

CP GO 160

ON DUTY: 05:45 at WILLOWBROOK TRAIN: HALLCON TO MILTON

DEPART MILTON: 07:58 ARRIVE UNION STATION: 08:52 Track 6B Unload South Side First, Then North. Deploy Ramp on South Side of 5A Coach for the Elevator.

LOCOMOTIVE ENGINEER

ROAD MILES: 32 OT MILES: TOTAL PAY MILES: 105 ARBS: 05

CONDUCTOR:

ROAD MILES: 32 OT MILES: TOTAL PAY MILES: 150 ARBS:

NOTE: CREW IS ON DUTY AT 05:45 AT WILLOWBROOK. TRANSPORTATION DEPARTS PROMPTLY AT 05:55 FOR MILTON. 160's CONSIST IS LOCATED ON THE EAST END OF TRACK TWO. 160 BACKS OUT OF MILTON YARD AT 07:35 IN PREPARATION FOR A 07:58 DEPARTURE TIME AT MILTON.

NOTE: RAMPS ARE LOCATED AT MILTON, LISGAR, STREETSVILLE, ERINDALE, COOKSVILLE, DIXIE AND UNION STATION

NOTE: 160's CREW WILL CHANGE ENDS AT UNION STATION AND RETURN THEIR CONSIST TO WILLOWBROOK FOR STORAGE.

NOTE: MILTON LAYOVER – 401 TO JAMES SNOW. SOUTH ON JAMES SNOW TO MAIN ST. LEFT ON MAIN ST. TO 5TH LINE. RIGHT ON 5TH LINE. LAYOVER IS ON RIGHT SIDE

CP GO 161

ON DUTY: 17:15 at WILLOWBROOK CONSIST: HANDED TO CP AT UNION STATION BY CN 412.

DEPART UNION STATION: 19:00 Track 7A Load North Side Only; Deploy Ramp on South Side of the 5A Coach for the Elevator. ARRIVE MILTON: 19:58

RAMPS ARE LOCATED AT UNION STATION, DIXIE, COOKSVILLE, STREETSVILLE AND MILTON

LOCOMOTIVE ENGINEER:

ROAD MILES: 32 OT MILES: TOTAL PAY MILES: 105 ARBS: 05

CONDUCTOR:

ROAD MILES: 32 OT MILES: TOTAL PAY MILES: 150 ARBS:

NOTE: CREW IS ON DUTY AT 17:15 AT WILLOWBROOK AND DEADHEADS TO UNION STATION. DEADHEADS CAN BE MADE FROM THE MIMICO PLATFORM AT 17:24 (GO 482) OR 17:54 (GO 926).

NOTE: UPON ARRIVAL AT MILTON, RETURN CONSIST TO MILTON LAYOVER; WEST END OF TRACK THREE FOR STORAGE AND SECURE. 1 HB ON LOCOMOTIVE & 2 NEXT TO THE LOCOMOTIVE.

NOTE: CREW DEADHEADS VIA BUS TO WILLOWBROOK DEPARTING MILTON AT APPROX. 20:10

PHONE NUMBERS: PHONE NUMBERS: MILTON (905) 864-4708. WILLOWBROOK CREW CENTRE (416) 253-6333. COMMUTER CENTRAL (416) 945-5400. GALT SUB RTC (514) 392-5344. MANAGER COMMUTER RAIL (416) 540-1921

Effective January 5th,
2008

NEW

| □ | □ | □ | □ | □ | □ | Location Name |
|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| 150 | 152 | 154 | 156 | 158 | 160 | Station |
| 7:17 | 7:42 | 8:02 | 8:17 | 8:32 | 8:52 | Union |
| (07:00) | (07:25) | (07:45) | (08:00) | (08:15) | (08:35) | Kipling |
| 6:55 | 7:20 | 7:40 | 7:55 | 8:10 | 8:30 | Dixie |
| 6:50 | 7:15 | 7:35 | 7:50 | 8:05 | 8:25 | Cooksville |
| 6:45 | 7:10 | 7:30 | 7:45 | 8:00 | 8:20 | Erindale |
| 6:40 | 7:05 | 7:25 | 7:40 | 7:55 | 8:15 | Streetsville |
| 6:35 | 7:00 | 7:20 | 7:35 | 7:50 | 8:10 | Meadowvale |
| 6:31 | 6:56 | 7:16 | 7:31 | 7:46 | 8:06 | Lisgar |
| 6:23 | 6:48 | 7:08 | 7:23 | 7:38 | 7:58 | Milton |
| 0:54:00 | 0:54:00 | 0:54:00 | 0:54:00 | 0:54:00 | 0:54:00 | Trip Total |

Westbound

| Location Name | □ | □ | □ | □ | □ | □ |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Station | 151 | 153 | 155 | 157 | 159 | 161 |
| Union | 16:30 | 16:50 | 17:10 | 17:30 | 18:10 | 19:00 |
| Kipling | (16:46) | (17:06) | 17:26) | (17:46) | (18:26) | (19:16) |
| Dixie | 16:51 | 17:11 | 17:31 | 17:51 | 18:31 | 19:21 |
| Cooksville | 16:57 | 17:17 | 17:37 | 17:57 | 18:37 | 19:27 |
| Erindale | 17:03 | 17:23 | 17:43 | 18:03 | 18:43 | 19:33 |
| Streetsville | 17:08 | 17:28 | 17:48 | 18:08 | 18:48 | 19:38 |
| Meadowvale | 17:14 | 17:34 | 17:54 | 18:14 | 18:54 | 19:44 |
| Lisgar | 17:17 | 17:37 | 17:57 | 18:17 | 18:57 | 19:47 |
| Milton | 17:28 | 17:48 | 18:08 | 18:28 | 19:08 | 19:58 |
| Trip Total | 0:58:00 | 0:58:00 | 0:58:00 | 0:58:00 | 0:58:00 | 0:58:00 |

MILTON LAYOVER 4 TRACKS NUMBER FROM THE NORTH

NO DERAILS / _____ WEST_157/150_____ } { _____ EAST 155/152_____ NO 1
 / / _____ WEST 159/154_____ } { _____ EAST 153/160_____ NO 2
 / / _____ WEST 161/156_____ } { _____ EAST 151/158_____ NO 3
 / _____ NO 4

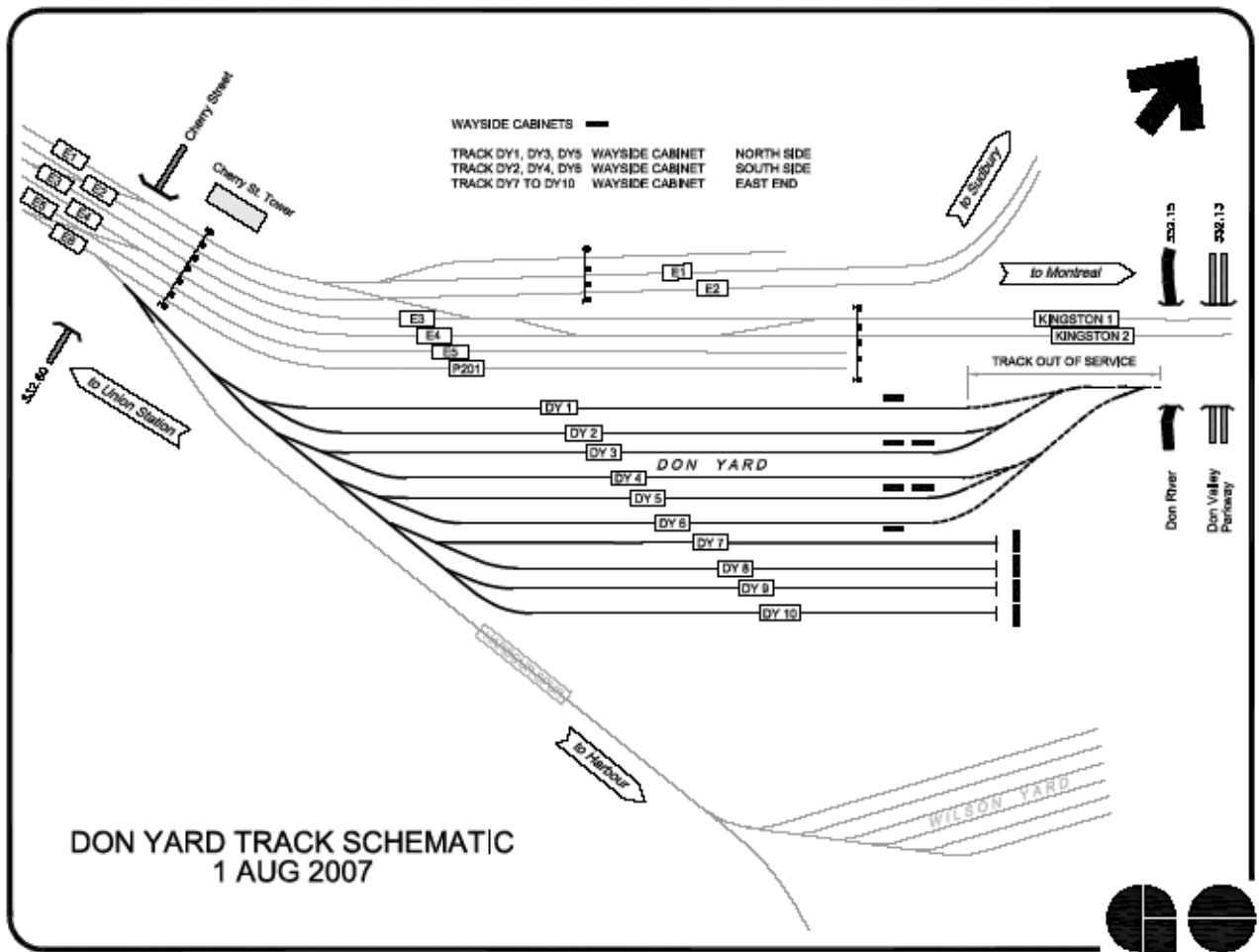
CPR NORTH

DON YARD PROCEDURES

Effective Tuesday September 4th 2007, Don Yard located within the Union Station Rail Corridor will become fully operational for GO Trains. All ten tracks will be utilized by CP and CN crews. There are no additional trains scheduled for CP crews at Don Yard, however the following procedures have been adopted for efficient inbound and outbound movements:

- All inbound trains must yard in sequence starting from track 10 to track 1. Tracks number from the north starting with No. 1
- Consist and track allotment will continue to be available on the monitor at Willowbrook, however, crews must verify their consist when they board their trains at Don Yard. Crews must contact Commuter Central on the UHF channel for verification. Job Aids are available at Willowbrook and Milton.
- There are no derails and switches are semi-automatic.
- Apply three handbrakes on the east end including one on the locomotive.

There is a schematic drawing of Don Yard on the following page.



CP GO 160/161 Single Engineer

NOTE – The following amendments have been made to single engineer consists.

Locomotive Engineer Duties – In the event of mechanical failure the locomotive engineer is responsible for making every attempt to solve the problem. Commuter Central must be advised of the problem. HEP job aids are available at Willowbrook and Milton.

Crew Responsibilities –An information package is available at Willowbrook and Milton. Train consists must be stopped when the engineer has to copy authorities. In addition to the requirements in GOI Section 14, a minimum of four handbrakes must be applied when any portion of the train is stopped and vacated by the locomotive engineer between the following Galt Sub locations. Mile 14.5 and 16.6 Cooksville; and Mile 20.6 and 24.5 Meadowvale. The locomotive engineer will adjust train speed to adjust to fog and other weather constraints.

CROR 111 (c) Train Inspection – Locomotives and cab cars are equipped with adjustable rear view mirrors on both sides. Locomotive engineers are instructed to visually observe both sides of

the train using the rear view mirrors on locomotives and cab cars when leaving stations and moving away from platforms ensuring that no one is caught in the doors or riding on the side of the train. Mirrors on locomotives and cab cars must be used as frequently as possible for inspection of their train.

Visual Check – The employee operating the door controls must ensure that the train has stopped at the platform before the doors are opened. It may be necessary to open all doors on both sides of the train, for example at Union Station. Conductors are required to operate the doors and make announcements from the 5-A location at all stations. No time must elapse between the announcement “stand clear of the doors; The doors are closing; and closing the doors. When closing the doors at platforms employees must close all the doors with the exception of the door the 5-A.. When closing the doors at platforms, employees must close all doors with the exception of the 5-A first. A visual check of the exterior must then be made to ensure that no passengers have been caught in the doors before the 5-A door is closed. The green panel lights must then be observed before giving a proceed signal.

Operating Vigilance Box – The crew vigilance box is located on locomotives and cab cars. It is designed to electronically record confirmation that the locomotive engineer has performed and acknowledged specific safety related tasks. Prior to departing any location where a locomotive equipped with such box at a shop track, outpost, turnaround or crew change location, the locomotive engineer must complete the following procedure. 1) After having performed/obtained/acknowledged the related items/tasks, activate the device by pressing the START button. Push each button in sequence followed by the ENTER button. This will confirm that the task has been performed. 2) If the item is not applicable to your tour of duty, the item button must still be activated in the proper sequence to complete the exercise. The items are DOB, TRACK AUTHORITY, TRACK RESTRICTIONS, HAND BRAKE RELEASE and SIGNAL TO PROCEED.

Communication – In the application of CROR Rule 90. Single Engineer GO Trains operating Eastward and Westward will communicate advance to controlled locations on Train Standby Channel 1 AAR 91-91.

Priority Alarm – The priority alarm system is designed to activate when assistance is required. Should an alarm be activated, the alarm light will display yellow, followed by an audible alarm and the display screen will indicate the coach car where assistance is required.

Union Station Track Allotments – Train 152 will arrive on track 7A, change ends at Scott St. and return their consist to Willowbrook. 153 will depart off track 7A. Load North side only, Deploy the ramp on the south side of the 5A coach for the elevator.

Changing Ends – Trains arriving from the Galt Subdivision will change ends at Scott Street unless requested otherwise by Commuter Central. Prior to moving westward the locomotive engineer must be located in the cab car. When changing ends the following instructions apply:

- A crew member applies a hand to the locomotive or coach, tests effectiveness and sets the locomotive in the trailing position.
- The locomotive engineer positions him/herself in the cab car.
- Crew member performs a No 3 brake test and releases the hand brake.
- Communicate the application or release of the hand brakes to other crew members.

NOTE: While changing ends the crew must monitor the exterior coach lights and audible alarms for priority alarm activation. Exterior coach lights will display a flashing red light when the priority alarm has been activated. The locomotive engineer must check the priority alarm system immediately upon his/her arrival in the cab car.

SI CROR Rule 90 Communication Between Crew Members - GO Service crews operating in multi track CTC on the Galt Subdivision between Guelph Jct and West Toronto are to voice communicate the advanced signals to the controlled locations as per CROR Rule 90 Communication Between Crew Members (a) (vi) and (b) on the standby channel AAR 91-91. The locations are listed in the Single Locomotive Engineer Information Package for CPR Employees In GO Transit Service.

Emergency Procedures If Relief Of Flag Protection Is Not Provided As Per CROR 35

- Conductor and locomotive engineer prepare to go flagging until relief of flag protection is confirmed.
- Commuter Central must be advised immediately of the emergency situation via UHF
- Make three on board announcements informing passengers that an emergency exists.
- Announcements will include the location of the train
- Inform passengers that GO Transit has been advised of the situation
- Provide a Commuter Central Emergency (416) 601-2174
- Inform passengers that the priority alarms will continue to be monitored.
- Make an announcement you are back in position upon your return
- The conductor will arrange for a willing passenger with a cell phone to monitor the priority alarm in the cab car that an alarm is activated.
- Emergency brake valves at the control station and conductors location must be left in the emergency position.

Modified Consists – GO Transit has modified train sets for Milton Service with the following 1) Wide Body Cab; 2)VHF Radio Located in the 5A Cab; 3) Flagging Kit in the 5A Cab 40 Recalibrated RSC and 5) Writing Surface in the Cab Car.

Radio Procedures – Job Aids are available at Willowbrook and Milton for the new ICCU radios for VHF and UHF procedures.