kingston		1.25	332.55	Track Switches	Switch 173B (red)			CN	30	15					
Platform	Platform	Kingston		1.26	332.54	Track Switches	Switch 173B (red)			CN	30	15					
Platform	Platform	Kingston		1.27	332.53	Track Switches	Switch 173B (red)			CN	30	15					
Platform	Platform	Kingston		1.28	332.52	Track Switches	Switch 173B (red)			CN	30	15					
Platform	Platform	Kingston		1.29	332.51	Track Switches	Switch 173A (red)			CN	30	15					
Platform	Platform	Kingston		1.30	332.50	Track Switches	Switch 173A (red)			CN	30	15					
Platform	Platform	Kingston		1.31	332.49	Track Switches	Switch 173A (red)			CN	30	15					
Platform	Platform	Kingston		1.32	332.48	Track Switches	Switch 173A (red)			CN	30	15					
Platform	Platform	Kingston		1.33	332.47	Track Switches	Switch 173A (red)			CN	30	15					
Platform	Platform	Kingston		1.34	332.46	Track Switches	Switch 172A (green)			CN	30	15					
Platform	Platform	Kingston		1.35	332.45	Track Switches	Switch 172A (green)			CN	30	15					
Platform	Platform	Kingston		1.36	332.44	Track Switches	Switch 172B (green)			CN	30	15					
Platform	Platform	Kingston		1.37	332.43	Track Switches	Switch 172B (green)			CN	30	15					
Platform	Platform	Kingston		1.38	332.42	Track Switches	Switch 172B (green)			CN	30	15					
Platform	Platform	Kingston		1.38	332.41	Track Switches	Switch 172B (green)			CN	30	15					
Platform	Platform	Kingston		1.40	332.40	Signal	171, 175, 179, 3322T1, 3322T2, 3322T3			CN	60	15					(Field Sign) Change in Speed Marker Don't Read - Out Building 42422
Platform	Platform	Kingston		1.40	332.40	Speed change				CN	60	15					
Platform	Platform	Kingston		1.41	332.39					CN	60	15					
Platform	Platform	Kingston		1.42	332.38					CN	60	15					
Platform	Platform	Kingston		1.43	332.37					CN	60	15					
Platform	Platform	Kingston		1.44	332.36					CN	60	15					
Platform	Platform	Kingston		1.45	332.35					CN	60	15					
Platform	Platform	Kingston		1.46	332.34					CN	60	15					
Platform	Platform	Kingston		1.60	332.15	Signal	3322T1, 3322T2, 3322T3			CN	60	15					
Platform	Platform	Kingston		1.65	332.13					CN	60	15					
Platform	Platform	Kingston		1.67	332.10					CN	60	15					
Platform	Platform	Kingston	332	1.80	332.00					CN	60	15					
Platform	Platform	Kingston		1.91	331.89					CN	60	15					
Platform	Platform	Kingston		2.01	331.79					CN	60	15					
Platform	Platform	Kingston		2.02	331.78					CN	60	15					
Platform	Platform	Kingston		2.03	331.77					CN	60	15					

# Corridor Summary Tables

## Lakeshore East GO Line

### Track Layout Sketch

Location			Item			Elev.			Speed Limit			Corridor Crossings			Comments/Remarks
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance		
Kingston		2.04	331.76			Mc		60	60	CN					
Kingston		2.05	331.75			Mc		60	60	CN					
Kingston		2.06	331.74			Mc		60	60	CN					
Kingston		2.07	331.73	Track Switches	Merge of Future Pullback Track with Track 3	Mc		60	60	CN				In CTT - Hand Operated Swt.	
Kingston		2.08	331.72			Mc		60	60	CN					
Kingston		2.09	331.71			Mc		60	60	CN					
Kingston		2.12	331.68			Mc		60	60	CN	Subway	Queen St. E.	n/a		
Kingston		2.22	331.58			Mc		60	60	CN	Level Crossing	Foreman's Turnaround	n/a		
Kingston		2.41	331.39			Mc		60	60	CN	Subway	Dundas St. E.	n/a		
Kingston		2.50	331.30			Mc		60	60	CN	Subway	Logan Ave.	n/a		
Kingston		2.60	331.20	Signal	3312T1, 3312T2, 3312T3, 3313T1, 3313T2, 3313T3	Mc		60	60	CN					
Kingston		2.68	331.12			Mc		60	60	CN	Subway	Carlaw Ave.	n/a		
Kingston		2.71	331.09			Mc		60	60	CN	Subway	Gerrard St. E.	n/a		
Kingston		2.79	331.01			Mc		60	60	CN					
Kingston	331	2.80	331.00			Mc		60	60	CN					
Kingston		2.84	330.96			Mc		60	60	CN	Overhead Bridge	Pape Ave. Pedestrian Overpass	238'		
Kingston		3.00	330.80			Mc		60	60	CN					
Kingston		3.12	330.68			Mc		60	60	CN	Subway	Jones Ave.	n/a		
Kingston		3.50	330.30			Mc		60	60	CN				Yellow and White Triangles	
Kingston		3.52	330.28			Mc		60	60	CN				Green & Gres	
Kingston		3.58	330.22	Signal	3303T1, 3303T2, 3303T3, 3302T1, 3302T2, 3302T3	Mc		60	60	CN	Subway	Greenwood Ave.	n/a		
Kingston		3.72	330.08			Mc		60	60	CN					
Kingston		3.80	330.00			Mc		60	60	CN	Subway	Woodfield Rd. Pedestrian Underpass	n/a		
Kingston	330	3.85	329.95			Mc		60	60	CN					
Kingston		4.00	329.80			Mc		60	60	CN	Culvert		n/a		
Kingston		4.30	329.50			Mc		60	60	CN	Subway	Coxwell Ave.	n/a		
Kingston		4.56	329.24			Mc		60	60	CN	Culvert		n/a		
Kingston		4.57	329.23	Track Switches	Signal 1A(green) - track 3	Mc		60	60	CN					
Kingston		4.57	329.23	Track Switches	turnout to track 2	Mc		60	60	CN	Subway	Woodbine Ave.	n/a		
Kingston		4.58	329.22	Track Switches	New Switch	Mc		60	60	CN					
Kingston		4.59	329.21			Mc		60	60	CN					
Kingston		4.60	329.20	Signal	3292T1, 3292T2, 3292T3	Mc		60	60	CN					
Kingston		4.60	329.20	Track Switches	New Switch	Mc		60	60	CN					
Kingston		4.61	329.19			Mc		60	60	CN					
Kingston		4.62	329.18	Track Switches	Signal 3A(green) - track 1	Mc		60	60	CN					
Kingston		4.63	329.17			Mc		60	60	CN					
Kingston		4.64	329.16			Mc		60	60	CN					
Kingston		4.65	329.15	Track Switches	Signal 1B(green) - track 2	Mc		60	60	CN					
Kingston		4.66	329.14			Mc		60	60	CN					
Kingston		4.67	329.13			Mc		60	60	CN					
Kingston		4.68	329.12			Mc		60	60	CN					
Kingston		4.69	329.11	Track Switches	Signal 3B(green) - track 2	Mc		60	60	CN					
Kingston		4.70	329.10	Marker	CN Danforth	Mc		60	60	CN					
Kingston		4.71	329.09	Track Switches	Signal 5A(green) - track 2	Mc		60	60	CN					
Kingston		4.72	329.08			Mc		60	60	CN					
Kingston		4.73	329.07			Mc		60	60	CN					
Kingston		4.74	329.06			Mc		60	60	CN					
Kingston		4.75	329.05	Track Switches	Signal 7A(green) - track 2	Mc		60	60	CN					
Kingston		4.76	329.04			Mc		60	60	CN					
Kingston		4.77	329.03			Mc		60	60	CN					
Kingston		4.78	329.02			Mc		60	60	CN					
Kingston		4.79	329.01	Track Switches	Signal 5B(green) - track 1	Mc		60	60	CN					
Kingston	329	4.80	329.00			Mc		60	60	CN					
Kingston		4.81	328.99			Mc		60	60	CN					

# Corridor Summary Tables

## Lakeshore East GO Line

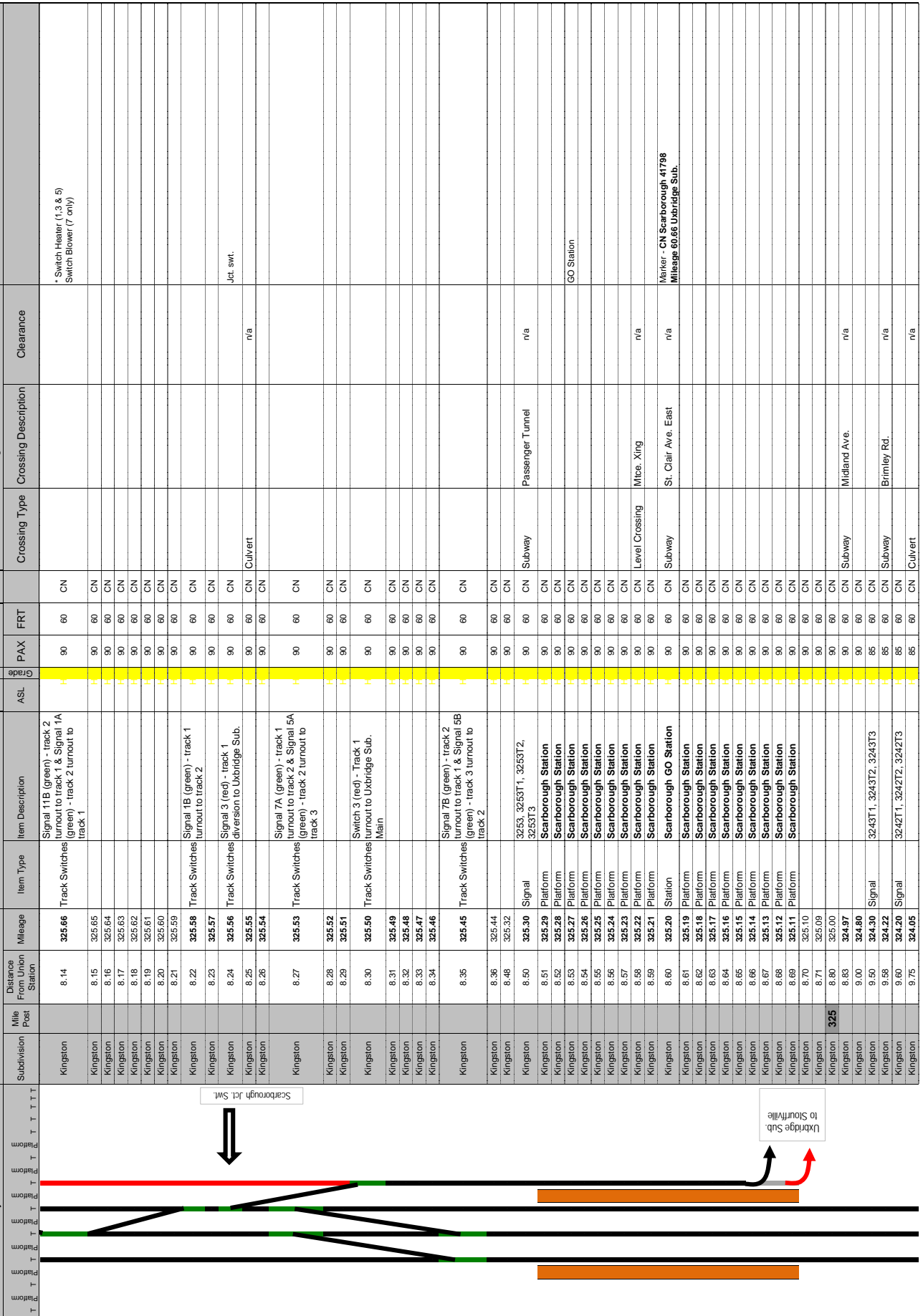
Location		Distance From Union Station		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks
		Mile Post	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	
Kingston	4.82	326.98						90	60	CN		
Kingston	4.83	326.97		Track Switches	New Switch			90	60	CN		
Kingston	4.84	326.96		Track Switches	Signal 7B(green) - track 3 turnout to track 2			90	60	CN		
Kingston	5.00	326.90		Signal	3258T1, 3258T2, 3258T3			90	60	CN		
Kingston	5.10	326.80						90	60	CN		
Kingston	5.11	326.69		Platform	Danforth Station			90	60	CN		
Kingston	5.12	326.68		Platform	Danforth Station			90	60	CN		
Kingston	5.13	326.67		Platform	Danforth Station			90	60	CN		
Kingston	5.14	326.66		Platform	Danforth Station			90	60	CN		
Kingston	5.15	326.65		Platform	Danforth Station			90	60	CN		
Kingston	5.16	326.64		Platform	Danforth Station			90	60	CN		(not on GO Transit's list) info from GO Transit 2008 Electrification Report 6575 mm clearance (3 tracks)
Kingston	5.17	326.63		Platform	Danforth Station			90	60	CN		
Kingston	5.18	326.62		Platform	Danforth Station			90	60	CN		
Kingston	5.19	326.61		Platform	Danforth Station			90	60	CN		
Kingston	5.20	326.60		Station	Danforth GO Station			90	60	CN		23' 6"
Kingston	5.21	326.59		Platform	Danforth Station			90	60	CN		
Kingston	5.22	326.58		Platform	Danforth Station			90	60	CN		
Kingston	5.23	326.57		Platform	Danforth Station			90	60	CN		
Kingston	5.24	326.56		Platform	Danforth Station			90	60	CN		
Kingston	5.25	326.55		Platform	Danforth Station			90	60	CN		
Kingston	5.26	326.54		Platform	Danforth Station			90	60	CN		
Kingston	5.27	326.53		Platform	Danforth Station			90	60	CN		
Kingston	5.28	326.52		Platform	Danforth Station			90	60	CN		
Kingston	5.29	326.51		Platform	Danforth Station			90	60	CN		
Kingston	5.30	326.50						90	60	CN		
Kingston	5.80	326.00						90	60	CN		n/a
Kingston	5.87	327.93						90	60	CN		
Kingston	5.97	327.83		Signal	3278T1, 3279T2, 3278T3, 3279T1, 3279T2, 3279T3			90	60	CN		
Kingston	6.00	327.80						90	60	CN		
Kingston	6.64	327.16						90	60	CN		n/a
Kingston	6.79	327.01						90	60	CN		n/a
Kingston	6.80	327.00						90	60	CN		
Kingston	6.91	326.89		Signal	3268T1, 3268T2, 3268T3, 3268T4, 3268T5, 3268T6			90	60	CN		
Kingston	7.00	326.80						90	60	CN		
Kingston	7.30	326.50						90	60	CN		(GO Transit's list says mileage 326.60) (not on GO Transit's list) info from GO Transit 2008 Electrification Report 6700 mm clearance (3 tracks)
Kingston	7.58	326.22						90	60	CN		22'0"
Kingston	7.65	326.15						90	60	CN		
Kingston	7.80	326.00						90	60	CN		
Kingston	8.00	325.80		Signal	3258T1, 3258T2, 3258T3			90	60	CN		(not on GO Transit's list) info from GO Transit 2008 Electrification Report 6550 mm clearance (3 tracks)
Kingston	8.01	325.79						90	60	CN		23'6"
Kingston	8.02	325.78		Track Switches	Signal 9A (green) - track 3 turnout to track 2			90	60	CN		
Kingston	8.02	325.78		Track Switches	New Switch			90	60	CN		
Kingston	8.03	325.77						90	60	CN		
Kingston	8.04	325.76		Track Switches	New Switch			90	60	CN		Handwritten on GO Transit's May 4, email: Kennedy Road missing from FTP file
Kingston	8.05	325.75						90	60	CN		23'6"
Kingston	8.06	325.74		Track Switches	Signal 11A (green) - track 1 turnout to track 2			90	60	CN		
Kingston	8.07	325.73						90	60	CN		n/a
Kingston	8.08	325.72						90	60	CN		
Kingston	8.09	325.71		Track Switches	Signal 9B (green) - track 2 turnout to track 3			90	60	CN		
Kingston	8.10	325.70						90	60	CN		
Kingston	8.11	325.69						90	60	CN		
Kingston	8.12	325.68						90	60	CN		
Kingston	8.13	325.67						90	60	CN		

# Corridor Summary Tables

## Lakeshore East GO Line

Location		Distance From Union Station		Item	Elev.	Speed Limit		Corridor Crossings		Comments/Remarks
		Mile Post	Mileage			PAX	FRT	Crossing Type	Crossing Description	
Kingston	Kingston	8.14	325.66	Signal 11B (green) - track 2 turnout to track 1 & Signal 1A (green) - track 2 turnout to track 1	H	90	60			* Switch Heater (1,3 & 5) Switch Blower (7 only)
Kingston	Kingston	8.15	325.65		H	90	60			
Kingston	Kingston	8.16	325.64		H	90	60			
Kingston	Kingston	8.17	325.63		H	90	60			
Kingston	Kingston	8.18	325.62		H	90	60			
Kingston	Kingston	8.19	325.61		H	90	60			
Kingston	Kingston	8.20	325.60		H	90	60			
Kingston	Kingston	8.21	325.59		H	90	60			
Kingston	Kingston	8.22	325.58	Signal 1B (green) - track 1 turnout to track 2	H	90	60			
Kingston	Kingston	8.23	325.57		H	90	60			
Kingston	Kingston	8.24	325.56	Signal 3 (red) - track 1 diversion to Uxbridge Sub.	H	90	60			Jct. swt.
Kingston	Kingston	8.25	325.55		H	90	60			
Kingston	Kingston	8.26	325.54		H	90	60			n/a
Kingston	Kingston	8.27	325.53	Signal 7A (green) - track 1 turnout to track 2 & Signal 5A (green) - track 2 turnout to track 3	H	90	60			
Kingston	Kingston	8.28	325.52		H	90	60			
Kingston	Kingston	8.29	325.51		H	90	60			
Kingston	Kingston	8.30	325.50	Switch 3 (red) - Track 1 turnout to Uxbridge Sub. Main	H	90	60			
Kingston	Kingston	8.31	325.49		H	90	60			
Kingston	Kingston	8.32	325.48		H	90	60			
Kingston	Kingston	8.33	325.47		H	90	60			
Kingston	Kingston	8.34	325.46		H	90	60			
Kingston	Kingston	8.35	325.45	Signal 7B (green) - track 2 turnout to track 1 & Signal 5B (green) - track 3 turnout to track 2	H	90	60			
Kingston	Kingston	8.36	325.44		H	90	60			
Kingston	Kingston	8.48	325.32		H	90	60			
Kingston	Kingston	8.50	325.30	Signal 32553, 32553T1, 32553T2, 32553T3	H	90	60		Passenger Tunnel	n/a
Kingston	Kingston	8.51	325.29	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.52	325.28	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.53	325.27	Scarborough Station Platform	H	90	60			GO Station
Kingston	Kingston	8.54	325.26	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.55	325.25	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.56	325.24	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.57	325.23	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.58	325.22	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.59	325.21	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.60	325.20	Scarborough GO Station Platform	H	90	60		Subway	n/a
Kingston	Kingston	8.61	325.19	Scarborough Station Platform	H	90	60		Subway	n/a
Kingston	Kingston	8.62	325.18	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.63	325.17	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.64	325.16	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.65	325.15	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.66	325.14	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.67	325.13	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.68	325.12	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.69	325.11	Scarborough Station Platform	H	90	60			
Kingston	Kingston	8.70	325.10		H	90	60			
Kingston	Kingston	8.71	325.09		H	90	60			
Kingston	Kingston	8.80	325.00		H	90	60			
Kingston	Kingston	8.83	324.97		H	90	60		Midland Ave.	n/a
Kingston	Kingston	9.00	324.80		H	90	60			
Kingston	Kingston	9.50	324.30	Signal 3243T1, 3243T2, 3243T3	H	85	60			
Kingston	Kingston	9.58	324.22		H	85	60			
Kingston	Kingston	9.60	324.20	Signal 3242T1, 3242T2, 3242T3	H	85	60		Subway	n/a
Kingston	Kingston	9.75	324.05		H	85	60		Culvert	n/a

Track Layout Sketch





# Corridor Summary Tables

## Lakeshore East GO Line

### Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Kingston	324	9.81	324.00			H	H	85	60	CN	Culvert		n/a
Kingston		9.81	323.99			H	H	85	60	CN			
Kingston		9.88	323.92			H	H	85	60	CN			
Kingston		9.89	323.91			H	H	85	60	CN			
Kingston		9.90	323.90			H	H	85	60	CN			
Kingston		9.91	323.89			H	H	85	60	CN			
Kingston		9.92	323.88			H	H	85	60	CN			
Kingston		9.93	323.87	Track Switches	Track Sliding - Atlantic Packaging	H	H	85	60	CN			
Kingston		10.15	323.65			H	H	85	60	CN	Subway	McCowan Rd.	n/a
Kingston		10.20	323.60			H	H	85	60	CN	Culvert		n/a
Kingston		10.51	323.29	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.52	323.28	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.53	323.27	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.54	323.26	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.55	323.25	Signal	3232T1, 3232T2, 3232T3 & 3233T1, 3233T2, 3233T3	H	H	85	60	CN			
Kingston		10.55	323.25	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.56	323.24	Platform	Eglinton Station	H	H	85	60	CN	Subway		n/a
Kingston		10.57	323.23	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.58	323.22	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.59	323.21	Platform	Eglinton Station	H	H	85	60	CN	Subway		n/a
Kingston		10.60	323.20	Station	Eglinton GO Station	H	H	85	60	CN	Level Crossing	Mtce. Xing.	n/a
Kingston		10.61	323.19	Platform	Eglinton Station	H	H	85	60	CN	Subway	Eglinton Ave.	n/a
Kingston		10.62	323.18	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.63	323.17	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.64	323.16	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.65	323.15	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.66	323.14	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.67	323.13	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.68	323.12	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.69	323.11	Platform	Eglinton Station	H	H	85	60	CN			
Kingston		10.70	323.10			H	H	85	60	CN	Culvert		n/a
Kingston		10.80	323.00			H	H	85	60	CN			
Kingston		11.29	322.51			H	H	70	60	CN	Overhead Bridge	Markham Hwy No. 48	226'
Kingston		11.30	322.50			H	H	80	60	CN	Culvert		n/a
Kingston		11.70	322.10	Signal	3220T1, 3220T2, 3220T3, & 3221T1, 3221T2, 3221T3	H	H	80	60	CN			
Kingston		11.80	322.00			H	H	80	60	CN	Culvert		n/a
Kingston		11.83	321.97			H	H	80	60	CN	Level Crossing	Scarborough Golf Club Rd.	n/a
Kingston		12.35	321.45			H	H	80	60	CN	Overhead Bridge	Kingston Rd. (Hwy. No. 2)	209'
Kingston		12.40	321.40	Speed change		H	H	90	60	CN	Level Crossing	Mtce. Xing	n/a
Kingston		12.41	321.39			H	H	90	60	CN	Subway	Psgr. Tunnel	n/a
Kingston		12.42	321.38			H	H	90	60	CN	Subway	Psgr. Tunnel	n/a
Kingston		12.51	321.29	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.52	321.28	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.53	321.27	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.54	321.26	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.55	321.25	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.56	321.24	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.57	321.23	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.58	321.22	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.59	321.21	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.60	321.20	Station	Guildwood GO Station	H	H	90	60	CN	Level Crossing	Mtce. Xing	n/a
Kingston		12.61	321.19	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.62	321.18	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.63	321.17	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.64	321.16	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.65	321.15	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.66	321.14	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.67	321.13	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.68	321.12	Platform	Guildwood Station	H	H	90	60	CN			
Kingston		12.69	321.11	Platform	Guildwood Station	H	H	90	60	CN	Culvert		n/a
Kingston		12.70	321.10			H	H	90	60	CN			

# Corridor Summary Tables

## Lakeshore East GO Line

Location		Distance From Station		Mile Post		Item		Elev.		Corridor Crossings		Clearance	Comments/Remarks	
										Crossing Type	Crossing Description			
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks
Kingston	321	12.84	320.90	Signal	3210T1, 3210T2, 3210T3	90	60	90	60	CN				
Kingston		12.85	320.95	Track Switches	Signal 1A (green) - track 2 turnout to track 1	90	60	90	60	CN	Level Crossing	Galloway Rd.	n/a	Gates and Lights
Kingston		12.86	320.94	Track Switches		90	60	90	60	CN				
Kingston		12.87	320.93	Track Switches		90	60	90	60	CN				
Kingston		12.88	320.92	Track Switches		90	60	90	60	CN				
Kingston		12.89	320.91	Track Switches		90	60	90	60	CN				
Kingston		12.90	320.90	Track Switches	New Switch	90	60	90	60	CN				
Kingston		12.91	320.89	Track Switches		90	60	90	60	CN				
Kingston		12.92	320.88	Track Switches		90	60	90	60	CN				Switch Heater
Kingston		12.93	320.87	Track Switches		90	60	90	60	CN				Switch Heater
Kingston		12.94	320.86	Track Switches	Signal 1B (green) - track 1 turnout to track 2	90	60	90	60	CN				
Kingston		12.95	320.85	Track Switches	Track 3 merge with Track 2 Signal 3 (green) - track 2 diversion to track 3 & Signal 5A (green) - track 1 turnout to track 2	90	60	90	60	CN				Switch Heater
Kingston		12.96	320.84	Track Switches		90	60	90	60	CN				
Kingston		12.97	320.83	Track Switches		90	60	90	60	CN				
Kingston		12.98	320.82	Track Switches		90	60	90	60	CN				
Kingston		12.99	320.81	Track Switches		90	60	90	60	CN				
Kingston		13.00	320.80	Track Switches		90	60	90	60	CN				
Kingston		13.01	320.79	Track Switches		90	60	90	60	CN				
Kingston		13.02	320.78	Track Switches		90	60	90	60	CN				
Kingston		13.03	320.77	Track Switches	Signal 5B (green) - track 2 turnout to track 1	90	60	90	60	CN				
Kingston		13.04	320.76	Track Switches		90	60	90	60	CN				
Kingston		13.15	320.65	Track Switches		90	60	90	60	CN	Level Crossing	Popular Rd.	n/a	Gates and Lights
Kingston		13.19	320.61	Track Switches	Signal 7A (green) - track 2 turnout to track 1	90	60	90	60	CN				
Kingston		13.20	320.60	Track Switches		90	60	90	60	CN				
Kingston		13.21	320.59	Track Switches		90	60	90	60	CN				
Kingston		13.22	320.58	Track Switches		90	60	90	60	CN				
Kingston		13.23	320.57	Track Switches		90	60	90	60	CN				
Kingston		13.24	320.56	Track Switches		90	60	90	60	CN				
Kingston		13.25	320.55	Track Switches	New Switch	90	60	90	60	CN				
Kingston		13.26	320.54	Track Switches		90	60	90	60	CN				
Kingston		13.27	320.53	Track Switches	Signal 7B (green) - track 1 turnout to track 2	90	60	90	60	CN				
Kingston		13.28	320.52	Track Switches	New Switch	90	60	90	60	CN				
Kingston		13.30	320.50	Signal	3205N, 3205S	90	60	90	60	CN	Culvert	Morningside Ave.	n/a	Gates and Lights
Kingston		13.40	320.40	Signal		90	60	90	60	CN	Level Crossing		n/a	Hot Box Scanner - (Act-320,36) GLDN&GLDS
Kingston		13.60	320.20	Signal		90	60	90	60	CN	Culvert		n/a	Gates and Lights
Kingston	320	13.80	320.00	Signal		90	60	90	60	CN	Level Crossing	Manse Rd.	n/a	Gates and Lights
Kingston		13.90	319.90	Signal		90	60	90	60	CN				
Kingston		13.96	319.84	Track Switches		90	60	90	60	CN				
Kingston		13.97	319.83	Track Switches		90	60	90	60	CN				
Kingston		13.98	319.82	Track Switches		90	60	90	60	CN				
Kingston		13.99	319.81	Track Switches		90	60	90	60	CN				
Kingston		14.00	319.80	Track Switches		90	60	90	60	CN				
Kingston		14.01	319.79	Track Switches		90	60	90	60	CN				
Kingston		14.02	319.78	Track Switches		90	60	90	60	CN				
Kingston		14.03	319.77	Track Switches		90	60	90	60	CN				
Kingston		14.04	319.76	Track Switches		90	60	90	60	CN				
Kingston		14.05	319.75	Track Switches	Track 1 Siding to Compton along U238-2348	3197	60	90	60	CN		Electric Lock		(EL 3197)
Kingston		14.06	319.74	Track Switches		90	60	90	60	CN				
Kingston		14.07	319.73	Track Switches	Track 2 diversion to Rdhn & Pless	90	60	90	60	CN				U224-586' Switch Thrown Detail (EI 3197)
Kingston		14.08	319.72	Track Switches		90	60	90	60	CN				
Kingston		14.09	319.71	Track Switches		90	60	90	60	CN				
Kingston		14.10	319.70	Track Switches		90	60	90	60	CN				
Kingston		14.11	319.69	Track Switches		90	60	90	60	CN				

# Corridor Summary Tables

## Lakeshore East GO Line

### Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks		
Subdivision	Mile Post	Distance From Station	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Kingston		14.19					90	60	CN			
Kingston		14.20	Track Switches	New Switch			75	60	CN			
Kingston		14.21	Track Switches	New Switch			75	60	CN			
Kingston		14.22	Track Switches	New Switch			75	60	CN			
Kingston		14.23	Track Switches	New Switch			75	60	CN			
Kingston		14.24	Signal	3194N, 3194S & 3195N, 3195S			75	60	CN			
Kingston		14.26	Track Switches	New Switch			75	60	CN			
Kingston		14.27	Track Switches	New Switch			75	60	CN			
Kingston		14.28					75	60	CN			
Kingston		14.29					75	60	CN			
Kingston	319	14.30					75	60	CN			
Kingston		14.80					75	60	CN			
Kingston		14.91					75	60	CN			
Kingston		14.92					75	60	CN			
Kingston		15.00	Speed change				75	65	CN	Level Crossing	Beechgrove Dr.	n/a
Kingston		15.40	Speed change				75	65	CN	River Bridge	Highland Creek	n/a
Kingston		15.51	Signal	3182N, 31822S & 3183N, 3183S			90	65	CN			
Kingston	318	15.80					90	65	CN			
Kingston		16.00					95	65	CN	Culvert		n/a
Kingston		16.01					95	65	CN	Culvert		n/a
Kingston		16.10					95	65	CN	Subway	Port Union Pedestrian Pathway	n/a
Kingston		16.20					95	65	CN	Culvert		n/a
Kingston		16.30					95	65	CN	Culvert		n/a
Kingston		16.40					95	65	CN	Subway		n/a
Kingston		16.41	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.42	Platform	Rouge Hill Station			95	65	CN	Subway	Psgr. Tunnel	
Kingston		16.43	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.44	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.45	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.46	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.47	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.48	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.49	Platform	Rouge Hill Station			95	65	CN	Culvert		n/a
Kingston		16.50	Station	Rouge Hill GO Station			95	65	CN	Subway	Psgr. Tunnel	n/a
Kingston		16.51	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.52	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.53	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.54	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.55	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.56	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.57	Platform	Rouge Hill Station			95	65	CN			
Kingston		16.58	Platform	Rouge Hill Station			95	65	CN	Level Crossing	Chesterton Shores	n/a
Kingston		16.59	Platform	Rouge Hill GO Station			95	65	CN			
Kingston		16.60	Platform	Rouge Hill Station			95	65	CN	Culvert		n/a
Kingston		16.65	Platform	Rouge Hill Station			95	65	CN	Culvert		n/a
Kingston		16.70	Platform	Rouge Hill Station			95	65	CN	Culvert		n/a
Kingston	317	16.80	Signal	3168S, 3168N & 3169S, 3169N			95	65	CN			
Kingston		16.83	Signal				95	65	CN			
Kingston		16.94					95	65	CN	Culvert		n/a
Kingston		17.00					95	65	CN			
Kingston		17.20					95	65	CN	Culvert		n/a
Kingston		17.25					95	65	CN	Level Crossing	Farm Xing.	n/a
Kingston		17.30					95	65	CN	Culvert		n/a
Kingston		17.30					95	65	CN	Culvert		n/a
Kingston		17.64					95	65	CN	Subway	Rouge River Crossing	n/a
Kingston		17.70					95	65	CN	River Bridge	Rouge River	n/a
Kingston	316	17.80					95	65	CN			
Kingston		17.85					95	65	CN	Level Crossing	Rodd Ave.	n/a
Kingston		18.00					95	65	CN	Culvert		n/a
Kingston		18.12	Signal	3156N, 3156S, & 3157N, 3157S			95	65	CN			
Kingston		18.40					95	65	CN	Culvert	Peltcoat Creek	n/a

# Corridor Summary Tables

## Lakeshore East GO Line

Location		Item		Corridor Crossings		Speed Limit		Elev.		Comments/Remarks			
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Kingston	315	18.60	315.20			Mc		85	65	CN	Culvert		n/a
Kingston		18.80	315.00			Mc		85	65	CN	Overhead Bridge	Granite Court	234'
Kingston		18.85	314.95			Mc		85	65	CN	Overhead Bridge	Whites Rd. (Durham Reg. Rd. 38)	n/a
Kingston		19.00	314.80			Mc		85	65	CN	Culvert		n/a
Kingston		19.04	314.76			Mc		85	65	CN	Culvert		n/a
Kingston		19.66	314.14			Mc		85	65	CN	Culvert		n/a
Kingston		19.70	314.10			Mc		85	65	CN	Culvert		n/a
Kingston	314	19.80	314.00	Signal	3140N, 3140S	Mc		85	65	CN			Marker - CN Durham Jct.
Kingston		19.83	313.97			Mc		85	65	CN			Switch Heater
Kingston		19.84	313.96	Track Switches	Signal 1A(green) - track 2 turnout to track 1	Mc		85	65	CN			
Kingston		19.85	313.95			Mc		85	65	CN			
Kingston		19.86	313.94			Mc		85	65	CN			
Kingston		19.87	313.93			Mc		85	65	CN			
Kingston		19.88	313.92			Mc		85	65	CN			
Kingston		19.89	313.91			Mc		85	65	CN			
Kingston		19.90	313.90			Mc		85	65	CN			
Kingston		19.91	313.89			Mc		85	65	CN			
Kingston		19.92	313.88	Track Switches	Switch 1A(green) - track 1 turnout to track 2	Mc		85	65	CN			
Kingston		19.93	313.87	Track Switches	Signal 3(green) - track 1 diversion to GO Sub & Signal turnout to track 1	Mc		85	65	CN			Start of GO Sub Durham Jct Junction Switch
GO Sub	0	19.93	313.87	Junction	Durham Junction	Mc		45	n/a	GO			Durham Jct. SWT.
GO Sub		19.93	0.00	Track Switches	Switch 3(green) - track 1 turnout to track 2			45	3	GO			
GO Sub		19.94	0.01	Junction	Durham Junction			45	n/a	GO			
GO Sub		19.95	0.02					45	n/a	GO			
GO Sub		19.96	0.03					45	n/a	GO			
GO Sub		19.97	0.04					45	n/a	GO			
GO Sub		19.98	0.05					45	n/a	GO			
GO Sub		19.99	0.06					45	n/a	GO			
GO Sub		20.00	0.07					45	n/a	GO			
GO Sub		20.01	0.08					45	n/a	GO			
GO Sub		20.02	0.09	Track Switches	Signal 7(green) - North Kingston Track Diversion to South GO Sub Track			45	n/a	GO			Field Sign
GO Sub		20.03	0.10	Signal	01N & 01S			45	n/a	GO			
GO Sub		20.04	0.11	Track Switches	New Switch			45	n/a	GO			
GO Sub		20.05	0.12					45	n/a	GO			
GO Sub		20.06	0.13					45	n/a	GO			
GO Sub		20.07	0.14					45	n/a	GO			
GO Sub		20.28	0.35					45	n/a	GO	Overhead Bridge	York Sub	22' 5"
GO Sub		20.62	0.69					45	n/a	GO			
GO Sub		20.63	0.70	Track Switches	Switch 1A(green) - North track turnout to South Track			85	n/a	GO			
GO Sub		20.63	0.70	Speed change				85	n/a	GO			
GO Sub		20.64	0.71					85	n/a	GO			
GO Sub		20.65	0.72					85	n/a	GO			
GO Sub		20.66	0.73					85	n/a	GO	Culvert		n/a
GO Sub		20.67	0.74					85	n/a	GO			
GO Sub		20.68	0.75					85	n/a	GO			
GO Sub		20.69	0.76					85	n/a	GO			
GO Sub		20.70	0.77	Track Switches	Switch 1B(green) - South track turnout to NorthTrack			85	n/a	GO			
GO Sub		20.73	0.80	Marker	CN BAYLY			85	n/a	GO	Overhead Bridge	Liverpool Rd.	23'
GO Sub		20.77	0.84					85	n/a	GO			
GO Sub		20.78	0.85	Track Switches	Switch 3A(green) - South track turnout			85	n/a	GO			
GO Sub		20.79	0.86					85	n/a	GO			
GO Sub		20.80	0.87					85	n/a	GO			

# Corridor Summary Tables

## Lakeshore East GO Line

### Track Layout Sketch

Location		Distance From Union Station		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
Subdivision	Mile Post	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	
GO Sub	20.81	0.88					85	n/a	GO				Note: X-over Swis 3 abb clamped normal and Switch Heater * (ALL) present
GO Sub	20.82	0.89					85	n/a	GO				Note: X-over Swis 3 abb clamped normal and Switch Heater * (ALL) present
GO Sub	20.83	0.90					85	n/a	GO				Note: X-over Swis 3 abb clamped normal and Switch Heater * (ALL) present
GO Sub	20.84	0.91	Platform	Pickering North Station			85	n/a	GO				Note: X-over Swis 3 abb clamped normal and Switch Heater * (ALL) present
GO Sub	20.85	0.92	Platform	Pickering North Station			85	n/a	GO				Note: X-over Swis 3 abb clamped normal and Switch Heater * (ALL) present
GO Sub	20.85	0.92	Track Switches	Switch 3B(green) - North track turnout									
GO Sub	20.86	0.93	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.87	0.94	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.88	0.95	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.89	0.96	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.90	0.97	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.91	0.98	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.92	0.99	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.93	1.00	Station	Pickering North GO Station			85	n/a	GO				
GO Sub	20.94	1.01	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.95	1.02	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.96	1.03	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.97	1.04	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.98	1.05	Platform	Pickering North Station			85	n/a	GO				
GO Sub	20.99	1.06	Platform	Pickering North Station			85	n/a	GO				
GO Sub	21.00	1.07	Platform	Pickering North Station			85	n/a	GO				
GO Sub	21.01	1.08	Platform	Pickering North Station			85	n/a	GO				
GO Sub	21.02	1.09	Platform	Pickering North Station			85	n/a	GO				
GO Sub	21.03	1.10					85	n/a	GO	Overhead Bridge	Brock Rd.	22' 9.6"	
GO Sub	21.93	2.00					85	n/a	GO				
GO Sub	22.00	2.07	Signal	23S & 23N			85	n/a	GO				
GO Sub	22.23	2.30	Signal	24S & 24N			85	n/a	GO				
GO Sub	22.33	2.40	Signal				85	n/a	GO	River Bridge	Church St. subway and Duffins Creek	n/a	Church St. Subway and Duffins Creek River Bridge
GO Sub	22.93	3.00					85	n/a	GO	Culvert		n/a	
GO Sub	23.28	3.35					85	n/a	GO				
GO Sub	23.33	3.40	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.34	3.41	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.35	3.42	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.36	3.43	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.37	3.44	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.38	3.45	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.39	3.46	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.40	3.47	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.41	3.48	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.42	3.49	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.43	3.50	Station	AJAX NORTH GO Station			85	n/a	GO				
GO Sub	23.44	3.51	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.45	3.52	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.46	3.53	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.47	3.54	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.48	3.55	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.49	3.56	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.50	3.57	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.51	3.58	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.52	3.59	Platform	AJAX NORTH Station			85	n/a	GO				
GO Sub	23.53	3.60					85	n/a	GO				
GO Sub	23.58	3.65					85	n/a	GO				
GO Sub	23.59	3.66					85	n/a	GO				
GO Sub	23.60	3.67					85	n/a	GO	Subway	Westney Rd. South	n/a	
GO Sub	23.61	3.68					85	n/a	GO				
GO Sub	23.62	3.69					85	n/a	GO				
GO Sub	23.63	3.70					85	n/a	GO				
GO Sub	23.64	3.71					85	n/a	GO				
GO Sub	23.65	3.72					85	n/a	GO				
GO Sub	23.66	3.73					85	n/a	GO				

# Corridor Summary Tables

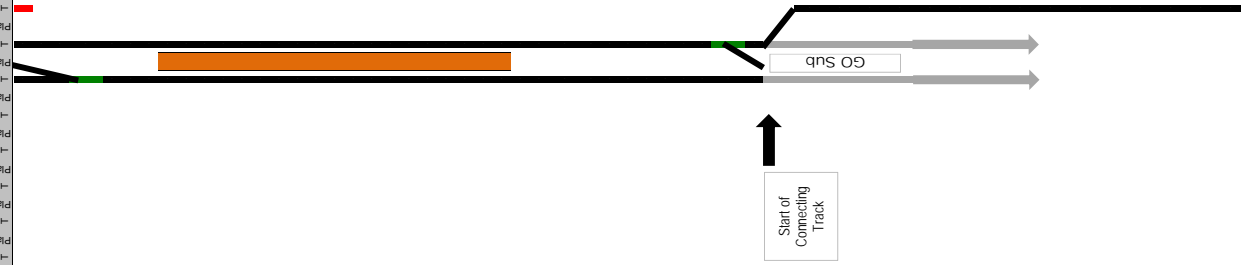
## Lakeshore East GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings			Comments/Remarks			
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks
		GO Sub	23.67	3.74						85	n/a	GO				
		GO Sub	23.68	3.75						85	n/a	GO				
		GO Sub	23.69	3.76						85	n/a	GO				
		GO Sub	23.70	3.77		Track Switches	Switch 1A(green) - South track turnout to North Track			85	n/a	GO				
		GO Sub	23.71	3.78						85	n/a	GO				
		GO Sub	23.72	3.79						85	n/a	GO				
		GO Sub	23.73	3.80		Signal	38S, 38N			85	n/a	GO				
		GO Sub	23.74	3.81						85	n/a	GO				
		GO Sub	23.75	3.82						85	n/a	GO				
		GO Sub	23.76	3.83						85	n/a	GO				
		GO Sub	23.77	3.84		Track Switches	Switch 1B(green) - North track turnout to South Track			85	n/a	GO				Switch Heater (*ALL)
		GO Sub	23.78	3.85						85	n/a	GO				
		GO Sub	23.79	3.86		Track Switches	Switch 3A(green) - North track turnout to South Track			85	n/a	GO				Switch Heater (*ALL)
		GO Sub	23.80	3.87						85	n/a	GO				
		GO Sub	23.81	3.88						85	n/a	GO				
		GO Sub	23.82	3.89						85	n/a	GO				
		GO Sub	23.83	3.90		Signal	39S & 39S Marker - CN Harwood			85	n/a	GO				
		GO Sub	23.84	3.91						85	n/a	GO				
		GO Sub	23.85	3.92						85	n/a	GO				
		GO Sub	23.86	3.93		Track Switches	Switch 3B(green) - South track turnout to North Track			85	n/a	GO				
		GO Sub	23.87	3.94						85	n/a	GO				
		GO Sub	23.93	4.00						85	n/a	GO				
		GO Sub	24.00	4.07						85	n/a	GO				
		GO Sub	24.45	4.52						85	n/a	GO				
		GO Sub	24.93	5.00						85	n/a	GO				
		GO Sub	25.00	5.07						85	n/a	GO				
		GO Sub	25.02	5.09						85	n/a	GO				
		GO Sub	25.45	5.52						85	n/a	GO				
		GO Sub	25.93	6.00						85	n/a	GO				
		GO Sub	26.00	6.07		Signal	61S & 61N			85	n/a	GO				
		GO Sub	26.13	6.20		Signal	62S & 62N			85	n/a	GO				
		GO Sub	26.53	6.60						85	n/a	GO				
		GO Sub	26.85	6.92						85	n/a	GO				
		GO Sub	26.93	7.00						85	n/a	GO				
		GO Sub	27.55	7.62						85	n/a	GO				
		GO Sub	27.93	8.00						85	n/a	GO				
		GO Sub	28.32	8.39						85	n/a	GO				
		GO Sub	28.33	8.40		Track Switches	Signals - 84S & 84N Switch 1A(green) - South track turnout to North Track			85	n/a	GO				
		GO Sub	28.34	8.41						85	n/a	GO				
		GO Sub	28.35	8.42						85	n/a	GO				
		GO Sub	28.36	8.43						85	n/a	GO				
		GO Sub	28.37	8.44						85	n/a	GO				
		GO Sub	28.38	8.45						85	n/a	GO				
		GO Sub	28.39	8.46		Track Switches	Switch 1B(green) - North track turnout to South Track			85	n/a	GO				
		GO Sub	28.40	8.47						85	n/a	GO				
		GO Sub	28.41	8.48						85	n/a	GO				
		GO Sub	28.42	8.49		Track Switches	New Switch			85	n/a	GO				
		GO Sub	28.43	8.50		Marker	CN Henry			85	n/a	GO				
		GO Sub	28.44	8.51		Track Switches	Switch 3(rev) - North track siding to Henry Storage 2510'			85	n/a	GO				Switch Heater (*ALL)
		GO Sub	28.45	8.52		Track Switches	Switch 5A(green) - North track turnout to South Track			85	n/a	GO				Switch Heater (*ALL)
		GO Sub	28.46	8.53						85	n/a	GO				
		GO Sub	28.47	8.54						85	n/a	GO				
		GO Sub	28.48	8.55						85	n/a	GO				

# Corridor Summary Tables

**Lakeshore East GO Line**  
Track Layout Sketch

Location		Distance From Union Station		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance		
GO Sub		28.49	<b>8.56</b>					85	n/a	GO					
GO Sub		28.50	<b>8.57</b>					85	n/a	GO					
GO Sub		28.51	<b>8.58</b>					85	n/a	GO					
GO Sub		28.52	<b>8.59</b>	Track Switches	Switch 5B(green) - South track turnout to North Track			85	n/a	GO					
GO Sub		28.63	<b>8.70</b>	Signal	87S, 87N			85	n/a	GO	Overhead Bridge	Henry St	23' 10"	(not on GO Transit's list)	
GO Sub		28.65	<b>8.72</b>					85	n/a	GO					
GO Sub		28.73	<b>8.80</b>					85	n/a	GO					
GO Sub		28.74	<b>8.81</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.75	<b>8.82</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.76	<b>8.83</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.77	<b>8.84</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.78	<b>8.85</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.79	<b>8.86</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.80	<b>8.87</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.81	<b>8.88</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.82	<b>8.89</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.83	<b>8.90</b>	Station	Whitby North GO Station			85	n/a	GO					
GO Sub		28.84	<b>8.91</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.85	<b>8.92</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.86	<b>8.93</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.87	<b>8.94</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.88	<b>8.95</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.89	<b>8.96</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.90	<b>8.97</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.91	<b>8.98</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub		28.92	<b>8.99</b>	Platform	Whitby North Station			85	n/a	GO					
GO Sub	<b>9</b>	28.93	<b>9.00</b>					85	n/a	GO	Overhead Bridge	Brock St. South	23' 11.5"	(GO Transit's list says mileage 9.01)	
GO Sub		28.94	<b>9.01</b>					85	n/a	GO					
GO Sub		29.24	<b>9.31</b>					85	n/a	GO	Subway	Victoria St. and Pringle Creek	n/a		
GO Sub		29.43	<b>9.50</b>	Signal	95S, 95N			85	n/a	GO					
GO Sub		29.54	<b>9.61</b>					85	n/a	GO	Level Crossing	South Blair St.	n/a	Gates and Lights	
GO Sub		29.55	<b>9.62</b>	Signal	95S, 95N and 96S, 96N			85	n/a	GO					
GO Sub		29.65	<b>9.72</b>					85	n/a	GO	Culvert		n/a		
GO Sub		29.93	<b>10.00</b>					85	n/a	GO					
GO Sub	<b>10</b>	30.06	<b>10.13</b>					85	n/a	GO					
GO Sub		30.53	<b>10.60</b>	Signal	106S, 106N			85	n/a	GO	Overhead Bridge	Hopkins St.	24' 6"	(not on GO Transit's list)	
GO Sub		30.56	<b>10.63</b>	Track Switches	Signal 1A(green) - North track turnout to South track			85	n/a	GO					
GO Sub		30.57	<b>10.64</b>	Junction	Connector/GO Jct			85	n/a	GO					
Connecting Track		30.57	<b>10.64</b>	Junction	Connector/GO Jct			50	n/a	GO					
Connecting Track		30.58	<b>0.01</b>					50	n/a	GO					
Connecting Track		30.59	<b>0.02</b>					50	n/a	GO					
Connecting Track		30.60	<b>0.03</b>					50	n/a	GO					
Connecting Track		30.61	<b>0.04</b>					50	n/a	GO					
Connecting Track		30.62	<b>0.05</b>					50	n/a	GO					
Connecting Track		30.63	<b>0.06</b>					50	n/a	GO					
Connecting Track		30.64	<b>0.07</b>					50	n/a	GO					
Connecting Track		30.65	<b>0.08</b>					50	n/a	GO					
Connecting Track		30.66	0.09					50	n/a	GO					
Connecting Track		30.67	0.10					50	n/a	GO					
Connecting Track		30.68	0.11					50	n/a	GO					
Connecting Track		31.25	0.68					50	n/a	GO					
Connecting Track		31.26	0.69					50	n/a	GO					
Connecting Track		31.27	0.70					50	n/a	GO					
Connecting Track		31.28	0.71					50	n/a	GO					



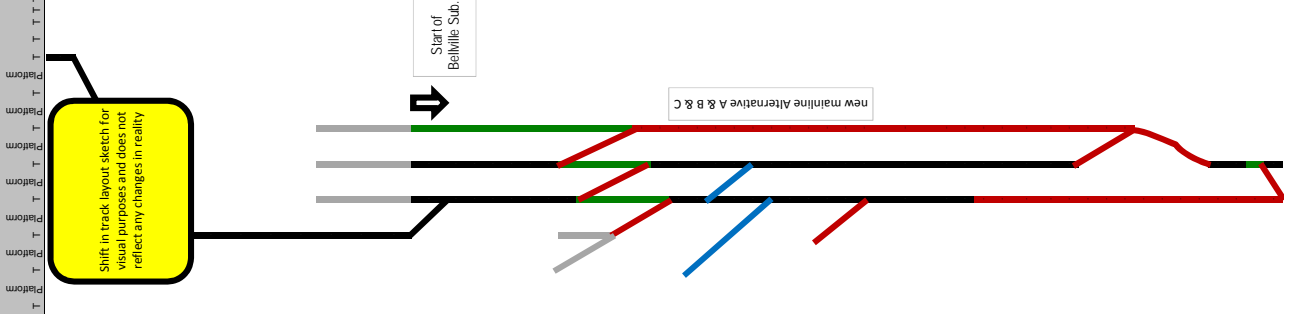
Lakeshore East GO Line

# Corridor Summary Tables

## Lakeshore East GO Line

### Track Layout Sketch

Shift in track layout sketch for visual purposes and does not reflect any changes in reality



Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Connecting Track		31.29	0.72					50	n/a	GO			
Connecting Track		31.30	0.73					50	n/a	GO			
Connecting Track		31.31	0.74					50	n/a	GO			
Connecting Track		31.32	0.75					50	n/a	GO			
Connecting Track		31.33	0.76					50	n/a	GO			
Connecting Track		31.57	1.00					50	n/a	GO			
Connecting Track		31.92	1.35					50	n/a	GO			
Connecting Track		31.93	1.36					50	n/a	GO			
Connecting Track		31.94	1.37					50	n/a	GO			
Connecting Track		31.95	1.38					50	n/a	GO			
Connecting Track		31.96	1.39					50	n/a	GO			
Connecting Track		31.97	1.40	Junction	Belleville/Connection JCT			50	n/a	GO			
Belleville		31.97	1.40	Junction	Belleville/Connection JCT			50	n/a	CP			
Belleville		31.98	1.41					50	n/a	CP			
Belleville		31.99	1.42					50	n/a	CP			
Belleville		32.00	1.43					50	n/a	CP			
Belleville		32.01	1.44					50	n/a	CP			
Belleville		32.28	1.75.60					50	n/a	CP	Level Crossing	Thorton Rd. S.	n/a
Belleville		32.58	1.75.30					60		CP			
Belleville		32.59	1.75.29	Track Switches	New Switch			60		CP			
Belleville		32.60	1.75.28	Track Switches	New Switch			60		CP			
Belleville		32.61	1.75.27					60		CP			
Belleville		32.62	1.75.26					60		CP			
Belleville		32.63	1.75.25	Track Switches	New Switch			60		CP			
Belleville		32.64	1.75.24					60		CP			
Belleville		32.65	1.75.23	Track Switches	New Switch			60		CP			
Belleville		32.66	1.75.22					60		CP			
Belleville		32.67	1.75.21					60		CP			
Belleville		32.68	1.75.20					60		CP			
Belleville		32.69	1.75.19	Track Switches	New Switch			60		CP			
Belleville		32.70	1.75.18	Track Switches	New Switch			60		CP			
Belleville		32.71	1.75.17					60		CP			
Belleville		32.72	1.75.16					60		CP			
Belleville		32.73	1.75.15					60		CP			
Belleville		32.74	1.75.14					60		CP			
Belleville		32.75	1.75.13	Track Switches	New Switch			60		CP			
Belleville		32.80	1.75.08					60		CP	Overhead Bridge	Stevenson Rd. S.	22' 9.5"
Belleville	175	32.88	1.75.00					60		CP			
Belleville		33.30	1.74.58					60		CP			
Belleville		33.31	1.74.57					60		CP			
Belleville		33.32	1.74.56					60		CP			
Belleville		33.33	1.74.55					60		CP	Overhead Bridge	Park Rd. S.	23' 6"
Belleville		33.34	1.74.54					60		CP			
Belleville		33.35	1.74.53					60		CP			
Belleville		33.36	1.74.52					60		CP			
Belleville		33.37	1.74.51					60		CP			
Belleville		33.38	1.74.50					60		CP			
Belleville		33.39	1.74.49					60		CP			
Belleville		33.40	1.74.48					60		CP			
Belleville		33.41	1.74.47					60		CP			
Belleville		33.42	1.74.46					60		CP			
Belleville		33.43	1.74.45					60		CP			
Belleville		33.44	1.74.44	Track Switches	New Switch			60		CP			
Belleville		33.45	1.74.43					60		CP			
Belleville		33.46	1.74.42					60		CP			



# Corridor Summary Tables

## Lakeshore East GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks		
Platform	Platform	Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
		Belleville		33.47	174.41	Track Switches	New Switch		60		CP			
		Belleville		33.48	174.40	Track Switches	New Switch		60		CP			
		Belleville		33.49	174.39				60		CP			
		Belleville		33.50	174.38	Track Switches	New Switch		60		CP			
		Belleville		33.51	174.37				60		CP			
		Belleville		33.52	174.36				60		CP			
		Belleville		33.60	174.28				60		CP	Subway	Pedestrian Subway	n/a
		Belleville		33.84	174.04				60		CP	Overhead Bridge	Simcoe St. S.	22' 5"
		Belleville	174	33.88	174.00				60		CP			Also at showing Oshawa Creek at same location Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009
		Belleville		33.94	173.94				60		CP	Overhead Bridge	Albert St.	22' 4"
		Belleville		34.01	173.87				60		CP	Level Crossing	Front St.	n/a
		Belleville		34.18	173.70				60		CP			
		Belleville		34.19	173.69	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.20	173.68	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.21	173.67	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.22	173.66	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.23	173.65	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.24	173.64	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.25	173.63	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.26	173.62	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.27	173.61	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.28	173.60	Station	Oshawa 1 Station		60		CP			
		Belleville		34.29	173.59	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.30	173.58	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.31	173.57	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.32	173.56	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.33	173.55	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.34	173.54	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.35	173.53	Platform	Oshawa 1 Station		60		CP			
		Belleville		34.36	173.52	Platform	Oshawa 1 Station		60		CP	Overhead Bridge	Rtison Rd. S.	23' 8"
		Belleville		34.37	173.51	Platform	Oshawa 1 Station		60		CP			Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009
		Belleville		34.38	173.50				60		CP			
		Belleville		34.87	173.01				60		CP	Subway	Wilson Rd. S.	n/a
		Belleville	173	34.88	173.00				60		CP			
		Belleville		35.13	172.75				60		CP	Overhead Bridge	Farewell St.	22'
		Belleville		35.39	172.49				60		CP	Overhead Bridge	Harmony Rd. S.	23'
		Belleville		35.56	172.32				60		CP	River Bridge	Harmony Creek	n/a
		Belleville	172	35.88	172.00				60		CP	River Bridge	Farewell Creek	n/a
		Belleville		36.14	171.74				60		CP	Level Crossing	Bloor St. E	(7)
		Belleville		36.18	171.70				60		CP			
		Belleville		36.19	171.69	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.20	171.68	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.21	171.67	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.22	171.66	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.23	171.65	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.24	171.64	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.25	171.63	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.26	171.62	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.27	171.61	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.28	171.60	Station	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.29	171.59	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.30	171.58	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.31	171.57	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.32	171.56	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.33	171.55	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.34	171.54	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.35	171.53	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.36	171.52	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.37	171.51	Platform	Oshawa 2 Station (Bloor)		60		CP			
		Belleville		36.38	171.50	Signal			60		CP			
		Belleville		36.45	171.40	Signal			60		CP			
		Belleville	171	36.88	171.00				60		CP			

# Corridor Summary Tables

## Lakeshore East GO Line

### Track Layout Sketch

Location		Distance From Union Station		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Mile Post	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		
Belleville		37.79	170.09	Track Switches	New Switch			60	60	CP			
Belleville		37.80	170.08					60	60	CP			
Belleville		37.81	170.07					60	60	CP	Level Crossing	Prestonvalve Rd.	n/a
Belleville		37.82	170.06					60	60	CP			
Belleville		37.83	170.05					60	60	CP			
Belleville	170	37.88	170.00					60	60	CP			
Belleville		38.08	169.80	Signal				60	60	CP			
Belleville		38.12	169.76					60	60	CP			
Belleville		38.13	169.75					60	60	CP			
Belleville		38.18	169.70	Signal				60	60	CP			
Belleville		38.57	169.31					60	60	CP	Level Crossing	Trulls Rd.	n/a
Belleville	169	38.88	169.00					60	60	CP			
Belleville		38.89	168.99	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.90	168.98	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.91	168.97	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.92	168.96	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.93	168.95	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.94	168.94	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.95	168.93	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.96	168.92	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.97	168.91	Platform	Countice Road GO Station			60	60	CP			
Belleville		38.98	168.90	Station	Countice Road GO Station			55	55	CP			
Belleville		38.99	168.89	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.00	168.88	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.01	168.87	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.02	168.86	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.03	168.85	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.04	168.84	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.05	168.83	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.06	168.82	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.07	168.81	Platform	Countice Road GO Station			55	55	CP			
Belleville		39.09	168.79					55	55	CP	Overhead Bridge	Countice Rd.	24'
Belleville		39.13	168.75					55	55	CP			
Belleville		39.14	168.74					55	55	CP			
Belleville		39.15	168.73					55	55	CP			
Belleville		39.16	168.72					55	55	CP			
Belleville		39.17	168.71	Track Switches	New Switch			55	55	CP			
Belleville		39.18	168.70	Track Switches	New Switch			55	55	CP			
Belleville		39.19	168.69					55	55	CP			
Belleville		39.20	168.68					55	55	CP			
Belleville		39.21	168.67	Track Switches	New Switch			55	55	CP			
Belleville		39.22	168.66					55	55	CP			
Belleville		39.38	168.50					55	55	CP			
Belleville	168	39.66	168.22					55	55	CP	Level Crossing	Baseline Rd. W.	n/a
Belleville		39.88	168.00					55	55	CP			
Belleville		40.26	167.62					55	55	CP	Level Crossing	Solina rd.	n/a
Belleville		40.80	167.08					60	60	CP	Level Crossing	Rundie Rd.	n/a
Belleville	167	40.88	167.00					60	60	CP			
Belleville		40.96	166.92					60	60	CP	Level Crossing	Baseline Rd. W.	n/a
Belleville		41.33	166.55					60	60	CP	Level Crossing	Holt Rd.	n/a
Belleville	166	41.88	166.00					60	60	CP			
Belleville		41.90	165.98					60	60	CP	Level Crossing	Maple Grove Rd.	n/a
Belleville		42.47	165.41					60	60	CP	Subway	Green Rd.	n/a
Belleville		42.48	165.40	Signal				60	60	CP			
Belleville		42.58	165.30	Signal				60	60	CP			
Belleville		42.65	165.23					60	60	CP			
Belleville		42.78	165.10	Track Switches	New Switch			60	60	CP	Subway	Farm Xing	n/a
Belleville		42.79	165.09					60	60	CP			
Belleville		42.80	165.08	Track Switches	New Switch			60	60	CP			
Belleville		42.81	165.07	Track Switches	New Switch			60	60	CP			
Belleville		42.82	165.06					60	60	CP			
Belleville		42.83	165.05	Track Switches	New Switch			60	60	CP			
Belleville		42.84	165.04					60	60	CP			
Belleville		42.85	165.03					60	60	CP			
Belleville		42.86	165.02					60	60	CP			
Belleville		42.87	165.01					60	60	CP			

# Corridor Summary Tables

## Lakeshore East GO Line

Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks				
Platform	Platform	Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	
		Belleisle	165	42.88	165.00					60		CP				
		Belleisle		42.89	164.99	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.90	164.98	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.91	164.97	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.92	164.96	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.93	164.95	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.94	164.94	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.95	164.93	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.96	164.92	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.97	164.91	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.98	164.90	Station	Bowmanville GO Station (Martin)					CP				
		Belleisle		42.99	164.89	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.00	164.88	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.01	164.87	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.02	164.86	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.03	164.85	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.04	164.84	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.05	164.83	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.06	164.82	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.07	164.81	Platform	Bowmanville GO Station (Martin)					CP				
		Belleisle		43.08	164.80							CP	Overhead Bridge	Martin Rd.	25' 2.5"	Locations identified in Report "Oshawa East Track Extension and New Rail Maintenance Facility Feasibility Study", April 23, 2009 Hot Box Scanner (HDB)
		Belleisle		43.38	164.50							CP	Subway	King St. W.	n/a	
		Belleisle		43.42	164.46							CP	River Bridge	Bowmanville Creek	n/a	
		Belleisle		43.51	164.37							CP	Level Crossing	Scougog St.	n/a	(Wellington St.)
		Belleisle		43.66	164.22							CP				

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	
T	T	USRC	0	0.00	0.00	Station	Union GO Station			45	15			Speed Change
T	T	USRC		0.01	0.01	Platform	Union GO Station			45	15			
T	T	USRC		0.02	0.02	Platform	Union GO Station			45	15			
T	T	USRC		0.03	0.03	Platform	Union GO Station			45	15			
T	T	USRC		0.04	0.04	Platform	Union GO Station			45	15			
T	T	USRC		0.05	0.05	Platform	Union GO Station			45	15			
T	T	USRC		0.06	0.06	Platform	Union GO Station			45	15			
T	T	USRC		0.07	0.07	Platform	Union GO Station			45	15			
T	T	USRC		0.08	0.08	Platform	Union GO Station			45	15			
T	T	USRC		0.09	0.09	Platform	Union GO Station			45	15			
T	T	USRC		0.10	0.10	Platform	Union GO Station			45	15			
T	T	USRC		0.11	0.11	Platform	Union GO Station			45	15			
T	T	USRC		0.12	0.12	Platform	Union GO Station			45	15			
T	T	USRC		0.13	0.13	Platform	Union GO Station			45	15			
T	T	USRC		0.14	0.14	Platform	Union GO Station			45	15			
T	T	USRC		0.15	0.15	Platform	Union GO Station			45	15			
T	T	USRC		0.16	0.16	Platform	Union GO Station			45	15			
T	T	USRC		0.17	0.17	Platform	Union GO Station			45	15			
T	T	USRC		0.18	0.18	Platform	Union GO Station			45	15			
T	T	USRC		0.19	0.19	Platform	Union GO Station			45	15			
T	T	USRC	1	1.00	1.00	Marker				46	15			
T	T	USRC		1.09	1.09	Marker	Bathurst Street (42310)			60	20	Overhead Bridge	Bathurst Street	23' 3"
T	T	USRC		1.10	1.10	Marker				45	15	Overhead Bridge	Strachan Avenue	24' 3.5"
T	T	USRC		1.44	1.44	Marker	Western Limits of USRC			50	45-50			
T	T	USRC		1.45	1.45	Marker				50	45-50			
T	T	USRC		1.49	1.49	Marker				50	45-50			
T	T	USRC		1.50	1.50	Marker	CP Galt Subdivision 102			50	45-50			
T	T	USRC	2	2.00	2.00	Platform				50	45-50	Subway	King Street	
T	T	USRC		2.33	2.33	Platform				50	45-50	Subway	Queen Street	
T	T	USRC		2.62	2.62	Platform				50	45-50	Subway	Brock Avenue	
T	T	USRC	3	3.00	3.00	Platform				50	45-50	Overhead Bridge	Dundas Street	23' 8"
T	T	USRC		3.34	3.34	Platform				50	45-50	Subway	Bloor Street	
T	T	USRC		3.81	3.81	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.82	3.82	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.83	3.83	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.84	3.84	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.85	3.85	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.86	3.86	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.87	3.87	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.88	3.88	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.89	3.89	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.90	3.90	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.91	3.91	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.92	3.92	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.93	3.93	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.94	3.94	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.95	3.95	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.96	3.96	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.97	3.97	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.98	3.98	Platform	Bloor GO Station			50	45-50			
T	T	USRC		3.99	3.99	Platform	Bloor GO Station			50	45-50			
T	T	USRC	4	4.00	4.00	Marker	GO Bloor			50	45-50			
T	T	USRC		4.00	4.00	Station	Bloor GO Station			51	45-51			
T	T	USRC		4.01	4.01	Platform				50	45-50	Overhead Bridge	Wallace Avenue Pedestri	24' 0"
T	T	USRC		4.12	4.12	Platform				50	45-50			Assume clearance on Lower Galt same as for Weston?
T	T	USRC		4.20	4.20	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.45	4.45	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.45	4.45	Platform				50	45-50	Subway	Dupont Street	North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.54	4.54	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.55	4.55	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.56	4.56	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.57	4.57	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.58	4.58	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.59	4.59	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry
T	T	USRC		4.60	4.60	Platform				50	45-50			North Track Maximum 30 mph due to curve geometry

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance From Union Station		Item		Corridor Crossings		Speed Limit		Owner	Clearance	Comments/Remarks
		Subdivision	Mile Post	Mileage	Item Type	Item Description	Elevation	Grade	PAX	FRT	Crossing Type			
Lower Galt	4.61	4.61								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.62	4.62								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.63	4.63								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.64	4.64								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.65	4.65								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.66	4.66								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.67	4.67								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.68	4.68								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.69	4.69								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.70	4.70								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.71	4.71								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.72	4.72								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.73	4.73								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.74	4.74								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.75	4.75								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.76	4.76								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.77	4.77								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.78	4.78								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.79	4.79								GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Lower Galt	4.80	4.80			West Toronto Diamond					GO	45-50	GO		North Track Maximum 30 mph due to curve geometry
Galt	4.81	4.81								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.82	4.82								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.83	4.83								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.84	4.84								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.86	4.86								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.88	4.88								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.89	4.89								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.90	4.90								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.91	4.91								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.92	4.92								GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.93	4.93			Signal					GO	45-50	CP		North Track Maximum 30 mph due to curve geometry
Galt	4.94	4.94								Subway		Subway	Keele Street	Capacity to add 2 tracks to south.
Galt	4.95	4.95								GO	45-50	CP		
Galt	4.96	4.96								GO	45-50	CP		
Galt	4.97	4.97								GO	45-50	CP		
Galt	4.98	4.98								GO	45-50	CP		
Galt	4.99	4.99								GO	45-50	CP		
Galt	5.00	5.00								GO	45-50	CP		
Galt	5.01	5.01								GO	45-50	CP		
Galt	5.02	5.02								GO	45-50	CP		
Galt	5.03	5.03								GO	45-50	CP		
Galt	5.04	5.04								GO	45-50	CP		
Galt	5.16	5.16								Culvert		Culvert		
Galt	5.17	5.17								GO	45-50	CP		
Galt	5.18	5.18								GO	45-50	CP		
Galt	5.47	5.47								GO	45-50	CP		
Galt	5.80	5.80			Lambton					GO	45-50	CP		
Galt	5.87	5.87			Marker					GO	45-50	CP		12 existing, 12 required
Galt	5.98	5.98								GO	45-50	CP		
Galt	6.00	6.00								GO	45-50	CP		
Galt	6.25	6.25								GO	45-50	CP		
Galt	6.27	6.27								GO	45-50	CP		12 existing tracks, 12 required
Galt	6.28	6.28								GO	45-50	CP		
Galt	6.29	6.29								GO	45-50	CP		
Galt	6.30	6.30								GO	45-50	CP		
Galt	6.31	6.31								GO	45-50	CP		
Galt	6.32	6.32								GO	45-50	CP		
Galt	6.33	6.33								GO	45-50	CP		
Galt	6.34	6.34								GO	45-50	CP		
Galt	6.35	6.35								GO	45-50	CP		
Galt	6.36	6.36								GO	45-50	CP		
Galt	6.42	6.42								GO	45-50	CP		
Galt	6.43	6.43								GO	45-50	CP		
Galt	6.44	6.44								GO	45-50	CP		
Galt	6.45	6.45								GO	45-50	CP		
Galt	6.46	6.46								GO	45-50	CP		

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance From Union Station	Mileage	Item		Elevation	Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post			Item Type	Item Description		Crossing Type	Crossing Description	
		Galt		6.47	6.47			ASL			
		Galt		6.48	6.48						
		Galt		6.49	6.49						
		Galt		6.50	6.50						
		Galt		6.51	6.51						
		Galt		6.52	6.52						
		Galt		6.53	6.53						
		Galt		6.54	6.54						
		Galt		6.55	6.55						
		Galt		6.56	6.56						
		Galt		6.57	6.57						
		Galt		6.58	6.58						
		Galt		6.59	6.59						
		Galt		6.60	6.60		Track Switch				
		Galt		6.61	6.61		Track Switch				
		Galt		6.62	6.62		Track Switch				
		Galt		6.63	6.63						
		Galt		6.64	6.64		Track Switch				
		Galt		6.65	6.65		Track Switch				
		Galt		6.66	6.66		Track Switch				
		Galt		6.67	6.67		Track Switch				
		Galt		6.68	6.68						
		Galt		6.69	6.69		Track Switch				
		Galt		6.70	6.70		Track Switch				
		Galt		6.71	6.71		Track Switch				
		Galt		6.72	6.72						
		Galt		6.80	6.80		Marker	Scarlett Road		Subway	4 existing tracks, no room, 4 required
		Galt		6.83	6.83						
		Galt		6.84	6.84						
		Galt		6.85	6.85						
		Galt		6.86	6.86						
		Galt		6.87	6.87						
		Galt		6.88	6.88						
		Galt		6.89	6.89						
		Galt		6.90	6.90						
		Galt		6.91	6.91						
		Galt		6.92	6.92						
		Galt		6.93	6.93						
		Galt		6.94	6.94						
		Galt		6.95	6.95						
		Galt		6.96	6.96						
		Galt		6.97	6.97						
		Galt		6.98	6.98						
		Galt		6.99	6.99						
		Galt	7	7.00	7.00						
		Galt		7.01	7.01						
		Galt		7.02	7.02						
		Galt		7.03	7.03						
		Galt		7.04	7.04						
		Galt		7.05	7.05						
		Galt		7.06	7.06						
		Galt		7.07	7.07						
		Galt		7.08	7.08						
		Galt		7.09	7.09						
		Galt		7.10	7.10						
		Galt		7.11	7.11						
		Galt		7.12	7.12						
		Galt		7.13	7.13						
		Galt		7.14	7.14						
		Galt		7.15	7.15						
		Galt		7.16	7.16						
		Galt		7.17	7.17						
		Galt		7.18	7.18						
		Galt		7.30	7.30		Marker	Humber			
		Galt		7.40	7.40		Marker	Royal York		River Bridge	
		Galt		7.50	7.50		Marker				

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings			Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	
Galt		7.58	7.58		Track Switch				50	45-50	CP			
Galt		7.59	7.59						50	45-50	CP			
Galt		7.60	7.60						50	45-50	CP	Culvert		
Galt		7.61	7.61		Track Switch				50	45-50	CP			
Galt		7.62	7.62		Track Switch				50	45-50	CP			
Galt		7.63	7.63						50	45-50	CP			
Galt		7.64	7.64		Track Switch				50	45-50	CP			
Galt		7.65	7.65		Track Switch				50	45-50	CP			
Galt		7.66	7.66						50	45-50	CP			
Galt		7.67	7.67		Track Switch				50	45-50	CP			
Galt		7.68	7.68		Track Switch				50	45-50	CP			
Galt		7.69	7.69						50	45-50	CP			
Galt		7.70	7.70		Track Switch				50	45-50	CP	Subway	Royal York Road	3 existing tracks, room for 1 to south, 4 tracks required
Galt		7.71	7.71						50	45-50	CP			
Galt		7.72	7.72						50	45-50	CP			
Galt		7.73	7.73						50	45-50	CP			
Galt		7.74	7.74						50	45-50	CP			
Galt		7.75	7.75						50	45-50	CP			
Galt		7.76	7.76						50	45-50	CP	Overhead Bridge	Dundas Street West	24.20 ft
Galt		7.80	7.80						50	45-50	CP	Culvert		
Galt		7.85	7.85						50	45-50	CP	Culvert		
Galt	8	8.00	8.00						50	45-50	CP			
Galt		8.15	8.15						50	45-50	CP			
Galt		8.35	8.35						50	45-50	CP			
Galt		8.40	8.40						50	45-50	CP			
Galt		8.60	8.60						50	45-50	CP	Subway	Montgomery Road	3 existing, room 1 south, 4 required
Galt		8.60	8.60						70	30-50	CP	River Bridge	Mimico River	3 existing, no room, 4 required
Galt		8.64	8.64						70	30-50	CP			
Galt		8.70	8.70						70	30-50	CP	Subway	Islington Avenue	3 existing, room for 1 south, 4 required
Galt		8.76	8.76						70	30-50	CP			
Galt		8.77	8.77		Track Switch	turnout to additional track			70	30-50	CP			
Galt		8.78	8.78						70	30-50	CP			
Galt		8.79	8.79						70	30-50	CP			
Galt		8.80	8.80						70	30-50	CP			
Galt		8.84	8.84						70	30-50	CP	Culvert		
Galt		8.85	8.85						70	30-50	CP			
Galt		8.86	8.86						70	30-50	CP			
Galt		8.87	8.87						70	30-50	CP			
Galt		8.88	8.88						70	30-50	CP			
Galt		8.89	8.89						70	30-50	CP			
Galt		8.90	8.90		Marker	Bloor			70	30-50	CP			
Galt		8.91	8.91						70	30-50	CP			
Galt		8.92	8.92						70	30-50	CP	Subway	Bloor Street West	3 existing, room for 1 more, 4 required
Galt		8.95	8.95						70	30-50	CP	Culvert		
Galt		8.99	8.99						70	30-50	CP			
Galt	9	9.00	9.00						70	30-50	CP			
Galt		9.01	9.01						70	30-50	CP			
Galt		9.02	9.02						70	30-50	CP			
Galt		9.03	9.03						70	30-50	CP			
Galt		9.04	9.04						70	30-50	CP			
Galt		9.05	9.05						70	30-50	CP			
Galt		9.06	9.06						70	30-50	CP			
Galt		9.07	9.07						70	30-50	CP			
Galt		9.08	9.08						70	30-50	CP			
Galt		9.09	9.09		Track Switch	Turnout to ?????			70	30-50	CP			
Galt		9.10	9.10						70	30-50	CP			
Galt		9.20	9.20						70	30-50	CP			
Galt		9.37	9.37						70	30-50	CP			
Galt		9.38	9.38		Track Switch	T2 to T3			70	30-50	CP			
Galt		9.39	9.39						70	30-50	CP	Overhead Bridge	Kipling Avenue	30 ft (SW Quadrant)
Galt		9.40	9.40		Track Switch	T3 to T2			70	30-50	CP			
Galt		9.41	9.41		Track Switch	T4 to T3			70	30-50	CP			
Galt		9.42	9.42		Track Switch	Turnout to Canpa Sub to Oakville			70	30-50	CP			
Galt		9.43	9.43		Track Switch	T3 to T2			70	30-50	CP			

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks				
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT		Owner	Crossing Type	Crossing Description	Clearance
T	T	Galt		9.44	9.44	Track Switch	T3 to T4		70	30-50	CP					
T	T	Galt		9.45	9.45				70	30-50	CP					
T	T	Galt		9.46	9.46	Track Switch	T2 to T3		70	30-50	CP					
T	T	Galt		9.47	9.47				70	30-50	CP					
T	T	Galt		9.50	9.50				70	30-50	CP					
T	T	Galt		9.51	9.51	Track Switch	T2 to T1		70	30-50	CP					
T	T	Galt		9.52	9.52				70	30-50	CP					
T	T	Galt		9.53	9.53				70	30-50	CP					
T	T	Galt		9.54	9.54	Track Switch	T1 to T2		70	30-50	CP					
T	T	Galt		9.55	9.55	Track Switch	Turnout to ?????		70	30-50	CP					
T	T	Galt		9.56	9.56				70	30-50	CP					
T	T	Galt		9.57	9.57				70	30-50	CP					
T	T	Galt		9.58	9.58	Platform	Kipling GO Station		70	30-50	CP	Subway	Pedestrian Tunnel			
T	T	Galt		9.59	9.59	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.60	9.60	Marker	Obico		70	30-50	CP	Culvert				
T	T	Galt		9.61	9.61	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.62	9.62	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.63	9.63	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.64	9.64	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.65	9.65	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.66	9.66	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.67	9.67	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.68	9.68	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.69	9.69	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.70	9.70	Station	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.71	9.71	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.72	9.72	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.73	9.73	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.74	9.74	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.75	9.75	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.76	9.76	Platform	Kipling GO Station		70	30-50	CP					
T	T	Galt		9.77	9.77	Platform	Kipling GO Station		70	30-50	CP	Culvert				
T	T	Galt		9.78	9.78	Platform	Kipling GO Station		70	30-50	CP	Culvert				
T	T	Galt		9.99	9.99				70	30-50	CP					
T	T	Galt	10	10.00	10.00				70	30-50	CP					
T	T	Galt		10.13	10.13				70	30-50	CP	Subway	Shorncliffe Road		4 existing, no room, 4 required	
T	T	Galt		10.20	10.20				70	30-50	CP	Culvert				
T	T	Galt		10.58	10.58				70	30-50	CP	Subway	East Mall		4 existing, no room, 4 required	
T	T	Galt		10.60	10.60				70	30-50	CP	Culvert				
T	T	Galt		10.87	10.87				70	30-50	CP	Overhead Bridge	Highway 427		4 existing, no room, 4 required. (Bridge Clearance data provided by email from Daryl Barnett, GO Transit on April 20, 2010)	
T	T	Galt		10.89	10.89				70	30-50	CP					
T	T	Galt		10.90	10.90	Track Switch	Turnout to ?????		70	30-50	CP					
T	T	Galt		10.91	10.91				70	30-50	CP	Culvert				
T	T	Galt		10.92	10.92				70	30-50	CP					
T	T	Galt		10.93	10.93				70	30-50	CP	Culvert				
T	T	Galt	11	11.00	11.00				70	30-50	CP					
T	T	Galt		11.67	11.67				70	30-50	CP					
T	T	Galt		11.68	11.68				70	30-50	CP					
T	T	Galt		11.69	11.69				70	30-50	CP					
T	T	Galt		11.70	11.70	Track Switch	Turnout to ?????		70	30-50	CP	Subway	West Mall		4 existing, no room, 4 required	
T	T	Galt		11.71	11.71				70	30-50	CP					
T	T	Galt		11.80	11.80				70	30-50	CP	River Bridge	Ebroitoke River		3 existing, no room, 4 required	
T	T	Galt		11.83	11.83				70	30-50	CP					
T	T	Galt		11.84	11.84	Track Switch			70	30-50	CP					
T	T	Galt		11.85	11.85				70	30-50	CP					
T	T	Galt		11.86	11.86				70	30-50	CP					
T	T	Galt		11.87	11.87	Track Switch			70	30-50	CP					
T	T	Galt		11.88	11.88				70	30-50	CP					
T	T	Galt		11.97	11.97				70	30-50	CP					
T	T	Galt		11.98	11.98	Track Switch			70	30-50	CP					
T	T	Galt		11.99	11.99				70	30-50	CP					
T	T	Galt	12	12.00	12.00	Marker	Dixie		70	30-50	CP					
T	T	Galt		12.01	12.01				70	30-50	CP					
T	T	Galt		12.05	12.05				70	30-50	CP					
T	T	Galt		12.06	12.06				70	30-50	CP	Level Crossing	Rische's Lane/Loreland Avenue		Private Crossing, Lights and Gates, 2 existing tracks	



# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance		Mileage		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	From Union Station	To Mile Post	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	Clearance		
Galt		12.07	12.07													
Galt		12.19	12.19													
Galt		12.20	12.20											River Bridge	Pallet's Creek	2 existing, no room, 4 required
Galt		12.21	12.21													
Galt		12.22	12.22													
Galt		12.23	12.23													
Galt		12.24	12.24													
Galt		12.25	12.25													
Galt		12.26	12.26													
Galt		12.27	12.27													
Galt		12.28	12.28													
Galt		12.29	12.29													
Galt		12.33	12.33													
Galt		12.34	12.34					Platform	Dixie GO Station							
Galt		12.35	12.35					Platform	Dixie GO Station							
Galt		12.36	12.36					Platform	Dixie GO Station							
Galt		12.37	12.37					Platform	Dixie GO Station							
Galt		12.38	12.38					Platform	Dixie GO Station							
Galt		12.39	12.39					Platform	Dixie GO Station							
Galt		12.41	12.41					Platform	Dixie GO Station							
Galt		12.42	12.42					Platform	Dixie GO Station							
Galt		12.43	12.43					Platform	Dixie GO Station							
Galt		12.44	12.44					Platform	Dixie GO Station							
Galt		12.45	12.45					Platform	Dixie GO Station							
Galt		12.46	12.46					Platform	Dixie GO Station							
Galt		12.47	12.47					Platform	Dixie GO Station							
Galt		12.48	12.48					Platform	Dixie GO Station							
Galt		12.49	12.49					Platform	Dixie GO Station							
Galt		12.50	12.50					Platform	Dixie GO Station							
Galt		12.51	12.51					Platform	Dixie GO Station							
Galt		12.52	12.52					Platform	Dixie GO Station							
Galt		12.53	12.53					Platform	Dixie GO Station							
Galt		12.54	12.54													
Galt		12.58	12.58													
Galt		12.60	12.60													
Galt		12.61	12.61					Track Switch								
Galt		12.62	12.62													
Galt		12.63	12.63													
Galt		12.64	12.64					Track Switch								
Galt		12.75	12.75													
Galt		12.85	12.85													
Galt		13.00	13.00													
Galt		13.10	13.10													
Galt		13.15	13.15													
Galt		13.62	13.62													
Galt		13.63	13.63													
Galt		13.64	13.64													
Galt		13.65	13.65													
Galt		13.66	13.66													
Galt		13.67	13.67													
Galt		13.68	13.68													
Galt		13.69	13.69													
Galt		13.70	13.70													
Galt		13.71	13.71													
Galt		13.87	13.87													
Galt		13.90	13.90													
Galt		14.00	14.00													
Galt		14.17	14.17													
Galt		14.17	14.17													
Galt		14.60	14.60					Marker	Cooksville							
Galt		14.90	14.90													
Galt		15.00	15.00													
Galt		15.20	15.20													
Galt		15.25	15.25													

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	
		Galt		15.27	15.27	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.28	15.28	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.29	15.29	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.30	15.30	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.31	15.31	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.32	15.32	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.33	15.33	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.34	15.34	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.35	15.35	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.36	15.36	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.37	15.37	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.38	15.38	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.39	15.39	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.40	15.40	Station	Cooksville GO Station			65	45-60	CP	Culvert	
		Galt		15.41	15.41	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.42	15.42	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.43	15.43	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.44	15.44	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.45	15.45	Platform	Cooksville GO Station			65	45-60	CP		
		Galt		15.46	15.46					65	45-60	CP		
		Galt		15.61	15.61	Track Switch	South Track (T1) to T2			65	45-60	CP	Confederation Parkway	2 existing, 1 north, 1 south, 4 required
		Galt		15.62	15.62	Track Switch	South Track (T1) to T2			65	45-60	CP		
		Galt		15.63	15.63					65	45-60	CP		
		Galt		15.64	15.64					65	45-60	CP		
		Galt		15.65	15.65	Track Switch	T2 to T1			65	45-60	CP		
		Galt		15.66	15.66	Track Switch	T2 to T3			65	45-60	CP		
		Galt		15.67	15.67	Track Switch	T4 to T3			65	45-60	CP		
		Galt		15.68	15.68					65	45-60	CP		
		Galt		15.69	15.69	Track Switch	T3 to T2			65	45-60	CP		
		Galt		15.70	15.70	Track Switch	T3 to T4 (North Track)			65	45-60	CP		
		Galt		15.71	15.71					65	45-60	CP		
		Galt		15.72	15.72	Track Switch	T3 to T2			65	45-60	CP		
		Galt		15.73	15.73					65	45-60	CP		
		Galt		15.74	15.74					65	45-60	CP		
		Galt		15.75	15.75	Track Switch	T2 to T3			65	45-60	CP		
		Galt		15.76	15.76	Track Switch	T2 to T1 (South Track)			65	45-60	CP		
		Galt		15.77	15.77					65	45-60	CP		
		Galt		15.78	15.78					65	45-60	CP		
		Galt		15.79	15.79	Track Switch	T1 to T2			65	45-60	CP		
		Galt		15.80	15.80	Marker	Mississauga			65	45-60	CP		
		Galt		15.99	15.99					65	45-60	CP		
		Galt	16	16.00	16.00					65	45-60	CP		
		Galt		16.40	16.40					65	45-60	CP		
		Galt		16.56	16.56					65	45-60	CP		
		Galt		16.75	16.75					65	45-60	CP		
		Galt		16.80	16.80					65	45-60	CP		
		Galt		16.82	16.82					65	45-60	CP		
		Galt		16.90	16.90					65	45-60	CP		
		Galt	17	17.00	17.00					65	45-60	CP		
		Galt		17.05	17.05					65	45-60	CP		
		Galt		17.06	17.06					65	45-60	CP		
		Galt		17.07	17.07					65	45-60	CP		
		Galt		17.08	17.08					65	45-60	CP		
		Galt		17.09	17.09					65	45-60	CP		
		Galt		17.10	17.10					65	45-60	CP		
		Galt		17.11	17.11					65	45-60	CP		
		Galt		17.12	17.12					65	45-60	CP		
		Galt		17.13	17.13					65	45-60	CP		
		Galt		17.14	17.14					65	45-60	CP		
		Galt		17.15	17.15					65	45-60	CP		
		Galt		17.16	17.16					65	45-60	CP		
		Galt		17.30	17.30					65	45-60	CP		
		Galt		17.35	17.35					65	45-60	CP		
		Galt		17.40	17.40					65	45-60	CP		
		Galt		17.80	17.80					65	45-60	CP		
		Galt		17.98	17.98					65	45-60	CP		

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance From Union Station	Mileage	Item		Elevation	Speed Limit		Owner	Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post			Item Type	Item Description		Grade	PAX		FRT	Crossing Type		
T	T	Galt	17.99	17.99	17.99	Platform	Erindale GO Station	ASL	55	45-60	CP	Culvert			
T	T	Galt	18.00	18.00	18.00	Platform	Erindale GO Station		65	45-60	CP	Subway			
T	T	Galt	18.01	18.01	18.01	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.02	18.02	18.02	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.03	18.03	18.03	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.04	18.04	18.04	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.05	18.05	18.05	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.06	18.06	18.06	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.07	18.07	18.07	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.08	18.08	18.08	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.09	18.09	18.09	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.10	18.10	18.10	Station	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.11	18.11	18.11	Platform	Erindale GO Station		55	45-60	CP	Subway			
T	T	Galt	18.12	18.12	18.12	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.13	18.13	18.13	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.14	18.14	18.14	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.15	18.15	18.15	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.16	18.16	18.16	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.17	18.17	18.17	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.18	18.18	18.18	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.19	18.19	18.19	Platform	Erindale GO Station		55	45-60	CP				
T	T	Galt	18.30	18.30	18.30				55	45-60	CP	Culvert			
T	T	Galt	18.31	18.31	18.31				55	45-60	CP				
T	T	Galt	18.32	18.32	18.32				55	45-60	CP				
T	T	Galt	18.33	18.33	18.33				55	45-60	CP				
T	T	Galt	18.47	18.47	18.47				55	45-60	CP				
T	T	Galt	18.48	18.48	18.48				55	45-60	CP				
T	T	Galt	18.49	18.49	18.49				55	45-60	CP				
T	T	Galt	18.50	18.50	18.50				55	45-60	CP	Culvert			
T	T	Galt	18.51	18.51	18.51				55	45-60	CP				
T	T	Galt	18.52	18.52	18.52				55	45-60	CP				
T	T	Galt	18.53	18.53	18.53				55	45-60	CP	Subway	Highway 403		3 existing, room for 1 to South, 4 required
T	T	Galt	18.54	18.54	18.54	Track Switch			55	45-60	CP				
T	T	Galt	18.55	18.55	18.55	Track Switch			55	45-60	CP				
T	T	Galt	18.56	18.56	18.56	Track Switch			55	45-60	CP				
T	T	Galt	18.57	18.57	18.57				55	45-60	CP				
T	T	Galt	18.58	18.58	18.58	Track Switch			55	45-60	CP				
T	T	Galt	18.59	18.59	18.59	Track Switch			55	45-60	CP				
T	T	Galt	18.60	18.60	18.60	Track Switch			50	45-55	CP				
T	T	Galt	18.61	18.61	18.61				50	45-55	CP				
T	T	Galt	18.67	18.67	18.67				50	45-55	CP	Culvert			
T	T	Galt	18.68	18.68	18.68				50	45-55	CP	Culvert			
T	T	Galt	18.80	18.80	18.80	Marker	Erindale		50	45-55	CP				
T	T	Galt	18.95	18.95	18.95				50	45-55	CP				
T	T	Galt	19.00	19.00	19.00				50	45-55	CP				
T	T	Galt	19.19	19.19	19.19				50	45-55	CP				
T	T	Galt	19.20	19.20	19.20				50	45-55	CP				
T	T	Galt	19.21	19.21	19.21				50	45-55	CP				
T	T	Galt	19.22	19.22	19.22				50	45-55	CP				
T	T	Galt	19.23	19.23	19.23				50	45-55	CP				
T	T	Galt	19.24	19.24	19.24				50	45-55	CP				
T	T	Galt	19.25	19.25	19.25				50	45-55	CP	Subway	Eglinton Avenue		2 existing, room for 1 to North, Require 4
T	T	Galt	19.26	19.26	19.26				50	45-55	CP				
T	T	Galt	19.27	19.27	19.27				50	45-55	CP				
T	T	Galt	19.28	19.28	19.28				50	45-55	CP				
T	T	Galt	19.60	19.60	19.60				50	45-55	CP	Culvert			
T	T	Galt	19.67	19.67	19.67				50	45-55	CP	Culvert			
T	T	Galt	19.89	19.89	19.89				50	45-55	CP	River Bridge	Credit River		2 existing, no room, require 4
T	T	Galt	19.90	19.90	19.90				50	45-55	CP				
T	T	Galt	20.00	20.00	20.00				50	45-55	CP				
T	T	Galt	20.12	20.12	20.12				50	45-55	CP	Level Crossing	Queen Street		City of Mississauga, Lights and Gates, 2 existing tracks
T	T	Galt	20.18	20.18	20.18				50	45-55	CP				
T	T	Galt	20.19	20.19	20.19				50	45-55	CP	Culvert			
T	T	Galt	20.20	20.20	20.20				50	45-55	CP	Culvert			
T	T	Galt	20.21	20.21	20.21				50	45-55	CP				
T	T	Galt	20.28	20.28	20.28				50	45-55	CP				

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings			Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	
Galt		20.29	20.29		Station	Streetsville GO Station			50	45-55	CP			
Galt		20.30	20.30		Platform	Streetsville GO Station			50	45-55	CP	Culvert		
Galt		20.31	20.31		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.32	20.32		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.33	20.33		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.34	20.34		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.35	20.35		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.36	20.36		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.37	20.37		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.38	20.38		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.39	20.39		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.40	20.40		Platform	Streetsville GO Station			50	45-55	CP	Culvert		
Galt		20.41	20.41		Platform	Streetsville GO Station			50	45-55	CP	Subway	Pedestrian Tunnel	
Galt		20.42	20.42		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.43	20.43		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.44	20.44		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.45	20.45		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.46	20.46		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.47	20.47		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.48	20.48		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.49	20.49		Platform	Streetsville GO Station			50	45-55	CP			
Galt		20.50	20.50						50	45-55	CP	Culvert		
Galt		20.60	20.60						50	45-55	CP	Culvert		
Galt		20.61	20.61						50	45-55	CP			
Galt		20.62	20.62						50	45-55	CP			
Galt		20.63	20.63						50	45-55	CP			
Galt		20.66	20.66						50	45-55	CP			
Galt		20.67	20.67						50	45-55	CP	Level Crossing	Thomas Street	City of Mississauga, Lights and Gates, 2 existing tracks
Galt		20.68	20.68						50	45-55	CP			
Galt		20.69	20.69						50	45-55	CP			
Galt		20.70	20.70						50	45-55	CP	Culvert		
Galt		20.80	20.80						50	45-55	CP	Culvert		
Galt		21.00	21.00						50	45-55	CP	Level Crossing	Pannery Street	City of Mississauga, Lights and Gates, 2 existing tracks
Galt		21.15	21.15						50	45-55	CP			
Galt		21.16	21.16						50	45-55	CP			
Galt		21.17	21.17						50	45-55	CP			
Galt		21.18	21.18		Track Switch	New Track Switch			50	45-55	CP			
Galt		21.19	21.19		Marker	Streetsville Junction			50	45-55	CP			
Galt		21.20	21.20		Track Switch	New Track Switch			50	45-55	CP			
Galt		21.21	21.21						50	45-55	CP	Level Crossing	Ontario Street	City of Mississauga, Lights and Gates, 2 existing tracks
Galt		21.22	21.22						50	45-55	CP	Culvert		
Galt		21.23	21.23						50	45-55	CP			
Galt		21.24	21.24		Track Switch	Centre Track Turnout to/from North Trac			50	45-55	CP			
Galt		21.25	21.25						50	45-55	CP			
Galt		21.26	21.26						50	45-55	CP			
Galt		21.27	21.27		Track Switch	North Track turnout to/from Centre Trac			50	45-55	CP			
Galt		21.28	21.28		Track Switch	New Track Switch			50	45-55	CP			
Galt		21.29	21.29						50	45-55	CP			
Galt		21.30	21.30		Track Switch	New Track Switch			50	45-55	CP	Culvert		
Galt		21.31	21.31		Track Switch	North Track Turnout to Orangeville-Bar			50	45-55	CP			
Galt		21.32	21.32						50	45-55	CP			
Galt		21.33	21.33						50	45-55	CP			
Galt		21.34	21.34						50	45-55	CP			
Galt		21.35	21.35						50	45-55	CP			
Galt		21.36	21.36						50	45-55	CP			
Galt		21.37	21.37						50	45-55	CP			
Galt		21.38	21.38						50	45-55	CP			
Galt		21.39	21.39						50	45-55	CP			
Galt		21.40	21.40						50	45-55	CP			
Galt		21.43	21.43						50	45-55	CP			
Galt		21.44	21.44						50	45-55	CP	Subway	Britannia Road	Existing 2 main, 2 yard, no room for more, require 4, options?
Galt		21.45	21.45						50	45-55	CP			
Galt		21.80	21.80						50	45-55	CP			
Galt		21.81	21.81						50	45-55	CP			

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	
Galt		21.82	21.82							50	45-55	CP		
Galt		21.83	21.83							50	45-55	CP		
Galt		21.84	21.84							50	45-55	CP		
Galt		21.85	21.85							50	45-55	CP		
Galt		21.86	21.86							50	45-55	CP		
Galt		21.87	21.87							50	45-55	CP		
Galt		21.88	21.88							50	45-55	CP		
Galt		21.89	21.89							50	45-55	CP		
Galt		21.90	21.90							50	45-55	CP		
Galt		21.91	21.91							50	45-55	CP		
Galt		21.92	21.92							50	45-55	CP		
Galt		21.93	21.93							50	45-55	CP		
Galt		21.94	21.94							50	45-55	CP		
Galt		21.95	21.95							50	45-55	CP		
Galt		21.96	21.96							50	45-55	CP		
Galt		21.97	21.97							50	45-55	CP		
Galt		21.98	21.98							50	45-55	CP		
Galt		21.99	21.99							50	45-55	CP		
Galt		22.00	22.00							70	45-60	CP		
Galt		22.01	22.01							70	45-60	CP		
Galt		22.02	22.02							70	45-60	CP		
Galt		22.03	22.03							70	45-60	CP		
Galt		22.04	22.04							70	45-60	CP		
Galt		22.05	22.05							70	45-60	CP		
Galt		22.09	22.09							70	45-60	CP		
Galt		22.10	22.10							70	45-60	CP		
Galt		22.11	22.11							70	45-60	CP		
Galt		22.19	22.19							70	45-60	CP		
Galt		22.20	22.20							70	45-60	CP		
Galt		22.38	22.38							70	45-60	CP		
Galt		22.39	22.39							70	45-60	CP		
Galt		22.49	22.49							70	45-60	CP		
Galt		22.50	22.50							70	45-60	CP		
Galt		22.51	22.51							70	45-60	CP		
Galt		22.52	22.52							70	45-60	CP		
Galt		22.53	22.53							70	45-60	CP		
Galt		22.54	22.54							70	45-60	CP		
Galt		22.55	22.55							70	45-60	CP		
Galt		22.56	22.56							70	45-60	CP		
Galt		22.80	22.80							70	45-60	CP		
Galt		22.88	22.88							70	45-60	CP		
Galt		23.00	23.00							70	45-60	CP		
Galt		23.03	23.03							70	45-60	CP		
Galt		23.04	23.04							70	45-60	CP		
Galt		23.05	23.05							70	45-60	CP		
Galt		23.06	23.06							70	45-60	CP		
Galt		23.07	23.07							70	45-60	CP		
Galt		23.08	23.08							70	45-60	CP		
Galt		23.09	23.09							70	45-60	CP		
Galt		23.10	23.10							70	45-60	CP		
Galt		23.11	23.11							70	45-60	CP		
Galt		23.12	23.12							70	45-60	CP		
Galt		23.13	23.13							70	45-60	CP		
Galt		23.14	23.14							70	45-60	CP		
Galt		23.15	23.15							70	45-60	CP		
Galt		23.16	23.16							70	45-60	CP		
Galt		23.17	23.17							70	45-60	CP		
Galt		23.18	23.18							70	45-60	CP		
Galt		23.19	23.19							70	45-60	CP		
Galt		23.20	23.20							70	45-60	CP		
Galt		23.21	23.21							70	45-60	CP		
Galt		23.22	23.22							70	45-60	CP		
Galt		23.23	23.23							70	45-60	CP		
Galt		23.24	23.24							70	45-60	CP		

Milton GO Line

Milton GO Line

Meadowdale GO Station

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	
		Galt		23.40	23.40					70	45-60	Culvert		
		Galt		23.42	23.42					70	45-60	CP		
		Galt		23.43	23.43					70	45-60	CP	Derry Road	2 existing, room for 1 to North and 1 to south, requires 4
		Galt		23.44	23.44					70	45-60	CP		
		Galt		23.90	23.90					70	45-60	CP		
		Galt	24	24.00	24.00					70	45-60	CP		
		Galt		24.30	24.30					70	45-60	CP		
		Galt		24.50	24.50					70	45-60	CP		
		Galt		24.65	24.65					70	45-60	CP	Winston Churchill Blvd	2 existing, room for 1 to North, requires 4
		Galt		24.71	24.71					70	45-60	CP		
		Galt		24.79	24.79					70	45-60	CP		
		Galt		24.80	24.80					70	45-60	CP		
		Galt		24.81	24.81					70	45-60	CP		
		Galt		24.82	24.82					70	45-60	CP		
		Galt		24.83	24.83					70	45-60	CP		
		Galt		24.84	24.84					70	45-60	CP		
		Galt	25	25.00	25.00					75	45-60	CP		
		Galt		25.09	25.09					75	45-60	CP		
		Galt		25.10	25.10					75	45-60	CP		
		Galt		25.11	25.11					75	45-60	CP		
		Galt		25.12	25.12					75	45-60	CP		
		Galt		25.13	25.13					75	45-60	CP		
		Galt		25.14	25.14					75	45-60	CP		
		Galt		25.15	25.15					75	45-60	CP		
		Galt		25.16	25.16					75	45-60	CP		
		Galt		25.17	25.17					75	45-60	CP		
		Galt		25.18	25.18					75	45-60	CP		
		Galt		25.19	25.19					75	45-60	CP		
		Galt		25.20	25.20					75	45-60	CP		
		Galt		25.21	25.21					75	45-60	CP		
		Galt		25.22	25.22					75	45-60	CP		
		Galt		25.23	25.23					75	45-60	CP		
		Galt		25.24	25.24					75	45-60	CP		
		Galt		25.25	25.25					75	45-60	CP		
		Galt		25.26	25.26					75	45-60	CP		
		Galt		25.27	25.27					75	45-60	CP		
		Galt		25.28	25.28					75	45-60	CP		
		Galt		25.29	25.29					75	45-60	CP		
		Galt		25.60	25.60					75	45-60	CP		
		Galt		25.86	25.86					75	45-60	CP		
		Galt		25.87	25.87					75	45-60	CP	9th Line	Falton Region Lights and Gates 2 existing tracks
		Galt		25.88	25.88					75	45-60	CP		
		Galt		25.90	25.90					75	45-60	CP		
		Galt	26	26.00	26.00					75	45-60	CP		
		Galt		26.20	26.20					75	45-60	CP		
		Galt		26.30	26.30					75	45-60	CP		
		Galt		26.30	26.30					75	45-60	CP		
		Galt		26.31	26.31					75	45-60	CP		
		Galt		26.32	26.32					75	45-60	CP		
		Galt		26.33	26.33					75	45-60	CP		
		Galt		26.34	26.34					75	45-60	CP		
		Galt		26.35	26.35					75	45-60	CP		
		Galt		26.36	26.36					75	45-60	CP		
		Galt		26.37	26.37					75	45-60	CP		
		Galt		26.38	26.38					75	45-60	CP		
		Galt		26.39	26.39					75	45-60	CP		
		Galt		26.40	26.40					75	45-60	CP		
		Galt		26.60	26.60					75	45-60	CP		
		Galt		26.65	26.65					75	45-60	CP		
		Galt		26.71	26.71					75	45-60	CP		
		Galt		26.72	26.72					75	45-60	CP		
		Galt		26.73	26.73					75	45-60	CP		

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	
		Galt	27	27.00	27.00					75	45-60	CP		
		Galt		27.39	27.39					75	45-60	CP		
		Galt		27.40	27.40					75	45-60	CP	Culvert	
		Galt		27.41	27.41					75	45-60	CP		
		Galt		27.42	27.42					75	45-60	CP		
		Galt		27.43	27.43					75	45-60	CP		
		Galt		27.44	27.44					75	45-60	CP		
		Galt		27.45	27.45		South Track Turnout to/from Centre Tra			75	45-60	CP		
		Galt		27.46	27.46					75	45-60	CP		
		Galt		27.47	27.47					75	45-60	CP		
		Galt		27.48	27.48		Centre Track Turnout to/from South Tra			75	45-60	CP		
		Galt		27.49	27.49		Centre Track Turnout to/from South Tra			75	45-60	CP		
		Galt		27.50	27.50		South Track Turnout to Expressway Fat			75	45-60	CP	Culvert	
		Galt		27.50	27.50		Marker							
		Galt		27.51	27.51		South Track Turnout to/from Centre Tra			75	45-60	CP		
		Galt		27.52	27.52					75	45-60	CP		
		Galt		27.53	27.53					75	45-60	CP		
		Galt		27.54	27.54					75	45-60	CP		
		Galt		27.55	27.55					75	45-60	CP		
		Galt		27.56	27.56					75	45-60	CP		
		Galt		27.57	27.57					75	45-60	CP	Overhead Bridge	23.74 ft
		Galt		27.58	27.58					75	45-60	CP		
		Galt		27.59	27.59					75	45-60	CP		
		Galt		27.60	27.60					75	45-60	CP	Culvert	
		Galt	28	28.00	28.00					75	45-60	CP		
		Galt		28.09	28.09					75	45-60	CP		
		Galt		28.10	28.10					75	45-60	CP	River Bridge	2 existing Tracks, no room for more, 4 tracks required
		Galt		28.39	28.39					75	45-60	CP		
		Galt		28.40	28.40					75	45-60	CP	River Bridge	2 existing, no room, 4 required
		Galt		28.42	28.42					75	45-60	CP		
		Galt		28.43	28.43					75	45-60	CP	Level Crossing	Town of Milton lights and Gates 2 existing tracks
		Galt		28.57	28.57					75	45-60	CP		
		Galt		28.58	28.58					75	45-60	CP		
		Galt		28.59	28.59					75	45-60	CP	River Bridge	2 existing, no room, 4 required
		Galt		28.90	28.90					75	45-60	CP		
		Galt	29	29.00	29.00					75	45-60	CP	Culvert	
		Galt		29.18	29.18					75	45-60	CP		
		Galt		29.19	29.19					75	45-60	CP		
		Galt		29.20	29.20					75	45-60	CP		
		Galt		29.21	29.21					75	45-60	CP	Culvert	
		Galt		29.22	29.22					75	45-60	CP		
		Galt		29.23	29.23		North Track Turnout to/from Centre Tra			75	45-60	CP		
		Galt		29.24	29.24					75	45-60	CP		
		Galt		29.25	29.25					75	45-60	CP		
		Galt		29.26	29.26		Centre Track Turnout to/from North Tra			75	45-60	CP		
		Galt		29.27	29.27					75	45-60	CP		
		Galt		29.30	29.30					75	45-60	CP	Level Crossing	Town of Milton lights and Gates 2 existing tracks
		Galt		29.36	29.36					75	45-60	CP		
		Galt		29.37	29.37					75	45-60	CP		
		Galt		29.38	29.38					75	45-60	CP		
		Galt		29.60	29.60					75	45-60	CP	Culvert	
		Galt		29.99	29.99					75	45-60	CP		
		Galt	30	30.00	30.00					75	45-60	CP		
		Galt		30.01	30.01					75	45-60	CP		
		Galt		30.02	30.02					75	45-60	CP		
		Galt		30.03	30.03					75	45-60	CP		
		Galt		30.04	30.04					75	45-60	CP		
		Galt		30.05	30.05					75	45-60	CP		
		Galt		30.06	30.06					75	45-60	CP		
		Galt		30.07	30.07					75	45-60	CP		
		Galt		30.08	30.08					75	45-60	CP		

# Corridor Summary Tables

Milton GO Line Track Layout Sketch		Location		Distance From Union Station		Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	Clearance	
Galt		30.09	30.09		Track Switch	North Track Turnout to/from GO Layover			75	45-60	CP			
Galt		30.10	30.10						75	45-60	CP			
Galt		30.11	30.11						75	45-60	CP	Subway	James Snow Parkway	2 existing, room for 2 to north, requires 4
Galt		30.15	30.15						75	45-60	CP			
Galt		30.16	30.16						75	45-60	CP	Level Crossing	4th Line	Halton Region, No Protection, 3 existing tracks
Galt		30.55	30.55						75	45-60	CP			
Galt		30.56	30.56						75	45-60	CP			
Galt		30.57	30.57						75	45-60	CP			
Galt		30.58	30.58						75	45-60	CP			
Galt		30.59	30.59		Marker	Milton East			75	45-60	CP			
Galt		30.60	30.60								CP			
Galt		30.61	30.61								CP			
Galt		30.62	30.62								CP			
Galt		30.63	30.63								CP			
Galt		30.64	30.64								CP			
Galt		30.65	30.65								CP			
Galt		30.66	30.66								CP			
Galt		31.00	31.00								CP			
Galt		31.01	31.01								CP	Subway	Thomson Road South	2 existing, room for 2 to north, only 3 required
Galt		31.02	31.02								CP			
Galt		31.05	31.05								CP			
Galt		31.06	31.06								CP			
Galt		31.10	31.10								CP			
Galt		31.17	31.17								CP			
Galt		31.18	31.18		Platform	Milton GO Station					CP			
Galt		31.19	31.19		Platform	Milton GO Station					CP			
Galt		31.20	31.20		Station	Milton GO Station					CP			
Galt		31.21	31.21		Platform	Milton GO Station					CP			
Galt		31.22	31.22		Platform	Milton GO Station					CP			
Galt		31.23	31.23		Platform	Milton GO Station					CP			
Galt		31.24	31.24		Platform	Milton GO Station					CP			
Galt		31.25	31.25		Platform	Milton GO Station					CP			
Galt		31.26	31.26		Platform	Milton GO Station					CP			
Galt		31.27	31.27		Platform	Milton GO Station					CP			
Galt		31.28	31.28		Platform	Milton GO Station					CP			
Galt		31.29	31.29		Platform	Milton GO Station					CP			
Galt		31.30	31.30		Platform	Milton GO Station					CP			
Galt		31.31	31.31		Platform	Milton GO Station					CP			
Galt		31.32	31.32		Platform	Milton GO Station					CP			
Galt		31.33	31.33		Platform	Milton GO Station					CP			
Galt		31.34	31.34		Platform	Milton GO Station					CP			
Galt		31.35	31.35								CP			
Galt		31.36	31.36								CP			
Galt		31.74	31.74								CP			
Galt		31.75	31.75						75	45	CP	Level Crossing	Main Street East	Town of Milton, Lights and Gates, 3 existing tracks, Rail over Road Grade separation planned 2010
Galt		31.89	31.89								CP			
Galt		31.90	31.90						75	45	CP	Subway	Ontario Street	3 existing tracks room for 1 north and 1 south
Galt		31.91	31.91								CP			
Galt		31.92	31.92								CP			
Galt		31.93	31.93								CP			
Galt		31.94	31.94								CP			
Galt		32.00	32.00								CP			
Galt		32.06	32.06								CP			
Galt		32.07	32.07								CP			
Galt		32.08	32.08								CP			
Galt		32.09	32.09		Track Switch	South Track turnout to ????					CP			
Galt		32.10	32.10								CP			
Galt		32.21	32.21			North Track Turnout to/from South Track					CP			
Galt		32.22	32.22		Track Switch						CP			
Galt		32.23	32.23								CP			
Galt		32.24	32.24								CP			
Galt		32.25	32.25		Track Switch	South Track Turnout to/from North Track					CP			
Galt		32.26	32.26		Track Switch	South Track Turnout to/from North Track					CP			
Galt		32.27	32.27								CP			
Galt		32.28	32.28								CP			



# Corridor Summary Tables

## Milton GO Line

Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks		
Platform	Platform	Platform	Platform	Platform	Platform	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type		Crossing Description	Clearance
T	T	T	T	T	T	Galt	Track Switch	32.29							
T	T	T	T	T	T	Galt	Marker	32.30							
T	T	T	T	T	T	Galt		32.35							
T	T	T	T	T	T	Galt		32.36		75	45	Level Crossing	Martin Street		Town of Milton, Lights and Gates, 2 existing tracks
T	T	T	T	T	T	Galt		32.37							
T	T	T	T	T	T	Galt		32.38							
T	T	T	T	T	T	Galt		32.39							
T	T	T	T	T	T	Galt		32.40							
T	T	T	T	T	T	Galt		32.41							
T	T	T	T	T	T	Galt		32.42							
T	T	T	T	T	T	Galt		32.43							
T	T	T	T	T	T	Galt		32.90		75	45	Overhead Bridge	CNR Railway	22.50 ft	(Bridge Clearance data provided by email from Daryl Barnett, GO Transit on April 20, 2010)
T	T	T	T	T	T	Galt	<b>33</b>	33.00							

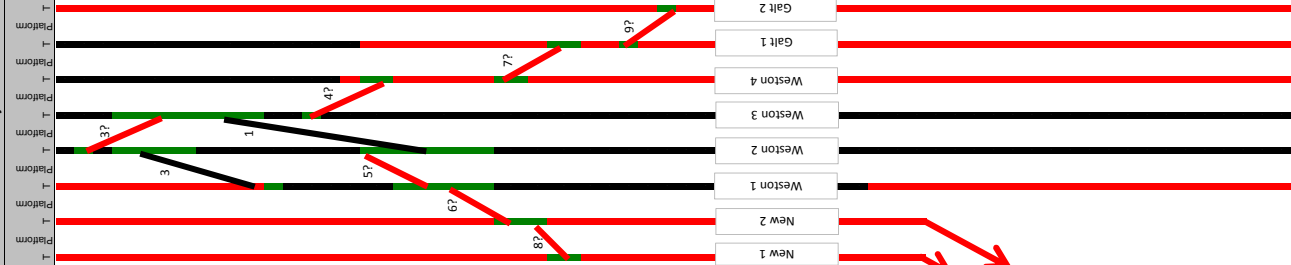
# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location			Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks		
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description
USRC	0	0.00	0.00	Station	Union Station				30	15	GO				
USRC		0.01	0.01	Platform	Union Station				30	15	GO				
USRC		0.02	0.02	Platform	Union Station				30	15	GO				
USRC		0.03	0.03	Platform	Union Station				30	15	GO				
USRC		0.04	0.04	Platform	Union Station				30	15	GO				
USRC		0.05	0.05	Platform	Union Station				30	15	GO				
USRC		0.06	0.06	Platform	Union Station				30	15	GO				
USRC		0.07	0.07	Platform	Union Station				30	15	GO				
USRC		0.08	0.08	Platform	Union Station				30	15	GO				
USRC		0.09	0.09	Platform	Union Station				30	15	GO				
USRC		0.10	0.10	Platform	Union Station				30	15	GO				
USRC		0.11	0.11	Platform	Union Station				30	15	GO				
USRC		0.12	0.12	Platform	Union Station				30	15	GO				
USRC		0.13	0.13	Platform	Union Station				30	15	GO				
USRC		0.14	0.14	Platform	Union Station				30	15	GO				
USRC		0.15	0.15	Platform	Union Station				30	15	GO				
USRC		0.16	0.16	Platform	Union Station				30	15	GO				
USRC		0.17	0.17	Platform	Union Station				30	15	GO				
USRC		0.18	0.18	Platform	Union Station				30	15	GO				
USRC		0.19	0.19	Platform	Union Station				30	15	GO				
USRC	1	1.00	1.00						45	15	GO				
USRC		1.07	1.07						45	15	GO				
USRC		1.08	1.08						45	15	GO				
USRC		1.09	1.09	Track Switches	Track C1 - siding to Bathurst St. North Yard				45	15	GO	Overhead Bridge	Bathurst St.	Required	
USRC		1.10	1.10						45	15	GO				
USRC		1.11	1.11						45	15	GO				
USRC		1.12	1.12	Junction	Weston/Oakville Junction				45	15	GO				From Subshah's Station Speed Tables
USRC		1.13	1.13						45	15	GO				
USRC		1.14	1.14						45	15	GO				
USRC		1.15	1.15						45	15	GO				
USRC		1.49	1.49						45	15	GO				
USRC		1.50	1.50	Signal	15N, 15S, 15-1				45	15	GO				Marker CN Strachan Yellow Triangle with L
USRC		1.57	1.57						45	15	GO				
USRC		1.58	1.58	Signal	15B01, 15B02				45	15	GO				
USRC		1.59	1.59						45	15	GO	Level Crossing	Strachan Avenue	n/a	Gates and lights
USRC		1.60	1.60	Speed Change					55	30	GO				End of USRC and beginning of Weston Sub
USRC		1.61	1.61						55	30	GO				
USRC		1.62	1.62						55	30	GO				
USRC		1.63	1.63						55	30	GO				
USRC		1.89	1.89						55	30	GO				
USRC	2	2.00	2.00						55	30	GO				
USRC		2.35	2.35						55	30	GO				
USRC		2.36	2.36						55	30	GO				
USRC		2.47	2.47						55	30	GO				
USRC		2.50	2.50	Signal	25-1				55	30	GO				
USRC		2.51	2.51	Signal	25-2				55	30	GO				
USRC		2.61	2.61	Signal	26-1				55	30	GO				
USRC		2.63	2.63	Signal	26-2				55	30	GO				
USRC		2.64	2.64						55	30	GO				
USRC		2.65	2.65						55	30	GO				
USRC		2.66	2.66	Track Switches					55	30	GO				
USRC		2.67	2.67						55	30	GO				
USRC		2.68	2.68						55	30	GO				
USRC		2.69	2.69	Track Switches					55	30	GO				
USRC		2.70	2.70	Track Switches					55	30	GO				
USRC		2.71	2.71						55	30	GO				
USRC		2.79	2.79	Signal	29N and 29S				55	30	GO	Subway	Brock Ave.	n/a	
USRC		2.90	2.90						55	30	GO				

# Corridor Summary Tables

## Georgetown GO Line

### Track Layout Sketch



Location				Item				Corridor Crossings				Speed Limit		Elev.		Comments/Remarks
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	ASL	Grade	
Weston		2.97	2.97	Track Switches	Switch 37B	M		55	30	GO						
Weston		2.98	2.98			M		55	30	GO						
Weston		2.99	2.99			M		55	30	GO						
Weston	3	3.00	3.00	Junction	Newmarket Sub. Diversion from to Weston Sub. North Track	M		55	30	GO		CN Parkdale				Marker CN Parkdale Weston Sub. & Newmarket Sub. (42250) Signal 30, 30N, 30S
Weston		3.01	3.01	Track Switches	Switch 1B (green) - Weston South Track diversion to Weston Sub. North (main) Track	M		55	30	GO						* Switch Header
Weston		3.02	3.02	Track Switches	New Switch	M		55	30	GO						
Weston		3.03	3.03	Track Switches	Switch 47B	M		55	30	GO						
Weston		3.04	3.04	Track Switches	Switch 47B	M		55	30	GO						
Weston		3.05	3.05			M		55	30	GO						
Weston		3.06	3.06			M		55	30	GO						
Weston		3.07	3.07	Track Switches	Switch 47A Switch 57B	M		55	30	GO						
Weston		3.08	3.08	Track Switches	Switch 1A (green) - Weston North Track diversion to Weston Sub. South Track	M		55	30	GO						* Switch Header
Weston		3.09	3.09	Track Switches	Switch 67A Switch 77B	M		55	30	GO						
Weston		3.10	3.10	Track Switches	Switch 87B	M		55	30	GO						
Weston		3.11	3.11	Track Switches	Switch 77A Switch 87B	M		55	30	GO		Landsdowne Ave.				n/a
Weston		3.12	3.12			M		55	30	GO						
Weston		3.13	3.13			M		55	30	GO						
Weston		3.14	3.14	Track Switches	Switch 97B	M		55	30	GO						
Weston		3.15	3.15			M		55	30	GO						
Weston		3.16	3.16	Track Switches	Switch 97A	M		55	30	GO						
Weston		3.17	3.17			M		55	30	GO						
Weston		3.18	3.18			M		55	30	GO						
Weston		3.19	3.19			M		55	30	GO						
Weston		3.20	3.20			M		55	30	GO						
Weston		3.21	3.21			M		55	30	GO						
Weston		3.22	3.22			M		55	30	GO						
Weston		3.23	3.23			M		55	30	GO						
Weston		3.24	3.24			M		55	30	GO						
Weston		3.25	3.25			M		55	30	GO						
Weston		3.26	3.26			M		55	30	GO						
Weston		3.27	3.27			M		55	30	GO						
Weston		3.28	3.28			M		55	30	GO						
Weston		3.29	3.29			M		55	30	GO						
Weston		3.30	3.30			M		55	30	GO						
Weston		3.31	3.31			M		55	30	GO						
Weston		3.32	3.32			M		55	30	GO						
Weston		3.33	3.33			M		55	30	GO						
Weston		3.34	3.34			M		55	30	GO						
Weston		3.35	3.35			M		55	30	GO						
Weston		3.36	3.36			M		55	30	GO						
Weston		3.44	3.44			M		55	30	GO						
Weston		3.45	3.45			M		55	30	GO	Overhead Bridge	Dundas St.	25' 8"			
Weston		3.46	3.46			M		55	30	GO						
Weston		3.81	3.81			M		55	30	GO						
Weston		3.82	3.82			M		55	30	GO						
Weston		3.83	3.83			M		55	30	GO						
Weston		3.84	3.84			M		55	30	GO						
Weston		3.85	3.85			M		55	30	GO						
Weston		3.86	3.86			M		55	30	GO						
Weston		3.87	3.87			M		55	30	GO						
Weston		3.88	3.88			M		55	30	GO						
Weston		3.89	3.89			M		55	30	GO						

## Georgetown GO Line

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location			Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		
Weston	3.90	3.90	Platform End											
Weston	3.91	3.91	Platform											
Weston	3.92	3.92	Platform											
Weston	3.93	3.93	Platform											
Weston	3.94	3.94	Platform											
Weston	3.95	3.95	Platform											
Weston	3.96	3.96	Platform											
Weston	3.97	3.97	Platform											
Weston	3.98	3.98	Platform											
Weston	3.99	3.99	Platform											
Weston	4.00	4.00	Platform											
Weston	4.01	4.01	Platform											
Weston	4.02	4.02	Platform											
Weston	4.03	4.03	Platform											
Weston	4.04	4.04	Platform											
Weston	4.05	4.05	Platform											
Weston	4.06	4.06	Platform											
Weston	4.07	4.07	Platform											
Weston	4.08	4.08	Platform											
Weston	4.09	4.09	Platform End											
Weston	4.10	4.10												
Weston	4.27	4.27												
Weston	4.55	4.55	Track Switches											
Weston	4.56	4.56												
Weston	4.57	4.57												
Weston	4.58	4.58												
Weston	4.59	4.59	Track Switches											
Weston	4.60	4.60												
Weston	4.61	4.61	Track Switches											
Weston	4.62	4.62												
Weston	4.63	4.63												
Weston	4.64	4.64												
Weston	4.65	4.65												
Weston	4.66	4.66	Track Switches											
Weston	4.70	4.70	Signal											
Weston	4.71	4.71												
Weston	4.78	4.78												
Weston	4.79	4.79												
Weston	4.80	4.80	Speed Change											
Weston	4.81	4.81												
Weston	4.82	4.82												
Weston	4.83	4.83												
Weston	4.84	4.84												
Weston	4.85	4.85												
Weston	4.86	4.86												
Weston	4.87	4.87												
Weston	4.88	4.88												
Weston	4.89	4.89												
Weston	4.90	4.90												
Weston	4.91	4.91												
Weston	4.92	4.92												
Weston	4.93	4.93												
Weston	4.94	4.94												
Weston	4.95	4.95												
Weston	4.96	4.96												
Weston	4.97	4.97												

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location			Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks	
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner			Crossing Type
Weston	4.98	4.98	4.98						35	30	GO	Level Crossing	Old Weston Rd.	n/a	Gates and Lights
Weston	4.99	4.99	4.99						35	30	GO				
Weston	5.00	5.00	5.00	Marker	CN West Toronto				55	30	GO				42230
Weston	5.11	5.11	5.11	Track Switches	New Switch				55	30	GO				
Weston	5.12	5.12	5.12						55	30	GO				
Weston	5.13	5.13	5.13						55	30	GO				
Weston	5.14	5.14	5.14						55	30	GO				
Weston	5.15	5.15	5.15	Track Switches	New Switch				55	30	GO				
Weston	5.16	5.16	5.16						55	30	GO				
Weston	5.20	5.20	5.20	Signal	52 N				55	30	GO				Yellow triangle with L
Weston	5.30	5.30	5.30	Signal	53S, 53D, 53N				80	50	GO	Subway	St. Clair Ave. West	n/a	Marker - CN Keale
Weston	5.40	5.40	5.40	Speed Change					80	50	GO				
Weston	5.41	5.41	5.41	Signal	54				80	50	GO				
Weston	5.42	5.42	5.42						80	50	GO				
Weston	5.43	5.43	5.43						80	50	GO				
Weston	5.44	5.44	5.44						80	50	GO				
Weston	5.45	5.45	5.45	Track Switches	Switch 3 (red) - Weston Sub Main Track Sliding to Temp. O/O/S				80	50	GO				Clamped & Secured in Normal Position. Rule 104.2 N/A
Weston	5.46	5.46	5.46						80	50	GO				
Weston	5.47	5.47	5.47	Track Switches					80	50	GO				
Weston	5.48	5.48	5.48	Track Switches	Switch 1 (red) - Weston Sub Main Track diversion to CP MacTier Sub.				80	50	GO				Switch Blower
Weston	5.49	5.49	5.49	Track Switches					80	50	GO	Culverts	Stream	n/a	
Weston	5.65	5.65	5.65						80	50	GO				
Weston	6.00	6.00	6.00	Track Switches					80	50	GO				
Weston	6.01	6.01	6.01						80	50	GO				
Weston	6.02	6.02	6.02						80	50	GO				
Weston	6.03	6.03	6.03						80	50	GO				
Weston	6.04	6.04	6.04	Track Switches					80	50	GO				
Weston	6.12	6.12	6.12	Track Switches	New Switch				80	50	GO	Overhead Bridge	Rogers Rd.	21' 9"	(Email mileage @ 10)
Weston	6.40	6.40	6.40	Track Switches					80	50	GO	River Bridge	Black Creek	n/a	
Weston	6.41	6.41	6.41						80	50	GO				
Weston	6.42	6.42	6.42						80	50	GO				
Weston	6.43	6.43	6.43						80	50	GO				
Weston	6.44	6.44	6.44						80	50	GO				
Weston	6.45	6.45	6.45	Track Switches	New Switch				80	50	GO	Subway	Black Creek Dr.	n/a	
Weston	6.65	6.65	6.65						80	50	GO	Culverts		n/a	
Weston	6.82	6.82	6.82	Track Switches					80	50	GO	Subway	Eglinton Ave.	n/a	
Weston	7.00	7.00	7.00	Track Switches	New Switch				80	50	GO				
Weston	7.01	7.01	7.01						80	50	GO				
Weston	7.02	7.02	7.02						80	50	GO				
Weston	7.03	7.03	7.03						80	50	GO				
Weston	7.04	7.04	7.04	Track Switches	New Switch				80	50	GO	Subway	Ray Ave.	n/a	
Weston	7.17	7.17	7.17						80	50	GO	Overhead Bridge	Indian Line	22' 9"	
Weston	7.35	7.35	7.35						80	50	GO				In CTC - Hand Operated Swt. In ABS - X-over Swt. J502-816
Weston	7.47	7.47	7.47						80	50	GO				
Weston	7.48	7.48	7.48	Track Switches	Weston Sub Main Track Sliding to Facelle				80	50	GO				
Weston	7.49	7.49	7.49						80	50	GO				
Weston	7.50	7.50	7.50						80	50	GO				
Weston	7.51	7.51	7.51						80	50	GO				
Weston	7.70	7.70	7.70						80	50	GO	Overhead Bridge	Jane St.	23' 4"	Electric Lock Regular Donaller J502-677
Weston	7.71	7.71	7.71	Track Switches	Weston Sub Main Track Sliding to Facelle			770	80	50	GO				
Weston	7.72	7.72	7.72						80	50	GO				
Weston	7.73	7.73	7.73						80	50	GO				
Weston	7.74	7.74	7.74						80	50	GO				
Weston	7.96	7.96	7.96						80	50	GO	Level Crossing	Denison Ave.	n/a	Gates and Lights
Weston	8.00	8.00	8.00						80	50	GO				
Weston	8.08	8.08	8.08						80	50	GO				

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location			Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	
Weston	8.09	8.09	Track Switches	Weston Sub Main Track Sliding diversion along CN-CP Connecting Track to CP Mactier Sub	M		80	50	GO				Electric Lock
Weston	8.10	8.10	Platform End	Weston Station	M		80	50	GO				
Weston	8.11	8.11	Platform	Weston Station	M		80	50	GO				
Weston	8.12	8.12	Platform	Weston Station	M		80	50	GO				
Weston	8.21	8.21	Platform	Weston Station	M		35	35	GO				
Weston	8.22	8.22	Platform	Weston Station	M		35	35	GO				
Weston	8.23	8.23	Platform	Weston Station	M		35	35	GO				
Weston	8.24	8.24	Platform	Weston Station	M		35	35	GO				
Weston	8.25	8.25	Platform	Weston Station	M		35	35	GO				
Weston	8.26	8.26	Platform	Weston Station	M		35	35	GO				
Weston	8.27	8.27	Platform	Weston Station	M		35	35	GO				
Weston	8.28	8.28	Platform	Weston Station	M		35	35	GO				
Weston	8.29	8.29	Platform	Weston Station	M		35	35	GO				
Weston	8.30	8.30	Platform	Weston Station	M		35	35	GO				
Weston	8.31	8.31	Platform	Weston Station	M		35	35	GO				
Weston	8.32	8.32	Platform	Weston Station	M		35	35	GO				
Weston	8.33	8.33	Platform	Weston Station	M		35	35	GO				
Weston	8.34	8.34	Platform	Weston Station	M		35	35	GO				
Weston	8.35	8.35	Platform	Weston Station	M		35	35	GO				
Weston	8.36	8.36	Platform	Weston Station	M		35	35	GO				
Weston	8.37	8.37	Platform	Weston Station	M		35	35	GO				
Weston	8.38	8.38	Platform	Weston Station	M		35	35	GO				
Weston	8.39	8.39	Platform End	Weston Station	M		35	35	GO				
Weston	8.40	8.40			M		35	35	GO				
Weston	8.44	8.44			M		35	35	GO				
Weston	8.63	8.63			M		35	35	GO				
Weston	8.74	8.74			M		35	35	GO				
Weston	8.94	8.94			M		35	35	GO				
Weston	9.00	9.00	Signal	94	M		80	50	GO				
Weston	9.40	9.40	Track Switches	New Switch	M		80	50	GO				
Weston	9.41	9.41			M		80	50	GO				
Weston	9.42	9.42			M		80	50	GO				
Weston	9.43	9.43			M		80	50	GO				
Weston	9.44	9.44	Track Switches	New Switch	M		80	50	GO				
Weston	9.45	9.45			M		80	50	GO				
Weston	9.50	9.50	Signal	95	M		80	50	GO				
Weston	9.51	9.51			M		80	50	GO				
Weston	9.60	9.60	Track Switches	New Switch	M		80	50	GO				
Weston	9.61	9.61			M		80	50	GO				
Weston	9.62	9.62			M		80	50	GO				
Weston	9.63	9.63			M		80	50	GO				
Weston	9.64	9.64	Track Switches	New Switch	M		80	50	GO				
Weston	9.65	9.65			M		80	50	GO				
Weston	9.89	9.89			M		80	50	GO				
Weston	9.90	9.90			M		80	50	GO				
Weston	9.91	9.91			M		80	50	GO				
Weston	9.92	9.92	Track Switches	New Switch	M		80	50	GO				
Weston	9.93	9.93			M		80	50	GO				
Weston	9.94	9.94			M		80	50	GO				
Weston	9.95	9.95			M		80	50	GO				
Weston	9.96	9.96	Track Switches	New Switch	M		80	50	GO				
Weston	9.97	9.97			M		80	50	GO				
Weston	9.98	9.98			M		80	50	GO				
Weston	10.00	10.00	Track Switches	New Switch	M		80	50	GO				
Weston	10.14	10.14			M		80	50	GO				
Weston	10.15	10.15	Track Switches	New Switch	M		80	50	GO				
Weston	10.16	10.16			M		80	50	GO				
Weston	10.17	10.17			M		80	50	GO				
Weston	10.18	10.18	Track Switches	New Switch	M		80	50	GO				
Weston	10.19	10.19			M		80	50	GO				

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location			Item		Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type		Item Description	ASL	Grade	PAX		
		Weston		10.24	10.24			80	50				
		Weston		10.25	10.25	Track Switches	New Switch	80	50		Culverts	n/a	
		Weston		10.26	10.26			80	50				
		Weston		10.27	10.27			80	50				
		Weston		10.28	10.28			80	50				
		Weston		10.29	10.29	Track Switches	New Switch	80	50				
		Weston		10.30	10.30			80	50				
		Weston		10.40	10.40			80	50				
		Weston		10.41	10.41			80	50		Overhead Bridge	23' 1"	
		Weston		10.49	10.49			80	50				
		Weston		10.50	10.50	Track Switches	New Switch	80	50		Culverts	n/a	
		Weston		10.51	10.51			80	50				
		Weston		10.52	10.52			80	50				
		Weston		10.53	10.53			80	50				
		Weston		10.54	10.54	Track Switches	New Switch	80	50				
		Weston		10.55	10.55			80	50				
		Weston		10.68	10.68			80	50		Overhead Bridge	23' 1"	
		Weston		10.69	10.69			80	50				
		Weston		10.70	10.70			80	50				
		Weston		10.71	10.71			80	50				
		Weston		10.72	10.72			80	50				
		Weston		10.73	10.73			80	50				
		Weston		10.74	10.74			80	50				
		Weston		10.75	10.75			80	50				
		Weston		10.76	10.76			80	50				
		Weston		10.77	10.77			80	50				
		Weston		10.78	10.78			80	50				
		Weston		10.79	10.79			80	50				
		Weston		10.80	10.80			80	50				
		Weston		10.85	10.85	Track Switches	Out of Service diversion between North Service Track and Weston Sub Main Track	80	50				In CTC - Head Operator Smt. In ABS - X over Smt.
		Weston		10.86	10.86			80	50				
		Weston		10.87	10.87			80	50				
		Weston		10.88	10.88			80	50				
		Weston		10.89	10.89			80	50				
		Weston		10.90	10.90	Track Switches	Out of Service diversion between North Service Track and Weston Sub Main Track	80	50				make service tracks gray instead of orange
		Weston		10.91	10.91	Platform End	Etboko North	80	50				
		Weston		10.92	10.92	Platform	Etboko North	80	50				
		Weston		10.93	10.93	Platform	Etboko North	80	50				
		Weston		10.94	10.94	Platform	Etboko North	80	50				
		Weston		10.95	10.95	Platform	Etboko North	80	50				
		Weston		10.96	10.96	Platform	Etboko North	80	50				
		Weston		10.97	10.97	Platform	Etboko North	80	50				
		Weston		10.98	10.98	Platform	Etboko North	80	50				
		Weston		10.99	10.99	Platform	Etboko North	80	50				
		Weston	11	11.00	11.00	Station	Etboko North Station	80	50				
		Weston		11.01	11.01	Platform	Etboko North	80	50				
		Weston		11.02	11.02	Platform	Etboko North	80	50				
		Weston		11.03	11.03	Platform	Etboko North	80	50				
		Weston		11.04	11.04	Platform	Etboko North	80	50				
		Weston		11.05	11.05	Platform	Etboko North	80	50				
		Weston		11.06	11.06	Platform	Etboko North	80	50				
		Weston		11.07	11.07	Platform	Etboko North Track Switch - Weston Sub Main Track siding to South Service Track	1109	50		Subway	n/a	Reversible Tool house Electric Lock (Spiral Detail)
		Weston		11.08	11.08	Platform	Etboko North	80	50				
		Weston		11.09	11.09	Platform End	Etboko North	80	50				
		Weston		11.10	11.10			80	50				
		Weston		11.11	11.11			80	50				

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location				Item		Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description		ASL	Grade	PAX	FRT		
Platform	Platform	Weston		11.12	11.12			M	80	50	GO			
Platform	Platform	Weston		11.13	11.13	Track Switches	North Service Track X100 Sliding diversion to Rexdale Industrial Spur	M	80	50	GO			Regular Dangler
Platform	Platform	Weston		11.20	11.20	Speed Change		M	80	50	GO			
Platform	Platform	Weston		11.21	11.21			M	80	50	GO			
Platform	Platform	Weston		11.22	11.22			M	80	50	GO			
Platform	Platform	Weston		11.23	11.23			M	80	50	GO			
Platform	Platform	Weston		11.24	11.24			M	80	50	GO			
Platform	Platform	Weston		11.25	11.25	Track Switches	North Service Track X100 Sliding to X115-590 Team Track	M	80	50	GO			Regular detail
Platform	Platform	Weston		11.26	11.26			M	80	50	GO			
Platform	Platform	Weston		11.40	11.40	Track Switches	North Service Track X100 Sliding to Hanford Lumber	M	80	50	GO			X172-1137
Platform	Platform	Weston		11.41	11.41			M	80	50	GO			
Platform	Platform	Weston		11.42	11.42			M	80	50	GO			
Platform	Platform	Weston		11.43	11.43			M	80	50	GO			
Platform	Platform	Weston		11.44	11.44			M	80	50	GO			
Platform	Platform	Weston		11.50	11.50			M	80	50	GO			n/a
Platform	Platform	Weston		11.51	11.51			M	80	50	GO			
Platform	Platform	Weston		11.52	11.52			M	80	50	GO			
Platform	Platform	Weston		11.53	11.53			M	80	50	GO			
Platform	Platform	Weston		11.54	11.54			M	80	50	GO			
Platform	Platform	Weston		11.55	11.55			M	80	50	GO			
Platform	Platform	Weston		11.56	11.56			M	80	50	GO			
Platform	Platform	Weston		11.57	11.57			M	80	50	GO			
Platform	Platform	Weston	12	11.73	11.73			M	80	50	GO			n/a
Platform	Platform	Weston		12.00	12.00	Signal		M	80	50	GO			
Platform	Platform	Weston		12.23	12.23		1235, 123D	M	80	50	GO			
Platform	Platform	Weston		12.31	12.31			M	80	50	GO			
Platform	Platform	Weston		12.32	12.32			M	80	50	GO			
Platform	Platform	Weston		12.33	12.33			M	80	50	GO			
Platform	Platform	Weston		12.34	12.34			M	80	50	GO			
Platform	Platform	Weston		12.35	12.35			M	80	50	GO			
Platform	Platform	Weston		12.37	12.37			M	80	50	GO			n/a
Platform	Platform	Weston		12.44	12.44			M	80	50	GO			
Platform	Platform	Weston		12.45	12.45			M	80	50	GO			
Platform	Platform	Weston		12.46	12.46			M	80	50	GO			
Platform	Platform	Weston		12.47	12.47			M	80	50	GO			
Platform	Platform	Weston		12.48	12.48	Track Switches	Switch 3B (red) - South Service Track diversion to/from Weston Sub Main Track	M	80	50	GO			Switching Signal Route Available
Platform	Platform	Weston		12.49	12.49	Signal		M	80	50	GO			
Platform	Platform	Weston		12.50	12.50	Signal		M	30	30	GO			Marker - CN Woodbine East
Platform	Platform	Weston		12.51	12.51			M	30	30	GO			
Platform	Platform	Weston		12.52	12.52	Signal	Switch 3A (red) - Weston Sub Main Track diversion to/from South Service Track	M	30	30	GO			
Platform	Platform	Weston		12.53	12.53	Track Switches	Switch 1B (red) - Weston Sub Main Track diversion to/from North Service Track	M	30	30	GO			
Platform	Platform	Weston		12.54	12.54			M	30	30	GO			
Platform	Platform	Weston		12.55	12.55			M	30	30	GO			
Platform	Platform	Weston		12.56	12.56			M	30	30	GO			
Platform	Platform	Weston		12.57	12.57			M	30	30	GO			
Platform	Platform	Weston		12.58	12.58	Track Switches	Switch 1A (red) - North Service Track diversion to/from Weston Sub Mln Track	M	30	30	GO			Switch Blower (ALL)
Platform	Platform	Weston		12.59	12.59	Signal		M	30	30	GO			
Platform	Platform	Weston		12.60	12.60	Track Switches	126, 126S, 126D New Switch	M	30	30	GO			
Platform	Platform	Weston		12.61	12.61			M	30	30	GO			



# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location		Item		Elev.		Speed Limit		Owner		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		
Weston	12.62	12.62	12.62	Track Switches	New Switch		30		GO						
Weston	12.63	12.63	12.64	Track Switches	New Switch		30		GO						
Weston	12.64	12.64	12.64	Track Switches	New Switch		30		GO						
Weston	12.99	12.99	12.99	Track Switches	New Switch		30		GO						
Weston	13.00	13.00	13.00	Track Switches	New Switch		30		GO						
Weston	13.01	13.01	13.01				30		GO						
Weston	13.02	13.02	13.02				30		GO						
Weston	13.03	13.03	13.03				30		GO						
Weston	13.04	13.04	13.04	Track Switches	New Switch		30		GO						
Weston	13.05	13.05	13.05				30		GO						
Weston	13.06	13.06	13.06				30		GO						Gates and Lights
Weston	13.19	13.19	13.19				30		GO						
Weston	13.20	13.20	13.20				30		GO						
Weston	13.21	13.21	13.21	Track Switches			30		GO						
Weston	13.21	13.21	13.21	Track Switches			31		GO						
Weston	13.22	13.22	13.22				30		GO						
Weston	13.23	13.23	13.23				30		GO						
Weston	13.24	13.24	13.24				30		GO						
Weston	13.25	13.25	13.25	Track Switches			30		GO						
Weston	13.26	13.26	13.26				30		GO						
Weston	13.46	13.46	13.46				30		GO						
Weston	13.47	13.47	13.47				30		GO						
Weston	13.48	13.48	13.48	Track Switches	New Switch		30		GO						
Weston	13.49	13.49	13.49	Track Switches	New Switch		30		GO						
Weston	13.50	13.50	13.50	Junction	Airport Rail Link		30		GO			Overhead Bridge	Hwy. No. 427	23' 1"	
Weston	13.51	13.51	13.51				30		GO						
Weston	13.52	13.52	13.52				30		GO						
Weston	13.53	13.53	13.53				30		GO						
Weston	13.54	13.54	13.54				30		GO						
Weston	13.55	13.55	13.55				30		GO						
Weston	13.56	13.56	13.56				30		GO						
Weston	13.57	13.57	13.57				30		GO						
Weston	13.58	13.58	13.58				30		GO						
Weston	13.59	13.59	13.59	Track Switches	New Switch		30		GO						
Weston	13.60	13.60	13.60				30		GO						
Weston	13.61	13.61	13.61				30		GO						
Weston	13.62	13.62	13.62				30		GO						
Weston	13.63	13.63	13.63	Track Switches	New Switch		30		GO						
Weston	13.70	13.70	13.70				30		GO						
Weston	13.90	13.90	13.90	Signal	139N, 139S		30		GO						Switching Signal Route Available
Weston	13.96	13.96	13.96				30		GO						
Weston	13.97	13.97	13.97	Track Switches	North Service Track Siding to G790-1486'		30		GO						In Home Depot In CTC - Hand Operated Swt. In ABS - X-over Swt.
Weston	13.98	13.98	13.98				30		GO						
Weston	13.99	13.99	13.99				30		GO						
Weston	14.00	14.00	14.00	Signal	140D, 140S		30		GO						
Weston	14.01	14.01	14.01				30		GO						
Weston	14.02	14.02	14.02				30		GO						
Weston	14.03	14.03	14.03				30		GO						
Weston	14.04	14.04	14.04	Track Switches	Switch 1 B(red) - North Service Track Diversion to Weston Sub Main Track		30		GO						Switching Signal Route Available Switch tower (JLU)
Weston	14.05	14.05	14.05				30		GO						
Weston	14.06	14.06	14.06				30		GO						
Weston	14.07	14.07	14.07				30		GO						
Weston	14.08	14.08	14.08				30		GO						
Weston	14.09	14.09	14.09	Track Switches	Switch 1 A(red) - Weston Sub Main Track Diversion to North Service Track		30		GO						Switching Signal Route Available Switch tower (JLU)
Weston	14.10	14.10	14.10	Marker	CN Woodbine West		80	50	GO						
Weston	14.11	14.11	14.11				80	50	GO						
Weston	14.12	14.12	14.12				80	50	GO						
Weston	14.60	14.60	14.60				80	50	GO						

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location				Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks	
Weston		14.61	14.61	Platform End	Malton Station			80	50	GO					
Weston		14.62	14.62	Platform	Malton Station			80	50	GO					
Weston		14.63	14.63	Platform	Malton Station			80	50	GO					
Weston		14.64	14.64	Platform	Malton Station			80	50	GO					
Weston		14.65	14.65	Platform	Malton Station			80	50	GO					
Weston		14.66	14.66	Platform	Malton Station			80	50	GO					
Weston		14.67	14.67	Platform	Malton Station			80	50	GO					
Weston		14.68	14.68	Platform	Malton Station			80	50	GO					
Weston		14.69	14.69	Platform	Malton Station			80	50	GO					
Weston		14.70	14.70	Station	Malton Station			80	50	GO					
Weston		14.71	14.71	Platform	Malton Station			80	50	GO					
Weston		14.72	14.72	Platform	Malton Station			80	50	GO					
Weston		14.73	14.73	Platform	Malton Station			80	50	GO					
Weston		14.74	14.74	Platform	Malton Station			80	50	GO					
Weston		14.75	14.75	Platform	Malton Station			80	50	GO					
Weston		14.76	14.76	Platform	Malton Station			80	50	GO					
Weston		14.77	14.77	Platform	Malton Station			80	50	GO					
Weston		14.78	14.78	Platform	Malton Station			80	50	GO					
Weston		14.79	14.79	Platform End	Malton Station			80	50	GO					
Weston		14.80	14.80					80	50	GO	Subway	Derry Rd.	n/a		
Weston		14.87	14.87					80	50	GO	Subway	Airport Rd.	n/a		
Weston	15	15.00	15.00					80	50	GO					
Weston		15.20	15.20					80	50	GO					
Weston		15.27	15.27					80	50	GO					
Weston		15.50	15.50	Track Switches		M		80	50	GO					
Weston		15.59	15.59	Track Switches		M		80	50	GO					
Weston		15.60	15.60			M		80	50	GO					
Weston		15.61	15.61			M		80	50	GO					
Weston		15.62	15.62			M		80	50	GO					
Weston		15.63	15.63			M		80	50	GO					
Weston		15.64	15.64	Track Switches siding to/from South Service Track	Weston Sub Main Track siding to/from South Service Track	1566		80	50	GO				Electric Lock	
Weston		15.65	15.65	Track Switches siding to/from North Service Track	Weston Sub Main Track siding to/from North Service Track	1567		80	50	GO				Electric Lock	
Weston		15.66	15.66			M		80	50	GO					
Weston		15.67	15.67			M		80	50	GO					
Weston		15.68	15.68			M		80	50	GO					
Weston		15.69	15.69	Track Switches		M		80	50	GO					
Weston		15.70	15.70	Signal	157	M		80	50	GO	Culverts	Mimico Creek West Branch	n/a		
Weston		15.71	15.71					80	50	GO					
Weston		15.72	15.72	Signal	158			80	50	GO					
Weston	16	16.00	16.00					80	50	GO					
Weston		16.17	16.17					80	50	GO	Level Crossing	Torbram Rd.	n/a		
Weston		16.88	16.88					60	50	GO					
Weston		16.89	16.89					60	50	GO	Overhead Bridge	Hwy. No. 407	Required	Email says "N/A"	
Weston		16.90	16.90		0.01			60	50	GO					
Weston		16.91	16.91					60	50	GO					
Weston		16.92	16.92					60	50	GO					
Weston		16.93	16.93					60	50	GO					
Weston		16.94	16.94					60	50	GO	Overhead Bridge	Hwy. No. 407	Required	Email says "N/A"	
Weston		16.95	16.95					60	50	GO					
Weston		16.96	16.96					60	50	GO					
Weston		16.97	16.97					60	50	GO					
Weston		16.98	16.98	Junction	Weston/Halton Junction			60	50	GO	Overhead Bridge	Hwy. No. 407	Required	End of Weston and beginning of Halton Sub. Email says "N/A"	
Halton		16.99	11.06	Track Switches	Switch 5 (yellow) - No. 2 Track Turnout					CN					
Halton		17.00	11.07							CN					
Halton		17.01	11.08							CN					

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location				Item		Elev.		Speed Limit		Corridor Crossings			Comments/Remarks
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	
	Haltom	17.02	11.09								CN	Overhead Bridge	Hwy No. 407	Required	Email says "N/A"
	Haltom	17.03	11.10			Switch 3(yellow) - Weston Sub (north service) merge with Track 2									
	Haltom	17.06	11.13		Track Switches and	Switch 9A (green) - Weston Sub South Service merge with Track 3					CN				
	Haltom	17.07	11.14		Junction	Weston/Haltom Junction Track Switch - Switch 1B(yellow) - Track 2 turnout to track 1				50	CN				End of Weston and beginning of Haltom Sub Switch Heater (ALL)
	Haltom	17.08	11.15								CN				
	Haltom	17.09	11.16								CN				
	Haltom	17.10	11.17								CN				
	Haltom	17.11	11.18								CN				
	Haltom	17.12	11.19								CN				
	Haltom	17.13	11.20								CN				
	Haltom	17.14	11.21		Track Switches	Switch 1A(yellow) - Track 1 turnout to track 2					CN				Switch Heater (ALL) and Hot Box Scanner (HALM & HALS)
	Haltom	17.15	11.22		Track Switches	Switch 13B(green) - Track 2 turnout to track 3					CN				Switch Heater (ALL)
	Haltom	17.16	11.23								CN				
	Haltom	17.17	11.24								CN				
	Haltom	17.18	11.25								CN				
	Haltom	17.19	11.26								CN				
	Haltom	17.20	11.27								CN				
	Haltom	17.21	11.28								CN				
	Haltom	17.22	11.29								CN				
	Haltom	17.23	11.30								CN				
	Haltom	17.24	11.31								CN				
	Haltom	17.25	11.32								CN				
	Haltom	17.26	11.33								CN				
	Haltom	17.27	11.34		Track Switches	Switch 13A(green) - Track 3 turnout to track 2					CN				
	Haltom	17.28	11.35								CN				
	Haltom	17.29	11.36								CN				
	Haltom	17.30	11.37		Track Switches	Switch 11(green) - Track 3 siding along Bramalea Commuter Lead					CN				Switch Heater
	Haltom	17.31	11.38								CN				
	Haltom	17.32	11.39								CN				
	Haltom	17.33	11.40		Signal	114T1, 114T2, 114T3					CN	Overhead Bridge	Bramalea Rd.	Required	Email says "N/A"
	Haltom	17.43	11.50		Platform End	Bramalea Station					CN				
	Haltom	17.44	11.51		Platform	Bramalea Station					CN				
	Haltom	17.45	11.52		Platform	Bramalea Station					CN				
	Haltom	17.46	11.53		Platform	Bramalea Station					CN				
	Haltom	17.47	11.54		Platform	Bramalea Station					CN				
	Haltom	17.48	11.55		Platform	Bramalea Station					CN				
	Haltom	17.49	11.56		Platform	Bramalea Station					CN				
	Haltom	17.50	11.57		Platform	Bramalea Station					CN				
	Haltom	17.51	11.58		Platform	Bramalea Station					CN				
	Haltom	17.52	11.59		Platform	Bramalea Station					CN				
	Haltom	17.53	11.60		Station	Bramalea Station					CN				42214
	Haltom	17.54	11.61		Platform	Bramalea Station					CN				
	Haltom	17.55	11.62		Platform	Bramalea Station					CN				
	Haltom	17.56	11.63		Platform	Bramalea Station					CN				
	Haltom	17.57	11.64		Platform	Bramalea Station					CN				
	Haltom	17.58	11.65		Platform	Bramalea Station					CN				
	Haltom	17.59	11.66		Platform	Bramalea Station					CN				
	Haltom	17.60	11.67		Platform	Bramalea Station					CN				
	Haltom	17.61	11.68		Platform	Bramalea Station					CN				
	Haltom	17.62	11.69		Platform End	Bramalea Station					CN				
	Haltom	17.63	11.70								CN				

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location				Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks		
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		Crossing Description	Clearance
Halton		17.64	11.71					M	60	55	CN	Subway	Psgr. Tunnel	n/a		
Halton		17.65	11.72					M	60	55	CN	Subway	Psgr. Tunnel	n/a	Station Crossing at No. 3 Track only	
Halton		17.66	11.73					M	60	55	CN	Level Crossing	Maint. Xing	n/a		
Halton		17.72	11.79					M	60	55	CN	Overhead Bridge	Steeles Ave.	22' 8"		
Halton		17.73	11.80					M	60	55	CN					
Halton		17.74	11.81					M	60	55	CN					
Halton		17.75	11.82					M	60	55	CN					
Halton		17.76	11.83					M	60	55	CN					
Halton		17.77	11.84					M	60	55	CN					
Halton		17.78	11.85		Track 3 siding to Kuehne & Nagel Distribution Services			M	60	55	CN					In CTC - Hand operated Svt. and Regular detailer
Halton		17.79	11.86		Track Switches			M	60	55	CN					
Halton		17.80	11.87					M	60	55	CN					
Halton		17.81	11.88					M	60	55	CN					
Halton		17.82	11.89					M	60	55	CN					
Halton		17.83	11.90					M	60	55	CN	River Bridge	Spring Creek	Required		
Halton		17.84	11.91					M	60	55	CN					
Halton		17.89	11.96					M	60	55	CN					
Halton		17.90	11.97					M	60	55	CN					
Halton		17.91	11.98					M	60	55	CN					
Halton		17.92	11.99		Track 1 siding along Bramalea East Service Track = D451-21, 580			M	60	55	CN					In CTC - Hand operated Svt. and Regular detailer
Halton		17.93	12.00		Track Switches			M	60	55	CN	Culverts			n/a	
Halton		18.17	12.24					M	60	55	CN	Culverts			n/a	
Halton		18.32	12.39					M	60	55	CN	Subway	Dixie Rd. (Peel Reg. Rd. 4)	n/a		
Halton		18.34	12.41		Track Switches			S	60	55	CN					
Halton		18.35	12.42		Track 1 to Siding			S	60	55	CN					Track 1 siding along Bramalea West Service Track E510-4500' Regular Detail
Halton		18.36	12.43					S	60	55	CN					
Halton		18.37	12.44					S	60	55	CN					
Halton		18.58	12.65					S	60	55	CN					
Halton		18.59	12.66					S	60	55	CN					
Halton		18.60	12.67					S	60	55	CN					
Halton		18.61	12.68					S	60	55	CN					
Halton		18.62	12.69		Track 3 siding along South Service Track F610-7400'			S	60	55	CN					In CTC - Hand operated Svt.
Halton		18.63	12.70					S	60	55	CN					
Halton		18.64	12.71					S	60	55	CN					
Halton		18.65	12.72					S	60	55	CN					
Halton		18.76	12.83					S	60	55	CN	Overhead Bridge	West Drive	Required	Email says "N/A"	
Halton		18.92	12.99		Signal			S	60	55	CN					
Halton		18.93	13.00		Signal	130T1, 130T2, 130T3		S	60	55	CN					
Halton		18.94	13.01		Signal	131T1, 131T2, 131T3		S	60	55	CN	Overhead Bridge	Hwy. No. 410	Required	Email says "N/A"	
Halton		19.26	13.33					S	60	55	CN	Overhead Bridge	Heartlake Rd.	Required	Email says "N/A"	
Halton		19.29	13.36					S	60	55	CN					
Halton		19.67	13.74					F	60	55	CN					
Halton		19.68	13.75		Track 1 siding to Iko Industries (E560-1110 and E561-876')			F	60	55	CN					In CTC - Hand operated Svt. and Regular detailer
Halton		19.69	13.76					F	60	55	CN	Subway	Rutherford Rd.	n/a		
Halton		19.70	13.77					F	60	55	CN					
Halton		19.71	13.78					F	60	55	CN					
Halton		20.02	14.09		Track 1 siding along E550 Lead			F	60	55	CN					
Halton		20.03	14.10		Track Switches			F	60	55	CN					
Halton		20.04	14.11					F	60	55	CN					
Halton		20.05	14.12					F	60	55	CN					
Halton		20.06	14.13					F	60	55	CN					
Halton		20.13	14.20		Speed Change			F	50	50	CN					
Halton		20.25	14.32					F	50	50	CN	Subway	Kennedy Rd. (Peel Reg. Rd. 16)	n/a		
Halton		20.49	14.56					F	50	50	CN	Overhead Bridge	Trueman St. Pedestrian Bridge	27' 5"		

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location			Item		Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks	
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type		Item Description	ASL	Grade	PAX			FRT
Haltom				20.59	14.66			50	50	CN				
Haltom				20.60	14.67			50	50	CN				
Haltom				20.61	14.68			50	50	CN				
Haltom				20.62	14.69	Track Switches	Switch 5B(green) - Track 1 turnout to/from Track 2	50	50	CN				
Haltom				20.63	14.70	Signal	14771, 14772, 14773	50	50	CN				
Haltom				20.64	14.71			50	50	CN				
Haltom				20.65	14.72			50	50	CN				
Haltom				20.66	14.73			50	50	CN				
Haltom				20.67	14.74			50	50	CN				
Haltom				20.68	14.75			50	50	CN				
Haltom				20.69	14.76	Track Switches	Switch 5B(green) - Track 2 turnout to/from Track 1	50	50	CN				
Haltom				20.70	14.77	Track Switches	Switch 3(green) - Track 3 merge with track 2	50	50	CN				
Haltom				20.71	14.78			50	50	CN	Subway	Center St	n/a	
Haltom				20.72	14.79	Track Switches	Switch 1(green) - Track 2 turnout to/from Track 1	50	50	CN				Switch Heater (ALL)
Haltom				20.73	14.80	Marker	CN Peel	50	50	CN				4212 and Switch Heater (ALL)
Haltom				20.74	14.81			50	50	CN				
Haltom				20.75	14.82			50	50	CN				
Haltom				20.76	14.83			50	50	CN				
Haltom				20.77	14.84			50	50	CN				
Haltom				20.78	14.85			50	50	CN				
Haltom				20.79	14.86	Track Switches	Switch 1(green) - Track 1 (North) turnout to/from Track 2 (South)	50	50	CN				Switch Heater (ALL)
Haltom				20.80	14.87			50	50	CN				
Haltom				20.81	14.88			50	50	CN				
Haltom				20.82	14.89			50	50	CN				
Haltom				20.83	14.90			50	50	CN	River Bridge	Etoiboke Creek	n/a	
Haltom				20.88	14.95			50	50	CN	Level Crossing	James St. and John St.	n/a	Gates and Lights
Haltom			15	20.93	15.00	Signal	150N, 150S	50	50	CN				
Haltom				20.98	15.05			50	50	CN	Subway	Queen St Hwy. No. 7 Union Station	n/a	A.E.I.
Haltom				21.10	15.17			50	50	CN	Subway		n/a	42211
Haltom				21.13	15.20	Marker	Former Brampton East	50	50	CN	Subway	Main St.	n/a	
Haltom				21.21	15.28			50	50	CN				
Haltom				21.22	15.29	Platform End	Brampton Station	50	50	CN				
Haltom				21.23	15.30	Platform	Brampton Station	50	50	CN	Subway	Psg. Tunn	n/a	
Haltom				21.24	15.31	Platform	Brampton Station	50	50	CN				
Haltom				21.25	15.32	Platform	Brampton Station	50	50	CN				
Haltom				21.26	15.33	Platform	Brampton Station	50	50	CN				
Haltom				21.27	15.34	Platform	Brampton Station	50	50	CN				
Haltom				21.28	15.35	Platform	Brampton Station	50	50	CN				
Haltom				21.29	15.36	Platform	Brampton Station	50	50	CN				
Haltom				21.30	15.37	Platform	Brampton Station	50	50	CN				
Haltom				21.31	15.38	Platform	Brampton Station	50	50	CN				
Haltom				21.32	15.39	Platform	Brampton Station	50	50	CN				
Haltom				21.33	15.40	Station	Brampton Station	50	50	CN				42210
Haltom				21.34	15.41	Platform	Brampton Station	50	50	CN				
Haltom				21.35	15.42	Platform	Brampton Station	50	50	CN				
Haltom				21.36	15.43	Platform	Brampton Station	50	50	CN				
Haltom				21.37	15.44	Platform	Brampton Station	50	50	CN				
Haltom				21.38	15.45	Platform	Brampton Station	50	50	CN				
Haltom				21.39	15.46	Platform	Brampton Station	50	50	CN				
Haltom				21.40	15.47	Platform	Brampton Station	50	50	CN				
Haltom				21.41	15.48	Platform	Brampton Station	50	50	CN				
Haltom				21.42	15.49	Platform End	Brampton Station	50	50	CN				
Haltom				21.46	15.53			50	50	CN	Level Crossing	Mill St	n/a	Gates and Lights
Haltom				21.47	15.54			50	50	CN				
Haltom				21.48	15.55	Signal	155N, 155S	50	50	CN				
Haltom				21.49	15.56			50	50	CN				
Haltom				21.50	15.57			50	50	CN				
Haltom				21.51	15.58			50	50	CN				
Haltom				21.52	15.59			50	50	CN				

# Corridor Summary Tables

## Georgetown GO Line

### Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Haltom		21.53	15.60			M		35	35	CN	Level Crossing	Orangeville-Brampton Railway Owensound Sub	n/a
Haltom		21.54	15.61			M		35	35	CN			
Haltom		21.55	15.62			M		35	35	CN			
Haltom		21.56	15.63	Track Switches	Switch 1A(green) - North Track turnout to/from South Track	M		35	35	CN			Switch Header*
Haltom		21.57	15.64			M		35	35	CN			
Haltom		21.58	15.65			M		35	35	CN			
Haltom		21.59	15.66			M		35	35	CN			
Haltom		21.6	15.67			M		35	35	CN			
Haltom		21.61	15.68			M		35	35	CN			
Haltom		21.62	15.69			M		35	35	CN			
Haltom		21.63	15.70	Track Switches	Switch 1A(green) - South Track turnout to/from North Track	M		35	35	CN			
Haltom		21.64	15.70	Speed Change		M							
Haltom		21.65	15.71	Track Switches	Switch 3(green) - South Track turnout to/from future Track 3	M		35	35	CN			
Haltom		21.66	15.72			M		35	35	CN			
Haltom		21.67	15.73			M		35	35	CN			
Haltom		21.68	15.74			M		35	35	CN			
Haltom		21.69	15.75			M		35	35	CN			
Haltom		21.70	15.76			M		35	35	CN			
Haltom		21.73	15.79			M		35	35	CN			
Haltom		21.74	15.80	Signal	158T1, 158T2, 158T3	M		70	55	CN			
Haltom	16	21.94	16.00			M		70	55	CN			
Haltom		21.96	16.02			M		70	55	CN	River Bridge	Flechers Creek	n/a
Haltom		22.20	16.26			M		70	55	CN	Subway	McLaughlin Rd.	n/a
Haltom		22.76	16.82			M		70	55	CN	Level Crossing	Farm Xing	n/a
Haltom	17	22.94	17.00			M		70	55	CN			
Haltom		23.17	17.23	Signal	17T11, 17T12	M		70	55	CN			
Haltom		23.18	17.24			M		70	55	CN	Overhead Bridge	Chingacousy Rd.	23' 2"
Haltom		23.54	17.60			M		70	55	CN	Overhead Bridge	Williams Parkway	Required
Haltom		23.55	17.61	Signal	176T1, 176T2	M		70	55	CN			Email says 'N/A'
Haltom		23.84	17.90			M		70	55	CN	Culverts	Stream	n/a
Haltom	18	23.94	18.00			M		70	55	CN			
Haltom		24.10	18.16			M		70	55	CN	Overhead Bridge	Hwy. No. 7	27' 8"
Haltom		24.14	18.20			M		70	55	CN	Culverts		n/a
Haltom		24.15	18.21	Platform End	Mount Pleasant Station	M		70	55	CN			
Haltom		24.16	18.22	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.17	18.23	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.18	18.24	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.19	18.25	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.20	18.26	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.21	18.27	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.22	18.28	Platform	Mount Pleasant Station	M		70	55	CN	Subway		n/a
Haltom		24.23	18.29	Station	Mount Pleasant Station	M		70	55	CN			
Haltom		24.24	18.30	Station	Mount Pleasant Station	M		70	55	CN			
Haltom		24.25	18.31	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.26	18.32	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.27	18.33	Platform	Mount Pleasant Station	M		70	55	CN	Level Crossing	Farm Xing	n/a
Haltom		24.28	18.34	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.29	18.35	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.30	18.36	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.31	18.37	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.32	18.38	Platform	Mount Pleasant Station	M		70	55	CN			
Haltom		24.33	18.39	Platform End	Mount Pleasant Station	M		70	55	CN			
Haltom		24.44	18.50	Signal	185T1, 185T2, 185T3	M		70	55	CN			
Haltom		24.50	18.56			M		70	55	CN	Level Crossing	Farm Xing	n/a
Haltom		24.51	18.57	Track Switches	Switch 5 (red) - Future Track 3 siding	M		70	55	CN			
Haltom		24.52	18.58			M		70	55	CN			
Haltom		24.53	18.59			M		70	55	CN			

## Georgetown GO Line

# Corridor Summary Tables

## Georgetown GO Line

### Track Layout Sketch

Location		Item			Elev.		Speed Limit		Corridor Crossings			Comments/Remarks	
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Halton		24.79	18.85	Track Switches	New Switch			70	55	CN			
Halton		24.80	18.86					70	55	CN			
Halton		24.81	18.87					70	55	CN			
Halton		24.82	18.88	Track Switches	Switch 3 (green) - South Track turnout to/from future track 3			70	55	CN			
Halton		24.83	18.89	Track Switches	Switch 1B (green) - South Track turnout to/from North Track			70	55	CN			
Halton		24.84	18.90	Marker	CN Normal			70	55	CN			
Halton		24.85	18.91					70	55	CN			
Halton		24.86	18.92					70	55	CN			
Halton		24.87	18.93					70	55	CN			
Halton		24.88	18.94					70	55	CN			
Halton		24.89	18.95					70	55	CN			
Halton		24.90	18.96	Track Switches	Switch 1A (green) - North Track turnout to/from South Track			70	55	CN			
Halton		24.91	18.97					70	55	CN			
Halton		24.92	18.98					70	55	CN			
Halton		24.93	18.99					70	55	CN			
Halton	19	24.94	19.00	Signal	190N, 190S			70	55	CN			
Halton		25.11	19.17					70	55	CN	Level Crossing	Mississauga Rd. (Peel Reg. Rd. 1)	n/a
Halton		25.34	19.40					70	55	CN	Culverts		n/a
Halton		25.78	19.84					70	55	CN	Level Crossing	Farm Xing	n/a
Halton	20	25.94	20.00					70	55	CN			
Halton		26.08	20.14					70	55	CN	Level Crossing	5th Line West (Heritage Rd.)	n/a
Halton		26.59	20.65	Signal	207N, 207S & 206N, 206S			70	55	CN			
Halton		26.60	20.66					70	55	CN	Culverts		n/a
Halton		26.76	20.82					70	55	CN	Culverts		n/a
Halton	21	26.94	21.00					70	55	CN			
Halton		27.09	21.15					70	55	CN	Level Crossing	Winston Churchill Boulevard	n/a
Halton		27.42	21.48					70	55	CN	Culverts		n/a
Halton		27.44	21.50					70	55	CN	Level Crossing	Farm Xing	n/a
Halton		27.65	21.71					70	55	CN	Culverts		n/a
Halton		27.80	21.86					70	55	CN	Culverts		n/a
Halton		27.84	21.90					70	55	CN	Level Crossing	Farm Xing	n/a
Halton		27.92	21.98					70	55	CN	Culverts		n/a
Halton	22	27.94	22.00					70	55	CN			
Halton		28.07	22.13					70	55	CN	Level Crossing	Private	n/a
Halton		28.14	22.20	Speed Change				70	50	CN			
Halton		28.24	22.30	Speed Change				70	50	CN			
Halton		28.25	22.31					70	55	CN			
Halton		28.26	22.32					70	55	CN			
Halton		28.27	22.33					70	55	CN			
Halton		28.28	22.34	Track Switches	Switch 3 (green) - North Track merge with South Track			70	55	CN			Switch Heater (ALL)
Halton		28.29	22.35					70	55	CN			
Halton		28.44	22.50	Signal	226N, 226S			70	55	CN	River Bridge	Croftall River	n/a
Halton		28.54	22.60					70	55	CN			Marker - CN Credit (42716)
Halton		28.60	22.66					70	55	CN			
Halton		28.61	22.67	Track Switches	Switch 1 (green) - North Track merge with South Track			70	55	CN			
Halton		28.62	22.68					70	55	CN			
Halton		28.63	22.69	Track Switches	Switch 1			70	55	CN			
Halton		28.64	22.70	Speed Change				70	55	CN			
Halton		28.64	22.70	Track Switches	New Switch			70	55	CN			
Halton		28.65	22.71					70	55	CN			Switch Heater (ALL)
Halton		28.66	22.72					70	55	CN			
Halton		28.67	22.73					70	55	CN			
Halton		28.68	22.74	Track Switches	New Switch			70	55	CN			

## Georgetown GO Line

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location			Item		Elev.	Speed Limit		Corridor Crossings			Comments/Remarks	
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type		Item Description	ASL	Grade	PAX	FRT		Owner
		Halton		28.83	22.89		M	45	50	CN	Overhead Bridge	Maple Ave.	Required	Email says "NA" BRW & BRMS Yellow Triangle
		Halton		28.84	22.90	Track Switches	M	50	50	CN				
		Halton		28.92	22.98	Track Switches	M	50	50	CN				
		Halton		28.93	22.99	Track Switches	M	50	50	CN				
		Halton	23	28.94	23.00	Track Switches	M	50	50	CN				
		Halton		28.95	23.01	Track Switches	M	50	50	CN				
		Halton		28.96	23.02	Track Switches	M	50	50	CN				
		Halton		29.04	23.10	Signal	M	50	50	CN	Overhead Bridge	Mountainview Rd.	23' 1"	
		Halton		29.07	23.13	Track Switches	M	50	50	CN				No. 1 Svt. Only (Switch bleeds)
		Halton		29.08	23.14	Track Switches	M	50	50	CN				
		Halton		29.34	23.40	Platform	M	50	50	CN				
		Halton		29.35	23.41	Platform End	M	50	50	CN				
		Halton		29.36	23.42	Platform	M	50	50	CN				
		Halton		29.37	23.43	Platform	M	50	50	CN				
		Halton		29.38	23.44	Platform	M	50	50	CN				
		Halton		29.39	23.45	Platform	M	50	50	CN				
		Halton		29.40	23.46	Platform	M	50	50	CN				
		Halton		29.41	23.47	Platform	M	50	50	CN				
		Halton		29.42	23.48	Platform	M	50	50	CN				
		Halton		29.43	23.49	Platform	M	50	50	CN				
		Halton		29.44	23.50	Station	M	50	50	CN	Subway	Pgfr Tunnel	n/a	Marker - CN Georgetown 4202
		Halton		29.45	23.51	Platform	M	50	50	CN				
		Halton		29.46	23.52	Platform	M	50	50	CN				
		Halton		29.47	23.53	Platform	M	50	50	CN				
		Halton		29.48	23.54	Platform	M	50	50	CN				
		Halton		29.49	23.55	Platform	M	50	50	CN				
		Halton		29.50	23.56	Platform	M	50	50	CN				
		Halton		29.51	23.57	Platform	M	50	50	CN				
		Halton		29.52	23.58	Platform	M	50	50	CN				
		Halton		29.53	23.59	Platform End	M	50	50	CN				
		Halton		29.54	23.60	Track Switches	M	50	50	CN				
		Halton		29.55	23.61	Track Switches	M	50	50	CN				No. 77 Svt. Only
		Halton		29.56	23.62	Track Switches	M	50	50	CN				
		Halton		29.57	23.63	Track Switches	M	50	50	CN				BB46 2745 (1200' between Leads)
		Halton		29.58	23.64	Track Switches	M	50	50	CN				
		Halton		29.59	23.65	Track Switches	M	50	50	CN				
		Halton		29.6	23.66	Track Switches	M	50	50	CN				
		Halton		29.61	23.67	Track Switches	M	50	50	CN				
		Halton		29.64	23.70	Signal	M	50	50	CN				
		Halton		29.74	23.80	Signal	30	50	50	CN				
		Halton		29.84	23.90	Signal	M	50	50	CN				
		Halton		29.92	23.98	Signal	M	50	50	CN				
		Halton		29.93	23.99	Signal	M	50	50	CN				
		Halton	24	29.94	24.00	Track Switches	M	50	50	CN				
		Halton		29.95	24.01	Track Switches	M	50	50	CN				
		Halton		29.96	24.02	Track Switches	M	50	50	CN				
		Halton		29.97	24.03	Track Switches	M	50	50	CN				
		Halton		29.98	24.04	Track Switches	M	50	50	CN				
		Halton		29.99	24.05	Track Switches	M	50	50	CN				
		Halton		30.00	24.06	Track Switches	M	50	50	CN				
		Halton		30.01	24.07	Track Switches	M	50	50	CN				
		Halton		30.02	24.08	Track Switches	M	50	50	CN				
		Halton		30.03	24.09	Junction	M	50	50	CN				
		Halton		30.04	24.10	Marker	M	50	50	CN	Overhead Bridge	Main Street Hwy. No. 7	22' 6"	
		Halton		30.06	24.12	Track Switches	M	50	50	CN				
		Halton		30.07	24.13	Track Switches	M	50	50	CN				
		Halton		30.08	24.14	Track Switches	M	50	50	CN				
		Halton		30.09	24.15	Track Switches	M	50	50	CN				



# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks						
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT		Owner	Crossing Type	Crossing Description	Clearance		
		Halton		30.10	24.16	Track Switches	Switch 1 (green) - North Track turnout to GEXR Gueph Sub.	M		50	50	CN				JCT. 24.16 Halton Sub = 29.98 GEXR Gueph Sub. Foreign Owned Trackage		
		GEXR Gueph		30.11	20.98							CN					29.98 Gueph Sub (start) = 24.16 on Halton Sub (End) (Kitchener EA says 24.98 for Gueph)	
		GEXR Gueph		30.12	29.99						30		CN					
		GEXR Gueph	30	30.13	30.00						30	55	CN					
		GEXR Gueph		30.14	30.01						70	55	CN					
		GEXR Gueph		30.15	30.02						70	55	CN					
		GEXR Gueph		30.16	30.03						70	55	CN					
		GEXR Gueph		30.17	30.04						70	55	CN					
		GEXR Gueph		30.18	30.05						70	55	CN					
		GEXR Gueph		30.19	30.06						70	55	CN					
		GEXR Gueph		30.2	30.07						70	55	CN					
		GEXR Gueph		30.21	30.08						70	55	CN					
		GEXR Gueph		30.22	30.09						70	55	CN					
		GEXR Gueph		30.23	30.10						70	55	CN					
		GEXR Gueph		30.24	30.11						70	55	CN					
		GEXR Gueph		30.25	30.12						70	55	CN					
		GEXR Gueph		30.26	30.13						70	55	CN					
		GEXR Gueph		30.27	30.14						70	55	CN					
		GEXR Gueph		30.28	30.15						70	55	CN					
		GEXR Gueph		30.29	30.16						70	55	CN					
		GEXR Gueph		30.68	30.55						70	55	CN					
		GEXR Gueph		30.69	30.56						70	55	CN					
		GEXR Gueph		30.70	30.57						70	55	CN	Subway	Pedestrian Underpass	n/a	Kitchener EA identified underpass at 28.68 however verified with Google Earth relative to stream and Trafalgar road the underpass is at 30.57	
		GEXR Gueph		30.71	30.58						70	55	CN					
		GEXR Gueph		30.72	30.59						70	55	CN	Culverts	Stream	n/a		
		GEXR Gueph		30.73	30.60						70	55	CN					
		GEXR Gueph		30.74	30.61						70	55	CN					
		GEXR Gueph		30.75	30.62						70	55	CN					
		GEXR Gueph		30.76	30.63						70	55	CN					
		GEXR Gueph		30.96	30.83						70	55	CN	Level Crossing	Trafalgar Road	n/a		
		GEXR Gueph		31.09	30.96						70	55	CN	Culverts	Stream	n/a		
		GEXR Gueph	31	31.13	31.00						70	55	CN					
		GEXR Gueph		31.23	31.10						70	55	CN					
		GEXR Gueph		31.56	31.43						70	55	CN	Culverts	Cattle Underpass	n/a		
		GEXR Gueph		31.63	31.50						70	55	CN	Culverts	Stream	n/a		
		GEXR Gueph		31.88	31.75						70	55	CN	Culverts	Black Creek	n/a		
GEXR Gueph		32.13	32.00						70	55	CN	Subway	6th Lind Rd	n/a				
GEXR Gueph	32	32.63	32.50						70	55	CN							
GEXR Gueph		32.71	32.58						70	55	CN	Culverts	Stream	n/a				
GEXR Gueph		32.88	32.75						70	55	CN	Overhead Bridge	5th Avenue	Required	Locations identified in Report "Georgetown to Kitchener Rail Expansion environmental Assessment"			
GEXR Gueph		32.93	32.80						70	55	CN	Culverts	Stream	n/a				
GEXR Gueph		32.94	32.81						70	55	CN	Culverts	Stream	n/a				
GEXR Gueph		32.95	32.82						70	55	CN							
GEXR Gueph		32.96	32.83						70	55	CN							
GEXR Gueph	33	33.13	33.00						70	55	CN							
GEXR Gueph		33.20	33.07						70	55	CN	Culverts	Black Creek	n/a				
GEXR Gueph		33.67	33.54						70	55	CN	Level Crossing	4th Line Rd. (L)	n/a				
GEXR Gueph		33.68	33.55						70	55	CN	Culverts	Stream	n/a				
GEXR Gueph	34	34.13	34.00						70	55	CN							
GEXR Gueph		34.38	34.25						70	55	CN	Level Crossing	3rd Line road	n/a				
GEXR Gueph		34.42	34.29						70	55	CN	Culverts	Stream	n/a				
GEXR Gueph		34.53	34.40						70	55	CN	Culverts	Creek	n/a				
GEXR Gueph		34.70	34.57						70	55	CN	Level Crossing	Private Road	n/a				
GEXR Gueph		34.83	34.70						70	55	CN	Culverts	Stream	n/a				
GEXR Gueph		34.98	34.85						70	55	CN	Level Crossing	Private Road	n/a				
GEXR Gueph		35.09	34.96						70	55	CN	Culverts	Stream	n/a				
GEXR Gueph	35	35.13	35.00						70	55	CN							
GEXR Gueph		35.61	35.48						70	55	CN	Level Crossing	Queen Street	n/a				
GEXR Gueph		35.82	35.69						70	55	CN	Level Crossing	Mill St Hwy. 7	n/a				
GEXR Gueph		36.01	35.88						70	55	CN	Culverts	?	n/a				
GEXR Gueph	36	36.13	36.00						70	55	CN							

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks	
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT			Owner
		GEAR Guelph	36.14	36.01	Platform End	Action Station			70	55	CN			
		GEAR Guelph	36.15	36.02	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.16	36.03	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.17	36.04	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.18	36.05	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.19	36.06	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.20	36.07	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.21	36.08	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.22	36.09	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.23	36.10	Station	Action Station			70	55	CN			
		GEAR Guelph	36.24	36.11	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.25	36.12	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.26	36.13	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.27	36.14	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.28	36.15	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.29	36.16	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.30	36.17	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.31	36.18	Platform	Action Station			70	55	CN			
		GEAR Guelph	36.32	36.19	Platform End	Action Station			70	55	CN			
		GEAR Guelph	36.33	36.20					70	55	CN			
		GEAR Guelph	36.52	36.39					70	55	CN			
		GEAR Guelph	36.88	36.75					70	55	CN			
		GEAR Guelph	37.13	37.00					70	55	CN			
		GEAR Guelph	37.33	37.20	Hot Box Detector				70	55	CN			
		GEAR Guelph	37.51	37.38					70	55	CN			
		GEAR Guelph	38.13	38.00					70	55	CN			
		GEAR Guelph	38.22	38.09					70	55	CN			
		GEAR Guelph	38.29	38.16					70	55	CN			
		GEAR Guelph	38.34	38.21					70	55	CN			
		GEAR Guelph	38.42	38.29					70	55	CN			
		GEAR Guelph	38.53	38.40					70	55	CN			
		GEAR Guelph	38.88	38.75					70	55	CN			
		GEAR Guelph	38.97	38.84					70	55	CN			
		GEAR Guelph	39.13	39.00					70	55	CN			
		GEAR Guelph	39.28	39.15					70	55	CN			
		GEAR Guelph	39.35	39.22					70	55	CN			
		GEAR Guelph	39.36	39.23					70	55	CN			
		GEAR Guelph	39.54	39.41					70	55	CN			
		GEAR Guelph	39.72	39.59					70	55	CN			
		GEAR Guelph	39.74	39.61					70	55	CN			
		GEAR Guelph	40.13	40.00					70	55	CN			
		GEAR Guelph	40.38	40.25					70	55	CN			
		GEAR Guelph	40.69	40.56					70	55	CN			
		GEAR Guelph	40.76	40.63					70	55	CN			
		GEAR Guelph	40.86	40.73					70	55	CN			
		GEAR Guelph	41.13	41.00					70	55	CN			
		GEAR Guelph	41.18	41.05					70	55	CN			
		GEAR Guelph	41.28	41.15					70	55	CN			
		GEAR Guelph	41.43	41.30					70	55	CN			
		GEAR Guelph	41.49	41.36					70	55	CN			
		GEAR Guelph	41.50	41.37	Track Switches	KB51 Sliding = 2530'			70	55	CN			
		GEAR Guelph	41.51	41.38					70	55	CN			
		GEAR Guelph	41.52	41.39					70	55	CN			
		GEAR Guelph	41.53	41.40					70	55	CN			
		GEAR Guelph	41.54	41.41	Track Switches	New Switch			70	55	CN			
		GEAR Guelph	41.84	41.70	Marker	Rockcut			70	55	CN			
		GEAR Guelph	42.03	41.89					70	55	CN			
		GEAR Guelph	42.04	41.90					70	55	CN			
		GEAR Guelph	42.05	41.91					70	55	CN			
		GEAR Guelph	42.06	41.91					70	55	CN			
		GEAR Guelph	42.07	41.93					70	55	CN			
		GEAR Guelph	42.08	41.94					70	55	CN			
		GEAR Guelph	42.09	41.95					70	55	CN			

# Corridor Summary Tables

## Georgetown GO Line Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
GEXR Guelph	42.10	41.96	41.96	Track Switches	KB57 Sliding = 2550'			70	55	CN			Dual Control Switch (Phase 1) Sliding From Mileage 41.37
GEXR Guelph	42.11	41.97	41.97					70	55	CN			
GEXR Guelph	42.12	41.98	41.98					70	55	CN			
GEXR Guelph	42.13	41.99	41.99					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	42.14	42.00	42.00	Track Switches	New Switch			70	55	CN			
GEXR Guelph	42.24	42.10	42.10					70	55	CN	Culverts	Farmers Cattle Underpass	n/a
GEXR Guelph	42.33	42.19	42.19					70	55	CN	Level Crossing	4th Line Rd.	n/a
GEXR Guelph	42.41	42.27	42.27					70	55	CN	Level Crossing	Farm Crossing	n/a
GEXR Guelph	42.55	42.41	42.41					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	42.94	42.80	42.80					70	55	CN	Level Crossing	Farm Crossing	n/a
GEXR Guelph	43.02	42.88	42.88					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	43.14	43.00	43.00					70	55	CN	Level Crossing	3rd Line Rd.	n/a
GEXR Guelph	43.16	43.02	43.02					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	43.49	43.35	43.35					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	43.77	43.63	43.63					70	55	CN	Level Crossing	Wellington Road 29	n/a
GEXR Guelph	44.01	43.87	43.87					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	44.14	44.00	44.00					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	44.40	44.26	44.26					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	44.41	44.27	44.27					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	44.68	44.54	44.54					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	44.93	44.79	44.79					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	44.97	44.83	44.83					70	55	CN	Overhead Bridge	Jones Baseline Con. 1-3	Required
GEXR Guelph	45.14	45.00	45.00					70	55	CN	Level Crossing	Farm Crossing	n/a
GEXR Guelph	45.15	45.01	45.01					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	45.45	45.31	45.31					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	45.64	45.50	45.50					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	45.66	45.52	45.52					70	55	CN	Culverts	Private Road	n/a
GEXR Guelph	45.94	45.80	45.80					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	46.14	46.00	46.00					70	55	CN	Level Crossing	Private road	n/a
GEXR Guelph	46.36	46.22	46.22					70	55	CN	Level Crossing	Watson Road	n/a
GEXR Guelph	46.59	46.45	46.45					70	55	CN	Subway	Watson Pkwy	n/a
GEXR Guelph	46.72	46.58	46.58					70	55	CN	Culverts	Clythe creek	n/a
GEXR Guelph	47.05	46.91	46.91					70	55	CN	Level Crossing	Clyview Dr.	n/a
GEXR Guelph	47.06	46.92	46.92					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	47.14	47.00	47.00					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	47.43	47.29	47.29					70	55	CN	Subway	Victoria St.	n/a
GEXR Guelph	47.71	47.57	47.57					70	55	CN	Culverts	Stream	n/a
GEXR Guelph	48.06	47.92	47.92					70	55	CN	Subway	Victoria St.	n/a
GEXR Guelph	48.07	47.93	47.93					70	55	CN	Subway	Stevenson St. N.	n/a
GEXR Guelph	48.08	47.94	47.94					70	55	CN	Subway		THESE ARE NOT SWITCHES!
GEXR Guelph	48.09	47.95	47.95					70	55	CN			
GEXR Guelph	48.10	47.96	47.96					70	55	CN			
GEXR Guelph	48.11	47.97	47.97					70	55	CN			
GEXR Guelph	48.12	47.98	47.98					70	55	CN			
GEXR Guelph	48.13	47.99	47.99					70	55	CN			
GEXR Guelph	48.14	48.00	48.00					70	55	CN			
GEXR Guelph	48.15	48.01	48.01					70	55	CN			
GEXR Guelph	48.40	48.26	48.26					70	55	CN	Overhead Bridge	Metcalfe & Huron St. Pedestrian Crossing	Required
GEXR Guelph	48.62	48.48	48.48					70	55	CN	Subway	Arthur St.	n/a
GEXR Guelph	48.63	48.49	48.49					70	55	CN			
GEXR Guelph	48.64	48.50	48.50					70	55	CN	Subway	Speed River	n/a
GEXR Guelph	48.65	48.51	48.51					70	55	CN			
GEXR Guelph	48.66	48.52	48.52					70	55	CN	Subway	CP Goodrich Sub	n/a
GEXR Guelph	48.67	48.53	48.53					70	55	CN			
GEXR Guelph	48.68	48.54	48.54					70	55	CN	Subway	Wellington St. E	n/a
GEXR Guelph	48.69	48.55	48.55					70	55	CN			
GEXR Guelph	48.70	48.56	48.56					70	55	CN			
GEXR Guelph	48.71	48.57	48.57					70	55	CN			
GEXR Guelph	48.72	48.58	48.58					70	55	CN			
GEXR Guelph	48.73	48.59	48.59	Track Switches	New Switch			70	55	CN			
GEXR Guelph	48.74	48.60	48.60					70	55	CN			

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch	Location		Distance From Station		Item	Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks	
	Subdivision	Mile Post	Station	Mileage			Item Type	ASL	Grade	PAX			FRT
	GEWR Guelph	48.75	48.61					70	55	CN			
	GEWR Guelph	48.76	48.62					70	55	CN			
	GEWR Guelph	48.77	48.63					70	55	CN			
	GEWR Guelph	48.78	48.64					70	55	CN			
	GEWR Guelph	48.79	48.65					70	55	CN			
	GEWR Guelph	48.80	48.66					70	55	CN	Subway	Neeve St. Pedestrian Crossing	n/a
	GEWR Guelph	48.84	48.70					70	55	CN			
	GEWR Guelph	48.85	48.71		Platform End			70	55	CN			
	GEWR Guelph	48.86	48.72		Platform			70	55	CN			
	GEWR Guelph	48.87	48.73		Platform			70	55	CN			
	GEWR Guelph	48.88	48.74		Platform			70	55	CN			
	GEWR Guelph	48.89	48.75		Platform			70	55	CN			
	GEWR Guelph	48.90	48.76		Platform			70	55	CN			
	GEWR Guelph	48.91	48.77		Platform			70	55	CN			
	GEWR Guelph	48.92	48.78		Platform			70	55	CN			
	GEWR Guelph	48.93	48.79		Platform			70	55	CN	Subway	Wyndham St.	n/a
	GEWR Guelph	48.94	48.80		Station			10	10	CN			Marker CN - Guelph Downtown Station
	GEWR Guelph	48.95	48.81		Platform			10	10	CN			
	GEWR Guelph	48.96	48.82		Platform			10	10	CN			
	GEWR Guelph	48.97	48.83		Platform			10	10	CN			
	GEWR Guelph	48.98	48.84		Platform			10	10	CN			
	GEWR Guelph	48.99	48.85		Platform			10	10	CN			
	GEWR Guelph	49.00	48.86		Platform			10	10	CN			
	GEWR Guelph	49.01	48.87		Platform			10	10	CN			
	GEWR Guelph	49.02	48.88		Platform			10	10	CN			
	GEWR Guelph	49.03	48.89		Platform End			10	10	CN			
	GEWR Guelph	49.04	48.90					10	10	CN			
	GEWR Guelph	49.08	48.94					10	10	CN	Subway	Wilson St.	n/a
	GEWR Guelph	49.10	48.96					10	10	CN	Subway	Norfolk St.	n/a
	GEWR Guelph	49.14	49.00					10	10	CN			
GEWR Guelph	49.22	49.06					10	10	CN				
GEWR Guelph	49.34	49.20					10	10	CN	Level Crossing	Dublin St.	n/a	
GEWR Guelph	49.43	49.29					10	10	CN	Level Crossing	Glasgow St.	n/a	
GEWR Guelph	49.47	49.33					10	10	CN	Culverts	Stream	n/a	
GEWR Guelph	49.55	49.41					10	10	CN	Level Crossing	Yorkshire St.	n/a	
GEWR Guelph	49.56	49.42		Track Switches			10	10	CN				
GEWR Guelph	49.57	49.43		Track Switches			10	10	CN				
GEWR Guelph	49.58	49.44					10	10	CN				
GEWR Guelph	49.59	49.45					10	10	CN				
GEWR Guelph	49.60	49.46		Track Switches			10	10	CN				
GEWR Guelph	49.61	49.47					10	10	CN				
GEWR Guelph	49.62	49.48					10	10	CN				
GEWR Guelph	49.63	49.49					10	10	CN				
GEWR Guelph	49.64	49.50					10	10	CN				
GEWR Guelph	49.65	49.51					10	10	CN				
GEWR Guelph	49.66	49.52					10	10	CN				
GEWR Guelph	49.67	49.53					10	10	CN				
GEWR Guelph	49.68	49.54					10	10	CN	Level Crossing	Edinburgh Rd.	n/a	
GEWR Guelph	49.69	49.55					10	10	CN				
GEWR Guelph	49.70	49.56					10	10	CN				
GEWR Guelph	49.71	49.57					10	10	CN				
GEWR Guelph	49.72	49.58					10	10	CN				
GEWR Guelph	49.73	49.59		Track Switches			10	10	CN				
GEWR Guelph	49.74	49.60		Track Switches			10	10	CN				
GEWR Guelph	49.75	49.61					10	10	CN				
GEWR Guelph	49.76	49.62					10	10	CN				
GEWR Guelph	49.77	49.63					10	10	CN				
GEWR Guelph	49.78	49.64		Track Switches			10	10	CN				
GEWR Guelph	49.82	49.68		Track Switches			10	10	CN				
GEWR Guelph	49.83	49.69		Track Switches			10	10	CN				

# Corridor Summary Tables

## Georgetown GO Line

### Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
GEAR Guelph		49.84	49.70					10	10	CN			
GEAR Guelph		49.85	49.71					10	10	CN			
GEAR Guelph		49.86	49.72					10	10	CN			
GEAR Guelph		49.87	49.73					10	10	CN			
GEAR Guelph		49.88	49.74					10	10	CN			
GEAR Guelph		49.89	49.75					10	10	CN			
GEAR Guelph		49.90	49.76					10	10	CN			
GEAR Guelph		49.91	49.77					10	10	CN			
GEAR Guelph		49.92	49.78					10	10	CN			
GEAR Guelph		49.93	49.79					10	10	CN	Level Crossing	Alam St.	n/a
GEAR Guelph		49.94	49.80					70	10	CN	Culverts	Drain Culvert	n/a
GEAR Guelph		49.95	49.81					70	10	CN			
GEAR Guelph		49.96	49.82					70	10	CN			
GEAR Guelph		49.97	49.83					70	10	CN			
GEAR Guelph		50.00	49.86					70	10	CN			
GEAR Guelph		50.01	49.87	Track Switches	Siding to XW20 - 1660'			70	55	CN			
GEAR Guelph		50.02	49.88					70	55	CN			
GEAR Guelph		50.03	49.89					70	55	CN			
GEAR Guelph		50.04	49.90	Track Switches	Track turnout to Guelph North Spur			70	55	CN			This would turn right through the siding.
GEAR Guelph	50	50.14	50.00					70	55	CN	Culverts	Culvert	n/a
GEAR Guelph		50.31	50.17					70	55	CN			
GEAR Guelph		50.32	50.18					70	55	CN			
GEAR Guelph		50.33	50.19	Track Switches	Track Siding - XW20-1660'			70	55	CN		Guelph-Lalage Station	
GEAR Guelph		50.34	50.20					70	55	CN			
GEAR Guelph		50.35	50.21					70	55	CN			
GEAR Guelph		50.51	50.37					70	55	CN	Subway	Silvercreek Parkway	
GEAR Guelph		50.59	50.45					70	55	CN	Subway	Hanton Expressway Hwy. 6 & 7	n/a
GEAR Guelph		50.65	50.51					70	55	CN	Subway	Palsley Road West	n/a
GEAR Guelph		50.66	50.52					70	55	CN	Culverts	Dry Culvert	n/a
GEAR Guelph		50.67	50.53					70	55	CN			
GEAR Guelph		50.68	50.54					70	55	CN			
GEAR Guelph		50.69	50.55	Track Switches	Dual Control Switch (Phase 1).			70	55	CN			
GEAR Guelph		50.83	50.69					70	55	CN	Culverts	Culvert	n/a
GEAR Guelph	51	51.14	51.00					70	55	CN			
GEAR Guelph		51.29	51.15					70	55	CN		Storm Sewer	n/a
GEAR Guelph		51.44	51.30					70	55	CN	Subway	Imperial Road	n/a
GEAR Guelph		51.94	51.80					70	55	CN	Subway	Elmira Road	n/a
GEAR Guelph		52.05	51.91					70	55	CN	Culverts	Culvert	n/a
GEAR Guelph	52	52.14	52.00					70	55	CN	Level Crossing	Farm Crossing	n/a
GEAR Guelph		52.23	52.09					70	55	CN	Culverts	Culvert	n/a
GEAR Guelph		52.29	52.15					70	55	CN	Level Crossing	Farm Crossing	n/a
GEAR Guelph		52.55	52.41					70	55	CN	Level Crossing	Farm Crossing	n/a
GEAR Guelph		52.78	52.64					70	55	CN	Culverts	Culvert	n/a
GEAR Guelph		53.10	52.96					70	55	CN	Level Crossing	Wellington Road 32	n/a
GEAR Guelph	53	53.14	53.00					70	55	CN	Culverts	Culvert	n/a
GEAR Guelph		53.48	53.34					70	55	CN	Level Crossing	Private Road	n/a
GEAR Guelph		53.61	53.47					70	55	CN			
GEAR Guelph		53.78	53.64	Track Switches	KC20 Siding = 1500'			70	55	CN			
GEAR Guelph		53.87	53.73					70	55	CN			
GEAR Guelph		53.88	53.74					70	55	CN	Level Crossing	Farm Crossing	n/a
GEAR Guelph		53.89	53.75					70	55	CN			
GEAR Guelph	54	54.14	54.00					70	55	CN			
GEAR Guelph		54.15	54.01					70	55	CN			
GEAR Guelph		54.16	54.02					70	55	CN			
GEAR Guelph		54.17	54.03					70	55	CN			
GEAR Guelph		54.18	54.04	Track Switches	KC20 Siding = 1500'			70	55	CN	Level Crossing	Spensdale Avenue	n/a
GEAR Guelph		54.20	54.06					70	55	CN	Culverts	Culvert	n/a
GEAR Guelph		54.21	54.07					70	55	CN	Level Crossing	Woolwich-Guelph Trail	n/a
GEAR Guelph		54.51	54.37					70	55	CN	Culverts	Creek	n/a
GEAR Guelph		54.75	54.61					70	55	CN			
GEAR Guelph		55.1	54.96					70	55	CN			

## Georgetown GO Line

# Corridor Summary Tables

Georgetown GO Line Track Layout Sketch		Location		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks	
		Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type			Crossing Description
	GEAR Guelph		55.11	54.97	Track Switches	Dual Control Switch (Phase 1).			70	55	CN					
	GEAR Guelph		55.12	54.98					70	55	CN					
	GEAR Guelph		55.13	54.99					70	55	CN					
	GEAR Guelph	<b>55</b>	55.14	<b>55.01</b>		Track Switches	Track 1 Turnout to Track 1.			70	55	CN	Level Crossing	Farm Crossing	n/a	
	GEAR Guelph		55.16	55.02					70	55	CN					
	GEAR Guelph		55.37	55.23					70	55	CN		Culverts	Culvert	n/a	
	GEAR Guelph		55.44	55.30		Track Switches	Track 2 Turnout to Sidling			70	55	CN				
	GEAR Guelph		55.45	55.31					70	55	CN					
	GEAR Guelph		55.46	55.32					70	55	CN					
	GEAR Guelph		55.47	55.33					70	55	CN					
	GEAR Guelph		55.48	55.34					70	55	CN					
	GEAR Guelph		55.55	55.41					70	55	CN		Level Crossing	Farm Crossing	n/a	
	GEAR Guelph	<b>56</b>	56.14	<b>56.00</b>					70	55	CN					
	GEAR Guelph		56.19	56.05					70	55	CN		Culverts	Culvert	n/a	
	GEAR Guelph		56.23	56.09					70	55	CN					
	GEAR Guelph		56.24	56.10					70	55	CN					
	GEAR Guelph		56.25	56.11					70	55	CN					
	GEAR Guelph		56.26	56.12		Track Switches	Track turnout			70	55	CN				
	GEAR Guelph		56.27	56.13					70	55	CN					
	GEAR Guelph		56.28	56.14					70	55	CN		Subway	Shantz Station Rd.	n/a	
	GEAR Guelph		56.33	56.19					70	55	CN					
	GEAR Guelph		56.34	56.20					70	55	CN					
	GEAR Guelph		56.35	56.21					70	55	CN		Culverts	Culvert	n/a	
	GEAR Guelph		56.85	56.71					70	55	CN		Level Crossing	Worster Pl.	n/a	
	GEAR Guelph	<b>57</b>	57.14	<b>57.00</b>					70	55	CN					
	GEAR Guelph		57.30	57.16					70	55	CN		Culverts	Stream	n/a	
	GEAR Guelph		57.33	57.19					70	55	CN					
	GEAR Guelph		57.80	57.66		Track Switches	Track turnout			70	55	CN				
	GEAR Guelph		57.81	57.67					70	55	CN					
	GEAR Guelph		57.82	57.68					70	55	CN					
	GEAR Guelph		57.83	57.69					70	55	CN					
GEAR Guelph		57.84	57.70					70	55	CN						
GEAR Guelph		57.85	57.71					70	55	CN						
GEAR Guelph		57.86	57.72		Track Switches	Track turnout			70	55	CN					
GEAR Guelph		58.14	58.00					70	55	CN		Level Crossing	Fountain St.	n/a		
GEAR Guelph	<b>58</b>	58.19	58.05					70	55	CN						
GEAR Guelph		58.36	58.22					70	55	CN						
GEAR Guelph		58.37	58.23		Hot Box Detector			70	55	CN						
GEAR Guelph		58.38	58.24					70	55	CN						
GEAR Guelph		58.45	58.31		Platform End	Breslau Station		70	55	CN						
GEAR Guelph		58.46	58.32		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.47	58.33		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.48	58.34		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.49	58.35		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.50	58.36		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.51	58.37		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.52	58.38		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.53	58.39		Platform	Breslau Station		70	55	CN			Level Crossing	Woolwich Street Reg. Road 17.	n/a	
GEAR Guelph		58.54	58.40		Station	Breslau Station		70	55	CN						
GEAR Guelph		58.55	58.41		Platform	Breslau Station		70	55	CN					Marker - CN - Breslau Station	
GEAR Guelph		58.56	58.42		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.57	58.43		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.58	58.44		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.59	58.45		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.60	58.46		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.61	58.47		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.62	58.48		Platform	Breslau Station		70	55	CN						
GEAR Guelph		58.63	58.49		Platform End	Breslau Station		70	55	CN						
GEAR Guelph		58.64	58.50					70	55	CN						
GEAR Guelph		58.72	58.58		Signal			70	55	CN						

# Corridor Summary Tables

Georgetown GO Line		Location		Distance		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
Platform	Platform	Subdivision	Mile Post	From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	Clearance	
		GEWR Guelph		58.84	58.70					70	55	River Bridge	Grand River #13 Fl.	n/a	No walkway or handrails
		GEWR Guelph		58.86	58.72					70	55	Subway	Pathway	n/a	
		GEWR Guelph	59	59.00	59.00					70	55	Subway	Victoria St. Hwy 7	n/a	
		GEWR Guelph		59.17	59.03					70	55	Level Crossing	Bingmans Centre Dr.	n/a	
		GEWR Guelph		59.81	59.67					70	55	Level Crossing	Bingmans Centre Dr.	n/a	
		GEWR Guelph		59.94	59.80					70	55	Level Crossing	Bingmans Centre Dr.	n/a	
		GEWR Guelph	60	60.00	60.00					70	55				
		GEWR Guelph		60.43	60.29	Track Switches	Track turnout			70	55				
		GEWR Guelph		60.44	60.30					70	55				
		GEWR Guelph		60.45	60.31					70	55				
		GEWR Guelph		60.46	60.32					70	55				
		GEWR Guelph		60.47	60.33					70	55				
		GEWR Guelph		60.48	60.34	Track Switches	Track turnout			70	55				
		GEWR Guelph		60.49	60.35					70	55				
		GEWR Guelph	61	61.14	61.00					70	55				
		GEWR Guelph		61.25	61.11					70	55	Overhead Bridge	River Bridge Pedestrian Bridge	Required	
		GEWR Guelph		61.58	61.44					70	55	Subway	Comestoga Parkway Hwy 85	n/a	
		GEWR Guelph		61.61	61.47					70	55				
		GEWR Guelph		61.62	61.48	Track Switches	Track turnout to H31 Sliding			70	55				
		GEWR Guelph		61.63	61.49					70	55				
		GEWR Guelph		61.64	61.50					70	55				
		GEWR Guelph		61.65	61.51					70	55				
		GEWR Guelph		61.66	61.52					70	55				
		GEWR Guelph		61.67	61.53					70	55				
		GEWR Guelph		62.22	62.08	Signal				30	55	Level Crossing	Lancaster St. Reg Rd. 29	n/a	
		GEWR Guelph		62.23	62.09	Track Switches	Track siding to H70			30	55				
		GEWR Guelph		62.24	62.10	Track Switches	Track turnout			30	55				
		GEWR Guelph		62.25	62.11					30	55				
		GEWR Guelph		62.26	62.12					30	55				
		GEWR Guelph		62.27	62.13					30	55				
		GEWR Guelph		62.28	62.14	Track Switches				30	55				
		GEWR Guelph		62.29	62.15					30	55				
		GEWR Guelph		62.30	62.16					30	55				
		GEWR Guelph		62.31	62.17					30	55				
		GEWR Guelph		62.32	62.18					30	55				
		GEWR Guelph		62.33	62.19					30	55				
		GEWR Guelph		62.34	62.20					30	55				
		GEWR Guelph		62.35	62.21					30	55				
		GEWR Guelph		62.36	62.22					30	55				
		GEWR Guelph		62.37	62.23					30	55				
		GEWR Guelph		62.38	62.24					30	55				
		GEWR Guelph		62.39	62.25					30	55				
		GEWR Guelph		62.40	62.26					30	55				
		GEWR Guelph		62.41	62.27					30	55				
		GEWR Guelph		62.46	62.32					30	55	Level Crossing	Saint Ledger St.	n/a	
		GEWR Guelph		62.47	62.33	Marker	Siding to Beckers Lay-Tech			30	55				
		GEWR Guelph		62.48	62.34					30	55				
		GEWR Guelph		62.49	62.35					30	55				
		GEWR Guelph		62.50	62.36					30	55				
		GEWR Guelph		62.51	62.37					30	55				
		GEWR Guelph		62.52	62.38					30	55				
		GEWR Guelph		62.53	62.39					30	55				
		GEWR Guelph		62.54	62.40	Track Switches	Turnout to siding H70			30	55				
		GEWR Guelph		62.55	62.41					30	55				
		GEWR Guelph		62.56	62.42					30	55				
		GEWR Guelph		62.57	62.43					30	55				
		GEWR Guelph		62.58	62.44					30	55	Overhead Bridge	Margaret Ave.	Required	
		GEWR Guelph		62.59	62.45	Track Switches	Turnouth to New Track			30	55				
		GEWR Guelph		62.60	62.46					30	55				
		GEWR Guelph		62.61	62.47					30	55				

# Corridor Summary Tables

## Georgetown GO Line

Track Layout Sketch		Location		Distances		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
Platform	Platform	Subdivision	Mile Post	From Station	To Station	From Station	To Station	Item Type	Item Description	ASL	Grade	PAX	FRT	Crossing Type	Crossing Description	Clearance	
		GEWR Guelph	62.62	62.48	62.48	62.48	62.48	Track Switches	New Switch			30	55				
		GEWR Guelph	62.63	62.49	62.49	62.49	62.49	Track Switches	New Switch			30	55				
		GEWR Guelph	62.64	62.50	62.50	62.50	62.50	Platform End	Kitchener Station			30	55				
		GEWR Guelph	62.65	62.51	62.51	62.51	62.51	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.66	62.52	62.52	62.52	62.52	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.67	62.53	62.53	62.53	62.53	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.68	62.54	62.54	62.54	62.54	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.69	62.55	62.55	62.55	62.55	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.70	62.56	62.56	62.56	62.56	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.71	62.57	62.57	62.57	62.57	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.72	62.58	62.58	62.58	62.58	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.73	62.59	62.59	62.59	62.59	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.74	62.60	62.60	62.60	62.60	Station	Kitchener Station			30	55	Level Crossing	Abnens Sl.	n/a	
		GEWR Guelph	62.75	62.61	62.61	62.61	62.61	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.76	62.62	62.62	62.62	62.62	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.77	62.63	62.63	62.63	62.63	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.78	62.64	62.64	62.64	62.64	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.79	62.65	62.65	62.65	62.65	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.80	62.66	62.66	62.66	62.66	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.81	62.67	62.67	62.67	62.67	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.82	62.68	62.68	62.68	62.68	Platform	Kitchener Station			30	55				
		GEWR Guelph	62.83	62.69	62.69	62.69	62.69	Platform End	Kitchener Station			30	55				



# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Corridor Crossings			Comments/Remarks
		Subdivision	Mile Post	Distance from Union Station	Mileage from Union Station	Item Type	Item Description	ASL	Grade	Crossing Type	Crossing Description	
Platform	USRC	0	0.00	0.00	0.00	Marker	Toronto (42414)					
Platform	USRC	0	0.00	0.00	0.00	Speed Change	Initial set at 45/15					Speed Change
Platform	USRC	0	0.00	0.00	0.00	Station	Union GO Station					
Platform	USRC	0	0.01	0.01	0.01	Platform	Union GO Station					
Platform	USRC	0	0.02	0.02	0.02	Platform	Union GO Station					
Platform	USRC	0	0.03	0.03	0.03	Platform	Union GO Station					
Platform	USRC	0	0.04	0.04	0.04	Platform	Union GO Station					
Platform	USRC	0	0.05	0.05	0.05	Platform	Union GO Station					
Platform	USRC	0	0.06	0.06	0.06	Platform	Union GO Station					
Platform	USRC	0	0.07	0.07	0.07	Platform	Union GO Station					
Platform	USRC	0	0.08	0.08	0.08	Platform	Union GO Station					
Platform	USRC	0	0.09	0.09	0.09	Platform	Union GO Station					
Platform	USRC	0	0.10	0.10	0.10	Platform	Union GO Station					
Platform	USRC	0	0.11	0.11	0.11	Platform	Union GO Station					
Platform	USRC	0	0.12	0.12	0.12	Platform	Union GO Station					
Platform	USRC	0	0.13	0.13	0.13	Platform	Union GO Station					
Platform	USRC	0	0.14	0.14	0.14	Platform	Union GO Station					
Platform	USRC	0	0.15	0.15	0.15	Platform	Union GO Station					
Platform	USRC	0	0.21	0.21	0.21	Platform	Union GO Station					
Platform	USRC	0	0.42	0.42	0.42	Platform	Union GO Station					
Platform	USRC	0	0.56	0.56	0.56	Platform	Union GO Station					
Platform	USRC	0	0.69	0.69	0.69	Platform	Union GO Station					
Platform	USRC	1	1.00	1.00	1.00	Platform	Union GO Station					
Platform	Newmarket		1.09	1.09	1.09	Platform	Union GO Station					
Platform	Newmarket		1.30	1.30	1.30	Platform	Union GO Station					
Platform	Newmarket		1.50	1.50	1.50	Marker	CN Strachan	257				
Platform	Newmarket		1.59	1.59	1.59	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		1.60	1.60	1.60	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		1.63	1.63	1.63	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		1.99	1.99	1.99	Speed Change	From 45/15 to 55/30					
Platform	Newmarket	2	2.00	2.00	2.00	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.10	2.10	2.10	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.45	2.45	2.45	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.46	2.46	2.46	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.47	2.47	2.47	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.48	2.48	2.48	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.49	2.49	2.49	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.50	2.50	2.50	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.51	2.51	2.51	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.52	2.52	2.52	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.53	2.53	2.53	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.75	2.75	2.75	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.76	2.76	2.76	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.77	2.77	2.77	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.78	2.78	2.78	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.79	2.79	2.79	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.80	2.80	2.80	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.81	2.81	2.81	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.82	2.82	2.82	Speed Change	From 45/15 to 55/30					
Platform	Newmarket		2.91	2.91	2.91	Track Switches	Turnout No 1					
Platform	Newmarket		2.92	2.92	2.92	Track Switches	Turnout No 1					
Platform	Newmarket		2.93	2.93	2.93	Track Switches	Turnout No 1					
Platform	Newmarket		2.94	2.94	2.94	Track Switches	Turnout No 1					
Platform	Newmarket		2.95	2.95	2.95	Track Switches	Turnout No 1					
Platform	Newmarket		2.96	2.96	2.96	Track Switches	Turnout No 1					
Platform	Newmarket		2.97	2.97	2.97	Track Switches	Turnout No 1					
Platform	Newmarket		2.98	2.98	2.98	Track Switches	Turnout No 1					
Platform	Newmarket		2.99	2.99	2.99	Track Switches	Turnout No 1					
Platform	Newmarket	3	3.00	3.00	3.00	Speed Change	From 55/30 to 60/45					
Platform	Newmarket		3.00	3.00	3.00	Speed Change	From 55/30 to 60/45					
Platform	Newmarket		3.01	3.01	3.01	Speed Change	From 55/30 to 60/45					
Platform	Newmarket		3.02	3.02	3.02	Speed Change	From 55/30 to 60/45					
Platform	Newmarket		3.03	3.03	3.03	Speed Change	From 55/30 to 60/45					
Platform	Newmarket		3.04	3.04	3.04	Speed Change	From 55/30 to 60/45					
Platform	Newmarket		3.05	3.05	3.05	Track Switches	New turnout to Newmarket Sub					

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation			Corridor Crossings			Comments/Remarks			
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description	Clearance
		Newmarket		3.06	3.06					60	45	GO				
		Newmarket		3.07	3.07					60	45	GO				
		Newmarket		3.08	3.08					60	45	GO				
		Newmarket		3.09	3.09					60	45	GO				
		Newmarket		3.10	3.10					60	45	GO				
		Newmarket		3.11	3.11					60	45	GO				
		Newmarket		3.12	3.12					60	45	GO	Subway	Lansdowne Avenue	n/a	
		Newmarket		3.37	3.37					60	45	GO	Overhead Bridge	Dundas Street	21.9"	Latest GO Transit info from July 14, 2010
		Newmarket		3.45	3.45			365		60	45	GO				
		Newmarket		3.65	3.65			356		60	45	GO				
		Newmarket		3.91	3.91					60	45	GO	Subway	Bloor Street		
		Newmarket		3.92	3.92					60	45	GO				
		Newmarket	4	4.00	4.00					60	45	GO				
		Newmarket		4.08	4.08					60	45	GO	Subway	Paton Road Pedestrian Tunnel		Closed to the Public
		Newmarket		4.19	4.19					60	45	GO	Level Crossing	Wallace Avenue		Protected with Gates & Lights
		Newmarket		4.51	4.51					60	45	GO	Subway	Dupont Street		
		Newmarket		4.54	4.54					60	45	GO				
		Newmarket		4.60	4.60					60	45	GO				
		Newmarket		4.61	4.61					45	35	GO				
		Newmarket		4.82	4.82			405		45	35	GO				
		Newmarket		4.87	4.87					45	35	GO	Subway	Davenport Road		n/a
		Newmarket	5	5.00	5.00					45	35	GO				
		Newmarket		5.24	5.24					45	35	GO	Subway	St. Clair Avenue		n/a
		Newmarket		5.32	5.32					45	35	GO				
		Newmarket		5.40	5.40					45	35	GO	Culvert	Drainage Culvert		n/a
		Newmarket		5.50	5.50					75	60	GO				
		Newmarket		5.65	5.65					75	60	GO	Overhead Bridge	Innes Avenue Pedestrian Tunnel	23.6"	Speed Change
		Newmarket		5.86	5.86					75	60	GO	Subway	Rogers Road		Latest GO Transit info from July 14, 2010
		Newmarket	6	6.00	6.00					75	60	GO				
		Newmarket		6.12	6.12					75	60	GO	Subway	Dunraven Drive Pedestrian		n/a
		Newmarket		6.13	6.13					75	60	GO				
		Newmarket		6.29	6.29					75	60	GO				
		Newmarket		6.30	6.30					75	60	GO				
		Newmarket		6.31	6.31					75	60	GO				
		Newmarket		6.40	6.40					75	60	GO				
		Newmarket		6.50	6.50					75	60	GO	Overhead Bridge	Eglinton Avenue		23.0"
		Newmarket		6.60	6.60					75	60	GO				
		Newmarket		6.89	6.89					75	60	GO	Level Crossing	Castelfield Avenue		n/a
		Newmarket		6.90	6.90					75	60	GO	Culvert	Drainage Culvert		n/a
		Newmarket	7	7.00	7.00					75	60	GO				
		Newmarket		7.81	7.81					75	60	GO	Subway	Lawrence Avenue West		n/a
		Newmarket	8	8.00	8.00					75	60	GO				
		Newmarket		8.08	8.08					75	60	GO				
		Newmarket		8.30	8.30					75	60	GO	Culvert	Drainage Culvert		
		Newmarket		8.40	8.40					75	60	GO	Culvert	Drainage Culvert		
		Newmarket		8.50	8.50					75	60	GO	Culvert	Drainage Culvert		
		Newmarket		8.71	8.71					75	60	GO	Overhead Bridge	Hwy 401		22.9.5"
		Newmarket		8.80	8.80					75	60	GO				
		Newmarket	9	9.00	9.00					75	60	GO				
		Newmarket		9.10	9.10					75	60	GO				
		Newmarket		9.12	9.12					75	60	GO	Subway	Wilson Avenue		
		Newmarket		9.12	9.12					75	60	GO	Culvert	Culvert		
		Newmarket		9.20	9.20					75	60	GO				
		Newmarket		9.20	9.20					75	60	GO				
		Newmarket		9.45	9.45					75	60	GO				
		Newmarket		9.80	9.80					75	60	GO				
		Newmarket		9.99	9.99					75	60	GO	Culvert	Culvert		
		Newmarket	10	10.00	10.00					75	60	GO				
		Newmarket		10.29	10.29					75	60	GO				
		Newmarket		10.30	10.30					75	60	GO				
		Newmarket		10.31	10.31					75	60	GO	Culvert	Culvert		
		Newmarket		10.46	10.46					75	60	GO				
		Newmarket		10.47	10.47					75	60	GO				
		Newmarket		10.48	10.48					75	60	GO				
		Newmarket		10.49	10.49					75	60	GO				
		Newmarket		10.50	10.50					75	60	GO	Level Crossing	Cathall Road		Protected with Lights only
		Newmarket		10.51	10.51					75	60	GO				
		Newmarket		10.70	10.70					75	60	GO	Culvert	Culvert		n/a

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch	Location			Item		Elevation	Speed Limit		Owner	Corridor Crossings			Comments/Remarks	
	Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type		Item Description	ASL		Grade	PAX	FRT		Crossing Type
Platform	Newmarket		10.74	10.74					GO	60				
Track	Newmarket		10.75	10.75		Downsview GO Station			GO	75				
Track	Newmarket		10.76	10.76	Platform	Downsview GO Station			GO	75				
Platform	Newmarket		10.77	10.77	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.78	10.78	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.79	10.79	Platform	Downsview GO Station			GO	75				
Platform	Newmarket		10.80	10.80	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.81	10.81	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.82	10.82	Platform	Downsview GO Station			GO	75				
Platform	Newmarket		10.83	10.83	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.84	10.84	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.85	10.85	Platform	Downsview GO Station			GO	75				
Platform	Newmarket		10.86	10.86	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.87	10.87	Platform	Downsview GO Station			GO	75				
Track	Newmarket		10.88	10.88	Platform	Downsview GO Station			GO	75			n/a	
Platform	Newmarket		10.89	10.89	Platform	Downsview GO Station			GO	75		Sheppard Avenue West		
Track	Newmarket		10.90	10.90	Station	Downsview GO Station			GO	75				
Track	Newmarket		10.91	10.91					GO	75				
Platform	Newmarket	11	11.00	11.00					GO	75				
Track	Newmarket		11.17	11.17	Track Switches	Hand Operated - into Sliding A228 - 4100 feet			GO	75				
Track	Newmarket		11.19	11.19					GO	75				
Platform	Newmarket		11.30	11.30					GO	75				
Track	Newmarket		11.41	11.41					GO	75				
Track	Newmarket		11.42	11.42	Track Switches	Hand Operated - into Runaround Sliding A28			GO	75				
Platform	Newmarket		11.43	11.43					GO	75				
Track	Newmarket		11.44	11.44					GO	75				
Track	Newmarket		11.45	11.45					GO	75				
Platform	Newmarket		11.46	11.46					GO	75				
Track	Newmarket		11.47	11.47					GO	75				
Track	Newmarket		11.65	11.65					GO	75				
Platform	Newmarket		11.81	11.81					GO	75				
Track	Newmarket		11.82	11.82					GO	75				
Track	Newmarket		11.83	11.83					GO	75				
Platform	Newmarket		11.84	11.84					GO	75				
Track	Newmarket		11.85	11.85					GO	75				
Track	Newmarket		11.86	11.86	Track Switches	Hand Operated - into Runaround Sliding A28			GO	75				
Platform	Newmarket		11.87	11.87					GO	75				
Track	Newmarket		11.90	11.90					GO	75				
Track	Newmarket		11.91	11.91					GO	75				
Platform	Newmarket		11.98	11.98					GO	75				
Track	Newmarket		11.99	11.99					GO	75				
Track	Newmarket	12	12.00	12.00					GO	75				
Platform	Newmarket		12.01	12.01					GO	75				
Track	Newmarket		12.02	12.02					GO	75				
Track	Newmarket		12.03	12.03					GO	75				
Platform	Newmarket		12.04	12.04					GO	75				
Track	Newmarket		12.05	12.05					GO	75				
Track	Newmarket		12.06	12.06					GO	75				
Platform	Newmarket		12.07	12.07					GO	75				
Track	Newmarket		12.08	12.08					GO	75				
Track	Newmarket		12.09	12.09					GO	75				
Platform	Newmarket		12.10	12.10	Marker	CN Syder South (42128)			GO	75				
Track	Newmarket		12.11	12.11	Signal	121			GO	75				
Track	Newmarket		12.12	12.12					GO	75				
Platform	Newmarket		12.13	12.13					GO	75				
Track	Newmarket		12.14	12.14	Track Switches	Switch 1 to South Connecting Track			GO	75				
Track	Newmarket		12.15	12.15					GO	75				
Platform	Newmarket		12.16	12.16					GO	75				
Track	Newmarket		12.17	12.17					GO	75				
Track	Newmarket		12.18	12.18					GO	75				
Platform	Newmarket		12.19	12.19					GO	75				
Track	Newmarket		12.20	12.20	Signal	122E, 122W			GO	75				
Track	Newmarket		12.21	12.21					GO	75				
Platform	Newmarket		12.22	12.22					GO	75				
Track	Newmarket		12.27	12.27					GO	75				
Track	Newmarket		12.28	12.28	Track Switches	Hand Operated to Sliding A292			GO	75				
Platform	Newmarket		12.29	12.29	Track Switches	Hand Operated to Sliding A297			GO	75				
Track	Newmarket		12.30	12.30					GO	75				
Platform	Newmarket		12.51	12.51					GO	75				

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks		
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description
Newmarket	Platform	12.52	12.52			York University GO Station			75	60	GO				
Newmarket	Track	12.53	12.53			York University GO Station			75	60	GO				
Newmarket	Track	12.54	12.54			York University GO Station			75	60	GO				
Newmarket	Platform	12.55	12.55			York University GO Station			75	60	GO				
Newmarket	Track	12.56	12.56			York University GO Station			75	60	GO				
Newmarket	Track	12.57	12.57			York University GO Station			75	60	GO				
Newmarket	Track	12.58	12.58			York University GO Station			75	60	GO				
Newmarket	Track	12.59	12.59			York University GO Station			75	60	GO				
Newmarket	Track	12.60	12.60			York University GO Station			75	60	GO				
Newmarket	Track	12.61	12.61			York University GO Station			75	60	GO				
Newmarket	Track	12.62	12.62			York University GO Station			75	60	GO				
Newmarket	Track	12.63	12.63			York University GO Station			75	60	GO				
Newmarket	Track	12.64	12.64			York University GO Station			75	60	GO				
Newmarket	Track	12.65	12.65			York University GO Station			75	60	GO				
Newmarket	Track	12.66	12.66			York University GO Station			75	60	GO				
Newmarket	Track	12.67	12.67			York University GO Station			75	60	GO				
Newmarket	Track	12.68	12.68			York University GO Station			75	60	GO				
Newmarket	Track	12.84	12.84						75	60	GO				
Newmarket	Track	12.85	12.85						75	60	GO				
Newmarket	Track	12.86	12.86						75	60	GO				
Newmarket	Track	12.87	12.87						75	60	GO				
Newmarket	Track	12.88	12.88						75	60	GO				
Newmarket	Track	12.89	12.89						75	60	GO				
Newmarket	Track	12.90	12.90			CN Snyder (41969)			75	60	GO				
Newmarket	Track	12.91	12.91			129E, 129W			75	60	GO				
Newmarket	Track	12.92	12.92			Switch 17 to South Connecting Track			75	60	GO				
Newmarket	Track	12.93	12.93			Track Switches			75	60	GO				
Newmarket	Track	12.94	12.94			Track Switches			75	60	GO				
Newmarket	Track	12.95	12.95			Switch 15 to CN York South Wye			75	60	GO				
Newmarket	Track	12.96	12.96						75	60	GO				
Newmarket	Track	12.97	12.97						75	60	GO				
Newmarket	Track	12.98	12.98						75	60	GO				
Newmarket	Track	12.99	12.99						75	60	GO				
Newmarket	Track	13	13.00						75	60	GO				
Newmarket	Track	13.19	13.19						75	60	GO				
Newmarket	Track	13.29	13.29						75	60	GO				
Newmarket	Track	13.30	13.30						75	60	GO				
Newmarket	Track	13.31	13.31						75	60	GO				
Newmarket	Track	13.32	13.32						75	60	GO				
Newmarket	Track	13.33	13.33						75	60	GO				
Newmarket	Track	13.34	13.34						75	60	GO				
Newmarket	Track	13.35	13.35						75	60	GO				
Newmarket	Track	13.36	13.36						75	60	GO				
Newmarket	Track	13.41	13.41			134			75	60	GO				
Newmarket	Track	13.45	13.45						75	60	GO				
Newmarket	Track	13.70	13.70						75	60	GO				
Newmarket	Track	13.81	13.81						75	60	GO				
Newmarket	Track	13.87	13.87						75	60	GO				
Newmarket	Track	13.88	13.88						75	60	GO				
Newmarket	Track	13.89	13.89						75	60	GO				
Newmarket	Track	13.90	13.90						75	60	GO				
Newmarket	Track	13.91	13.91			139, 139D			75	60	GO				
Newmarket	Track	13.92	13.92						75	60	GO				
Newmarket	Track	13.93	13.93						75	60	GO				
Newmarket	Track	13.94	13.94						75	60	GO				
Newmarket	Track	13.95	13.95			Switch 1 to CN York North Connecting Track			75	60	GO				
Newmarket	Track	13.96	13.96						75	60	GO				
Newmarket	Track	14	14.00			140			75	60	GO				
Newmarket	Track	14.00	14.00			CN Snyder North (42124)			75	60	GO				
Newmarket	Track	14.23	14.23						75	60	GO				
Newmarket	Track	14.23	14.23						75	60	GO				
Newmarket	Track	14.27	14.27						75	60	GO				
Newmarket	Track	14.65	14.65						75	60	GO				
Newmarket	Track	14.82	14.82						75	60	GO				
Newmarket	Track	15	15.00						75	60	GO				
Newmarket	Track	15.29	15.29			Hand Operated to Sliding A870			75	60	GO				
Newmarket	Track	15.40	15.40						75	60	GO				

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings			Comments/Remarks	
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		Crossing Description
		Newmarket		15.50	15.50	Marker	CN Concord			75	60	GO	Level Crossing	Largstaff Road	Protected by Gates & Lights - (York Region Road 72)
		Newmarket	16	16.00	16.00					75	60	GO			
		Newmarket		16.66	16.66					75	60	GO			
		Newmarket		16.67	16.67	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.68	16.68	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.69	16.69	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.70	16.70	Marker	Rutherford GO Station			75	60	GO	Culvert		
		Newmarket		16.70	16.70	Station	Rutherford GO Station			75	60	GO			
		Newmarket		16.71	16.71	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.72	16.72	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.73	16.73	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.74	16.74	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.75	16.75	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.76	16.76	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.77	16.77	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.78	16.78	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.79	16.79	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.80	16.80	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.81	16.81	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.82	16.82	Platform	Rutherford GO Station			75	60	GO			
		Newmarket		16.83	16.83	Platform	Rutherford GO Station			75	60	GO			
		Newmarket	17	17.00	17.00					75	60	GO	Level Crossing	Rutherford Road	Protected with Gates & Lights (York Regional Road 73)
		Newmarket		17.40	17.40					75	60	GO			
		Newmarket		17.50	17.50	Platform				75	60	GO	Culvert		
		Newmarket		17.54	17.54	Platform				75	60	GO	Culvert		
		Newmarket		17.54	17.54	Platform				75	60	GO	Level Crossing	Private Road	
		Newmarket		17.55	17.55	Signal	176			75	60	GO			
		Newmarket		17.85	17.85					75	60	GO	Culvert		
		Newmarket		17.88	17.88					75	60	GO			
		Newmarket		17.90	17.90	Speed Change	From 75/60 to 60/40			60	40	GO			Speed Change
		Newmarket	18	18.00	18.00					60	40	GO			
		Newmarket		18.10	18.10					60	40	GO			
		Newmarket		18.13	18.13					60	40	GO	Subway	Major Mackenzie Drive	n/a
		Newmarket		18.14	18.14	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.15	18.15	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.16	18.16	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.17	18.17	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.17	18.17	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.18	18.18	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.19	18.19	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.20	18.20	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.21	18.21	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.22	18.22	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.23	18.23	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.24	18.24	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.25	18.25	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.26	18.26	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.27	18.27	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.28	18.28	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.29	18.29	Platform	Maple GO Station			60	40	GO			
		Newmarket		18.30	18.30	Station	Maple GO Station			60	40	GO			
		Newmarket		18.30	18.30	Marker	CN Maple (42122)			60	40	GO			
		Newmarket		18.49	18.49					60	40	GO	Level Crossing	McNaughton Road	30 Station Street, Vaughn ON
		Newmarket		18.50	18.50					60	40	GO	Culvert		Protected with Gates & Lights (Crawford Sand & Gravel, Keele Valley Dump)
		Newmarket		18.51	18.51					60	40	GO			
		Newmarket		18.52	18.52	Track Switches	Switch to Siding A938 - 800 feet			60	40	GO			
		Newmarket		18.53	18.53					60	40	GO			
		Newmarket	19	19.00	19.00					60	40	GO	Culvert		
		Newmarket		19.35	19.35					60	40	GO			
		Newmarket		19.40	19.40					60	40	GO	Culvert		
		Newmarket		19.51	19.51					60	40	GO	Level Crossing	Treston Side Road	Protected with Gates & Lights
		Newmarket		19.60	19.60					60	40	GO	Culvert		
		Newmarket		19.66	19.66					60	40	GO	Overhead Bridge	Keele Street	23' (York Regional Road 6) - Latest GO Transit info from July 14, 2010
		Newmarket		19.66	19.66					60	40	GO	Culvert		
		Newmarket		19.70	19.70					60	40	GO	Culvert		
		Newmarket		19.72	19.72					60	40	GO	Level Crossing	Farm Crossing	
		Newmarket		19.90	19.90					60	40	GO	Culvert		
		Newmarket	20	20.00	20.00					60	40	GO			
		Newmarket		20.03	20.03					60	40	GO	Level Crossing	Farm Crossing	
		Newmarket		20.10	20.10					60	40	GO	Culvert		

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation			Corridor Crossings			Comments/Remarks		
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description
Platform	Platform	Newmarket		20.30	20.30					60	40	GO	Culvert		
Track	Track	Newmarket		20.43	20.43					60	40	GO	Level Crossing	Farm Crossing	
Track	Track	Newmarket		20.55	20.55					60	40	GO	Culvert		
Platform	Platform	Newmarket		20.66	20.66					60	40	GO	Level Crossing	Kirby Road	n/a
Track	Track	Newmarket	21	21.00	21.00					60	40	GO	Level Crossing		
Track	Track	Newmarket		21.10	21.10					60	40	GO	Level Crossing	Farm Crossing	
Track	Track	Newmarket		21.20	21.20					60	40	GO	Culvert		
Track	Track	Newmarket		21.49	21.49					60	40	GO	Level Crossing	Farm Crossing	
Track	Track	Newmarket		21.50	21.50			995		60	40	GO	Culvert		
Track	Track	Newmarket		21.70	21.70					60	40	GO	Level Crossing	Farm Crossing	
Track	Track	Newmarket		21.84	21.84					60	40	GO	Culvert		
Track	Track	Newmarket		21.99	21.99					60	40	GO	Level Crossing	King-Vaughn Townline Ro	n/a
Track	Track	Newmarket		22.55	22.55					60	40	GO			
Track	Track	Newmarket		22.56	22.56	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.57	22.57	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.58	22.58	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.59	22.59	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.60	22.60	Platform	King City GO Station	952		60	40	GO	Culvert		
Track	Track	Newmarket		22.61	22.61	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.62	22.62	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.63	22.63	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.64	22.64	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.65	22.65	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.66	22.66	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.67	22.67	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.68	22.68	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.69	22.69	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.70	22.70	Station	King City GO Station			60	40	GO			
Track	Track	Newmarket		23.70	23.70	Marker	CN King City (42118)			60	40	GO			7 Station Road, King City ON
Track	Track	Newmarket		22.71	22.71	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.72	22.72	Platform	King City GO Station			60	40	GO			
Track	Track	Newmarket		22.73	22.73					60	40	GO	Level Crossing	Station Road	
Track	Track	Newmarket		22.80	22.80					60	40	GO	Culvert		
Track	Track	Newmarket		22.95	22.95					60	40	GO	Culvert		
Track	Track	Newmarket	23	23.00	23.00					60	40	GO			
Track	Track	Newmarket		23.10	23.10					60	40	GO	Culvert		
Track	Track	Newmarket		23.26	23.26					60	40	GO	Overhead Bridge	Kings Road	26' 8.5"
Track	Track	Newmarket		23.28	23.28					60	40	GO	River Bridge	Drainage	
Track	Track	Newmarket		23.30	23.30			975		60	40	GO	Overhead Bridge	Keslee Street	24' 6"
Track	Track	Newmarket		23.60	23.60					60	40	GO	Culvert		
Track	Track	Newmarket		23.80	23.80					60	40	GO	Culvert		
Track	Track	Newmarket		23.90	23.90					60	40	GO	Culvert		
Track	Track	Newmarket	24	24.00	24.00					60	40	GO			
Track	Track	Newmarket		24.25	24.25					60	40	GO	Culvert		
Track	Track	Newmarket		24.40	24.40					60	40	GO	Culvert		
Track	Track	Newmarket		24.57	24.57			960		60	40	GO	Culvert		
Track	Track	Newmarket		24.60	24.60					60	40	GO	Culvert		
Track	Track	Newmarket		24.60	24.60					60	40	GO	Culvert		
Track	Track	Newmarket		24.85	24.85					60	40	GO	Level Crossing	Dufferin Street	n/a
Track	Track	Newmarket		24.92	24.92					60	40	GO	Culvert		
Track	Track	Newmarket		24.98	24.98					60	40	GO	Culvert		
Track	Track	Newmarket	25	25.00	25.00			953		60	40	GO	Culvert		
Track	Track	Newmarket		25.25	25.25					60	40	GO			
Track	Track	Newmarket		25.30	25.30					60	40	GO	Level Crossing	Farm Crossing	n/a
Track	Track	Newmarket		25.70	25.70					60	40	GO	Culvert		
Track	Track	Newmarket		25.90	25.90					60	40	GO	Culvert		
Track	Track	Newmarket	26	26.00	26.00					60	40	GO	Culvert		
Track	Track	Newmarket		26.09	26.09					60	40	GO	Culvert		
Track	Track	Newmarket		26.10	26.10					60	40	GO	Level Crossing	Bloomington Road Side Road 15	
Track	Track	Newmarket		26.50	26.50			996		60	40	GO	Overhead Bridge	Bathurst Street	22' 11"
Track	Track	Newmarket		26.60	26.60					60	40	GO	Culvert		
Track	Track	Newmarket	27	27.00	27.00					60	40	GO	Culvert		
Track	Track	Newmarket		27.66	27.66					60	40	GO	Culvert	Stream & Cattle underpass	
Track	Track	Newmarket	28	27.70	27.70					60	40	GO	Culvert		
Track	Track	Newmarket		28.00	28.00					60	40	GO	Culvert		
Track	Track	Newmarket		28.10	28.10					60	40	GO	Culvert		
Track	Track	Newmarket		28.30	28.30					60	40	GO	Culvert		
Track	Track	Newmarket		28.50	28.50					60	40	GO	Subway	Yonge Street/Hwy 11	n/a

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings			Comments/Remarks	
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		Crossing Description
Newmarket		28.51	28.51						60	40	GO	Culvert			
Newmarket		28.80	28.80						60	40	GO	Culvert			
Newmarket		28.85	28.85						60	40	GO	Culvert			
Newmarket	29	29.00	29.00						60	40	GO	Culvert			
Newmarket		29.17	29.17						60	40	GO	Level Crossing	Engelhard Drive	n/a	Protected by Gates & Lights
Newmarket		29.40	29.40						60	40	GO	Culvert			
Newmarket		29.77	29.77						60	40	GO	Culvert			
Newmarket		29.78	29.78		Platform	Aurora GO Station			60	40	GO	Level Crossing			Protected by ReflectORIZED Crossbuck
Newmarket		29.79	29.79		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.80	29.80		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.81	29.81		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.82	29.82		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.83	29.83		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.84	29.84		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.85	29.85		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.86	29.86		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.87	29.87		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.88	29.88		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.89	29.89		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.90	29.90		Marker	CN Aurora (427112)			60	40	GO	Culvert			
Newmarket		29.91	29.91		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.92	29.92		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.93	29.93		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		29.94	29.94		Platform	Aurora GO Station			60	40	GO	Culvert			
Newmarket		30.00	30.00		Platform	Aurora GO Station		883	60	40	GO	Level Crossing	Wellington Street	n/a	York Regional Road 15 protected by Gates & Lights
Newmarket		30.04	30.04		Platform	Aurora GO Station			60	40	GO	Level Crossing	Centre Street		Protected by Gates & Lights
Newmarket		30.10	30.10		Hot Box Detector				60	40	GO	Culvert			
Newmarket		30.20	30.20						60	40	GO	Culvert			
Newmarket		30.90	30.90						60	40	GO	Culvert			
Newmarket	31	31.00	31.00						60	40	GO	Level Crossing	St. John's Side Road		Protected by Gates & Lights
Newmarket		31.28	31.28						60	40	GO	Culvert			
Newmarket		32.00	32.00						60	40	GO	Level Crossing	Mulock Drive		York Regional Road 74 - Protected by Gates & Lights Ontario Hydro Switching Substation
Newmarket		32.75	32.75						60	40	GO	Utility			
Newmarket		32.78	32.78						60	40	GO	Culvert			
Newmarket		32.80	32.80						60	40	GO	Culvert			
Newmarket		32.85	32.85						60	40	GO	Culvert			
Newmarket		32.95	32.95						60	40	GO	Culvert			
Newmarket		33.00	33.00						60	40	GO	Culvert			
Newmarket	33	33.05	33.05		Speed Change	From 60/40 to 50/40			60	40	GO	Culvert			Speed Change
Newmarket		33.31	33.31						50	40	GO	Level Crossing	Water Street		Protected by Gates & Lights
Newmarket		33.40	33.40						50	40	GO	Level Crossing	Timothy Street		Protected by Gates & Lights
Newmarket		33.55	33.55						50	40	GO	River Bridge	Holland River 66 ft		Latest GO Transit info from July 14, 2010
Newmarket		33.70	33.70						50	40	GO	Overhead Bridge	Queen Street	22' 11.5"	
Newmarket		33.95	33.95						50	40	GO				
Newmarket	34	34.00	34.00		Marker	Old Newmarket Station			50	40	GO	Level Crossing	Davis Drive		Protected by Gates & Lights
Newmarket		34.10	34.10						50	40	GO				
Newmarket		34.16	34.16						50	40	GO				
Newmarket		34.17	34.17		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.18	34.18		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.19	34.19		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.20	34.20		Marker	CN Newmarket (427106)			50	40	GO				
Newmarket		34.20	34.20		Platform	Newmarket GO Station			50	40	GO				465 Davis Drive, Newmarket ON
Newmarket		34.21	34.21		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.22	34.22		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.23	34.23		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.24	34.24		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.25	34.25		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.26	34.26		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.27	34.27		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.28	34.28		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.29	34.29		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.30	34.30		Platform	Newmarket GO Station			50	40	GO	Creek			Note: City Traffic Lights interconnected to Crossing Protection
Newmarket		34.31	34.31		Platform	Newmarket GO Station			50	40	GO				
Newmarket		34.32	34.32						50	40	GO				
Newmarket		34.40	34.40						50	40	GO	Culvert			

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation			Corridor Crossings			Comments/Remarks		
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description
Platform	Newmarket		34.60	34.60					50	40	GO	Culvert	Culvert	3 culverts	
Platform	Newmarket		34.85	34.85					50	40	GO	Culvert	Culvert		
Platform	Newmarket		34.86	34.86					50	40	GO	Level Crossing	Newmarket Pedestrian Crossing	Protected by ReflectORIZED Crossbuck	
Platform	Newmarket		34.88	34.88					50	40	GO	Culvert	Culvert		
Platform	Newmarket		34.99	34.99					50	40	GO	Culvert	Culvert		
Platform	Newmarket	35	35.00	35.00					50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.01	35.01					50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.02	35.02					50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.41	35.41					50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.42	35.42					50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.43	35.43			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.44	35.44			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.45	35.45			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.46	35.46			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.47	35.47			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.48	35.48			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.49	35.49			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.50	35.50			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.51	35.51			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.52	35.52			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.53	35.53			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.54	35.54			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.55	35.55			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.56	35.56			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.57	35.57			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.58	35.58			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.59	35.59			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.60	35.60			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.61	35.61			East Gwillimbury GO Station		50	40	GO	Level Crossing	Green Lane Road	Protected by Gates & Lights (York Regional Road 19)	
Platform	Newmarket		35.70	35.70			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		35.99	35.99			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket	36	36.00	36.00			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		36.01	36.01			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		36.20	36.20			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		36.37	36.37			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		36.38	36.38			East Gwillimbury GO Station		50	40	GO	Level Crossing	2nd Avenue	Protected by Gates & Lights	
Platform	Newmarket		36.40	36.40			East Gwillimbury GO Station		50	40	GO	Culvert	Culvert		
Platform	Newmarket		36.41	36.41			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert	Speed Change	
Platform	Newmarket		36.85	36.85			East Gwillimbury GO Station	From 50/40 to 60/40	60	40	GO	Culvert	Culvert		
Platform	Newmarket	37	37.00	37.00			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.40	37.40			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.41	37.41			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.50	37.50			East Gwillimbury GO Station		60	40	GO	Level Crossing	Chapman Street	Protected with Gates & Lights	
Platform	Newmarket		37.65	37.65			East Gwillimbury GO Station		60	40	GO	Level Crossing	Old Yonge Street (Holland Landing)	Protected with Gates & Lights	
Platform	Newmarket		37.70	37.70			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.71	37.71			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.76	37.76			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.77	37.77			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.97	37.97			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.98	37.98			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		37.99	37.99			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket	38	38.00	38.00			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		38.01	38.01			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		38.02	38.02			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		38.39	38.39			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		38.40	38.40			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		38.41	38.41			East Gwillimbury GO Station		60	40	GO	Level Crossing	Bradford Street	Protected by Gates & Lights (York Regional Road 13)	
Platform	Newmarket		38.43	38.43			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		38.44	38.44			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket	39	38.60	38.60			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		39.00	39.00			East Gwillimbury GO Station		60	40	GO	Level Crossing	Orlino Road	Protected by Gates & Lights (River Drive Park)	
Platform	Newmarket		39.33	39.33			East Gwillimbury GO Station		60	40	GO	Level Crossing	Bathurst Street / Townline Road	Protected by Gates & Lights (York Regional Road 38)	
Platform	Newmarket	40	39.66	39.66			East Gwillimbury GO Station		60	40	GO	Level Crossing	Kalvers Street	Protected by Gates & Lights	
Platform	Newmarket		40.53	40.53			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		40.92	40.92			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		
Platform	Newmarket		40.93	40.93			East Gwillimbury GO Station		60	40	GO	Level Crossing	Toll Road	Protected by Gates & Lights	
Platform	Newmarket		40.94	40.94			East Gwillimbury GO Station		60	40	GO	Culvert	Culvert		



# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Corridor Crossings			Comments/Remarks		
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT		Owner	Crossing Type
Platform	Track	Newmarket	41	41.00	41.00				60	40	GO	River Bridge	Holland River	275 foot crossing
Platform	Track	Newmarket		41.01	41.01				60	40	GO			
Platform	Track	Newmarket		41.02	41.02				60	40	GO	Level Crossing	Private Road	
Platform	Track	Newmarket		41.03	41.03				60	40	GO			
Platform	Track	Newmarket		41.10	41.10				60	40	GO			
Platform	Track	Newmarket		41.11	41.11		Turnout of NC49 Sliding		60	40	GO			
Platform	Track	Newmarket		41.12	41.12				60	40	GO			
Platform	Track	Newmarket		41.13	41.13				60	40	GO			
Platform	Track	Newmarket		41.14	41.14		New Turnout		60	40	GO			
Platform	Track	Newmarket		41.15	41.15				60	40	GO			
Platform	Track	Newmarket		41.16	41.16				60	40	GO			
Platform	Track	Newmarket		41.24	41.24				60	40	GO			
Platform	Track	Newmarket		41.25	41.25				60	40	GO	Level Crossing	Private Road	Protected by "Reflectorized Crossbuck"
Platform	Track	Newmarket		41.26	41.26				60	40	GO			
Platform	Track	Newmarket		41.39	41.39				60	40	GO	Level Crossing	Given Road	Protected by Gates & Lights
Platform	Track	Newmarket		41.40	41.40		Speed Change		30	30	GO			Speed Change
Platform	Track	Newmarket		41.41	41.41				30	30	GO			
Platform	Track	Newmarket		41.48	41.48				30	30	GO			
Platform	Track	Newmarket		41.49	41.49		Bradford GO Station		30	30	GO	Level Crossing	Pedestrian Crossing	Protected by Gates & Lights
Platform	Track	Newmarket		41.50	41.50		CN Bradford (61182)		30	30	GO			
Platform	Track	Newmarket		41.50	41.50		Bradford GO Station		30	30	GO			251 Holland Street, East, Bradford ON
Platform	Track	Newmarket		41.51	41.51		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.52	41.52		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.53	41.53		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.54	41.54		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.55	41.55		Bradford GO Station		30	30	GO	Culvert	Box Culvert	Protected by Gates & Lights
Platform	Track	Newmarket		41.56	41.56		Bradford GO Station		30	30	GO	Level Crossing	Pedestrian Crossing	Protected by Gates & Lights
Platform	Track	Newmarket		41.57	41.57		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.58	41.58		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.59	41.59		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.60	41.60		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.61	41.61		Turnout to Wayside Power		30	30	GO			
Platform	Track	Newmarket		41.62	41.62		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.63	41.63		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.64	41.64		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.65	41.65		Bradford GO Station		30	30	GO			
Platform	Track	Newmarket		41.66	41.66				30	30	GO			
Platform	Track	Newmarket		41.85	41.85				30	30	GO			
Platform	Track	Newmarket		41.86	41.86				30	30	GO			
Platform	Track	Newmarket		41.87	41.87				30	30	GO			
Platform	Track	Newmarket		41.88	41.88				30	30	GO			
Platform	Track	Newmarket		41.89	41.89		Speed Change		30	30	GO			Speed Change
Platform	Track	Newmarket		41.90	41.90		Speed Change		30	30	GO			
Platform	Track	Newmarket		41.91	41.91				75	60	GO			
Platform	Track	Newmarket		41.92	41.92				75	60	GO			
Platform	Track	Newmarket		41.95	41.95				75	60	GO			
Platform	Track	Newmarket		41.96	41.96				75	60	GO	Level Crossing	Private Road (Ministry of Environment)	Waste Water Plant (Protected by Gates & Lights)
Platform	Track	Newmarket		41.97	41.97				75	60	GO			
Platform	Track	Newmarket	42	42.00	42.00				75	60	GO			
Platform	Track	Newmarket		42.11	42.11				75	60	GO			
Platform	Track	Newmarket		42.12	42.12				75	60	GO			
Platform	Track	Newmarket		42.13	42.13				75	60	GO			
Platform	Track	Newmarket		42.14	42.14				75	60	GO			
Platform	Track	Newmarket		42.15	42.15		Turnout to Wayside Power		75	60	GO			
Platform	Track	Newmarket		42.16	42.16				75	60	GO			
Platform	Track	Newmarket		42.24	42.24				75	60	GO			
Platform	Track	Newmarket		42.25	42.25				75	60	GO	Culvert	Culvert	Protected by Gates & Lights
Platform	Track	Newmarket		42.26	42.26				75	60	GO	Level Crossing	Industrial Road	
Platform	Track	Newmarket		42.27	42.27				75	60	GO			
Platform	Track	Newmarket		42.28	42.28				75	60	GO			
Platform	Track	Newmarket		42.29	42.29				75	60	GO			
Platform	Track	Newmarket		42.30	42.30				75	60	GO			
Platform	Track	Newmarket		42.31	42.31				75	60	GO			
Platform	Track	Newmarket		42.32	42.32				75	60	GO			
Platform	Track	Newmarket		42.33	42.33				75	60	GO			
Platform	Track	Newmarket		42.34	42.34				75	60	GO			
Platform	Track	Newmarket		42.35	42.35				75	60	GO	Culvert	Culvert	
Platform	Track	Newmarket		42.36	42.36				75	60	GO			

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings			Comments/Remarks	
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type		Crossing Description
Platform	Track	Newmarket		42.59	42.59				75	60	GO				
Platform	Track	Newmarket		42.60	42.60				75	60	GO	Culvert	Culvert		
Platform	Track	Newmarket		42.61	42.61				75	60	GO				
Platform	Track	Newmarket		42.88	42.88				75	60	GO				
Platform	Track	Newmarket		42.89	42.89				75	60	GO				
Platform	Track	Newmarket		42.90	42.90				75	60	GO				
Platform	Track	Newmarket	43	43.00	43.00				75	60	GO				
Platform	Track	Newmarket		43.01	43.01				75	60	GO				
Platform	Track	Newmarket		43.02	43.02				75	60	GO				
Platform	Track	Newmarket		43.03	43.03				75	60	GO				
Platform	Track	Newmarket		43.36	43.36				75	60	GO				
Platform	Track	Newmarket		43.37	43.37				75	60	GO				
Platform	Track	Newmarket		43.37	43.37				75	60	GO	Level Crossing	9th Line		Stanlon Creek Road, Township of West Gwillimbury, Protected by Gates & Lights
Platform	Track	Newmarket		43.38	43.38				75	60	GO				
Platform	Track	Newmarket		43.40	43.40				75	60	GO				
Platform	Track	Newmarket		43.41	43.41				75	60	GO	Culvert	2 culverts		
Platform	Track	Newmarket		43.42	43.42				75	60	GO				
Platform	Track	Newmarket		43.46	43.46				75	60	GO				
Platform	Track	Newmarket		43.48	43.48				75	60	GO				
Platform	Track	Newmarket		43.49	43.49				75	60	GO				
Platform	Track	Newmarket		43.50	43.50				75	60	GO				
Platform	Track	Newmarket		43.51	43.51				80	60	GO				
Platform	Track	Newmarket		43.52	43.52				80	60	GO				
Platform	Track	Newmarket		43.74	43.74				80	60	GO				
Platform	Track	Newmarket		43.75	43.75				80	60	GO	Culvert	Culvert		
Platform	Track	Newmarket		43.76	43.76				80	60	GO				
Platform	Track	Newmarket		43.85	43.85				80	60	GO				
Platform	Track	Newmarket		43.86	43.86				80	60	GO				
Platform	Track	Newmarket		43.87	43.87				80	60	GO				
Platform	Track	Newmarket	44	44.00	44.00				80	60	GO				
Platform	Track	Newmarket		44.14	44.14				80	60	GO				
Platform	Track	Newmarket		44.15	44.15				80	60	GO	Culvert	Box Culvert		Speed Change
Platform	Track	Newmarket		44.16	44.16				80	60	GO				
Platform	Track	Newmarket		44.32	44.32				80	60	GO				
Platform	Track	Newmarket		44.33	44.33				80	60	GO				
Platform	Track	Newmarket		44.34	44.34				80	60	GO	Level Crossing	10th Line		Township of West Gwillimbury, Protected by Gates & Lights
Platform	Track	Newmarket		44.35	44.35				80	60	GO				
Platform	Track	Newmarket		44.49	44.49				80	60	GO				
Platform	Track	Newmarket		44.50	44.50				80	60	GO				
Platform	Track	Newmarket		44.51	44.51				80	60	GO				
Platform	Track	Newmarket		44.69	44.69				80	60	GO				
Platform	Track	Newmarket		44.70	44.70				80	60	GO				
Platform	Track	Newmarket		44.71	44.71				80	60	GO				
Platform	Track	Newmarket		44.84	44.84				80	60	GO				
Platform	Track	Newmarket		44.85	44.85				80	60	GO				
Platform	Track	Newmarket		44.86	44.86				80	60	GO	Level Crossing	Farm Crossing		
Platform	Track	Newmarket		44.87	44.87				80	60	GO				
Platform	Track	Newmarket		44.99	44.99				80	60	GO				
Platform	Track	Newmarket	45	45.00	45.00				80	60	GO				
Platform	Track	Newmarket		45.01	45.01				80	60	GO				
Platform	Track	Newmarket		45.29	45.29				80	60	GO				
Platform	Track	Newmarket		45.30	45.30				80	60	GO				
Platform	Track	Newmarket		45.31	45.31				80	60	GO				
Platform	Track	Newmarket		45.35	45.35				80	60	GO				
Platform	Track	Newmarket		45.36	45.36				80	60	GO				
Platform	Track	Newmarket		45.37	45.37				80	60	GO	Level Crossing	11th Line		Coulson's Hill Road, Township of West Gwillimbury, Protected by Gates & Lights
Platform	Track	Newmarket		45.38	45.38				80	60	GO				
Platform	Track	Newmarket		45.39	45.39				80	60	GO	Culvert	Culvert		
Platform	Track	Newmarket		45.59	45.59				80	60	GO				
Platform	Track	Newmarket		45.60	45.60				80	60	GO	Culvert	Culvert		
Platform	Track	Newmarket		45.61	45.61				80	60	GO				
Platform	Track	Newmarket		45.79	45.79				80	60	GO				
Platform	Track	Newmarket		45.80	45.80				80	60	GO				
Platform	Track	Newmarket	46	46.00	46.00				80	60	GO				
Platform	Track	Newmarket		46.28	46.28				80	60	GO				
Platform	Track	Newmarket		46.29	46.29				80	60	GO	Level Crossing	12th Line		Township of West Gwillimbury, Protected by Gates & Lights
Platform	Track	Newmarket		46.30	46.30				80	60	GO				

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation			Speed Limit		Corridor Crossings			Comments/Remarks	
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description		Clearance
Platform	Platform	Newmarket		46.39	46.39				80	60	GO					
Track	Track	Newmarket		46.40	46.40				80	60	GO	Culvert	Creek			
Track	Track	Newmarket		46.41	46.41				80	60	GO					
Platform	Platform	Newmarket		46.90	46.90				80	60	GO					
Platform	Platform	Newmarket		46.91	46.91				80	60	GO					
Platform	Platform	Newmarket		46.92	46.92				80	60	GO					
Platform	Platform	Newmarket	47	47.00	47.00				80	60	GO					
Platform	Platform	Newmarket		47.19	47.19				80	60	GO					
Platform	Platform	Newmarket		47.20	47.20				80	60	GO					
Platform	Platform	Newmarket		47.21	47.21				80	60	GO	Level Crossing	13th Line			Township of West Gwillimbury, Protected by Gates & Lights
Platform	Platform	Newmarket		47.21	47.21				80	60	GO	Culvert				
Platform	Platform	Newmarket		47.22	47.22				80	60	GO					
Platform	Platform	Newmarket		47.24	47.24				80	60	GO					
Platform	Platform	Newmarket		47.25	47.25				80	60	GO					
Platform	Platform	Newmarket		47.26	47.26				80	60	GO					
Platform	Platform	Newmarket		47.34	47.34				80	60	GO					
Platform	Platform	Newmarket		47.35	47.35				80	60	GO					
Platform	Platform	Newmarket		47.36	47.36				80	60	GO					
Platform	Platform	Newmarket		47.49	47.49				80	60	GO					
Platform	Platform	Newmarket		47.50	47.50				80	60	GO					
Platform	Platform	Newmarket		47.51	47.51				80	60	GO					
Platform	Platform	Newmarket		47.59	47.59				80	60	GO					
Platform	Platform	Newmarket		47.60	47.60				80	60	GO					
Platform	Platform	Newmarket		47.61	47.61				80	60	GO					
Platform	Platform	Newmarket		47.69	47.69				80	60	GO					
Platform	Platform	Newmarket		47.70	47.70				80	60	GO					
Platform	Platform	Newmarket		47.71	47.71				80	60	GO					
Platform	Platform	Newmarket		47.79	47.79				80	60	GO					
Platform	Platform	Newmarket		47.80	47.80				80	60	GO					
Platform	Platform	Newmarket		47.81	47.81				80	60	GO					
Platform	Platform	Newmarket		47.84	47.84				80	60	GO					
Platform	Platform	Newmarket		47.94	47.94				80	60	GO					
Platform	Platform	Newmarket		47.95	47.95				80	60	GO					
Platform	Platform	Newmarket		47.96	47.96				80	60	GO					
Platform	Platform	Newmarket	48	48.00	48.00				80	60	GO					
Platform	Platform	Newmarket		48.16	48.16				80	60	GO					
Platform	Platform	Newmarket		48.17	48.17				80	60	GO					
Platform	Platform	Newmarket		48.18	48.18				80	60	GO					
Platform	Platform	Newmarket		48.19	48.19				80	60	GO					
Platform	Platform	Newmarket		48.20	48.20				80	60	GO					
Platform	Platform	Newmarket		48.21	48.21				80	60	GO					
Platform	Platform	Newmarket		48.39	48.39				80	60	GO					
Platform	Platform	Newmarket		48.40	48.40				80	60	GO					
Platform	Platform	Newmarket		48.41	48.41				80	60	GO					
Platform	Platform	Newmarket		48.49	48.49				80	60	GO					
Platform	Platform	Newmarket		48.50	48.50				80	60	GO					
Platform	Platform	Newmarket		48.51	48.51				80	60	GO					
Platform	Platform	Newmarket		48.64	48.64				80	60	GO					
Platform	Platform	Newmarket		48.65	48.65				80	60	GO					
Platform	Platform	Newmarket		48.66	48.66				80	60	GO					
Platform	Platform	Newmarket		48.64	48.64				80	60	GO					
Platform	Platform	Newmarket		48.85	48.85				80	60	GO					
Platform	Platform	Newmarket		48.86	48.86				80	60	GO					
Platform	Platform	Newmarket	49	49.00	49.00				80	60	GO					
Platform	Platform	Newmarket		49.04	49.04				80	60	GO					
Platform	Platform	Newmarket		49.05	49.05				80	60	GO					
Platform	Platform	Newmarket		49.06	49.06				80	60	GO					
Platform	Platform	Newmarket		49.19	49.19				80	60	GO					
Platform	Platform	Newmarket		49.20	49.20				80	60	GO					
Platform	Platform	Newmarket		49.21	49.21				80	60	GO					
Platform	Platform	Newmarket		49.23	49.23				80	60	GO					
Platform	Platform	Newmarket		49.24	49.24				80	60	GO					
Platform	Platform	Newmarket		49.25	49.25				80	60	GO					
Platform	Platform	Newmarket		49.29	49.29				80	60	GO					
Platform	Platform	Newmarket		49.30	49.30				80	60	GO					
Platform	Platform	Newmarket		49.31	49.31				80	60	GO					
Platform	Platform	Newmarket		49.31	49.31				80	60	GO					
Platform	Platform	Newmarket		49.87	49.87				80	60	GO					
Platform	Platform	Newmarket		49.88	49.88				80	60	GO					
Platform	Platform	Newmarket		49.89	49.89				80	60	GO					

# Corridor Summary Tables

Platform	Location			Item	Item Description	ASL	Grade	Speed Limit		Owner	Corridor Crossings			Comments/Remarks				
	Subdivision	Mile Post	Distance from Union Station					Mileage	Item Type		ASL	Elevation	PAX		FRT	Crossing Type	Crossing Description	Clearance
Platform	Newmarket	50	50.00	50.00				80	60	GO								
Platform	Newmarket		50.11	50.11				80	60	GO								
Platform	Newmarket		50.12	50.12				80	60	GO								
Platform	Newmarket		50.13	50.13				80	60	GO	Level Crossing	2nd Line Culvert		Township of Innisfil, Protected by Gates & Lights				
Platform	Newmarket		50.13	50.13				80	60	GO								
Platform	Newmarket		50.35	50.35				80	60	GO								
Platform	Newmarket		50.36	50.36				80	60	GO								
Platform	Newmarket		50.37	50.37				80	60	GO								
Platform	Newmarket		50.85	50.85				80	60	GO								
Platform	Newmarket		50.86	50.86				80	60	GO								
Platform	Newmarket		50.87	50.87				80	60	GO								
Platform	Newmarket		50.96	50.96				80	60	GO								
Platform	Newmarket		50.97	50.97				80	60	GO								
Platform	Newmarket		50.98	50.98				80	60	GO								
Platform	Newmarket		50.99	50.99				80	60	GO	Level Crossing	3rd Line		Township of Innisfil, Protected by Gates & Lights				
Platform	Newmarket	51	51.00	51.00				80	60	GO								
Platform	Newmarket		51.09	51.09				80	60	GO								
Platform	Newmarket		51.10	51.10				80	60	GO								
Platform	Newmarket		51.11	51.11				80	60	GO								
Platform	Newmarket		51.74	51.74				80	60	GO								
Platform	Newmarket		51.75	51.75				80	60	GO								
Platform	Newmarket		51.76	51.76				80	60	GO								
Platform	Newmarket		51.88	51.88				80	60	GO								
Platform	Newmarket		51.89	51.89				80	60	GO	Level Crossing	4th Line, Killarney Beach Road		Simcoe County Road 16, Township of Innisfil, Protected by Gates & Lights				
Platform	Newmarket		51.90	51.90	Station	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.91	51.91	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.92	51.92	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.93	51.93	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.94	51.94	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.95	51.95	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.96	51.96	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.97	51.97	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.98	51.98	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		51.99	51.99	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket	52	52.00	52.00	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.01	52.01	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.02	52.02	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.03	52.03	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.04	52.04	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.05	52.05	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.06	52.06	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.10	52.10	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.11	52.11	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.12	52.12	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.34	52.34	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.35	52.35	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.36	52.36	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.39	52.39	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.40	52.40	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.41	52.41	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.79	52.79	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.80	52.80	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.81	52.81	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.82	52.82	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		52.83	52.83	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket	53	53.00	53.00	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.27	53.27	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.28	53.28	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.29	53.29	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.38	53.38	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.39	53.39	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.40	53.40	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.69	53.69	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.70	53.70	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.71	53.71	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.94	53.94	Platform	Innisfil GO Station		80	60	GO								
Platform	Newmarket		53.95	53.95	Platform	Innisfil GO Station		80	60	GO								

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossings		Comments/Remarks		
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description
Platform	Platform	Newmarket		53.96	53.96				80	60	GO				
Track	Track	Newmarket	54	54.00	54.00				80	60	GO				
Track	Track	Newmarket		54.08	54.08				80	60	GO				
Platform	Platform	Newmarket		54.09	54.09	Speed Change			80	60	GO			Speed Change	
Track	Track	Newmarket		54.10	54.10	Speed Change			80	60	GO				
Track	Track	Newmarket		54.11	54.11	Speed Change			60	50	GO				
Track	Track	Newmarket		54.12	54.12				60	50	GO				
Track	Track	Newmarket		54.34	54.34				60	50	GO				
Track	Track	Newmarket		54.35	54.35				60	50	GO				
Track	Track	Newmarket		54.36	54.36				60	50	GO				
Track	Track	Newmarket		54.44	54.44				60	50	GO				
Track	Track	Newmarket		54.45	54.45				60	50	GO				
Track	Track	Newmarket		54.46	54.46				60	50	GO				
Track	Track	Newmarket		54.55	54.55				60	50	GO				
Track	Track	Newmarket		54.56	54.56				60	50	GO				
Track	Track	Newmarket		54.57	54.57				60	50	GO				
Track	Track	Newmarket		54.59	54.59				60	50	GO				
Track	Track	Newmarket		54.60	54.60				60	50	GO				
Track	Track	Newmarket		54.61	54.61				60	50	GO				
Track	Track	Newmarket		54.64	54.64				60	50	GO				
Track	Track	Newmarket		54.65	54.65				60	50	GO				
Track	Track	Newmarket		54.66	54.66				60	50	GO				
Track	Track	Newmarket		54.90	54.90				60	50	GO				
Track	Track	Newmarket		54.91	54.91				60	50	GO				
Track	Track	Newmarket	55	55.00	55.00				60	50	GO				
Track	Track	Newmarket		55.45	55.45				60	50	GO				
Track	Track	Newmarket		55.46	55.46				60	50	GO				
Track	Track	Newmarket		55.47	55.47				60	50	GO				
Track	Track	Newmarket		55.47	55.47				60	50	GO				
Track	Track	Newmarket		55.54	55.54				60	50	GO				
Track	Track	Newmarket		55.55	55.55				60	50	GO				
Track	Track	Newmarket		55.56	55.56				60	50	GO				
Track	Track	Newmarket	56	56.00	56.00				60	50	GO				
Track	Track	Newmarket		56.00	56.00				60	50	GO				
Track	Track	Newmarket		56.19	56.19				60	50	GO				
Track	Track	Newmarket		56.20	56.20				60	50	GO				
Track	Track	Newmarket		56.21	56.21				60	50	GO				
Track	Track	Newmarket		56.38	56.38				60	50	GO				
Track	Track	Newmarket		56.39	56.39				60	50	GO				
Track	Track	Newmarket		56.40	56.40				60	50	GO				
Track	Track	Newmarket		56.58	56.58				60	50	GO				
Track	Track	Newmarket		56.59	56.59				60	50	GO				
Track	Track	Newmarket		56.59	56.59				60	50	GO				
Track	Track	Newmarket		56.60	56.60	Speed Change			60	50	GO				
Track	Track	Newmarket		56.61	56.61				80	60	GO				
Track	Track	Newmarket		56.62	56.62				80	60	GO				
Track	Track	Newmarket		56.70	56.70				80	60	GO				
Track	Track	Newmarket		56.71	56.71				80	60	GO				
Track	Track	Newmarket		56.72	56.72				80	60	GO				
Track	Track	Newmarket		56.85	56.85				80	60	GO				
Track	Track	Newmarket		56.86	56.86				80	60	GO				
Track	Track	Newmarket		56.87	56.87				80	60	GO				
Track	Track	Newmarket		56.89	56.89				80	60	GO				
Track	Track	Newmarket		56.90	56.90				80	60	GO				
Track	Track	Newmarket		56.91	56.91				80	60	GO				
Track	Track	Newmarket	57	57.00	57.00				80	60	GO				
Track	Track	Newmarket		57.40	57.40				80	60	GO				
Track	Track	Newmarket		57.41	57.41				80	60	GO				
Track	Track	Newmarket		57.42	57.42				80	60	GO				
Track	Track	Newmarket		57.48	57.48				80	60	GO				
Track	Track	Newmarket		57.49	57.49				80	60	GO				
Track	Track	Newmarket		57.50	57.50				80	60	GO				
Track	Track	Newmarket		57.59	57.59				80	60	GO				
Track	Track	Newmarket		57.60	57.60				80	60	GO				
Track	Track	Newmarket		57.61	57.61				80	60	GO				
Track	Track	Newmarket	58	58.00	58.00				80	60	GO				
Track	Track	Newmarket		58.09	58.09				80	60	GO				
Track	Track	Newmarket		58.10	58.10				80	60	GO				
Track	Track	Newmarket		58.11	58.11				80	60	GO				

# Corridor Summary Tables

Barrie GO Line		Location		Item		Elevation		Speed Limit			Corridor Crossings			Comments/Remarks		
Track Layout Sketch	Platform	Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	
Platform	Track	Newmarket	58.14	58.14	58.14					80	60	GO				
Track	Track	Newmarket	58.15	58.15	58.15					80	60	GO	Level Crossing	Farm Crossing		
Platform	Track	Newmarket	58.16	58.16	58.16					80	60	GO				
Platform	Track	Newmarket	58.32	58.32	58.32					80	60	GO				
Track	Track	Newmarket	58.33	58.33	58.33					80	60	GO	Culvert			
Platform	Track	Newmarket	58.34	58.34	58.34					80	60	GO				
Platform	Track	Newmarket	58.45	58.45	58.45					80	60	GO				
Platform	Track	Newmarket	58.46	58.46	58.46					80	60	GO	Culvert			
Platform	Track	Newmarket	58.47	58.47	58.47					80	60	GO	Level Crossing	11th Line, Lockhart Road		
Platform	Track	Newmarket	58.48	58.48	58.48					80	60	GO				
Platform	Track	Newmarket	58.58	58.58	58.58	Speed Change				80	60	GO				Speed Change
Platform	Track	Newmarket	58.60	58.60	58.60					80	60	GO				
Platform	Track	Newmarket	58.69	58.69	58.69					60	50	GO				
Platform	Track	Newmarket	58.70	58.70	58.70					60	50	GO	Culvert			
Platform	Track	Newmarket	58.71	58.71	58.71					60	50	GO				
Platform	Track	Newmarket	58.88	58.88	58.88					60	50	GO				
Platform	Track	Newmarket	58.89	58.89	58.89					60	50	GO	Culvert			
Platform	Track	Newmarket	58.90	58.90	58.90					60	50	GO				
Platform	Track	Newmarket	58.93	58.93	58.93					60	50	GO	Level Crossing	Farm Crossing		
Platform	Track	Newmarket	58.94	58.94	58.94					60	50	GO				
Platform	Track	Newmarket	58.95	58.95	58.95					60	50	GO				
Platform	Track	Newmarket	58.98	58.98	58.98					60	50	GO				
Platform	Track	Newmarket	58.99	58.99	58.99					60	50	GO	Culvert			
Platform	Track	Newmarket	59.00	59.00	59.00					60	50	GO				
Platform	Track	Newmarket	59.27	59.27	59.27					60	50	GO	Culvert			
Platform	Track	Newmarket	59.28	59.28	59.28					60	50	GO				
Platform	Track	Newmarket	59.29	59.29	59.29					60	50	GO	Culvert			
Platform	Track	Newmarket	59.30	59.30	59.30	Marker	GN Painswick			60	50	GO	Level Crossing	Mapleview Drive East		
Platform	Track	Newmarket	59.31	59.31	59.31					60	50	GO				
Platform	Track	Newmarket	59.38	59.38	59.38							GO				
Platform	Track	Newmarket	59.39	59.39	59.39	Speed Change						GO				
Platform	Track	Newmarket	59.40	59.40	59.40	Speed Change						GO				
Platform	Track	Newmarket	59.41	59.41	59.41	Speed Change	CROR Rule 105@ applicable					GO	Culvert			Speed Change
Platform	Track	Newmarket	59.42	59.42	59.42	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.43	59.43	59.43	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.44	59.44	59.44	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.45	59.45	59.45	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.46	59.46	59.46	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.47	59.47	59.47	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.48	59.48	59.48	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.49	59.49	59.49	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.50	59.50	59.50	Station	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.50	59.50	59.50	Marker	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.51	59.51	59.51	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.52	59.52	59.52	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.53	59.53	59.53	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.54	59.54	59.54	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.55	59.55	59.55	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.56	59.56	59.56	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.57	59.57	59.57	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.58	59.58	59.58	Platform	Barrie South GO Station					GO				
Platform	Track	Newmarket	59.59	59.59	59.59							GO	Culvert			
Platform	Track	Newmarket	59.60	59.60	59.60							GO				
Platform	Track	Newmarket	59.61	59.61	59.61							GO	Culvert			
Platform	Track	Newmarket	59.89	59.89	59.89							GO				
Platform	Track	Newmarket	59.90	59.90	59.90							GO	Culvert			
Platform	Track	Newmarket	60.00	60.00	60.00							GO				
Platform	Track	Newmarket	60.29	60.29	60.29							GO				
Platform	Track	Newmarket	60.30	60.30	60.30							GO	Overhead Bridge	Big Bay Point Road	22' 9"	Simcoe County Road 24 - Latest GO Transit info from July 14, 2010
Platform	Track	Newmarket	60.31	60.31	60.31							GO				
Platform	Track	Newmarket	61.00	61.00	61.00							GO				
Platform	Track	Newmarket	61.13	61.13	61.13							GO				
Platform	Track	Newmarket	61.14	61.14	61.14							GO	Subway	Cox Mill Road	n/a	
Platform	Track	Newmarket	61.15	61.15	61.15							GO				
Platform	Track	Newmarket	61.18	61.18	61.18							GO				
Platform	Track	Newmarket	61.19	61.19	61.19	Speed Change						GO				
Platform	Track	Newmarket	61.20	61.20	61.20	Speed Change				10	10	GO	River Bridge	Tollendale Creek	n/a	Train Speed max 10 mph over bridge
Platform	Track	Newmarket	61.21	61.21	61.21	Speed Change						GO				

# Corridor Summary Tables

Barrie GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Owner	Corridor Crossings			Comments/Remarks
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX		FRT	Crossing Type	Crossing Description	
Platform	Track	Newmarket		61.22	61.22						GO				
Platform	Track	Newmarket		61.33	61.33						GO				
Platform	Track	Newmarket		61.34	61.34						GO	Level Crossing	Little Avenue, City of Barrie	Protected by Gates & Lights	
Platform	Track	Newmarket		61.35	61.35						GO				
Platform	Track	Newmarket		61.99	61.99						GO				
Platform	Track	Newmarket	62	62.00	62.00						GO	Culvert			
Platform	Track	Newmarket		62.01	62.01						GO				
Platform	Track	Newmarket		62.02	62.02						GO				
Platform	Track	Newmarket		62.03	62.03						GO	Level Crossing	Mimets Point Road	Protected with Gates & Lights	
Platform	Track	Newmarket		62.04	62.04						GO				
Platform	Track	Newmarket		62.16	62.16						GO				
Platform	Track	Newmarket		62.17	62.17						GO				
Platform	Track	Newmarket		62.18	62.18						GO				
Platform	Track	Newmarket		62.19	62.19						GO				
Platform	Track	Newmarket		62.20	62.20						GO				
Platform	Track	Newmarket		62.21	62.21						GO				
Platform	Track	Newmarket		62.22	62.22						GO				
Platform	Track	Newmarket		62.23	62.23						GO				
Platform	Track	Newmarket		62.24	62.24						GO				
Platform	Track	Newmarket		62.25	62.25						GO				
Platform	Track	Newmarket		62.26	62.26						GO				
Platform	Track	Newmarket		62.27	62.27						GO				
Platform	Track	Newmarket		62.75	62.75						GO				
Platform	Track	Newmarket		62.76	62.76						GO				
Platform	Track	Newmarket		62.77	62.77						GO				
Platform	Track	Newmarket		62.78	62.78						GO				
Platform	Track	Newmarket		62.79	62.79						GO				
Platform	Track	Newmarket		62.80	62.80						GO				
Platform	Track	Newmarket		62.81	62.81						GO				
Platform	Track	Newmarket		62.82	62.82						GO				
Platform	Track	Newmarket		62.83	62.83						GO				
Platform	Track	Newmarket		62.84	62.84						GO				
Platform	Track	Newmarket		62.85	62.85						GO				
Platform	Track	Newmarket		62.86	62.86						GO				
Platform	Track	Newmarket		62.87	62.87						GO				
Platform	Track	Newmarket		62.88	62.88						GO				
Platform	Track	Newmarket		62.89	62.89						GO				
Platform	Track	Newmarket		62.90	62.90						GO				
Platform	Track	Newmarket		62.91	62.91						GO				
Platform	Track	Newmarket		62.92	62.92						GO				
Platform	Track	Newmarket		62.93	62.93						GO				
Platform	Track	Newmarket		62.94	62.94						GO				
Platform	Track	Newmarket		62.95	62.95						GO				
Platform	Track	Newmarket		62.96	62.96						GO				
Platform	Track	Newmarket		62.97	62.97						GO				
Platform	Track	Newmarket		62.98	62.98						GO				
Platform	Track	Newmarket		62.99	62.99						GO				
Platform	Track	Newmarket	63	63.00	63.00						GO				
Platform	Track	Newmarket		63.01	63.01						GO				
Platform	Track	Newmarket		63.02	63.02						GO				
Platform	Track	Newmarket		63.03	63.03						GO				
Platform	Track	Newmarket		63.04	63.04						GO				

Allandale GO Station

# Corridor Summary Tables

Richmond Hill GO Line		Location		Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks			
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT			Owner	Crossing Type
		Bala	0	0.00	0.00	Station	Union GO Station			30	15	USRC			
		Bala		0.00	0.00	Speed Change				30	15	USRC			Speed Change
		Bala		0.01	0.01	Platform	Union GO Station			30	15	USRC			
		Bala		0.02	0.02	Platform	Union GO Station			30	15	USRC			
		Bala		0.03	0.03	Platform	Union GO Station			30	15	USRC			
		Bala		0.04	0.04	Platform	Union GO Station			30	15	USRC	Subway	Bay Street	
		Bala		0.05	0.05	Platform	Union GO Station			30	15	USRC			
		Bala		0.06	0.06	Platform	Union GO Station			30	15	USRC			
		Bala		0.07	0.07	Platform	Union GO Station			30	15	USRC			
		Bala		0.08	0.08	Platform	Union GO Station			30	15	USRC			
		Bala		0.09	0.09	Platform	Union GO Station			30	15	USRC			
		Bala		0.10	0.10	Platform	Union GO Station			30	15	USRC			
		Bala		0.11	0.11	Platform	Union GO Station			30	15	USRC			
		Bala		0.12	0.12	Platform	Union GO Station			30	15	USRC			
		Bala		0.13	0.13	Platform	Union GO Station			30	15	USRC			
		Bala		0.14	0.14	Platform	Union GO Station			30	15	USRC			
		Bala		0.15	0.15	Platform	Union GO Station			30	15	USRC			
		Bala		0.16	0.16	Platform	Union GO Station			30	15	USRC			
		Bala		0.17	0.17	Platform	Union GO Station			30	15	USRC			
		Bala		0.18	0.18					30	15	USRC			
		Bala		0.19	0.19					30	15	USRC	Subway	Yonge Street	
		Bala		0.20	0.20					30	15	USRC			
		Bala		0.21	0.21					30	15	USRC			
		Bala		0.22	0.22					30	15	USRC			
		Bala		0.23	0.23					30	15	USRC			
		Bala		0.24	0.24					30	15	USRC			
		Bala		0.25	0.25					30	15	USRC			
		Bala		0.26	0.26					30	15	USRC			
		Bala		0.27	0.27					30	15	USRC			
		Bala		0.28	0.28					30	15	USRC			
		Bala		0.29	0.29					30	15	USRC			
		Bala		0.49	0.49					30	15	USRC			
		Bala		0.50	0.50					30	15	USRC	Subway	Jarvis Street	
		Bala		0.69	0.69					30	15	USRC			
		Bala		0.70	0.70					30	15	USRC	Subway	Sherbourne Street	
		Bala		0.89	0.89					30	15	USRC			
		Bala		0.90	0.90					30	15	USRC	Subway	Parliament Street	
		Bala	1	1.00	1.00					30	15	USRC			
		Bala		1.12	1.12					30	15	USRC			
		Bala		1.13	1.13					30	15	USRC			
		Bala		1.39	1.39					30	15	USRC	Subway	Cherry Street	
		Bala		1.40	1.40					25	10	USRC			Speed Change
		Bala		1.41	1.41					25	10	USRC			
		Bala		1.88	1.88					25	10	USRC			
		Bala		1.89	1.89					25	10	USRC			
		Bala		1.90	1.90	Marker	CN Bala			45	40	CN			
		Bala		1.90	1.90	Speed Change	From 25/10 to 45/40			45	40	CN			PSO PSGR = 30 MPH and FRT = 25 MPH (Milepost 1.9 to 2.0)
		Bala		1.91	1.91					45	40	CN			
		Bala		1.92	1.92					45	40	CN			
		Bala		1.93	1.93					45	40	CN	Overhead Bridge	Eastern Avenue Ramp From DVP	23' 3.5"
		Bala		1.94	1.94					45	40	CN			
		Bala		1.98	1.98					45	40	CN	Overhead Bridge	Queen Street East	22' 1"
		Bala		1.99	1.99					45	40	CN			
		Bala	2	2.00	2.00	Marker	CN Don (42422)			45	40	CN			
		Bala		2.01	2.01					45	40	CN			
		Bala		2.09	2.09					45	40	CN			
		Bala		2.10	2.10	Signal	CN 021 / USRC206			45	40	CN			PSO All trains = 35 MPH (Milepost 2.0 to 4.5)
		Bala		2.25	2.25					45	40	CN			
		Bala		2.26	2.26					45	40	CN	Overhead Bridge	Dundas Street	22' 3"



# Corridor Summary Tables

Richmond Hill GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks			
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description	GO Clearance
		Bala		2.29	2.29					45	40	CN				
		Bala		2.30	2.30					45	40	CN	Level Crossing	Foreman's plank crossing		
		Bala		2.44	2.44					45	40	CN				
		Bala		2.45	2.45					45	40	CN	Overhead Bridge	Gerrard Street	24' 4.5"	GO Transit email June 29th.
		Bala		2.47	2.47					45	40	CN				
		Bala		2.48	2.48					45	40	CN				
		Bala		2.49	2.49					45	40	CN				
		Bala		2.50	2.50		Signal			45	40	CN				
		Bala		2.51	2.51		Track Switch	CN 025		45	40	CN				Turnout includes Switch Blower
		Bala		2.52	2.52			Switch 1 - P500 Siding		45	40	CN				
		Bala		2.53	2.53					45	40	CN				
		Bala		2.54	2.54					45	40	CN				
		Bala		2.55	2.55					45	40	CN				
		Bala		2.56	2.56					45	40	CN				
		Bala		2.57	2.57					45	40	CN				
		Bala		2.58	2.58					45	40	CN				
		Bala		2.59	2.59					45	40	CN				
		Bala		2.60	2.60		Signal	CN026/026D		45	40	CN				
		Bala		2.61	2.61					45	40	CN				
		Bala		2.62	2.62					45	40	CN				
		Bala		2.63	2.63					45	40	CN				
		Bala		2.64	2.64					45	40	CN				
		Bala		2.65	2.65					45	40	CN				
		Bala		2.66	2.66					45	40	CN				
		Bala		2.67	2.67					45	40	CN	Overhead Bridge	Riverdale Park Pedestrian Bridge	22' 4"	GO Transit email June 29th.
		Bala		2.68	2.68					45	40	CN				
		Bala		2.69	2.69					45	40	CN				
		Bala		2.93	2.93					45	40	CN				
		Bala		2.94	2.94					45	40	CN				
		Bala		2.95	2.95					45	40	CN				
		Bala		2.96	2.96					45	40	CN				
		Bala		2.97	2.97					45	40	CN				
		Bala		2.98	2.98					45	40	CN				
		Bala		2.99	2.99					45	40	CN				
		Bala	3	3.00	3.00					45	40	CN				
		Bala		3.01	3.01					45	40	CN				
		Bala		3.02	3.02					45	40	CN				
		Bala		3.03	3.03					45	40	CN				
		Bala		3.30	3.30					45	40	CN				
		Bala		3.31	3.31					45	40	CN	Overhead Bridge	Bloor Street East	54'	GO Transit email June 29th.
		Bala		3.59	3.59					45	40	CN				
		Bala		3.60	3.60		Marker	CN Rosedale (42517)		45	40	CN				
		Bala		3.61	3.61					45	40	CN				
		Bala		3.64	3.64					45	40	CN				
		Bala		3.65	3.65					45	40	CN				
		Bala		3.79	3.79		Signal	CN039 / 039D		45	40	CN	Overhead Bridge	DVP to Bayview Extension	22' 2"	GO Transit email June 29th.
		Bala		3.90	3.90					45	40	CN				
		Bala		3.92	3.92					45	40	CN				
		Bala		3.93	3.93					45	40	CN				
		Bala		3.94	3.94		Track Switch	Switch 1 - P500 Siding		45	40	CN				
		Bala		3.95	3.95					45	40	CN				
		Bala		3.96	3.96					45	40	CN				
		Bala		3.97	3.97					45	40	CN				
		Bala		3.98	3.98					45	40	CN				
		Bala		3.99	3.99					45	40	CN				
		Bala	4	4.00	4.00					45	40	CN				
		Bala		4.01	4.01		Track Switch	Switch 1 - P500 Siding		45	40	CN				Turnout includes Switch Blower
		Bala		4.02	4.02		Signal	CN040		45	40	CN				Start of P500 Siding - 7050 feet
		Bala		4.03	4.03					45	40	CN	Overhead Bridge	CP Belleville Subdivision	49' 7"	GO Transit email June 29th.

# Corridor Summary Tables

Richmond Hill GO Line		Location		Item		Elevation		Speed Limit		Owner		Corridor Crossing		Comments/Remarks	
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT		Crossing Type	Crossing Description	GO Clearance
	Bala		4.34	4.34			257		45	40	CN	Culvert	Stream		
	Bala		4.42	4.42					45	40	CN	Level Crossing	Pottery Road		Protected by Gates and Lights
	Bala		4.43	4.43					45	40	CN				
	Bala		4.48	4.48					45	40	CN				
	Bala		4.49	4.49					45	40	CN				
	Bala		4.50	4.50	Speed Change	From 45/40 to 40/35			40	35	CN				Speed Change
	Bala		4.51	4.51					40	35	CN				
	Bala		4.52	4.52					40	35	CN				
	Bala		4.69	4.69					40	35	CN	River Bridge	Don River Bridge		
	Bala		4.70	4.70					40	35	CN				
	Bala		4.89	4.89					40	35	CN				
	Bala		4.90	4.90	Hot Box Detect	Rosedale (DALE)			40	35	CN				
	Bala		4.91	4.91					40	35	CN	Level Crossing	Beechwood Road		Protected by Lights and Bells only
	Bala		4.92	4.92					40	35	CN	River Bridge	Don River Bridge		
	Bala	5	5.00	5.00					40	35	CN				
	Bala		5.38	5.38					40	35	CN	Overhead Bridge	Millwood Road	100' 8"	GO Transit email June 29th.
	Bala		5.39	5.39					40	35	CN	Culvert	Stream		
	Bala		5.60	5.60					40	35	CN				
	Bala		5.99	5.99					40	35	CN	Culvert	Stream		
	Bala	6	6.00	6.00					40	35	CN				
	Bala		6.19	6.19					40	35	CN				
	Bala		6.20	6.20	Signal	CN062 / 63			40	35	CN				
	Bala		6.39	6.39					40	35	CN				
	Bala		6.40	6.40					40	35	CN	River Bridge	West Don River		
	Bala		6.49	6.49					40	35	CN				
	Bala		6.50	6.50					40	35	CN	Overhead Bridge	Don Mills Road	24' 5"	GO Transit email June 29th.
	Bala		6.52	6.52					40	35	CN				
	Bala		6.53	6.53					40	35	CN	Overhead Bridge	Pedestrian Bridge	23' 5"	GO Transit email June 29th.
	Bala		6.59	6.59					40	35	CN				
	Bala		6.60	6.60					40	35	CN	Overhead Bridge	Don Valley Parkway	23' 10"	GO Transit email June 29th.
	Bala		6.70	6.70					40	35	CN	Culvert	Stream		
	Bala		6.80	6.80					40	35	CN	Culvert	Stream		
	Bala		6.89	6.89					40	35	CN				
	Bala		6.90	6.90	Speed Change	From 40/35 to 35/35			35	35	CN				Speed Change
	Bala		6.91	6.91					35	35	CN				
	Bala	7	7.00	7.00					35	35	CN				
	Bala		7.39	7.39					35	35	CN	River Bridge	Don River		
	Bala		7.40	7.40					35	35	CN				
	Bala		7.49	7.49					35	35	CN				
	Bala		7.50	7.50					35	35	CN	Culvert	Culvert		
	Bala		7.69	7.69					35	35	CN				
	Bala		7.70	7.70					35	35	CN	Utility	Hydro Electric Power Corridor	No Info	
	Bala		7.90	7.90					35	35	CN	Culvert	Culvert		
	Bala	8	8.00	8.00					35	35	CN	Culvert	Culvert		
	Bala		8.10	8.10					35	35	CN	Culvert	Culvert		
	Bala		8.25	8.25					35	35	CN				
	Bala		8.26	8.26					35	35	CN	Overhead Bridge	Eglinton	27' 4"	GO Transit email June 29th.
	Bala		8.35	8.35					35	35	CN	Culvert	Culvert		
	Bala		8.49	8.49					35	35	CN				
	Bala		8.50	8.50					35	35	CN	River Bridge	Don River		
	Bala		8.59	8.59					35	35	CN				
	Bala		8.60	8.60					35	35	CN	River Bridge	Don River		
	Bala		8.79	8.79					35	35	CN				
	Bala		8.80	8.80					35	35	CN	River Bridge	Don River		
	Bala		8.84	8.84					35	35	CN				
	Bala		8.85	8.85	Signal	CN88 / 89			35	35	CN				
	Bala		8.93	8.93					35	35	CN				
	Bala		8.94	8.94					35	35	CN	Overhead Bridge	CP Belleville Subdivision	21' 4"	GO Transit email June 29th.
	Bala	9	9.00	9.00					35	35	CN	Culvert	Culvert		

# Corridor Summary Tables

Richmond Hill GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks			
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description	GO Clearance
Bala		9.17	9.17						35	35	CN					
Bala		9.18	9.18						35	35	CN	Culvert				
Bala		9.19	9.19						35	35	CN					
Bala		9.20	9.20						35	35	CN	Subway	Don Valley Parkway			
Bala		9.21	9.21						35	35	CN					
Bala		9.22	9.22						35	35	CN	Culvert				
Bala		9.29	9.29						35	35	CN					
Bala		9.30	9.30						35	35	CN	Culvert				
Bala		9.59	9.59						35	35	CN					
Bala		9.60	9.60						35	35	CN	Overhead Bridge	Lawrence Avenue East	23' 1"	GO Transit email June 29th.	
Bala		9.69	9.69						35	35	CN					
Bala		9.70	9.70						35	35	CN	Culvert				
Bala		9.99	9.99						35	35	CN					
Bala	10	10.00	10.00		Speed Change	From 35/35 to 55/40			45	40	CN					
Bala		10.01	10.01						45	40	CN					
Bala		10.27	10.27						45	40	CN					
Bala		10.28	10.28						45	40	CN	Overhead Bridge	Don Mills Road	22' 8"	GO Transit email June 29th.	
Bala	11	11.00	11.00						45	40	CN					
Bala		11.09	11.09						45	40	CN					
Bala		11.10	11.10		Signal	CNI11			45	40	CN					
Bala		11.13	11.13						45	40	CN					
Bala		11.14	11.14						45	40	CN					
Bala		11.15	11.15						45	40	CN					
Bala		11.16	11.16		Track Switch	Switch 1 - Z164 Siding			45	40	CN					
Bala		11.17	11.17						45	40	CN					
Bala		11.18	11.18						45	40	CN					
Bala		11.19	11.19						45	40	CN					
Bala		11.20	11.20		Signal	112 / 112D			45	40	CN					
Bala		11.21	11.21						45	40	CN					
Bala		11.22	11.22						45	40	CN					
Bala		11.23	11.23		Track Switch	New Turnout			45	40	CN					
Bala		11.24	11.24						45	40	CN					
Bala		11.25	11.25						45	40	CN					
Bala		11.26	11.26						45	40	CN					
Bala		11.27	11.27						45	40	CN					
Bala		11.28	11.28						45	40	CN					
Bala		11.29	11.29						45	40	CN					
Bala		11.30	11.30		Marker	CN Oniole (42572)			45	40	CN				CN Oniole (42572)	
Bala		11.31	11.31						45	40	CN					
Bala		11.32	11.32						45	40	CN					
Bala		11.33	11.33						45	40	CN					
Bala		11.34	11.34						45	40	CN					
Bala		11.37	11.37						45	40	CN					
Bala		11.38	11.38						45	40	CN					
Bala		11.85	11.85						45	40	CN					
Bala		11.86	11.86						45	40	CN					
Bala		11.87	11.87						45	40	CN	Subway	Leslie Street			
Bala		11.89	11.89						45	40	CN					
Bala		11.90	11.90		Signal	119 / 119D			45	40	CN					
Bala		11.91	11.91						45	40	CN					
Bala		11.96	11.96						45	40	CN					
Bala		11.97	11.97		Track Switch	New Turnout			45	40	CN					
Bala		11.98	11.98						45	40	CN					
Bala		11.99	11.99						45	40	CN					
Bala	12	12.00	12.00				475		45	40	CN					
Bala		12.01	12.01		Track Switch	Switch 1 - Z164 Siding			45	40	CN					Includes Switch Blower
Bala		12.02	12.02						45	40	CN					
Bala		12.07	12.07						45	40	CN					
Bala		12.08	12.08						45	40	CN					

Z164 siding upgraded to mainline track standard

# Corridor Summary Tables

Richmond Hill GO Line		Location			Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks			
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description	GO Clearance
Platform		Bala		12.09	12.09					45	40	CN				
Platform		Bala		12.10	12.10	Platform	Oriole GO Station			45	40	CN	Overhead Bridge	Oriole GO Station Pedestrian Brid	23' 11"	
Platform		Bala		12.11	12.11	Platform	Oriole GO Station			45	40	CN				GO Transit email June 29th.
Platform		Bala		12.12	12.12	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.13	12.13	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.14	12.14	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.15	12.15	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.16	12.16	Platform	Oriole GO Station			45	40	CN	Overhead Bridge	Hwy 401 South Ramp	22' 3.25"	GO Transit email June 29th.
Platform		Bala		12.17	12.17	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.18	12.18	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.19	12.19	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.20	12.20	Station	Oriole GO Station			45	40	CN	Overhead Bridge	Hwy 401	23'	GO Transit email June 29th.
Platform		Bala		12.21	12.21	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.22	12.22	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.23	12.23	Platform	Oriole GO Station			45	40	CN	Overhead Bridge	Hwy 401 North Ramp	23' 10.5"	GO Transit email June 29th.
Platform		Bala		12.24	12.24	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.25	12.25	Platform	Oriole GO Station			45	40	CN				
Platform		Bala		12.26	12.26					45	40	CN				
Platform		Bala		12.50	12.50					45	40	CN	Subway	TTC Sheppard Subway		
Platform		Bala		12.54	12.54					45	40	CN	Subway	Sheppard Avenue East		
Platform		Bala		12.60	12.60					45	40	CN	Culvert	Culvert		
Platform		Bala		12.90	12.90					45	40	CN	River Bridge	Don River		
Platform		Bala	13	13.00	13.00			469		45	40	CN	Culvert	Culvert		
Platform		Bala		13.20	13.20					45	40	CN				
Platform		Bala		13.39	13.39					45	40	CN				
Platform		Bala		13.40	13.40	Speed Change	From 45/40 to 65/50			65	50	CN	Culvert	Culvert		Speed Change
Platform		Bala		13.41	13.41					65	50	CN				
Platform		Bala		13.42	13.42					65	50	CN				
Platform		Bala		13.79	13.79					65	50	CN				
Platform		Bala		13.80	13.80	Signal	138 / 139			65	50	CN				
Platform		Bala		13.81	13.81					65	50	CN				
Platform		Bala		13.87	13.87					65	50	CN				
Platform		Bala		13.88	13.88					65	50	CN	Subway	Finch Avenue East		
Platform		Bala		13.89	13.89					65	50	CN				
Platform		Bala		13.90	13.90					65	50	CN				
Platform		Bala		13.91	13.91					65	50	CN	Culvert	Culvert		
Platform		Bala		13.92	13.92					65	50	CN				
Platform		Bala		13.98	13.98					65	50	CN				
Platform		Bala		13.99	13.99	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala	14	14.00	14.00	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.01	14.01	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.02	14.02	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.03	14.03	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.04	14.04	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.05	14.05	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.06	14.06	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.07	14.07	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.08	14.08	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.09	14.09	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.10	14.10	Station	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.11	14.11	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.12	14.12	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.13	14.13	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.14	14.14	Platform	Old Cummer GO Station			65	50	CN				
Platform		Bala		14.15	14.15					65	50	CN				
Platform		Bala		14.16	14.16					65	50	CN				
Platform		Bala		14.17	14.17					65	50	CN	Utility	Hydro Electric Power Corridor	No Info	
Platform		Bala		14.18	14.18					65	50	CN	Culvert	Culvert		
Platform		Bala		14.19	14.19					65	50	CN				

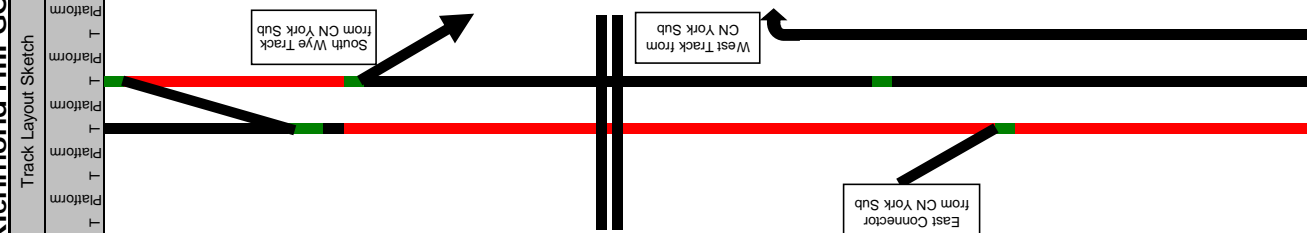
# Corridor Summary Tables

Richmond Hill GO Line Track Layout Sketch		Location			Item		Elevation	Speed Limit		Owner	Corridor Crossing		Comments/Remarks
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type		Item Description	ASL		PAX	FRT	
		Bala		14.20	14.20			65	50	CN	Culvert		
		Bala		14.21	14.21			65	50	CN			
		Bala		14.46	14.46			65	50	CN			
		Bala		14.47	14.47			65	50	CN			
		Bala		14.48	14.48			65	50	CN			
		Bala		14.49	14.49			65	50	CN			
		Bala		14.50	14.50			65	50	CN	Culvert		
		Bala		14.51	14.51			65	50	CN			
		Bala		14.52	14.52			65	50	CN			
		Bala		14.53	14.53			65	50	CN			
		Bala		14.54	14.54			65	50	CN			
		Bala		14.55	14.55			65	50	CN	Subway	Cummer Avenue	
		Bala		14.56	14.56			65	50	CN			
		Bala		14.57	14.57			65	50	CN			
		Bala		14.58	14.58			65	50	CN			
		Bala		14.79	14.79			65	50	CN			
		Bala		14.80	14.80			65	50	CN	River Bridge	Don River Tributary and Pedestrian Trail Walkway	
		Bala		14.81	14.81			65	50	CN			
		Bala	15	15.00	15.00			65	50	CN			
		Bala		15.16	15.16			65	50	CN			
		Bala		15.17	15.17			65	50	CN	Subway	Steeles Avenue East	
		Bala		15.18	15.18			65	50	CN			
		Bala		15.21	15.21			65	50	CN			
		Bala		15.22	15.22			65	50	CN	Culvert		
		Bala		15.23	15.23			65	50	CN			
		Bala		15.30	15.30	Signal	153	65	50	CN			
		Bala		15.37	15.37	Track Switch	Switch 1 - Doncaster Commuter Sidin	65	50	CN			Includes Switch Blower
		Bala		15.38	15.38	Track Switch		65	50	CN			
		Bala		15.39	15.39			65	50	CN			
		Bala		15.40	15.40	Marker	CN Doncaster South	65	50	CN	Culvert		
		Bala		15.41	15.41			65	50	CN			
		Bala		15.42	15.42	Signal	154 / 154S	65	50	CN			
		Bala		15.43	15.43			65	50	CN			
		Bala		15.44	15.44			65	50	CN			
		Bala		15.45	15.45			65	50	CN			
		Bala		15.46	15.46			65	50	CN			
		Bala		15.47	15.47			65	50	CN			
		Bala		15.48	15.48	Track Switch	New Turnout	65	50	CN			
		Bala		15.49	15.49			65	50	CN			
		Bala		15.53	15.53			65	50	CN			
		Bala		15.54	15.54			65	50	CN			
		Bala		15.55	15.55			65	50	CN	Culvert		
		Bala		15.56	15.56			65	50	CN			
		Bala		15.57	15.57			65	50	CN			
		Bala		15.58	15.58			65	50	CN			
		Bala		15.59	15.59			65	50	CN			
		Bala		15.60	15.60			65	50	CN			
		Bala		15.61	15.61			65	50	CN			
		Bala		15.62	15.62			65	50	CN			
		Bala		15.63	15.63			65	50	CN			
		Bala		15.64	15.64			65	50	CN			
		Bala		15.69	15.69			65	50	CN			
		Bala		15.70	15.70			65	50	CN	Culvert		
		Bala		15.71	15.71			65	50	CN			
		Bala		15.72	15.72			65	50	CN			
		Bala		15.73	15.73			65	50	CN			
		Bala		15.74	15.74			65	50	CN			
		Bala		15.75	15.75			65	50	CN			
		Bala		15.80	15.80			65	50	CN			

Doncaster Commuter  
Siding upgraded to  
mainline track standard

# Corridor Summary Tables

Richmond Hill GO Line			Location		Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks
Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	GO Clearance
Bala	15.81	15.81	15.81	Track Switch	New Turnout			65	50	CN			
Bala	15.82	15.82	15.82					65	50	CN			
Bala	15.83	15.83	15.83					65	50	CN			
Bala	15.84	15.84	15.84					65	50	CN			
Bala	15.85	15.85	15.85					65	50	CN			
Bala	15.86	15.86	15.86					65	50	CN			
Bala	15.87	15.87	15.87					65	50	CN			
Bala	15.88	15.88	15.88	Signal	f159 / f159D			65	50	CN			
Bala	15.89	15.89	15.89					65	50	CN			
Bala	15.90	15.90	15.90	Track Switch	Switch 23 - Doncaster Commuter Siding			65	50	CN			Includes Switch Blower Start of Doncaster Commuter Siding - 2140 feet
Bala	15.91	15.91	15.91					65	50	CN			
Bala	15.92	15.92	15.92	Track Switch	Switch 11 - South Wye to/from CN York			65	50	CN			Includes Switch Blower
Bala	15.93	15.93	15.93					65	50	CN			
Bala	15.94	15.94	15.94					65	50	CN			
Bala	15.95	15.95	15.95					65	50	CN			
Bala	15.96	15.96	15.96					65	50	CN			
Bala	15.97	15.97	15.97					65	50	CN			
Bala	15.98	15.98	15.98					65	50	CN			
Bala	15.99	15.99	15.99					65	50	CN			
Bala	16.00	16.00	16.00	Speed Change	From 65/50 to 60/50			60	50	CN			Speed Change
Bala	16.01	16.01	16.01					60	50	CN			
Bala	16.02	16.02	16.02					60	50	CN			
Bala	16.07	16.07	16.07					60	50	CN			
Bala	16.08	16.08	16.08	Track Switch	Doncaster Diamond			60	50	CN	Overhead Bridge	York CN Subdivision Grade Sepa	24' 0"
Bala	16.09	16.09	16.09	Speed Change	Doncaster Diamond			60	50	CN			
Bala	16.10	16.10	16.10	Marker	CN Doncaster (41957)			60	50	CN			
Bala	16.11	16.11	16.11					60	50	CN			
Bala	16.12	16.12	16.12					60	50	CN			
Bala	16.13	16.13	16.13					60	50	CN			
Bala	16.14	16.14	16.14					60	50	CN			
Bala	16.15	16.15	16.15					60	50	CN			
Bala	16.16	16.16	16.16					60	50	CN			
Bala	16.17	16.17	16.17					60	50	CN			
Bala	16.18	16.18	16.18					60	50	CN			
Bala	16.19	16.19	16.19					60	50	CN			
Bala	16.20	16.20	16.20					60	50	CN			
Bala	16.21	16.21	16.21	Track Switch	East Connecting Track to/from CN Y			60	50	CN			Local Control Switch push button for turnout
Bala	16.22	16.22	16.22					60	50	CN			
Bala	16.23	16.23	16.23					60	50	CN			
Bala	16.24	16.24	16.24					60	50	CN			
Bala	16.25	16.25	16.25					60	50	CN			
Bala	16.26	16.26	16.26					60	50	CN			
Bala	16.27	16.27	16.27					60	50	CN			
Bala	16.28	16.28	16.28					60	50	CN			
Bala	16.29	16.29	16.29					60	50	CN			
Bala	16.30	16.30	16.30					60	50	CN			
Bala	16.31	16.31	16.31					60	50	CN			
Bala	16.32	16.32	16.32					60	50	CN			
Bala	16.33	16.33	16.33					60	50	CN	Level Crossing	Foreman's Crossing	
Bala	16.34	16.34	16.34					60	50	CN	Overhead Bridge	John Street, Thornhill	23' 4"
Bala	16.48	16.48	16.48					60	50	CN			
Bala	16.49	16.49	16.49					60	50	CN			
Bala	16.50	16.50	16.50					60	50	CN			
Bala	16.51	16.51	16.51					60	50	CN			
Bala	16.52	16.52	16.52					60	50	CN	Level Crossing	Green Lane	
Bala	16.53	16.53	16.53					60	50	CN			Protected by Gates and Lights
Bala	16.90	16.90	16.90					60	50	CN	Subway		
Bala	16.91	16.91	16.91					60	50	CN			Pedestrian Underpass



# Corridor Summary Tables

Location		Item		Elevation		Speed Limit		Owner		Corridor Crossing			Comments/Remarks
										Crossing Type	Crossing Description	GO Clearance	
Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	PAX	FRT	Grade	Crossing Type	Crossing Description	GO Clearance	Comments/Remarks
Bala		16.92	16.92				60	50	CN	Overhead Bridge	Bayview Avenue	24' 10.3"	GO Transit email June 29th.
Bala		16.93	16.93				60	50	CN				
Bala	17	17.00	17.00			590	60	50	CN				
Bala		17.32	17.32				60	50	CN				
Bala		17.33	17.33				60	50	CN	Subway	Pedestrian Underpass		
Bala		17.50	17.50	Signal	175E / 175W		60	50	CN				
Bala		17.51	17.51				60	50	CN				
Bala		17.52	17.52	Track Switch	Switch 3B - East Track Turnout		60	50	CN				Langstaff Signal Plant - includes switch heater
Bala		17.53	17.53				60	50	CN				
Bala		17.54	17.54				60	50	CN				
Bala		17.55	17.55				60	50	CN				
Bala		17.56	17.56				60	50	CN				
Bala		17.57	17.57				60	50	CN				
Bala		17.58	17.58				60	50	CN				
Bala		17.59	17.59	Track Switch	Switch 3A - West Track Turnout		60	50	CN				Langstaff Signal Plant - includes switch heater
Bala		17.60	17.60				60	50	CN				
Bala		17.61	17.61				60	50	CN				
Bala		17.62	17.62				60	50	CN				
Bala		17.63	17.63				60	50	CN				
Bala		17.64	17.64	Track Switch	Switch 1B - West Track Turnout		60	50	CN				Langstaff Signal Plant - includes switch heater
Bala		17.65	17.65				60	50	CN				
Bala		17.66	17.66				60	50	CN				
Bala		17.67	17.67				60	50	CN				
Bala		17.68	17.68				60	50	CN				
Bala		17.69	17.69				60	50	CN				
Bala		17.70	17.70				60	50	CN				
Bala		17.71	17.71				60	50	CN				
Bala		17.72	17.72	Track Switch	Switch 1A - East Track Turnout		60	50	CN				Langstaff Signal Plant - includes switch heater
Bala		17.73	17.73				60	50	CN				
Bala		17.79	17.79				60	50	CN				
Bala		17.80	17.80	Signal	178E / 178W		60	50	CN	Subway	Holy Cross Cemetery Private Underpass		
Bala		17.81	17.81				60	50	CN				
Bala	18	18.00	18.00				60	50	CN				
Bala		18.04	18.04				60	50	CN				
Bala		18.05	18.05				60	50	CN	Culvert	Culvert		
Bala		18.06	18.06				60	50	CN				
Bala		18.09	18.09				60	50	CN				
Bala		18.10	18.10	Hot Box Detect	Langstaff (LANE & LANW)		60	50	CN				
Bala		18.11	18.11				60	50	CN				
Bala		18.15	18.15				60	50	CN	Level Crossing	Langstaff Road		Protected by Gates and Lights
Bala		18.16	18.16	Platform	Langstaff GO Station		60	50	CN				
Bala		18.17	18.17	Platform	Langstaff GO Station		60	50	CN				
Bala		18.18	18.18	Platform	Langstaff GO Station		60	50	CN				
Bala		18.19	18.19	Platform	Langstaff GO Station		60	50	CN	Overhead Bridge	Hwy 407 West	NA	GO Transit email June 29th.
Bala		18.20	18.20	Platform	Langstaff GO Station		60	50	CN				
Bala		18.21	18.21	Platform	Langstaff GO Station		60	50	CN	Overhead Bridge	Hwy 407 East	NA	GO Transit email June 29th.
Bala		18.22	18.22	Platform	Langstaff GO Station		60	50	CN				
Bala		18.23	18.23	Platform	Langstaff GO Station		60	50	CN	Overhead Bridge	Hwy 7	NA	GO Transit email June 29th.
Bala		18.24	18.24	Platform	Langstaff GO Station		60	50	CN				
Bala		18.25	18.25	Platform	Langstaff GO Station		60	50	CN				
Bala		18.26	18.26	Platform	Langstaff GO Station		60	50	CN				
Bala		18.27	18.27	Platform	Langstaff GO Station		60	50	CN				
Bala		18.28	18.28	Platform	Langstaff GO Station		60	50	CN				
Bala		18.29	18.29	Platform	Langstaff GO Station		60	50	CN				
Bala		18.30	18.30	Station	Langstaff GO Station		60	50	CN				
Bala		18.30	18.30	Marker	CN Langstaff		60	50	CN				CN Langstaff
Bala		18.31	18.31	Platform	Langstaff GO Station		60	50	CN				
Bala		18.32	18.32				60	50	CN				
Bala		18.33	18.33				60	50	CN	Overhead Bridge	Pedestrian Overpass	24' 0"	GO Transit email June 29th.

# Corridor Summary Tables

Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks			
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description	GO Clearance
		Bala		18.34	18.34					60	50	CN				
		Bala		18.44	18.44					60	50	CN				
		Bala		18.45	18.45					60	50	CN	Overhead Bridge	High Tech Drive	NA	GO Transit email June 29th.
		Bala		18.46	18.46					60	50	CN				
		Bala		18.79	18.79					60	50	CN				
		Bala		18.80	18.80					60	50	CN	Culvert			
		Bala		18.94	18.94					60	50	CN				
		Bala		18.95	18.95					60	50	CN	Overhead Bridge	Bantry Avenue	NA	GO Transit email June 29th.
		Bala	19	19.00	19.00					60	50	CN				
		Bala		19.15	19.15	Signal	191W / 192W/191E / 192E			60	50	CN				
		Bala		19.44	19.44					60	50	CN	Culvert	Drainage		
		Bala		19.47	19.47					60	50	CN	Overhead Bridge	Carville Road (16th Avenue)	NA	GO Transit email June 29th.
		Bala		19.60	19.60					60	50	CN	Culvert	Storm Causeway		
		Bala	20	20.00	20.00					60	50	CN				
		Bala		20.17	20.17					60	50	CN	Level Crossing	Hillsview Avenue Pedestrian Crossing		Protected by Gates and Lights
		Bala		20.18	20.18					60	50	CN				
		Bala		20.19	20.19					60	50	CN				
		Bala		20.29	20.29					60	50	CN				
		Bala		20.30	20.30					60	50	CN	Culvert	Drainage		
		Bala		20.31	20.31					60	50	CN	Level Crossing	Weldrick Road East		Protected by Gates and Lights
		Bala		20.32	20.32					60	50	CN				
		Bala		20.49	20.49					60	50	CN				
		Bala		20.50	20.50	Signal	207W, 207E			60	50	CN				
		Bala		20.51	20.51					60	50	CN				
		Bala		20.57	20.57					60	50	CN				
		Bala		20.59	20.59	Track Switch	Switch 5A - West Track Turnout			60	50	CN				
		Bala		20.60	20.60					60	50	CN				
		Bala		20.61	20.61					60	50	CN				
		Bala		20.62	20.62					60	50	CN				
		Bala		20.63	20.63	Track Switch	Switch 5B - East Track Turnout			60	50	CN				
		Bala		20.64	20.64	Track Switch	Switch 3 - Richmond Hill Station Sidi			60	50	CN				
		Bala		20.65	20.65					60	50	CN				
		Bala		20.79	20.79					60	50	CN				
		Bala		20.80	20.80	Signal	208W, 208E, 208D			60	50	CN				
		Bala		20.81	20.81					60	50	CN				
		Bala		20.85	20.85					60	50	CN	Subway	Major Mackenzie Drive East		
		Bala		20.86	20.86					60	50	CN				
		Bala		20.87	20.87	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.88	20.88	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.89	20.89	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.90	20.90	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.91	20.91	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.92	20.92	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.93	20.93	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.94	20.94	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.95	20.95	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.96	20.96	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.97	20.97	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.98	20.98	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		20.99	20.99	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		21.00	21.00	Marker	CN Richmond Hill (42592)			60	50	CN				
		Bala	21	21.01	21.01	Platform	Richmond Hill GO Station			60	50	CN				
		Bala		21.02	21.02					60	50	CN				
		Bala		21.09	21.09					60	50	CN				
		Bala		21.10	21.10					60	50	CN	Culvert	Drainage		
		Bala		21.11	21.11					60	50	CN	Level Crossing	Centre Street East		Protected by Gates and Lights
		Bala		21.12	21.12					60	50	CN				



# Corridor Summary Tables

## Richmond Hill GO Line

Location			Item		Elevation		Speed Limit		Owner		Corridor Crossing		Comments/Remarks
Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT		Crossing Type	Crossing Description	GO Clearance
Bala		21.39	21.39					60	50	CN			
Bala		21.40	21.40					60	50	CN	Culvert		
Bala		21.41	21.41					60	50	CN			
Bala		21.42	21.42					60	50	CN			
Bala		21.43	21.43					60	50	CN			
Bala		21.44	21.44					60	50	CN			
Bala		21.45	21.45					60	50	CN			
Bala		21.46	21.46					60	50	CN			
Bala		21.47	21.47					60	50	CN			
Bala		21.48	21.48					60	50	CN	Level Crossing	Crosby Avenue	Protected by Gates and Lights
Bala		21.49	21.49	Track Switch	Electric Lock - Depot to East Track			60	50	CN			End of Depot Siding Z517 - 4500 feet
Bala		21.50	21.50					60	50	CN			
Bala		21.59	21.59					60	50	CN			
Bala		21.60	21.60					60	50	CN	Culvert		
Bala		21.61	21.61					60	50	CN			
Bala		21.79	21.79					60	50	CN			
Bala		21.80	21.80					60	50	CN	River Bridge	German Mills Creek	
Bala		21.81	21.81					60	50	CN			
Bala	22	22.00	22.00					60	50	CN			
Bala		22.09	22.09					60	50	CN			
Bala		22.10	22.10	Signal	221W, 221 E			60	50	CN			
Bala		22.11	22.11					60	50	CN			
Bala		22.14	22.14	Track Switch	New Turnout			60	50	CN			
Bala		22.15	22.15					60	50	CN			
Bala		22.16	22.16					60	50	CN	Level Crossing	Elgin Mills Road East, Town of Richmond Hill	Protected by Gates and Lights
Bala		22.17	22.17					60	50	CN			
Bala		22.18	22.18					60	50	CN			
Bala		22.19	22.19					60	50	CN			
Bala		22.20	22.20	Marker	CN Elgin			60	50	CN			
Bala		22.20	22.20	Track Switch	Switch 1 - East track / West track me			60	50	CN	Culvert	Creek	Includes Switch Blower
Bala		22.21	22.21	Signal	222 Mainline			60	50	CN			
Bala		22.22	22.22					60	50	CN			
Bala		22.29	22.29					60	50	CN			
Bala		22.30	22.30					60	50	CN	Culvert	Creek	
Bala		22.31	22.31					60	50	CN			
Bala		22.49	22.49					60	50	CN	Culvert	Creek	
Bala		22.50	22.50					60	50	CN			
Bala		22.51	22.51					60	50	CN			
Bala		22.79	22.79					60	50	CN			
Bala		22.80	22.80					60	50	CN	Culvert	Drainage	
Bala		22.81	22.81					60	50	CN	Subway	Pedestrian Underpass	
Bala		22.82	22.82					60	50	CN			
Bala		22.98	22.98					60	50	CN			
Bala		22.99	22.99					60	50	CN			
Bala	23	23.00	23.00	Speed Change	From 60/50 to 45/40			45	40	CN			Speed Change
Bala		23.01	23.01					45	40	CN			
Bala		23.02	23.02					45	40	CN			
Bala		23.03	23.03					45	40	CN			
Bala		23.04	23.04					45	40	CN			
Bala		23.05	23.05					45	40	CN			
Bala		23.35	23.35					45	40	CN			
Bala		23.36	23.36					45	40	CN			
Bala		23.37	23.37					45	40	CN			
Bala		23.38	23.38					45	40	CN			
Bala		23.39	23.39					45	40	CN	Culvert	Creek	
Bala		23.40	23.40					45	40	CN			
Bala		23.41	23.41					45	40	CN			
Bala		23.42	23.42					45	40	CN			
Bala		23.48	23.48					45	40	CN			

# Corridor Summary Tables

Track Layout Sketch		Location			Item		Elevation		Speed Limit		Owner		Corridor Crossing		Comments/Remarks
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT		Crossing Type	Crossing Description	
		Bala		23.49	23.49					45	40	CN			
		Bala		23.50	23.50					45	40	CN	Culvert		
		Bala		23.51	23.51					45	40	CN			
		Bala		23.52	23.52					45	40	CN			
		Bala		23.59	23.59					45	40	CN			
		Bala		23.60	23.60					45	40	CN			
		Bala		23.61	23.61					45	40	CN	Level Crossing	19th Avenue, Township of Markham	Protected by Gates and Lights
		Bala		23.62	23.62					45	40	CN			
		Bala		23.63	23.63					45	40	CN			
		Bala		23.75	23.75					45	40	CN			
		Bala		23.76	23.76					45	40	CN			
		Bala		23.77	23.77					45	40	CN	Subway	Bayview Avenue, Township of Markham	
		Bala		23.78	23.78					45	40	CN			
		Bala		23.79	23.79					45	40	CN			
		Bala		23.89	23.89					45	40	CN			
		Bala		23.90	23.90					45	40	CN	Culvert		
		Bala		23.91	23.91					45	40	CN			
		Bala	24	24.00	24.00					45	40	CN			
		Bala		24.01	24.01	Signal	239, 240			45	40	CN			
		Bala		24.02	24.02					45	40	CN			
		Bala		24.09	24.09					45	40	CN			
		Bala		24.10	24.10					45	40	CN	Culvert	Creek	
		Bala		24.11	24.11					45	40	CN			
		Bala		24.39	24.39					45	40	CN			
		Bala		24.40	24.40					45	40	CN	Culvert		
		Bala		24.41	24.41					45	40	CN			
		Bala		24.59	24.59					45	40	CN	Culvert		
		Bala		24.60	24.60					45	40	CN	Culvert		
		Bala		24.61	24.61					45	40	CN			
		Bala		24.88	24.88					45	40	CN	Culvert		
		Bala		24.89	24.89					45	40	CN	Culvert		
		Bala		24.90	24.90					45	40	CN			
		Bala	25	25.00	25.00					45	40	CN			
		Bala		25.03	25.03					45	40	CN	Level Crossing	Farm Xing	
		Bala		25.04	25.04					45	40	CN			
		Bala		25.05	25.05					45	40	CN			
		Bala		25.12	25.12					45	40	CN			
		Bala		25.13	25.13					45	40	CN	Culvert	Rouge River Tributary	
		Bala		25.39	25.39					45	40	CN			
		Bala		25.48	25.48					45	40	CN			
		Bala		25.49	25.49					45	40	CN	Level Crossing	Leslie Street	
		Bala		25.50	25.50					45	40	CN	Culvert	Drainage	
		Bala		25.53	25.53					45	40	CN	Culvert	Rouge River Tributary	
		Bala		25.59	25.59					45	40	CN			
		Bala		25.60	25.60					45	40	CN	Level Crossing	Private Road	
		Bala		25.61	25.61	Marker	Gromley (51386)			45	40	CN			Gromley, (51386)
		Bala		25.80	25.80					45	40	CN	Culvert		
		Bala		25.90	25.90					45	40	CN	Culvert		
		Bala		25.99	25.99					45	40	CN			
		Bala	26	26.00	26.00					45	40	CN	Level Crossing	Gormley Road Pedestrian Crossing	
		Bala		26.01	26.01					45	40	CN			
		Bala		26.02	26.02					45	40	CN			
		Bala		26.03	26.03					45	40	CN			
		Bala		26.04	26.04					45	40	CN			
		Bala		26.05	26.05					45	40	CN			
		Bala		26.10	26.10	Signal	261			45	40	CN			
		Bala		26.11	26.11					45	40	CN			
		Bala		26.12	26.12					45	40	CN	Subway	Stouffville Road	York Region Road 14, Town of Richmond Hill
		Bala		26.13	26.13	Track Switch				45	40	CN			

# Corridor Summary Tables

Richmond Hill GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks		
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description
	Bala	26.14	26.14	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.15	26.15	Track Switch		Switch 1 - AA35 Sliding - 7150 feet			45	40	CN				Includes Switch Blower
	Bala	26.16	26.16	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.17	26.17	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.18	26.18	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.19	26.19	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.20	26.20	Signal		262, 262D			45	40	CN				
	Bala	26.21	26.21	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.22	26.22	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.23	26.23	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.24	26.24	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.25	26.25	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.26	26.26	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.27	26.27	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.28	26.28	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.29	26.29	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.30	26.30	Platform		Gormley GO Station (New)			45	40	CN				
	Bala	26.31	26.31	Station		Gormley GO Station (New)			45	40	CN				
	Bala	26.32	26.32						45	40	CN				
	Bala	26.33	26.33						45	40	CN				
	Bala	26.34	26.34						45	40	CN				
	Bala	26.35	26.35						45	40	CN				
	Bala	26.36	26.36						45	40	CN				
	Bala	26.37	26.37	Track Switch		New Turnout			45	40	CN				
	Bala	26.38	26.38						45	40	CN				
	Bala	26.44	26.44						45	40	CN				
	Bala	26.45	26.45						45	40	CN	Level Crossing	Private Crossing		No protection
	Bala	26.59	26.59						45	40	CN				
	Bala	26.60	26.60	Marker		CN Quaker (51385)			45	40	CN	River Bridge	Creek		
	Bala	26.86	26.86						45	40	CN				
	Bala	26.91	26.91						45	40	CN				
	Bala	26.92	26.92						45	40	CN	Level Crossing	Farm Crossing		No Protection
	Bala	26.93	26.93						45	40	CN				
	Bala	26.94	26.94						45	40	CN				
	Bala	26.95	26.95						45	40	CN				
	Bala	26.96	26.96						45	40	CN				
	Bala	26.97	26.97						45	40	CN				
	Bala	26.98	26.98						45	40	CN				
	Bala	26.99	26.99						45	40	CN				
	Bala	27.00	27.00						45	40	CN				
	Bala	27.01	27.01						45	40	CN				
	Bala	27.02	27.02						45	40	CN				
	Bala	27.03	27.03						45	40	CN				
	Bala	27.04	27.04						45	40	CN				
	Bala	27.08	27.08						45	40	CN	Culvert	Culvert		
	Bala	27.10	27.10	Marker		Bethesda Sideroad Layover Facility			45	40	CN				
	Bala	27.15	27.15						45	40	CN	Culvert	Culvert		
	Bala	27.17	27.17						45	40	CN				
	Bala	27.18	27.18						45	40	CN				
	Bala	27.19	27.19						45	40	CN				
	Bala	27.20	27.20						45	40	CN				
	Bala	27.21	27.21						45	40	CN				
	Bala	27.22	27.22						45	40	CN				
	Bala	27.23	27.23						45	40	CN				
	Bala	27.24	27.24						45	40	CN				
	Bala	27.25	27.25						45	40	CN				
	Bala	27.26	27.26						45	40	CN				
	Bala	27.27	27.27						45	40	CN				
	Bala	27.28	27.28						45	40	CN				

# Corridor Summary Tables

Richmond Hill GO Line Track Layout Sketch		Location			Item		Elevation		Speed Limit		Corridor Crossing		Comments/Remarks		
		Subdivision	Mile Post	Distance from Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner		Crossing Type	Crossing Description
Bala		27.29	27.29						45	40	CN				
Bala		27.30	27.30						45	40	CN	Level Crossing	Bethesda Side Road		Protected by Gates and Signals
Bala		27.31	27.31						45	40	CN				
Bala		27.32	27.32						45	40	CN				
Bala		27.33	27.33						45	40	CN				
Bala		27.34	27.34						45	40	CN				
Bala		27.35	27.35						45	40	CN				
Bala		27.36	27.36						45	40	CN				
Bala		27.37	27.37						45	40	CN				
Bala		27.38	27.38						45	40	CN				
Bala		27.39	27.39						45	40	CN				
Bala		27.49	27.49						45	40	CN				
Bala		27.50	27.50	Signal	275D - siding				45	40	CN				
Bala		27.51	27.51						45	40	CN	Culvert			
Bala		27.54	27.54						45	40	CN				
Bala		27.55	27.55						45	40	CN				
Bala		27.56	27.56						45	40	CN				
Bala		27.57	27.57						45	40	CN				
Bala		27.58	27.58						45	40	CN				
Bala		27.59	27.59						45	40	CN				
Bala	28	27.60	27.60	Track Switch	Switch 1 - AA35 Siding - 7150 feet				45	40	CN				Includes Switch Blower - End of Siding AA35 - 7150 feet
Bala		28.00	28.00						45	40	CN				
Bala		28.46	28.46						45	40	CN				
Bala		28.47	28.47	Track Switch	New Turnout				45	40	CN				
Bala		28.48	28.48						45	40	CN				
Bala		28.49	28.49						45	40	CN				
Bala		28.50	28.50	Station	Bloomington GO Station (New)				45	40	CN				
Bala		28.51	28.51	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.52	28.52	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.53	28.53	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.54	28.54	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.55	28.55	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.56	28.56	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.57	28.57	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.58	28.58	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.59	28.59	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.60	28.60	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.61	28.61	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.62	28.62	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.63	28.63	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.64	28.64	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.65	28.65	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.66	28.66	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.67	28.67	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.68	28.68	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.69	28.69	Platform	Bloomington GO Station (New)				45	40	CN				
Bala		28.71	28.71						45	40	CN	Culvert			
Bala		28.82	28.82						45	40	CN	Subway	Bloomington Road		York Region Road 40, Twonship Whichurch/Stouffville
Bala		28.99	28.99						45	40	CN				
Bala	29	29.00	29.00						45	40	CN				
Bala		29.01	29.01						45	40	CN				
Bala		29.02	29.02						45	40	CN				
Bala		29.03	29.03						45	40	CN				
Bala		29.97	29.97						45	40	CN				
Bala		29.98	29.98						45	40	CN	Overhead Bridge	Hwy 404 South		GO Transit email June 29th.
Bala	30	30.00	30.00		End of Line				45	40	CN	Overhead Bridge	Hwy 404 North		GO Transit email June 29th.
Bala		30.01	30.01	Speed Change	End of Line				45	40	CN				

# Corridor Summary Tables

Stouffville GO Line Track Layout Sketch		Location		Distance From Union Station		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mile Post	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description		
		USRC	0	0.00	Station	Union GO Station				30	15				Toronto Union Station 42414
		USRC		0.01	Platform	Union GO Station				30	15				
		USRC		0.02	Platform	Union GO Station				30	15				
		USRC		0.03	Platform	Union GO Station				30	15				
		USRC		0.04	Platform	Union GO Station				30	15				
		USRC		0.05	Platform	Union GO Station				30	15				
		USRC		0.06	Platform	Union GO Station				30	15				(0.04 Bala Sub)
		USRC		0.07	Platform	Union GO Station				30	15				
		USRC		0.08	Platform	Union GO Station				30	15				
		USRC		0.09	Platform	Union GO Station				30	15				
		USRC		0.10	Platform	Union GO Station				30	15				
		USRC		0.11	Platform	Union GO Station				30	15				
		USRC		0.12	Platform	Union GO Station				30	15				
		USRC		0.13	Platform	Union GO Station				30	15				
		USRC		0.14	Platform	Union GO Station				30	15				
		USRC		0.15	Platform	Union GO Station				30	15				
		USRC		0.16	Platform	Union GO Station				30	15				
		USRC		0.17	Platform	Union GO Station				30	15				
		USRC		0.18	Platform	Union GO Station				30	15				
		USRC		0.19	Platform	Union GO Station				30	15				
		USRC		0.20	Platform	Union GO Station				30	15				
		USRC		0.21						30	15				
		USRC		0.48						30	15				
		USRC		0.68						30	15				
		USRC	333	0.80						30	15				
		USRC		0.95						30	15				
		USRC		1.14	Track Switches	Service Track P201 Sliding to Don Yard				30	15				
		USRC		1.18	Signal	148, 141, 134, 120, 159, 166, 170, 174, 178				30	15				
		USRC		1.20						30	15				
		USRC		1.21						30	15				
		USRC		1.23						30	15				
		USRC		1.24						30	15				
		USRC		1.25						30	15				
		USRC		1.26						30	15				
		USRC		1.27						30	15				
		USRC		1.28						30	15				
		USRC		1.29						30	15				
		USRC		1.30						30	15				
		USRC		1.31						30	15				
		USRC		1.32						30	15				
		USRC		1.33						30	15				
		USRC		1.34						30	15				
		USRC		1.35						30	15				
		USRC		1.36						30	15				
		USRC		1.37						30	15				
		USRC		1.38						30	15				
		USRC		1.39						30	15				
		USRC		1.40	Signal	171, 175, 179, 3322T1, 3322T2, 3322T3			265	60	60				(Field Sign) Change in Speed Marker Don Yard - Out Building 4242
		USRC		1.40	Speed Change					60	60				
		Kingston		1.44						60	60				
		Kingston		1.45						60	60				
		Kingston		1.46						60	60				
		Kingston		1.47						60	60				
		Kingston		1.48						60	60				
		Kingston		1.49						60	60				
		Kingston		1.50						60	60				
		Kingston		1.60	Signal	3322T1, 3322T2, 3322T3				60	60				
		Kingston		1.65						60	60				
		Kingston		1.67						60	60				
		Kingston	332	1.80						60	60				
		Kingston		1.91						60	60				
		Kingston		1.99						60	60				
		Kingston		2.00						60	60				

# Corridor Summary Tables

## Stouffville GO Line Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks			
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Kingston		2.01	331.79					60	60	CN			
Kingston		2.02	331.78					60	60	CN			
Kingston		2.03	331.77					60	60	CN			
Kingston		2.04	331.76					60	60	CN			
Kingston		2.05	331.75					60	60	CN			
Kingston		2.06	331.74					60	60	CN			
Kingston		2.07	331.73	Track Switches	Merge of Future Pullback Track with Track 3			60	60	CN			In CTT - Hand Operated Swt.
Kingston		2.08	331.72					60	60	CN			
Kingston		2.09	331.71					60	60	CN			
Kingston		2.10	331.70			279		60	60	CN			
Kingston		2.11	331.69					60	60	CN			
Kingston		2.12	331.68					60	60	CN	Subway	Queen St. E.	n/a
Kingston		2.13	331.67					60	60	CN			
Kingston		2.17	331.63					60	60	CN			
Kingston		2.22	331.58					60	60	CN	Level Crossing	Foreman's Turnaround	n/a
Kingston		2.41	331.39					60	60	CN	Subway	Dundas St. E.	n/a
Kingston		2.50	331.30					80	60	CN	Subway	Logan Ave.	n/a
Kingston		2.60	331.20	Signal	3312T1, 3312T2, 3312T3, 3313T1, 3313T2, 3313T3			80	60	CN			
Kingston		2.68	331.12					80	60	CN	Subway	Carlaw Ave.	n/a
Kingston		2.71	331.09					80	60	CN	Subway	Gerard St. E.	n/a
Kingston		2.79	331.01					80	60	CN		?	
Kingston	331	2.80	331.00					80	60	CN			
Kingston		2.84	330.96					80	60	CN	Overhead Bridge	Pape Ave. Pedestrian C	23' 8"
Kingston		3.12	330.68					80	60	CN	Subway	Jones Ave.	n/a
Kingston		3.50	330.30					90	60	CN		Hot Box Scanners	Yellow and White triangles Green & Gres
Kingston		3.52	330.28					90	60	CN	Subway	Greenwood Ave.	n/a
Kingston		3.57	330.23					90	60	CN			
Kingston		3.58	330.22	Signal	3303T1, 3303T2, 3303T3, 3302T1, 3302T2, 3302T3			90	60	CN			
Kingston		3.59	330.21					90	60	CN	Subway	Woodfield Rd. Pedestrif	n/a
Kingston		3.72	330.08					90	60	CN			
Kingston	330	3.80	330.00					90	60	CN	Culvert		n/a
Kingston		3.85	329.95					90	60	CN	Subway	Coxwell Ave.	n/a
Kingston		4.00	329.80					90	60	CN	Culvert		n/a
Kingston		4.30	329.50					90	60	CN			
Kingston		4.56	329.24					90	60	CN			
Kingston		4.57	329.23	Track Switches	Signal 1A(green) - track 3 turnout to track 2			90	60	CN	Subway	Woodbine Ave.	n/a
Kingston		4.58	329.22					90	60	CN			
Kingston		4.59	329.21					90	60	CN			
Kingston		4.60	329.20	Signal	3292T1, 3292T2, 3292T3			90	60	CN			
Kingston		4.61	329.19					90	60	CN			
Kingston		4.62	329.18	Track Switches	Signal 3A(green) - track 1 turnout to track 2			90	60	CN			
Kingston		4.63	329.17					90	60	CN			
Kingston		4.64	329.16					90	60	CN			
Kingston		4.65	329.15	Track Switches	Signal 1B(green) - track 2 turnout to track 1			90	60	CN			Switch Heater
Kingston		4.66	329.14					90	60	CN			Switch Heater
Kingston		4.67	329.13					90	60	CN			Switch Heater
Kingston		4.68	329.12					90	60	CN			Switch Heater
Kingston		4.69	329.11	Track Switches	Signal 3B(green) - track 2 turnout to track 1			90	60	CN			Switch Heater
Kingston		4.70	329.10	Marker	CN Danforth			90	60	CN			Switch Heater
Kingston		4.71	329.09	Track Switches	Signal 5A(green) - track 2 turnout to track 1			90	60	CN			Switch Heater
Kingston		4.72	329.08					90	60	CN			
Kingston		4.73	329.07					90	60	CN			
Kingston		4.74	329.06					90	60	CN			
Kingston		4.75	329.05	Track Switches	Signal 7A(green) - track 2 turnout to track 1			90	60	CN			
Kingston		4.76	329.04					90	60	CN			
Kingston		4.77	329.03					90	60	CN			
Kingston		4.78	329.02					90	60	CN			
Kingston		4.79	329.01	Track Switches	Signal 5B(green) - track 1 turnout to track 2			90	60	CN			

## Stouffville GO Line

# Corridor Summary Tables

## Stouffville GO Line

Location		Distance From Station		Mile Post		Item		Elev.		Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
												Crossing Type	Crossing Description		
Subdivision	Mile Post	From	To	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	Comments/Remarks	
Kingston	329	4.81	329.00			405		90	60	CN					
Kingston		4.81	328.99							CN					
Kingston		4.82	328.98							CN					
Kingston		4.83	328.97							CN					
Kingston		4.84	328.96	Track Switches	Signal 7B (green) - track 3 turnout to track 2			90	60	CN					
Kingston		4.85	328.95					90	60	CN					
Kingston		4.86	328.94					90	60	CN					
Kingston		4.90	328.90	Signal	3269T1, 3269T2, 3269T3			90	60	CN					
Kingston		5.10	328.70					90	60	CN					
Kingston		5.11	328.69	Platform				80	80	CN					
Kingston		5.12	328.69	Platform				80	80	CN					
Kingston		5.13	328.69	Platform				80	80	CN					
Kingston		5.14	328.69	Platform				80	80	CN					
Kingston		5.15	328.69	Platform				80	80	CN					
Kingston		5.16	328.69	Platform				80	80	CN					
Kingston		5.17	328.69	Platform				80	80	CN					
Kingston		5.18	328.69	Platform				80	80	CN					
Kingston		5.19	328.69	Platform				80	80	CN					
Kingston		5.20	328.69	Station		427		80	80	CN	Overhead Bridge	Pedestrian Overhead Bridge	23' 6"	(not on GO Transit's list)	
Kingston		5.21	328.69	Platform				80	80	CN					
Kingston		5.22	328.69	Platform				80	80	CN					
Kingston		5.23	328.69	Platform				80	80	CN					
Kingston		5.24	328.69	Platform				80	80	CN					
Kingston		5.25	328.69	Platform				80	80	CN					
Kingston		5.26	328.69	Platform				80	80	CN					
Kingston		5.27	328.69	Platform				80	80	CN					
Kingston		5.28	328.69	Platform				80	80	CN					
Kingston		5.29	328.69	Platform				80	80	CN					
Kingston		5.30	328.69					80	80	CN					
Kingston	328	5.80	328.00					80	80	CN					
Kingston		5.87	327.93					80	80	CN	Subway	Victoria Park Ave.	n/a		
Kingston		5.97	327.83	Signal	3279T1, 3279T2, 3279T3, 3279T11, 3279T2, 3279T3			80	80	CN					
Kingston		6.00	327.80			427		80	80	CN					
Kingston		6.64	327.16					80	80	CN	Subway		n/a		
Kingston		6.79	327.01					80	80	CN	Subway		n/a		
Kingston	327	6.80	327.00					80	80	CN					
Kingston		6.91	326.89	Signal	3268T1, 3268T2, 3268T3, 3269T1, 3269T2, 3269T3			80	80	CN					
Kingston		7.30	326.50					90	60	CN	Overhead Bridge	Birchmount Road	22' 0"	(GO Transit's list says mileage 326.60)	
Kingston		7.65	326.15					90	60	CN	Overhead Bridge	Woodrow Ave.	23' 6"	(GO Transit's list says mileage 326.20)	
Kingston	326	7.80	326.00	Signal				90	60	CN					
Kingston		8.00	325.80	Signal	3258T1, 3258T2, 3258T3			90	60	CN					
Kingston		8.01	325.79					90	60	CN					
Kingston		8.02	325.78	Track Switches	Signal 9A (green) - track 3 turnout to track 2			90	60	CN					
Kingston		8.03	325.77					90	60	CN					
Kingston		8.04	325.76					90	60	CN					
Kingston		8.05	325.75					90	60	CN	Overhead Bridge	Kennedy Rd.	23' 6"		
Kingston		8.06	325.74	Track Switches	Signal 11A (green) - track 1 turnout to track 2			90	60	CN					
Kingston		8.07	325.73					90	60	CN					
Kingston		8.08	325.72					90	60	CN					
Kingston		8.09	325.71	Track Switches	Signal 9B (green) - track 2 turnout to track 3			90	60	CN					
Kingston		8.10	325.70					90	60	CN					
Kingston		8.11	325.69					90	60	CN					
Kingston		8.12	325.68					90	60	CN					
Kingston		8.13	325.67					90	60	CN					
Kingston		8.14	325.66	Track Switches	Signal 11B (green) - track 2 turnout to track 1 & Signal 1A (green) - track 2 turnout to track 1			90	60	CN					
Kingston		8.15	325.65					90	60	CN					
Kingston		8.16	325.64					90	60	CN					

# Corridor Summary Tables

## Stouffville GO Line

Platform	Location			Distance		Mile Post	Item Type	Item Description	Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
	Subdivision	Station	Union	From Station	Mileage					PAX	FRT	Owner	Crossing Type		
Platform	Kingston	8.17		325.63					90	60	CN				
Platform	Kingston	8.18		325.62					90	60	CN				
Platform	Kingston	8.19		325.61					90	60	CN				
Platform	Kingston	8.20		325.60					90	60	CN				
Platform	Kingston	8.21		325.59					90	60	CN				
Platform	Kingston	8.22		325.58					90	60	CN				
Platform	Kingston	8.23		325.58				Signal 1B (green) - track 1 turnout to track 2	90	60	CN				
Platform	Kingston	8.24		325.57				Track Switches Sliding to Uxbridge Sub.	90	60	CN				
Platform	Kingston	8.25		325.56					91	60	CN				
Platform	Uxbridge	8.25		61.03					90	25	GO				
Platform	Uxbridge	8.26		61.02					40	25	GO				
Platform	Uxbridge	8.27		61.02					40	25	GO				
Platform	Uxbridge	8.28		61.01					40	25	GO				
Platform	Uxbridge	8.29	61	61.00					40	25	GO				
Platform	Uxbridge	8.30		60.99					40	25	GO				
Platform	Uxbridge	8.31		60.98					40	25	GO				
Platform	Uxbridge	8.32		60.97					40	25	GO				
Platform	Uxbridge	8.33		60.96					40	25	GO				
Platform	Uxbridge	8.34		60.95					40	25	GO				
Platform	Uxbridge	8.35		60.94					40	25	GO				
Platform	Uxbridge	8.37		60.92				Signal 32553, 32553T1, 32553T2, 32553T3	40	25	GO	Subway	Passenger Tunnel	n/a	
Platform	Uxbridge	8.42		60.87					40	25	GO	Level Crossing	Mtce. Xing	n/a	
Platform	Uxbridge	8.43		60.86				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.44		60.85				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.45		60.84				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.46		60.83				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.47		60.82				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.48		60.81				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.49		60.80				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.50		60.79				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.51		60.78				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.52		60.77				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.53		60.76				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.54		60.75				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.55		60.74				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.56		60.73				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.57		60.72				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.58		60.71				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.59		60.70				Scarborough Station	40	25	GO	Subway	Psgr. Tunnel	n/a	
Platform	Uxbridge	8.60		60.69				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.61		60.68				Scarborough Station	40	25	GO				
Platform	Uxbridge	8.62		60.67					40	25	GO				
Platform	Uxbridge	8.63		60.66					40	25	GO				
Platform	Uxbridge	8.74		60.55					40	25	GO	Subway	St. Clair Ave. East	n/a	(325.20 Kingston Sub.)
Platform	Uxbridge	8.75		60.54				Track Switches Sliding to S350-900'	40	25	GO				Regular Derailer
Platform	Uxbridge	8.76		60.53					40	25	GO				
Platform	Uxbridge	8.77		60.52					40	25	GO				
Platform	Uxbridge	8.78		60.51					40	25	GO				
Platform	Uxbridge	8.79		60.50					40	25	GO				
Platform	Uxbridge	8.80		60.49					40	25	GO				
Platform	Uxbridge	8.81		60.48					20	20	GO				
Platform	Uxbridge	8.82		60.47					20	20	GO				
Platform	Uxbridge	8.83		60.46					20	20	GO				
Platform	Uxbridge	8.84		60.45					20	20	GO				
Platform	Uxbridge	8.85		60.44					20	20	GO				
Platform	Uxbridge	8.86		60.43					20	20	GO				
Platform	Uxbridge	9.09		60.20					20	20	GO				
Platform	Uxbridge	9.10		60.19					20	20	GO				
Platform	Uxbridge	9.11		60.18					20	20	GO	Level Crossing	Danforth Rd.	n/a	Gates and Lights. Traffic lights
Platform	Uxbridge	9.19		60.10					20	20	GO	Culvert		n/a	
Platform	Uxbridge	9.29		60.00					20	20	GO				

## Stouffville GO Line



# Corridor Summary Tables

## Stouffville GO Line Track Layout Sketch

Location		Distance From Union Station		Mileage		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks
Subdivision	Mile Post	Distance From Union Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance	
Uxbridge		9.33	59.96					20	20	GO	Level Crossing	Pedestrian Xing (Corvette Ave.)	n/a	Gates and Lights
Uxbridge		9.55	59.74					40	25	GO	Subway	Pedestrian Underpass	n/a	
Uxbridge		9.63	59.66	Track Switches	Track diversion along Geoc Branch			40	25	GO				Field sign?
Uxbridge		9.65	59.64					40	25	GO				
Uxbridge		9.68	59.61					40	25	GO				
Uxbridge		9.69	59.60					40	25	GO				
Uxbridge		9.70	59.59	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.71	59.58	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.72	59.57	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.73	59.56	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.74	59.55	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.75	59.54	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.76	59.53	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.77	59.52	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.78	59.51	Platform	Kennedy Station			40	25	GO	Subway	Pedestrian Underpass to L.R.T. Station	n/a	
Uxbridge		9.79	59.50	Station	Kennedy Station			40	25	GO				
Uxbridge		9.80	59.49	Platform	Kennedy Station			40	25	GO	Overhead Bridge	Eglinton Ave.	23' 6"	
Uxbridge		9.81	59.48	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.82	59.47	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.83	59.46	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.84	59.45	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.85	59.44	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.86	59.43	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.87	59.42	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.88	59.41	Platform	Kennedy Station			40	25	GO				
Uxbridge		9.89	59.40					40	25	GO				
Uxbridge		9.90	59.39					40	25	GO				
Uxbridge		10.29	59.00					40	25	GO				
Uxbridge		10.34	58.95					40	25	GO	Culvert		n/a	
Uxbridge		10.50	58.79					40	25	GO	Overhead Bridge	McGregor/Fara Ave	24' 4.5"	
Uxbridge		10.94	58.35					40	25	GO	Culvert	Pedestrian Overpass	n/a	
Uxbridge		10.99	58.30					40	25	GO	Overhead Bridge	Lawrence Ave. E.	23' 0.5"	
Uxbridge		11.00	58.29					40	25	GO	Subway	Pedestrian Underpass To L.R.T. Station	n/a	
Uxbridge		11.11	58.18					40	25	GO	Culvert		n/a	
Uxbridge		11.25	58.04					40	25	GO				
Uxbridge		11.26	58.03					40	25	GO				
Uxbridge		11.27	58.02					40	25	GO				
Uxbridge		11.28	58.01					40	25	GO				
Uxbridge		11.29	58.00					40	25	GO				
Uxbridge		11.30	57.99					40	25	GO				
Uxbridge		11.31	57.98					40	25	GO				
Uxbridge		11.32	57.97					40	25	GO	Culverts	Southwest Highland Creek	n/a	
Uxbridge		11.33	57.96					40	25	GO				
Uxbridge		11.34	57.95					40	25	GO				
Uxbridge		11.35	57.94					40	25	GO				
Uxbridge		11.36	57.93	Track Switches	Track siding - Shah Trading			40	25	GO				Regular Derailer UB69-536' and UB68-672
Uxbridge		11.37	57.92					40	25	GO				
Uxbridge		11.38	57.91					40	25	GO				
Uxbridge		11.39	57.90	Track Switches	Track Siding - Versa Pet			40	25	GO				Regular Derailer UB70-520'
Uxbridge		11.40	57.89					40	25	GO				
Uxbridge		11.41	57.88					40	25	GO				
Uxbridge		11.42	57.87					40	25	GO				
Uxbridge		11.43	57.86	Track Switches	Track Siding - Scepter Manufacturing			40	25	GO				UB65-523'
Uxbridge		11.44	57.85					40	25	GO				
Uxbridge		11.45	57.84					40	25	GO				

# Corridor Summary Tables

## Stouffville GO Line Track Layout Sketch

Location		Distance From Station		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
Subdivision	Mile Post	From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Uxbridge		11.46	57.83					40	25	GO			
Uxbridge		11.47	57.82					40	25	GO			
Uxbridge		11.48	57.81					40	25	GO			
Uxbridge		11.49	57.80					40	25	GO			
Uxbridge		11.50	57.79					40	25	GO			
Uxbridge		11.51	57.78					40	25	GO			
Uxbridge		12.04	57.25					40	25	GO	Culvert		n/a
Uxbridge		12.09	57.20					40	25	GO	Culvert		n/a
Uxbridge		12.13	57.16					40	25	GO	Culvert		n/a
Uxbridge		12.14	57.15					40	25	GO	Culvert		n/a
Uxbridge		12.24	57.05					40	25	GO	Overhead Bridge	Ellesmere Rd.	23' 4"
Uxbridge		12.28	57.01					40	25	GO	Subway	Pedestrian Underpass to L.R.T. Station	n/a
Uxbridge	57	12.29	57.00					40	25	GO			
Uxbridge		12.30	56.99	Track Switches	Track Siding - Sunoco			40	25	GO			
Uxbridge		12.31	56.98					40	25	GO			
Uxbridge		12.41	56.88					40	25	GO			
Uxbridge		12.42	56.87					40	25	GO	Subway	TTC-L.R.T. To Scarborough Town Center	n/a
Uxbridge		12.43	56.86					40	25	GO			
Uxbridge		12.55	56.74					40	25	GO	Level Crossing	Progress Ave.	n/a
Uxbridge		12.62	56.67					40	25	GO			
Uxbridge		12.63	56.66					40	25	GO	River Bridge	West Highland Creek	n/a
Uxbridge		12.64	56.65	Track Switches	Track siding - Alantic Packaging Products Ltd.			40	25	GO			
Uxbridge		12.65	56.64					40	25	GO			
Uxbridge		12.66	56.63					40	25	GO			
Uxbridge		12.67	56.62					40	25	GO			
Uxbridge		12.69	56.60					40	25	GO	River Bridge	west Highland Creek	n/a
Uxbridge		12.99	56.30					40	25	GO	Overhead Bridge	Hwy. No. 401	23' 5"
Uxbridge	56	13.02	56.27					40	25	GO	Culvert		
Uxbridge		13.29	56.00					40	25	GO	Overhead Bridge	CP Bellville Sub.	22'
Uxbridge		13.30	55.99			44		40	25	GO	Subway	West Highland Creek	n/a
Uxbridge		13.56	55.73					40	25	GO	Level Crossing	Sheppard Ave. E.	n/a
Uxbridge		13.59	55.70					40	25	GO	Culvert		
Uxbridge		13.69	55.60					40	25	GO			
Uxbridge		13.70	55.59	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.71	55.58	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.72	55.57	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.73	55.56	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.74	55.55	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.75	55.54	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.76	55.53	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.77	55.52	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.78	55.51	Platform	Agincourt Station			40	25	GO			
Uxbridge		13.79	55.50	Station	Agincourt Station			50	25	GO			Marker, 41808
Uxbridge		13.80	55.49	Speed Change				50	25	GO			
Uxbridge		13.80	55.48	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.81	55.48	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.82	55.47	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.83	55.46	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.84	55.45	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.85	55.44	Platform	Agincourt Station			50	25	GO	Level Crossing	Marilyn Ave. Pedestrian Crossing	n/a
Uxbridge		13.86	55.43	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.87	55.42	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.88	55.41	Platform	Agincourt Station			50	25	GO			
Uxbridge		13.89	55.40					50	25	GO			
Uxbridge		14.13	55.16					50	25	GO	Level Crossing	Havendale Rd.	n/a
Uxbridge	55	14.29	55.00					50	25	GO	Level Crossing		n/a
Uxbridge		14.41	54.88					50	25	GO	Level Crossing	Huntingwood Dr.	n/a
Uxbridge		14.49	54.80					50	25	GO	Culvert		n/a
Uxbridge		14.79	54.50					50	25	GO	Culvert		n/a
Uxbridge		14.86	54.43					50	25	GO	Level Crossing	Finch Ave.	n/a
Uxbridge		15.21	54.08					50	25	GO	Level Crossing		n/a

## Stouffville GO Line

# Corridor Summary Tables

## Stouffville GO Line

### Track Layout Sketch

Subdivision	Mile Post	Distance From Station	Mileage	Item		Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
				Item Type	Item Description		PAX	FRT	Crossing Type	Crossing Description		
Uxbridge		15.22	54.07	Track Switches			50	25	GO			
Uxbridge		15.23	54.06	Track Switches	Track Siding - Atlantic Packaging Products		50	25	GO		n/a	Regular Derailer UB36-1200
Uxbridge	54	15.24	54.05				50	25	GO	Culvert		
Uxbridge		15.29	54.00				50	25	GO			
Uxbridge		15.40	53.89	Track Switch	Track turnout		50	25	GO			Regular Derailer Note: Swt. & frog out. Advance notice req'd to re-install H.L.P.C. CN NOT TO OPERATE ON Gates and Lights
Uxbridge		15.68	53.61				50	25	GO	Level Crossing	n/a	
Uxbridge		15.69	53.60				50	25	GO	Culvert	n/a	
Uxbridge		15.89	53.40				50	25	GO	Culvert	n/a	
Uxbridge		16.13	53.16				50	25	GO	Level Crossing	n/a	Gates and Lights
Uxbridge	53	16.29	53.00				50	25	GO	Level Crossing		
Uxbridge		16.30	52.99	Platform	Miliken Station		50	25	GO			
Uxbridge		16.31	52.98	Platform	Miliken Station		50	25	GO			
Uxbridge		16.32	52.97	Platform	Miliken Station		50	25	GO			
Uxbridge		16.33	52.96	Platform	Miliken Station		50	25	GO			
Uxbridge		16.34	52.95	Platform	Miliken Station		50	25	GO			
Uxbridge		16.35	52.94	Platform	Miliken Station		50	25	GO			
Uxbridge		16.37	52.92	Platform	Miliken Station		50	25	GO			
Uxbridge		16.38	52.91	Platform	Miliken Station		50	25	GO			
Uxbridge		16.39	52.90	Platform	Miliken Station		50	25	GO			
Uxbridge		16.40	52.89	Platform	Miliken Station		50	25	GO			
Uxbridge		16.41	52.88	Platform	Miliken Station		50	25	GO			
Uxbridge		16.42	52.87	Platform	Miliken Station		50	25	GO			
Uxbridge		16.43	52.86	Platform	Miliken Station		50	25	GO			
Uxbridge		16.44	52.85	Platform	Miliken Station		50	25	GO	Culvert	n/a	
Uxbridge		16.45	52.84	Platform	Miliken Station		50	25	GO			
Uxbridge		16.46	52.83	Platform	Miliken Station		50	25	GO			
Uxbridge		16.47	52.82	Platform	Miliken Station		50	25	GO			
Uxbridge		16.48	52.81	Platform	Miliken Station		50	25	GO	Culvert	n/a	
Uxbridge		16.49	52.80				50	25	GO			
Uxbridge		16.50	52.79				50	25	GO	Level Crossing	n/a	Gates and Lights
Uxbridge		16.51	52.78	Marker	CN Miliken		50	25	GO	Level Crossing	n/a	41812
Uxbridge		16.59	52.70	Marker			50	25	GO	Culvert	n/a	Gates and Lights
Uxbridge		16.79	52.50				50	25	GO	Level Crossing	n/a	
Uxbridge		16.89	52.40				50	25	GO			
Uxbridge		17.04	52.25				50	25	GO			
Uxbridge		17.05	52.24				50	25	GO			
Uxbridge		17.06	52.23				50	25	GO			
Uxbridge		17.07	52.22				50	25	GO			
Uxbridge		17.08	52.21	Track Switches	Track Siding - UA84-628'		50	25	GO			
Uxbridge		17.09	52.20				50	25	GO			
Uxbridge		17.10	52.19				50	25	GO			
Uxbridge		17.11	52.18				50	25	GO			
Uxbridge		17.15	52.14				50	25	GO			
Uxbridge		17.16	52.13				50	25	GO			
Uxbridge		17.17	52.12				50	25	GO			
Uxbridge		17.18	52.11				50	25	GO			
Uxbridge		17.19	52.10	Marker	CN Underwood		50	25	GO			
Uxbridge		17.24	52.05				50	25	GO			
Uxbridge		17.25	52.04				50	25	GO			
Uxbridge		17.26	52.03				50	25	GO			
Uxbridge		17.27	52.02				50	25	GO			
Uxbridge		17.28	52.01	Track Switches	Track Siding - UA85-1160'		50	25	GO			Regular Derailer
Uxbridge	52	17.29	52.00				50	25	GO			
Uxbridge		17.30	51.99				50	25	GO			
Uxbridge		17.31	51.98				50	25	GO	Level Crossing	n/a	Gates and Lights
Uxbridge		17.36	51.93				50	25	GO			
Uxbridge		17.37	51.92	Track Switches	Future Hagerman Siding		50	25	GO			
Uxbridge		17.38	51.91				50	25	GO			
Uxbridge		17.39	51.90				50	25	GO			
Uxbridge		17.40	51.89				50	25	GO			
Uxbridge		17.41	51.88				50	25	GO			

## Stouffville GO Line

# Corridor Summary Tables

## Stouffville GO Line

### Track Layout Sketch

Location		Item		Elev.		Speed Limit		Corridor Crossings			Comments/Remarks		
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Uxbridge		17.49	51.80					50	25	GO	Culverts	Stream	n/a
Uxbridge		17.69	51.60					50	25	GO	Overhead Bridge	14TH Ave.	22' 6"
Uxbridge		17.79	51.50					50	25	GO	Overhead Bridge		York Reg. Rd. 71
Uxbridge		17.80	51.49					50	25	GO			
Uxbridge		17.99	51.30	Speed Change				50	25	GO			
Uxbridge		18.14	51.15					50	25	GO			Gates and Lights
Uxbridge		18.16	51.13					50	25	GO			
Uxbridge		18.17	51.12					50	25	GO			
Uxbridge		18.18	51.11					50	25	GO			
Uxbridge		18.19	51.10	Marker	CN Hagerman			50	25	GO	Overhead Bridge	CN York Sub - Over Uxbridge Sub	22' 6"
Uxbridge		18.20	51.09	Track Switches	Future Hagerman Siding			50	25	GO			
Uxbridge		18.21	51.08					50	25	GO			
Uxbridge		18.24	51.05					50	25	GO	Level Crossing	Private Xing. Merkhham Hydro	n/a
Uxbridge	51	18.29	51.00					50	25	GO			
Uxbridge		18.30	50.99					50	25	GO			
Uxbridge		18.31	50.98					50	25	GO			
Uxbridge		18.32	50.97					50	25	GO	Overhead Bridge	HWY 407	23' 7"
Uxbridge		18.33	50.96					50	25	GO			
Uxbridge		18.34	50.95					50	25	GO	Overhead Bridge	HWY. No. 407	24' 5.75"
Uxbridge		18.35	50.94					50	25	GO			
Uxbridge		18.39	50.90	Speed Change				50	25	GO			
Uxbridge		18.49	50.80					50	25	GO			
Uxbridge		18.50	50.79	Platform	Unionville Station			50	25	GO			
Uxbridge		18.51	50.78	Platform	Unionville Station			50	25	GO			
Uxbridge		18.52	50.77	Platform	Unionville Station			50	25	GO			
Uxbridge		18.53	50.76	Platform	Unionville Station			50	25	GO			
Uxbridge		18.54	50.75	Platform	Unionville Station			50	25	GO			
Uxbridge		18.55	50.74	Platform	Unionville Station			50	25	GO			
Uxbridge		18.56	50.73	Platform	Unionville Station			50	25	GO			
Uxbridge		18.57	50.72	Platform	Unionville Station			50	25	GO			
Uxbridge		18.58	50.71	Platform	Unionville Station			50	25	GO			
Uxbridge		18.59	50.70	Platform	Unionville Station			50	25	GO	Culverts	Stream	n/a
Uxbridge		18.60	50.69	Platform	Unionville Station			50	25	GO			
Uxbridge		18.61	50.68	Platform	Unionville Station			50	25	GO			
Uxbridge		18.62	50.67	Platform	Unionville Station			50	25	GO			
Uxbridge		18.63	50.66	Platform	Unionville Station			50	25	GO			
Uxbridge		18.64	50.65	Platform	Unionville Station			50	25	GO			
Uxbridge		18.65	50.64	Platform	Unionville Station			50	25	GO			
Uxbridge		18.66	50.63	Platform	Unionville Station			50	25	GO			
Uxbridge		18.67	50.62	Platform	Unionville Station			50	25	GO			
Uxbridge		18.68	50.61	Platform	Unionville Station			50	25	GO			
Uxbridge		18.69	50.60					50	25	GO			
Uxbridge		18.99	50.30					50	25	GO	Subway	CREEK	n/a
Uxbridge		19.14	50.15					25	25	GO	Level Crossing	Hwy. No. 7	n/a
Uxbridge		19.19	50.10					25	25	GO	Culverts	Stream	n/a
Uxbridge	50	19.29	50.00					25	25	GO			
Uxbridge		19.35	49.94					25	25	GO	Level Crossing	Eureka St.	n/a
Uxbridge		19.50	49.79					25	25	GO	Level Crossing	Main St. Unionville (Old Kennedy Rd.)	n/a
Uxbridge		19.59	49.70					50	25	GO	Culvert		n/a
Uxbridge		19.69	49.60			78		50	25	GO	River Bridge	Rouge River	n/a
Uxbridge		19.87	49.42					50	25	GO	Level Crossing	Reg. Rd. 3 Kennedy Rd. N.	n/a
Uxbridge		19.89	49.40	Speed Change				50	25	GO			
Uxbridge		20.04	49.25					50	25	GO	Culverts		n/a
Uxbridge		20.05	49.24					50	25	GO			
Uxbridge		20.06	49.23					50	25	GO			
Uxbridge		20.07	49.22					50	25	GO			
Uxbridge		20.19	49.10					50	25	GO	Culverts	Creek	n/a
Uxbridge	49	20.29	49.00					50	25	GO			
Uxbridge		20.47	48.82					50	25	GO			
Uxbridge		20.48	48.81					50	25	GO			
Uxbridge		20.49	48.80					50	25	GO	Culverts	Drain	n/a
Uxbridge		20.50	48.79					50	25	GO			
Uxbridge		20.51	48.78					50	25	GO			

# Corridor Summary Tables

## Stouffville GO Line

### Track Layout Sketch

Location		Distance From Station		Mile Post	Item Type	Item Description	Elev.	Speed Limit		Corridor Crossings		Clearance	Comments/Remarks
		Subdivision	Mileage					PAX	FRT	Crossing Type	Crossing Description		
Uxbridge		20.52	48.77					50	25	GO			
Uxbridge		20.69	48.60					50	25	GO			
Uxbridge		20.70	48.59		Platform	Centennial Station		50	25	GO			
Uxbridge		20.71	48.58		Platform	Centennial Station		50	25	GO			
Uxbridge		20.72	48.57		Platform	Centennial Station		50	25	GO			
Uxbridge		20.73	48.56		Platform	Centennial Station		50	25	GO			
Uxbridge		20.74	48.55		Platform	Centennial Station		50	25	GO			
Uxbridge		20.75	48.54		Platform	Centennial Station		50	25	GO			
Uxbridge		20.76	48.53		Platform	Centennial Station		50	25	GO			
Uxbridge		20.77	48.52		Platform	Centennial Station		50	25	GO			
Uxbridge		20.78	48.51		Platform	Centennial Station		50	25	GO			
Uxbridge		20.79	48.50		Platform	Centennial Station		50	25	GO			
Uxbridge		20.80	48.49		Platform	Centennial Station		50	25	GO			
Uxbridge		20.81	48.48		Platform	Centennial Station		50	25	GO			
Uxbridge		20.82	48.47		Platform	Centennial Station		50	25	GO			
Uxbridge		20.83	48.46		Platform	Centennial Station		50	25	GO			
Uxbridge		20.84	48.45		Platform	Centennial Station		50	25	GO			
Uxbridge		20.85	48.44		Platform	Centennial Station		50	25	GO			
Uxbridge		20.86	48.43		Platform	Centennial Station		50	25	GO			
Uxbridge		20.87	48.42		Platform	Centennial Station		50	25	GO			
Uxbridge		20.88	48.41		Platform	Centennial Station		50	25	GO			
Uxbridge		20.89	48.40		Platform	Centennial Station		50	25	GO			
Uxbridge		20.91	48.38					50	25	GO	Level Crossing	7th Line Rd. McCowan Rd.	7th Line Rd. McCowan Rd. York Reg. rd. 67
Uxbridge		21.12	48.17					50	25	GO	Culverts		
Uxbridge		21.29	48.00					50	25	GO			
Uxbridge	48	21.69	47.60		Speed Change			50	25	GO			
Uxbridge		21.89	47.40					50	25	GO			
Uxbridge		21.99	47.30				87	25	25	GO	Subway	Snider Creek	No Handrails
Uxbridge		22.12	47.17					25	25	GO	Level Crossing	Snider Dr.	Gates and Lights
Uxbridge		22.14	47.15					25	25	GO			
Uxbridge		22.15	47.14		Platform	Markham Station		25	25	GO			
Uxbridge		22.16	47.13		Platform	Markham Station		25	25	GO			
Uxbridge		22.17	47.12		Platform	Markham Station		25	25	GO			
Uxbridge		22.18	47.11		Platform	Markham Station		25	25	GO			
Uxbridge		22.19	47.10		Platform	Markham Station		25	25	GO			
Uxbridge		22.20	47.09		Platform	Markham Station		25	25	GO			
Uxbridge		22.21	47.08		Platform	Markham Station		25	25	GO			
Uxbridge		22.22	47.07		Platform	Markham Station		25	25	GO			
Uxbridge		22.23	47.06		Platform	Markham Station		25	25	GO			
Uxbridge		22.24	47.05		Platform	Markham Station		25	25	GO			
Uxbridge		22.25	47.04		Platform	Markham Station		25	25	GO			
Uxbridge		22.26	47.03		Platform	Markham Station		25	25	GO			
Uxbridge		22.27	47.02		Platform	Markham Station		25	25	GO			
Uxbridge		22.28	47.01		Platform	Markham Station		25	25	GO			
Uxbridge	47	22.29	47.00		Platform	Markham Station		25	25	GO			
Uxbridge		22.30	46.99		Platform	Markham Station		25	25	GO			
Uxbridge		22.31	46.98		Platform	Markham Station		25	25	GO			
Uxbridge		22.32	46.97		Platform	Markham Station		25	25	GO			
Uxbridge		22.33	46.96					25	25	GO			
Uxbridge		22.34	46.95					25	25	GO			
Uxbridge		22.35	46.94					25	25	GO			
Uxbridge		22.38	46.91					25	25	GO			
Uxbridge		22.39	46.90		Speed Change			50	25	GO			
Uxbridge		22.40	46.89					50	25	GO			
Uxbridge		22.59	46.70					50	25	GO	Culvert		
Uxbridge		22.98	46.31					50	25	GO	Level Crossing	16th Ave. Town of Markham York Reg. Rd. 73	Gates and Lights
Uxbridge		23.09	46.20					50	25	GO	Culvert		
Uxbridge		23.27	46.02					50	25	GO			
Uxbridge		23.28	46.01					50	25	GO			
Uxbridge	46	23.29	46.00					50	25	GO			
Uxbridge		23.30	45.99					50	25	GO			
Uxbridge		23.31	45.98					50	25	GO			
Uxbridge		23.32	45.97					50	25	GO			
Uxbridge		23.33	45.96					50	25	GO			

# Corridor Summary Tables

## Stouffville GO Line

### Track Layout Sketch

Location		Distance From Station		Item		Elev.		Speed Limit		Corridor Crossings		Comments/Remarks	
Subdivision	Mile Post	Distance From Station	Mileage	Item Type	Item Description	ASL	Grade	PAX	FRT	Owner	Crossing Type	Crossing Description	Clearance
Uxbridge		23.34	45.95					50	25	GO			
Uxbridge		23.35	45.94					50	25	GO			
Uxbridge		23.36	45.93	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.37	45.92	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.38	45.91	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.39	45.90	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.40	45.89	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.41	45.88	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.42	45.87	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.43	45.86	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.44	45.85	Platform	Mount Joy Station			50	25	GO	Culvert		n/a
Uxbridge		23.45	45.84	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.46	45.83	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.47	45.82	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.48	45.81	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.49	45.80	Station	Mount Joy Station			50	25	GO			
Uxbridge		23.50	45.79	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.51	45.78	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.52	45.77	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.53	45.76	Platform	Mount Joy Station			50	25	GO			
Uxbridge		23.54	45.75	Platform				50	25	GO			
Uxbridge		23.55	45.74					50	25	GO	Level Crossing	Bur-Oak Rd.	n/a
Uxbridge		23.56	45.73					50	25	GO			
Uxbridge		23.57	45.72					50	25	GO			
Uxbridge		23.58	45.71					50	25	GO			
Uxbridge		23.59	45.70					50	25	GO	Culvert		n/a
Uxbridge		23.64	45.65					50	25	GO	Culvert		n/a
Uxbridge		23.69	45.60					50	25	GO	Culvert		n/a
Uxbridge		23.79	45.50					50	25	GO	Culvert		n/a
Uxbridge		23.82	45.47					50	25	GO	Level Crossing	Castlemore Ave	n/a
Uxbridge		23.89	45.40					50	25	GO	Culvert		n/a
Uxbridge	45	24.29	45.00					50	25	GO			
Uxbridge		24.33	44.96					50	25	GO	Level Crossing	17th Ave, Major Mackenzie Dr. E, York Reg. Rd. 25	n/a
Uxbridge		24.49	44.80					50	25	GO	Culvert		n/a
Uxbridge		24.59	44.70			75		50	25	GO	River Bridge	Little Rouge River	n/a
Uxbridge		24.89	44.40					50	25	GO	Level Crossing	Farm Xing	n/a
Uxbridge	44	25.29	44.00	Speed Change				40	25	GO			
Uxbridge		25.34	43.95					40	25	GO	Culvert		n/a
Uxbridge		25.39	43.90					40	25	GO	Culvert		n/a
Uxbridge		25.49	43.80					40	25	GO	Culvert		n/a
Uxbridge		25.59	43.70					40	25	GO	Culvert		n/a
Uxbridge		25.64	43.65					40	25	GO	Level Crossing	Farm Xing	n/a
Uxbridge		25.83	43.46					40	25	GO	Level Crossing	18th Ave, Egin Mills Rd. E	n/a
Uxbridge		25.89	43.40					40	25	GO	Culverts		n/a
Uxbridge		26.19	43.10					40	25	GO	Culvert	Creek Box Culvert	n/a
Uxbridge	43	26.29	43.00					50	25	GO			
Uxbridge		26.30	42.99					50	25	GO	Culvert		n/a
Uxbridge		26.34	42.95					50	25	GO	Level Crossing	Farm Xing	n/a
Uxbridge		26.40	42.89					50	25	GO	Culvert		n/a
Uxbridge		26.83	42.46					50	25	GO	Level Crossing	Farm Xing	n/a
Uxbridge		26.89	42.40					50	25	GO	Culvert		n/a
Uxbridge		26.94	42.35					50	25	GO	Level Crossing	9th Concession Rd, Town of Markham (York Reg. Rd. 69)	n/a
Uxbridge		26.99	42.30					50	25	GO	Culvert		n/a
Uxbridge		27.04	42.25					50	25	GO	Level Crossing	Farm Xing	n/a
Uxbridge		27.25	42.04					50	25	GO	Level Crossing	19th Ave, Town of Markham	n/a
Uxbridge	42	27.29	42.00					50	25	GO			
Uxbridge		27.49	41.80					50	25	GO	Culvert		n/a
Uxbridge		27.56	41.73					50	25	GO	Level Crossing	Reeves Way Blvd.	n/a
Uxbridge		27.98	41.31					50	25	GO			
Uxbridge		27.99	41.30					30	15	GO			Field sign
Uxbridge		28.00	41.29					30	15	GO			

## Stouffville GO Line

# Corridor Summary Tables

Stouffville GO Line Track Layout Sketch													Comments/Remarks	
Subdivision	Mile Post	Distance From Station	Mileage	Item		ASL	Speed Limit		Owner	Corridor Crossings		Clearance	Comments/Remarks	
				Item Type	Item Description		Grade	PAX		FRT	Crossing Type			Crossing Description
Uxbridge		28.09	41.20				30	15	GO	Culvert		n/a	Gates and Lights	
Uxbridge		28.12	41.17				30	15	GO	Level Crossing	Hoover Park Dr.	n/a		
Uxbridge	<b>41</b>	28.29	41.00				30	15	GO	Level Crossing	Main St. (Hwy. 47) Stouffville Rd. (York Reg. Rd. 14)	n/a	Gates and Lights	
Uxbridge		28.57	40.72				30	15	GO					
Uxbridge		28.59	40.70	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.60	40.69	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.61	40.68	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.62	40.67	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.63	40.66	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.64	40.65	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.65	40.64	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.66	40.63	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.67	40.62	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.68	40.61	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.69	40.60	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.70	40.59	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.71	40.58	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.72	40.57	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.73	40.56	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.74	40.55	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.75	40.54	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.76	40.53	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.77	40.52	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.78	40.51	Platform	Stouffville Station		30	15	GO					
Uxbridge		28.79	40.50				30	15	GO	Culvert		n/a		
Uxbridge		28.90	40.39				30	15	GO	Culverts	Stouffville Creek	n/a	Gates and Lights	
Uxbridge		28.99	40.30				30	15	GO	Level Crossing	Millard St.	n/a		
Uxbridge	<b>40</b>	29.29	40.00				30	15	GO					
Uxbridge		29.38	39.91				30	15	GO	Culvert		n/a	Field sign	
Uxbridge		29.57	39.72				15	15	GO	Culvert		n/a		
Uxbridge		29.80	39.49				15	15	GO	Culvert		n/a		
Uxbridge		29.86	39.41				30	15	GO	Level Crossing	Farm Xing.	n/a		
Uxbridge		29.89	39.40				30	15	GO					
Uxbridge		30.15	39.14				30	15	GO					
Uxbridge	<b>39</b>	30.29	39.00				30	15	GO					
Uxbridge		30.34	38.95				30	15	GO	Level Crossing	Bethesda Rd	n/a	Gates and Lights	
Uxbridge		30.36	38.93				30	15	GO	Level Crossing	10th Line	n/a	Gates and Lights	
Uxbridge		30.38	38.91				30	15	GO					
Uxbridge		30.39	38.90	Track Switches	Track Siding Lincolnton Walkway		30	15	GO				York Durham Heritage Railway (foreign owned trackage) merge with Siding from T1, T2, T3, T4, T5, T6 continuing into Uxbridge Sub END of Track Switch Heater *	
Uxbridge		30.40	38.89	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.41	38.88	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.42	38.87	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.43	38.86	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.44	38.85	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.45	38.84	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.46	38.83	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.47	38.82	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.48	38.81	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.49	38.80	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.50	38.79	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.51	38.78	Platform	Lincolnton Station		30	15	GO				Red hexagon	
Uxbridge		30.52	38.77	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.53	38.76	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.54	38.75	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.55	38.74	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.56	38.73	Platform	Lincolnton Station		30	15	GO					
Uxbridge		30.57	38.72	Platform	Lincolnton Station		30	15	GO			n/a		
Uxbridge		30.58	38.71	Platform	Lincolnton Station		30	15	GO	Culvert				
Uxbridge		30.59	38.70				30	15	GO					
Uxbridge		30.60	38.69				30	15	GO					
Uxbridge		30.61	38.68				30	15	GO					
Uxbridge		30.62	38.67				30	15	GO					





## **APPENDIX 3B – REFERENCE CASE FINAL WORKBOOK**



## **2.5. Other VIA/CN/CP Services**

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

## **2.6. Implementation Timeline**

- Medium Term

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## APPENDICES

- APPENDIX 3B-1- Summary Of Union Station Stats-Sorted By Corridor And Hour Of Day**
- APPENDIX 3B-2 - Reference Case Service Levels – Detailed Data**
- APPENDIX 3B-3-Summary Of Union Station Stats-Sorted By Hour Of Day And Then By Corridor**

## 1. INTRODUCTION

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

The Reference case should encompass the current level of train services, rolling stock, current infrastructure, together with a number of schemes (service strengthening or infrastructure) which are either committed or which the client believes are highly likely to be delivered over the coming few years.

The Reference Case will be compared against different options which are based on different types of technology (rolling stock) on one or more corridors of the GO Transit network. A series of assessments will be made for each option, including operating/capital costs and environmental implications. It may also be appropriate to undertake some demand/revenue modelling where the service pattern/journey times are significantly different.

The workshop will aim to define the Reference case using the following parameters.

### 1. Description of the infrastructure

- Number of tracks
- Definition of the signalling capability
- Linespeeds
- Turnback facilities

### 2. Stations

- Existing
- New

### 3. Rolling Stock

- Performance characteristics (Acceleration/deceleration, top speed)
- Passenger Capacity

### 4. Description of the weekday services

- Hours of operation
- Number of services and their stopping pattern, in each hour, and both directions
- Maintenance and layover facilities

### 5. Other services

- Other VIA or freight traffic, now and within the timeframe of the Reference case, that will use any GO infrastructure.

## 6. Implementation Timeline

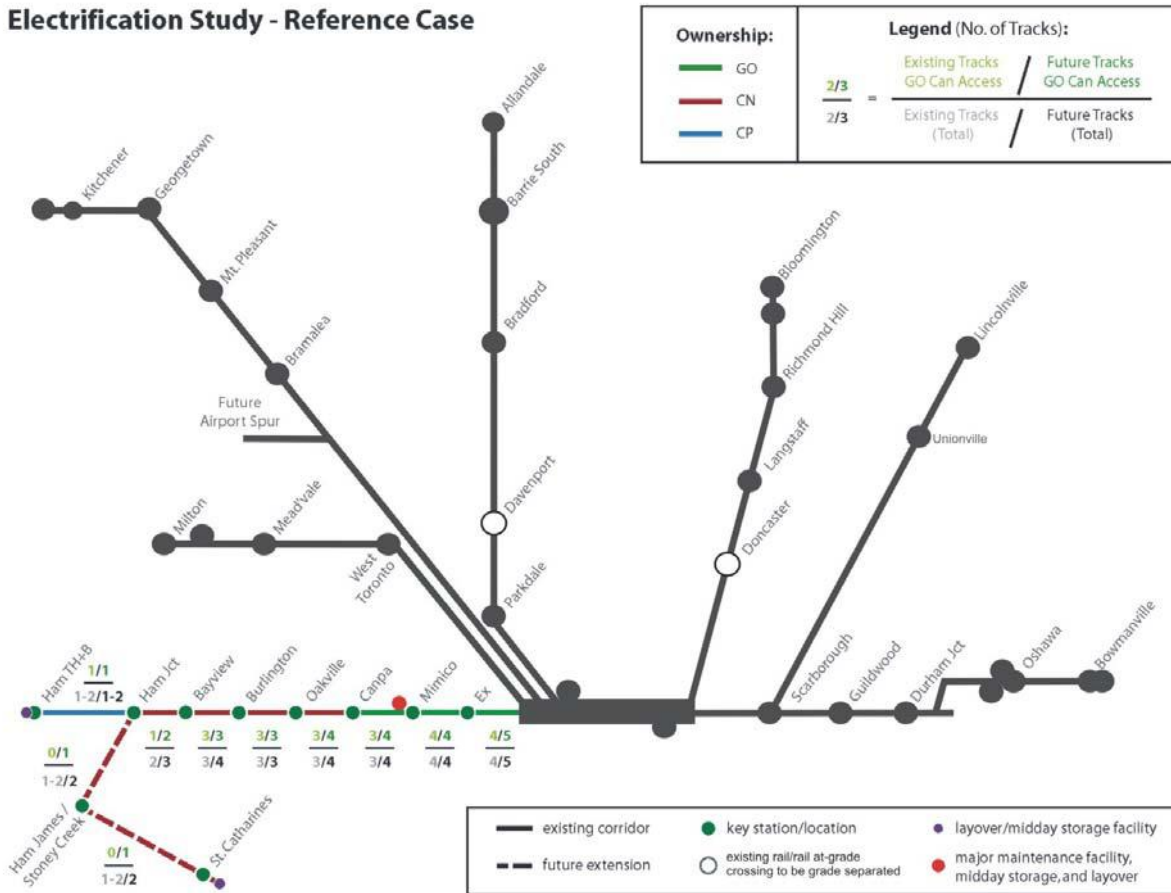
- Although we are primarily considering a 2031 horizon, the baseline information preceding this would influence our analysis. As such an implementation timeline for enhancements is also required.

## 2. LAKESHORE WEST

### 2.1. Infrastructure

#### Track – Schematic

#### Electrification Study - Reference Case



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

#### Signalling Capability<sup>1</sup>

- fixed block wayside signals with Centralized Train Control (CTC)
- 2 separate signal and train control systems on this corridor<sup>2</sup>

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



- CN: Fort York (USRC) to St. Catharines
- CP: Hamilton Junction to Hamilton TH&B

### **Turnback Facilities**

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

### **2.2. Stations**

- |  |              |                 |
|--|--------------|-----------------|
| • Lakeshore West: St. Catharines (New) | • Aldershot  | • Clarkson      |
| • Grimsby (New)                        | • Burlington | • Port Credit   |
| • Stoney Creek (New)                   | • Appleby    | • Long Branch   |
| • Hamilton James (New)                 | • Bronte     | • Mimico        |
| • Hamilton                             | • Oakville   | • Exhibition    |
|  |              | • Union Station |

### **2.3. Rolling Stock**

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

---

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

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

## 2.4. Description of the Service

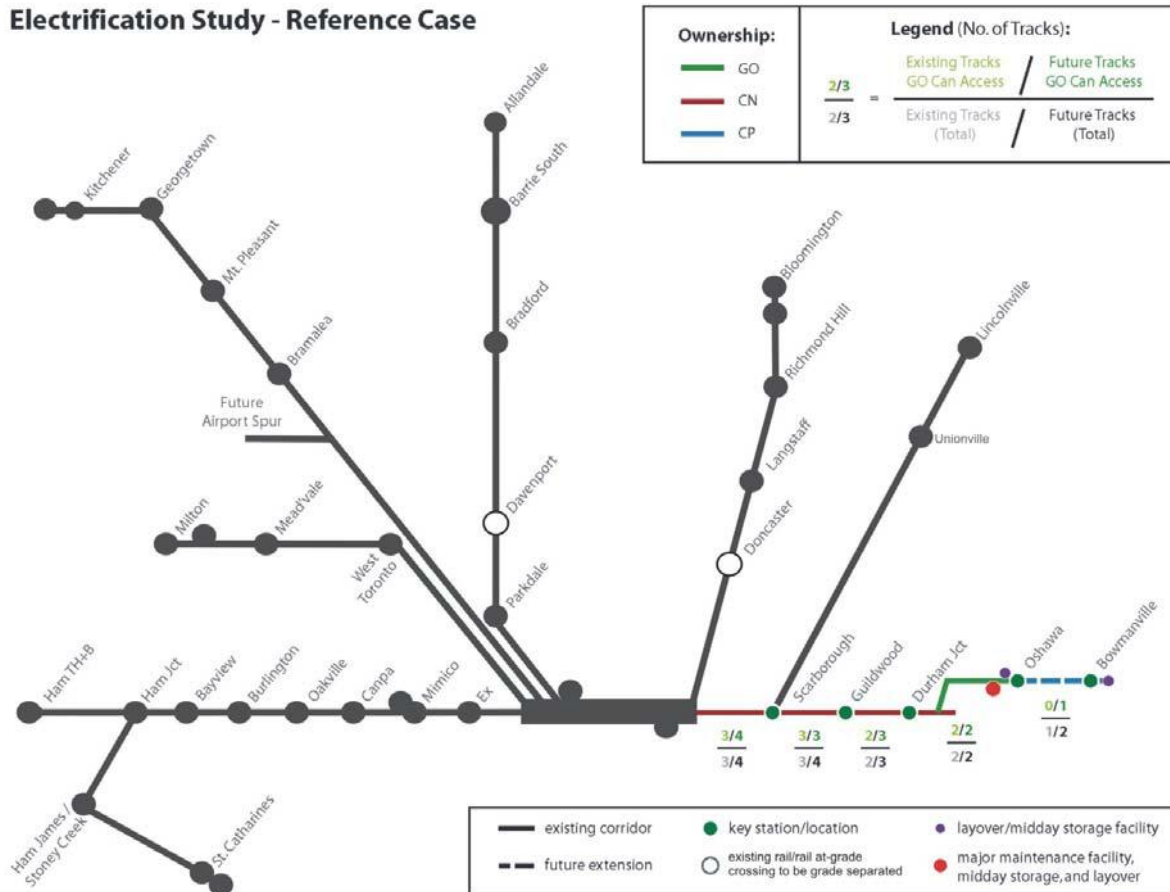
Lakeshore West	Summary of REVENUE Train Forecasts by Link and Time of Day									
	AM Peak			Midday	PM Peak			Evning		
Per Direction	6:30	7:30	8:30	9:30	15:30	16:30	17:30	18:30	19:30	
Off and Ctr to/from James	7:29	8:29	9:29	15:29	16:29	17:29	18:29	19:29	1:29	Total
Hamilton TH&B - Aldershot	1	2	1	-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

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

### 3. LAKESHORE EAST

#### 3.1. Infrastructure

##### Track- Schematic



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

##### Signalling Capability

- fixed block signals with (CTC)
- CN Kingston Sub CTC: Cherry Street to the existing Oshawa Station<sup>4</sup>

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

- -CP Belleville Sub CTC: when the corridor is extended to Bowmanville via the CP route option

### ***Turnback Facilities***

- trains turn at the existing Oshawa station and at the Pickering south pocket track
- in the future the turn capability at existing Oshawa will be eliminated and new capability will be introduced at the new downtown Oshawa(2) and Martin Road stations

### **3.2. Stations**

- |                                |                  |                 |
|--------------------------------|------------------|-----------------|
| • Bowmanville                  | • Oshawa 1 (New) | • Guildwood     |
| • (Martin rd) (New)            | • Whitby         | • Eglinton      |
| • Courtice Road (New)          | • Ajax           | • Scarborough   |
| • Oshawa 2 (downtown)<br>(New) | • Pickering      | • Danforth      |
|                                | • Rouge Hill     | • Union Station |

### **3.3. Rolling Stock**

The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 10 bi-level coaches.

### 3.4. Description of the Service

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

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

### **3.5. Other VIA/CN/CP Services**

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

### **3.6. Implementation Timeline**

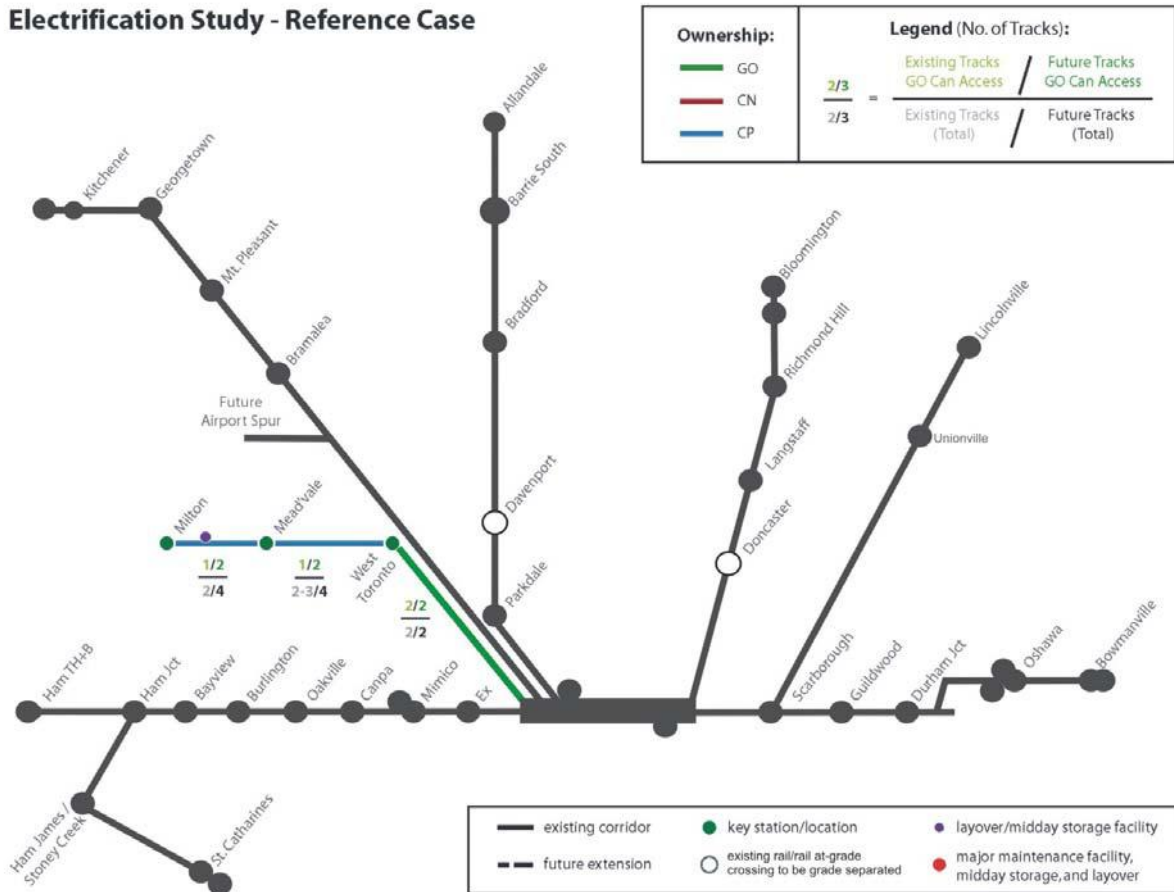
- Short Term

## 4. MILTON

### 4.1. Infrastructure

#### Track - Schematic

#### Electrification Study - Reference Case



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

#### Signalling Capability

- fixed block signal system with CTC
- CP's signal and train control: Strachan Ave to Milton<sup>5</sup>

#### Turnback Facilities

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

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

#### **4.2. Stations**

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

#### **4.3. Rolling Stock**

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 10 bi-level coaches.



#### 4.4. Description of the Service

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

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

#### 4.5. Other VIA/CN/CP Services

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

#### 4.6. Implementation Timeline

- Medium Term

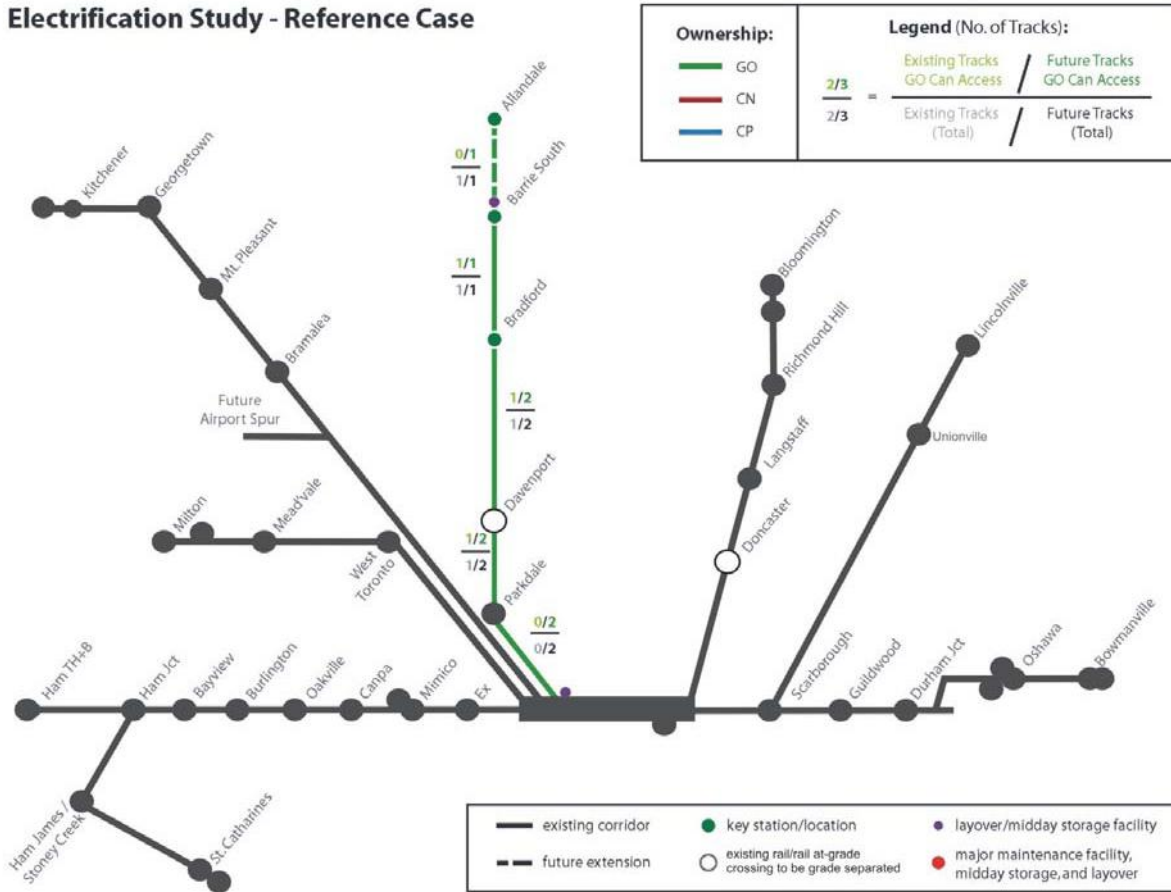
## 5. BARRIE

### 5.1. Infrastructure

#### Track- Schematic

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

#### Electrification Study - Reference Case



comparative evaluation.

#### Signalling Capability

- fixed block signal system with CTC on a portion of the corridor and an Occupancy Control System on the remainder<sup>6</sup>:
  - CN CTC on the Weston Sub: Strachan to Parkdale
  - CTC between Concord and Allandale<sup>7</sup>

<sup>6</sup> Note GO owns the entire corridor and CN dispatches trains over entire length.

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

- CN CTC on the Newmarket Sub: Parkdale to Barrie

**Turnback Facilities**

- none at present
- future at turning required at Bradford

**5.2. Stations**

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

**5.3. Rolling Stock**

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

#### 5.4. Description of the Service

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

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

#### 5.5. Other VIA/CN/CP Services

- route is primarily utilized by GO services with some industrial servicing by CN during the off peaks between Concord and Barrie

#### 5.6. Implementation Timeline

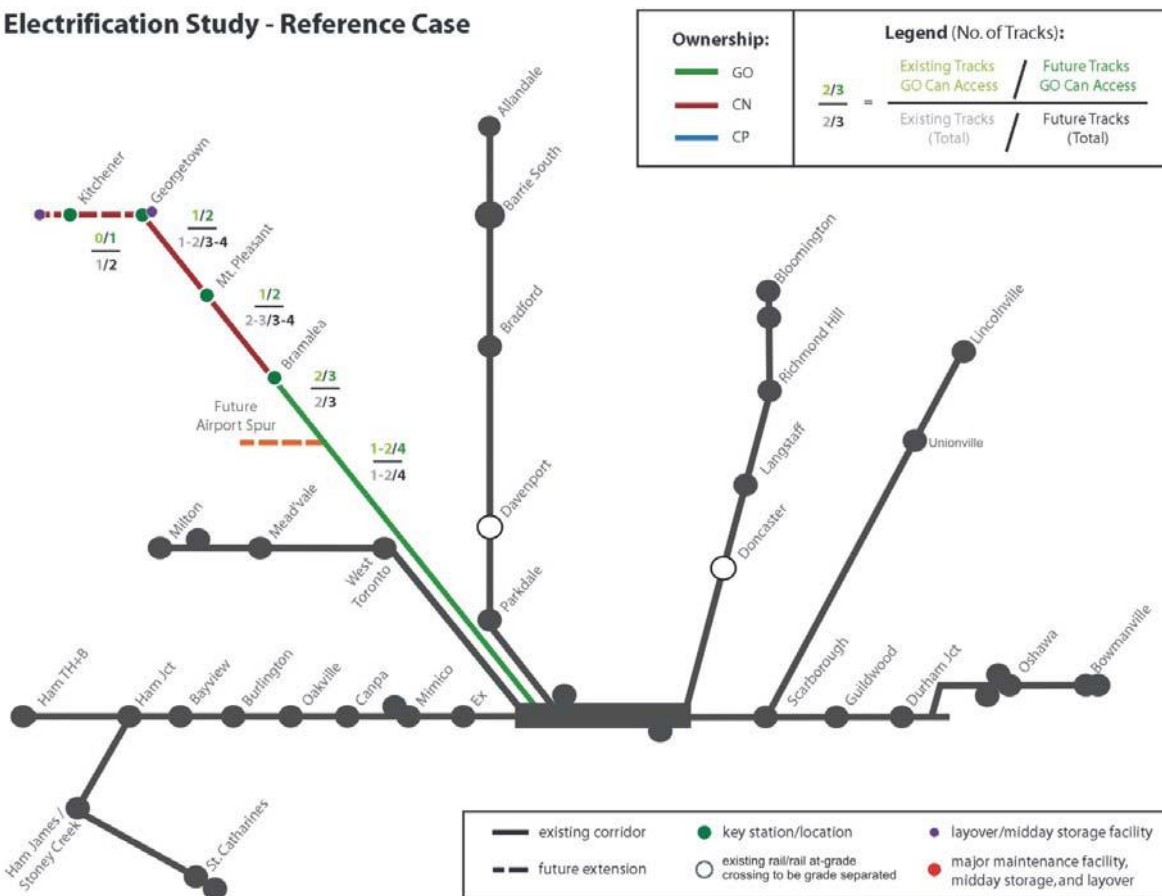
- Medium Term

## 6. GEORGETOWN

### 6.1. Infrastructure

#### Track - Schematic

#### Electrification Study - Reference Case



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

#### Signalling Capability

- fixed block wayside signals and CTC
  - CN CTC on the Weston Subdivision: Strachan to Bramalea
  - CN CTC on the Halton Subdivision: Bramalea to Georgetown

- GEXR (Goderich and Exeter Railway) CTC between Georgetown and Kitchener<sup>8</sup>.

### ***Turnback Facilities***

- new turn track being built at Mount Pleasant (targeted for 2010 completion)

## **6.2. Stations**

### Georgetown:

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

### Kitchener-Waterloo:

- Kitchener (New)
- Breslau
- Guelph
- Acton

### LB Pearson A/P Link:

- stops are proposed for Bloor and Weston stations

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<sup>8</sup> This section is not signalized at present. Trains are controlled via verbal/written train order. OCS will be converted to CTC within the reference case scope.

### 6.3. Rolling Stock

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

### 6.4. Description of the Service

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

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

### 6.5. Other VIA/CN/CP Services

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

## **6.6. Implementation Timeline**

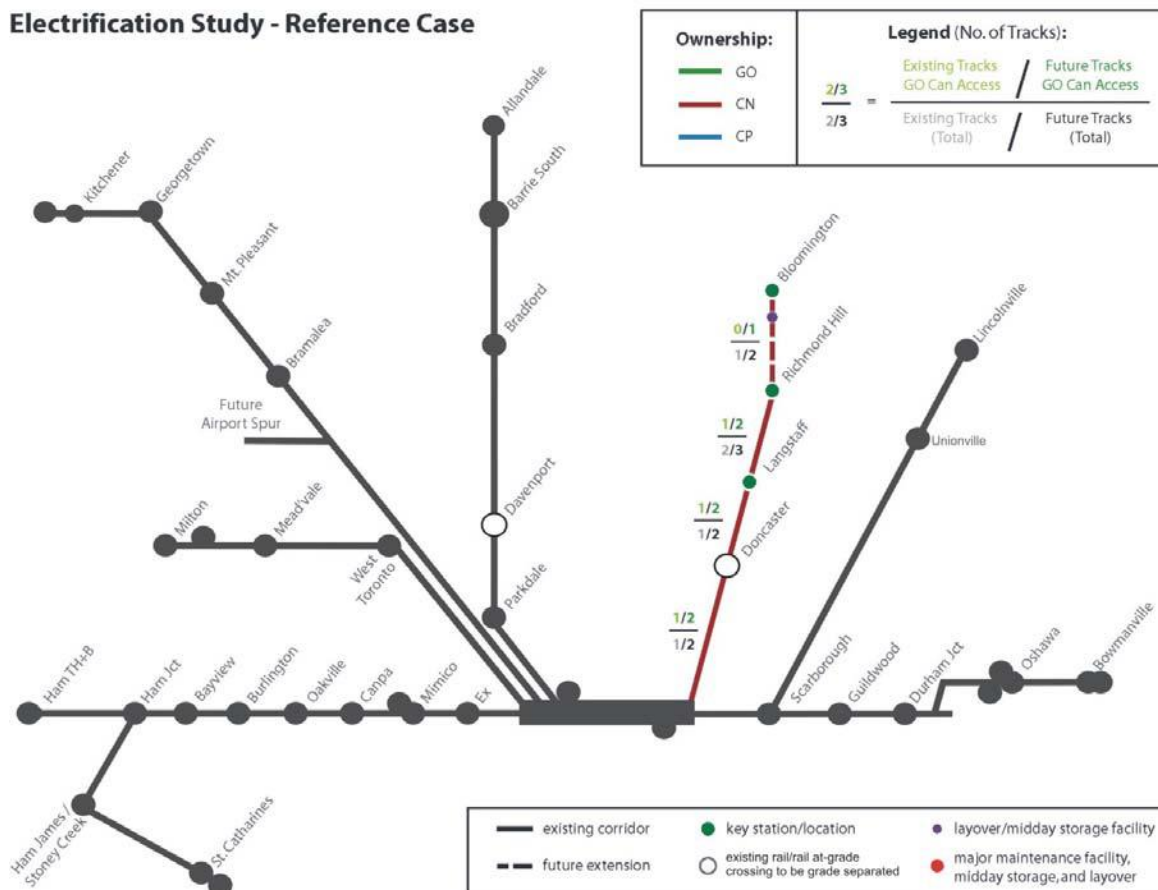
- Medium Term



## 7. RICHMOND HILL

### 7.1. Infrastructure

#### Track - Schematic



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

#### Signalling Capability

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

#### Turnback Facilities

- required at Richmond Hill and Bethesda

## 7.2. Stations

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

## 7.3. Rolling Stock

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 10 bi-level coaches.

## 7.4. Description of the Service

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

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

### 7.5. Other VIA/CN/CP Services

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

### 7.6. Implementation Timeline

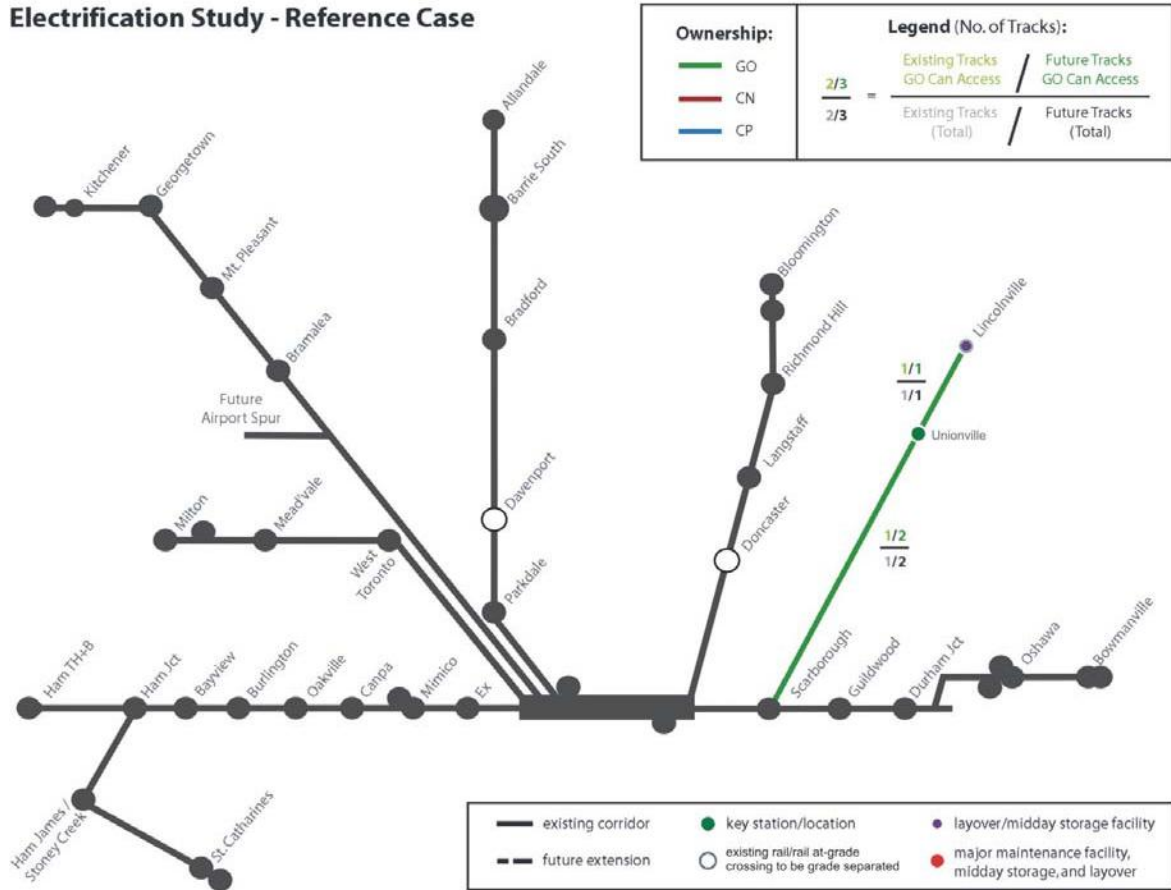
- Medium Term

## 8. STOUFFVILLE

### 8.1. Infrastructure

#### Track - Schematic

#### Electrification Study - Reference Case



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

### **Signalling Capability**

- fixed block signal system with Centralized Train Control system (CTC) on a portion of the corridor and an Occupancy Control System on the remainder<sup>9</sup>:
  - CN Kingston Subdivision CTC: Cherry Street to Lincolnville Turnback Facilities
  - turn back capability to be provided at Mount Joy and Lincolnville

### **8.2. Stations**

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

### **8.3. Rolling Stock**

- The Reference Case will assume trains consisting of a Tier 4 MP40 locomotive and 10 bi-level coaches.

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<sup>9</sup> Note GO owns the portion of the corridor between the USRC and Scarborough. CN dispatches trains over the entire length. OCS will be converted to signaled CTC as part of the reference case.

## 8.4. Description of the Service

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

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

## 8.5. Other VIA/CN/CP Services

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

## 8.6. Implementation Time

- Medium Term

## 9. ENABLING ASSUMPTIONS FOR THE DEVELOPMENT OF THE REFERENCE CASE TRAIN VOLUMES

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

- freight, VIA and ARL operations are assumed to be compatible with the Reference Case train volumes based on:
  - a. provision of new capacity to separate GO and freight/VIA at key locations during the peak periods
    - provision of new capacity to accommodate peak period operations of GO and other users, i.e.:
      - Milton - West Toronto to Milton - expand the existing 2 track corridor to 4 - providing 2 for freight and 2 for GO
      - Lakeshore East - Oshawa to Bowmanville - expand from 1 main track to 2 - 1 for GO and 1 for CP
      - Lakeshore West - Burlington to Hamilton - expand existing 3 track corridor to to a 4 tracks - 2 tracks for freight/VIA and 2 for GO
      - Lakeshore West - Hamilton Junction to St. Catharines - additional track added to accommodate combined freight/VIA/GO operation
      - Georgetown - Strachan Ave to Airport Spur - expand existing single/double track configuration to 4 tracks throughout to accommodate GO, VIA and ARL
      - Georgetown - Airport Spur to Bramalea - 1 additional track to create a 3 track section for combined VIA/GO use
      - Georgetown - Bramalea to Georgetown - 1 additional track to create a 4 track section - 2 for freight/VIA and 2 for GO, and assuming:
        - a 3 track gauntlet at Brampton
        - a rail/rail grade separation between Mt. Pleasant and Georgetown to segregate GO cross plant moves from freight through moves
      - Richmond Hill - rail/rail grade separation at Doncaster to eliminate GO/freight cross flow conflicts
      - Richmond Hill - 1 additional track between Doncaster and Bloomington to segregate freight/GO
      - Barrie - rail/rail grade separation at Davenport to eliminate GO/freight cross flow conflicts
  - b. Lakeshore East/West - Pickering to Burlington - freight will not operate during peak periods
  - c. Lakeshore East/West - Pickering to Burlington - Reference Case will accommodate GO and VIA
  - d. at all locations it is assume the refrence case provides sufficient capacity to accommodate GO and any non-GO users during the offpeak periods
  - e. these assumptions have not been confirmed but are seen as reasonable enabling assumptions for the purposes of the Electrification Study



- f. the above are highlights, see Reference Case schematics for full details of main track requirements
- Reference Case infrastructure was developed on the basis of what could be feasibly built:
    - in a +/- 10 year horizon
    - within realistic capital funding
    - without major property acquisitions
    - without having to consider costly overhead/underground guide ways alternatives
    - without major renewal and/or replacement of existing signal and train control system
  
  - Other assumptions/qualifications:
    - midday and overnight storage facility requirements have not been assessed
    - Willowbrook and the new East Maintenance Facility can accommodate future volumes implied by the above
    - on-line fuelling and progressive maintenance facilities will be incorporated as required



**APPENDIX 3B-1: SUMMARY OF UNION STATION STATS - SORTED BY CORRIDOR AND HOUR OF DAY**



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

(Number of weekday train trips arriving and departing Union)

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

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

### Notes:

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

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

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

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

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

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

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

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

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



## **APPENDIX 3B-2: REFERENCE CASE SERVICE LEVELS – DETAILED DATA**



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

(Number of weekday train trips arriving and departing Union)

	<b><u>Current (Local/Express)</u></b>			<b><u>Reference Case (local/express)</u></b>		
	<b><u>In</u></b>	<b><u>Out</u></b>	<b><u>Total</u></b>	<b><u>In</u></b>	<b><u>Out</u></b>	<b><u>Total</u></b>
<b><u>Before 06:30</u></b>						
Lakeshore West Corridor	1	1	2	-	-	-
Lakeshore East Corridor	1	1	2	-	-	-
Milton Corridor	-	-	-	-	-	-
Barrie Corridor	-	-	-	-	-	-
Georgetown Corridor	-	-	-	-	-	-
Richmond Hill Corridor	-	-	-	-	-	-
Stouffville Corridor	<u>0/1</u>	-	<u>0/1</u>	-	-	-
Totals	<b>3</b>	<b>2</b>	<b>5</b>	-	-	-
	<b><u>Current (Local/Express)</u></b>			<b><u>Reference Case (local/express)</u></b>		
	<b><u>In</u></b>	<b><u>Out</u></b>	<b><u>Total</u></b>	<b><u>In</u></b>	<b><u>Out</u></b>	<b><u>Total</u></b>
<b><u>06:30 - 07:30</u></b>						
Lakeshore West Corridor	2/1	1	3/1	4	2	6
Lakeshore East Corridor	3	2	5	4	2	6
Milton Corridor	1	-	1	4	1	5
Barrie Corridor	1	-	1	3	1	4
Georgetown Corridor	2	-	2	4	1	5
Richmond Hill Corridor	1	-	1	3	1	4
Stouffville Corridor	<u>1</u>	-	<u>1</u>	<u>4</u>	<u>1</u>	<u>5</u>
Totals	<b>12</b>	<b>3</b>	<b>15</b>	<b>26</b>	<b>9</b>	<b>35</b>

### Notes:

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

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

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

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

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

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

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

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

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

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





**APPENDIX 3B-3: SUMMARY OF UNION STATION STATS - SORTED BY HOUR OF DAY AND THEN BY CORRIDOR**



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

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

Hamilton TH&B - Aldershot	-	-	-	-	1	1	1	1	-	4
St. Catharines - Hamilton-James	-	-	-	-	1	1	1	1	-	4
Hamilton-James - Aldershot	2	2	2	12	3	3	3	3	12	42
Aldershot - Burlington	2	2	2	12	4	6	4	4	12	48
Burlington - Appleby	2	2	2	12	4	6	4	4	12	48
Appleby - Bronte	2	2	2	12	4	6	4	4	12	48
Bronte - Oakville	2	2	2	12	4	6	4	4	12	48
Oakville - Clarkson	2	2	2	12	4	9	5	4	12	52
Clarkson - Port Credit	2	2	2	12	4	9	5	4	12	52
Port Credit - Long Branch	2	2	2	12	4	9	5	4	12	52
Long Branch - Mimico	2	2	2	12	4	9	5	4	12	52
Mimico - Exhibition	2	2	2	12	4	9	5	4	12	52
Exhibition - Union	2	2	2	12	4	9	5	4	12	52

Hamilton TH&B - Aldershot	-	-	-	-	1	1	1	1	-	4
St. Catharines - Hamilton-James	-	-	-	-	1	1	1	1	-	4
Hamilton-James - Aldershot	2	2	2	12	3	3	3	3	12	42
Aldershot - Burlington	2	2	2	12	4	6	4	4	12	48
Burlington - Appleby	2	2	2	12	4	6	4	4	12	48
Appleby - Bronte	2	2	2	12	4	6	4	4	12	48
Bronte - Oakville	2	2	2	12	4	6	4	4	12	48
Oakville - Clarkson	2	2	2	12	4	9	5	4	12	52
Clarkson - Port Credit	2	2	2	12	4	9	5	4	12	52
Port Credit - Long Branch	2	2	2	12	4	9	5	4	12	52
Long Branch - Mimico	2	2	2	12	4	9	5	4	12	52
Mimico - Exhibition	2	2	2	12	4	9	5	4	12	52
Exhibition - Union	2	2	2	12	4	9	5	4	12	52

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

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

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

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

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

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

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

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

Barrie	AM Peak			Midday	PM Peak				Ev'ning
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Summary of REVENUE Train Forecasts (East) by Link and Time of Day - for Electrification Reference Case (does not include commuter/passenger equipment movement, ARL, or freight volumes)

DRAFT

Richmond Hill

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

Both Directions

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

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

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

Stouffville

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29	9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29	18:30 19:29	19:30 1:29	
	-	-	-	-	-	-	-	-	-	-
Lincolnville - Stouffville	3	3	3	-	-	-	-	-	-	9
Stouffville - Mount Joy	3	3	3	-	-	-	-	-	-	9
Mount Joy - Markham	4	4	4	6	1	1	1	1	6	28
Markham - Centennial	4	4	4	6	1	1	1	1	6	28
Centennial - Unionville	4	4	4	6	1	1	1	1	6	28
Unionville - Milliken	4	4	4	6	1	1	1	1	6	28
Milliken - Agincourt	4	4	4	6	1	1	1	1	6	28
Agincourt - Kennedy	4	4	4	6	1	1	1	1	6	28
Kennedy - Union	4	4	4	6	1	1	1	1	6	28

Both Directions

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

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

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

Lakeshore East

	AM Peak			Midday	PM Peak				Ev'ning	Total
	6:30 7:29	7:30 8:29	8:30 9:29	9:30 15:29	15:30 16:29	16:30 17:29	17:30 18:29	18:30 19:29	19:30 1:29	
	-	-	-	-	-	-	-	-	-	-
Bowmanville/Courtice - Oshawa 2	1	4	1	-	-	-	-	-	-	6
Oshawa 2 - Oshawa 1	3	6	3	12	2	2	2	2	12	44
Oshawa 1 - Whitby	3	6	3	12	2	2	2	2	12	44
Whitby - Ajax	4	6	4	12	2	2	2	2	12	46
Ajax - Pickering	4	6	4	12	2	2	2	2	12	46
Pickering - Rouge Hill	4	9	4	12	2	2	2	2	12	49
Rouge Hill - Guildwood	4	9	4	12	2	2	2	2	12	49
Guildwood - Eglinton	4	9	4	12	2	2	2	2	12	49
Eglinton - Scarborough	4	9	4	12	2	2	2	2	12	49
Scarborough - Danforth	4	9	4	12	2	2	2	2	12	49
Danforth - Union	4	9	4	12	2	2	2	2	12	49

Both Directions

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

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

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

**Electrification Reference Case - Lakeshore West Service Concept**

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

AM (trn arr timed @ Union)		06:30-7:29			07:30-08:29			08:30-09:29		
		Locals		Express	Locals		Express	Locals		Express
EB	Hamilton TH&B	1				2			1	
EB	St. Catharines		1				2			1
	Hamilton-James	2			2		2		2	1
	Aldershot	2	1	1	2		2	2	2	1
	Burlington	2	1	1	2		2	2	2	1
	Appleby	2	1	1	2		2	2	2	1
	Bronte	2	1	1	2		2	2	2	1
	Oakville	2	1	1	2	4	2	2	2	1
	Clarkson	2	1	1	2	4			2	1
	Port Credit	2	1	1	2	4			2	1
	Long Branch	2	1	1	2	4			2	1
	Mimico	2	1	1	2	4			2	1
	Exhibition	2	1	1	2	4	V	V	2	1
V	Union	2	1	1	2	4	2	2	2	1
Total trains		2	1	1	0	0	0	2	2	2
Totals by type and hour		4	-	-	0	-	-	6	-	-
Totals by hour of peak		4	-	-	-	-	-	4	-	-
Total AM peak trains		<b>20</b>	-	-	-	-	-	-	-	-

AM (trn dep timed @ Union)		06:30-7:29			07:30-08:29			08:30-09:29		
		Locals		Express	Locals		Express	Locals		Express
/A	Hamilton-James	2			2			2		
	Aldershot	2			2			2		
	Burlington	2			2			2		
	Appleby	2			2			2		
	Bronte	2			2			2		
	Oakville	2			2			2		
	Clarkson	2			2			2		
	Port Credit	2			2			2		
	Long Branch	2			2			2		
	Mimico	2			2			2		
	Exhibition	2			2			2		
WB	Union	2			2			2		
Total trains		2	0	0	0	0	0	2	0	0
Totals by type and hour		2	-	-	0	-	-	2	-	-
Totals by hour of peak		2	-	-	-	-	-	2	-	-
Total AM peak trains		<b>6</b>	-	-	-	-	-	-	-	-

**AM and PM Table Symbols:**

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

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

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

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

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

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

Avg Headway btwn stopping trains *	6:30	7:30	8:30	Entire
	7:29	8:29	9:29	Peak
Hamilton-James	30	30	30	30
Aldershot	30	30	30	30
Burlington	30	30	30	30
Appleby	30	30	30	30
Bronte	30	30	30	30
Oakville	30	30	30	30
Clarkson	30	30	30	30
Port Credit	30	30	30	30
Long Branch	30	30	30	30
Mimico	30	30	30	30
Exhibition	30	30	30	30
Union	30	30	30	30

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

Avg Headway btwn stopping trains *	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Hamilton-James	30	30	30	30	30
Aldershot	30	30	30	30	30
Burlington	30	30	30	30	30
Appleby	30	30	30	30	30
Bronte	30	30	30	30	30
Oakville	30	30	30	30	30
Clarkson	30	30	30	30	30
Port Credit	30	30	30	30	30
Long Branch	30	30	30	30	30
Mimico	30	30	30	30	30
Exhibition	30	30	30	30	30
Union	30	30	30	30	30

Number of PM Stops	15:30	16:30	17:30	18:30	Entire
	16:29	17:29	18:29	19:29	Peak
Peak					
Hamilton TH&B	1	1	1	1	4
St. Catharines	1	1	1	1	4
Hamilton-James	3	3	3	3	12
Aldershot	4	6	4	4	18
Burlington	4	6	4	4	18
Appleby	4	6	4	4	18
Bronte	4	6	4	4	18
Oakville	4	9	5	4	22
Clarkson	4	5	4	4	17
Port Credit	4	5	4	4	17
Long Branch	4	5	4		

Electrification Reference Case - Milton Service Concept

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

AM and PM Table Symbols:

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

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

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

Avg Headway b/wn stopping trains		7:29		8:30		9:29		Entire	
Milton	17	12	20	17	13	13	13	13	13
Lisgar	20	12	20	17	13	13	13	13	13
Meadowvale	15	10	10	15	15	15	15	15	15
Streetsville	15	10	10	15	15	15	15	15	15
Erndale	15	10	10	15	15	15	15	15	15
Cooksville	15	10	10	15	15	15	15	15	15
Dixie	15	10	10	15	15	15	15	15	15
Kipling	15	10	10	15	15	15	15	15	15
Dundas W.	15	10	10	15	15	15	15	15	15
Bloor	15	10	10	15	15	15	15	15	15
Union	15	10	10	15	15	15	15	15	15
Avg Headway b/wn stopping trains		7:30	8:30	9:29	8:30	8:30	8:30	8:30	8:30

Counter Peak		7:29		8:30		9:29		Peak	
Milton	-	-	-	-	-	-	-	-	-
Lisgar	-	-	-	-	-	-	-	-	-
Meadowvale	1	1	1	1	1	1	1	1	1
Streetsville	1	1	1	1	1	1	1	1	1
Erndale	1	1	1	1	1	1	1	1	1
Cooksville	1	1	1	1	1	1	1	1	1
Dixie	1	1	1	1	1	1	1	1	1
Kipling	1	1	1	1	1	1	1	1	1
Dundas W.	1	1	1	1	1	1	1	1	1
Bloor	1	1	1	1	1	1	1	1	1
Union	1	1	1	1	1	1	1	1	1
Number of PM Stops		1	1	1	1	1	1	1	1

Counter Peak		7:29		8:30		9:29		Peak	
Milton	-	-	-	-	-	-	-	-	-
Lisgar	-	-	-	-	-	-	-	-	-
Meadowvale	60	60	60	60	60	60	60	60	60
Streetsville	60	60	60	60	60	60	60	60	60
Erndale	60	60	60	60	60	60	60	60	60
Cooksville	60	60	60	60	60	60	60	60	60
Dixie	60	60	60	60	60	60	60	60	60
Kipling	60	60	60	60	60	60	60	60	60
Dundas W.	60	60	60	60	60	60	60	60	60
Bloor	60	60	60	60	60	60	60	60	60
Union	60	60	60	60	60	60	60	60	60
Avg Headway b/wn stopping trains		16:30	17:30	18:30	18:30	18:30	18:30	18:30	18:30

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

Peak		16:29		17:30		18:29		19:29		Peak	
Milton	3	3	3	3	3	3	3	3	3	3	3
Lisgar	3	4	3	3	3	3	3	3	3	3	3
Meadowvale	4	4	4	4	4	4	4	4	4	4	4
Streetsville	4	4	4	4	4	4	4	4	4	4	4
Erndale	4	4	4	4	4	4	4	4	4	4	4
Cooksville	4	4	4	4	4	4	4	4	4	4	4
Dixie	4	4	4	4	4	4	4	4	4	4	4
Kipling	4	4	4	4	4	4	4	4	4	4	4
Dundas W.	4	4	4	4	4	4	4	4	4	4	4
Bloor	4	4	4	4	4	4	4	4	4	4	4
Union	4	4	4	4	4	4	4	4	4	4	4
Avg Headway b/wn stopping trains		16:29	17:29	18:29	18:29	18:29	18:29	18:29	18:29	18:29	18:29

Note: \* Avg headway for illustrative purposes only  
 assumes all stopping trains are spaced evenly  
 within

**Electrification Reference Case - Georgetown Service Concept**

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

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

**AM and PM Table Symbols:**

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

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

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

**Number of AM Stops**

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

**Avg Headway btwn stopping trains \***

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

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

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

**Number of PM Stops**

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

**Avg Headway btwn stopping trains \***

Counter Peak	15:30 16:29	16:30 17:29	17:30 18:29	18:30 19:29	Entire Peak
Kitch/Bres/Guelph/Act	-	-	-	-	-
Georgetown	-	-	-	-	-
Mount Pleasant	60	60	60	60	60
Brampton	60	60	60	60	60
Bramalea	60	60	60	60	60
Malton	60	60	60	60	60
Etobicoke North	60	60	60	60	60
Weston	60	60	60	60	60
Eglinton	60	60	60	60	60
Bloor	60	60	60	60	60
Union	60	60	60	60	60

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





Electrification Reference Case - Richmond Hill Service Concept

Table for AM (trn arr timed @ Union) with columns for time periods 06:30-7:29, 07:30-08:29, and 08:30-09:29, and rows for stations from SB to Union.

Table for AM (trn dep timed @ Union) with columns for time periods 06:30-7:29, 07:30-08:29, and 08:30-09:29, and rows for stations from NB to Union.

AM and PM Table Symbols: - numerals represent number of trains stopping at each station - bold numerals indicate origin station - direction of travel identified by arrows on the left side of each table

Table for PM (trn arr timed @ Union) with columns for time periods 15:30-16:29, 16:30-17:29, 17:30-18:29, and 18:30-19:29, and rows for stations from SB to Union.

Table for PM (trn dep timed @ Union) with columns for time periods 15:30-16:29, 16:30-17:29, 17:30-18:29, and 18:30-19:29, and rows for stations from NB to Union.

Number of AM Stops and Avg Headway btwn stopping trains \* (6:30-9:29 AM)

Counter Peak and Avg Headway btwn stopping trains \* (6:30-9:29 AM Counter Peak)

Number of PM Stops and Avg Headway btwn stopping trains \* (15:30-19:29 PM)

Counter Peak and Avg Headway btwn stopping trains \* (15:30-19:29 PM Counter Peak)

Note: \* Avg headway for illustrative purposes only assumes all stopping trains are spaced evenly within the hour and at all stations.



