



Date: Thursday, May 22, 2025

To: ALL Alstom Operating Employees

Subject: Re-spotting an Overshoot and the Application of CROR 115 at Grade Crossings

Notice # TO-ON-25-099

ALL CONCERNED: Re-Issue, Aurora Station Removed and Markham wording change.

Metrolinx has completed the identification of Grade Crossings that are located within 100ft of a passenger platform. In the application of CROR 115(a) crews are reminded that when movement is required to re-spot after an overshoot where the reverse move will NOT exceed 300 ft a crew member must provide manual protection of the Grade Crossing in the following scenarios (please note train size).

Bala Subdivision

- **Langstaff Station** - 12 Pack, Northbound, Langstaff Rd. (m. 18.15).

Guelph Subdivision

- **Acton Station** – All Trains Westbound, Eastern Ave. (m. 35.48)

Kingston Subdivision

- **Rouge Hill Station** – All Trains Westbound, Chesterton Shores (m. 317.22)

Newmarket Subdivision

- **King City Station** – 12 Pack, Southbound, Station Rd. (m.22.73)
- **East Gwillimbury Station** – 12 Pack, Southbound, Green Lane (m. 35.61)
- **Bradford Station** – All Trains Northbound, South Pedestrian (m. 41.39)

Uxbridge Subdivision

- **Stouffville Station** – 12 Pack, Eastbound, Main St. (m. 40.72)
- **Markham Station** – All Trains Westbound, Hwy 48 (m. 46.95)
 - Eastbound Trains, Snider Drive (m. 47.17)
 - 12 Pack, if the overshoot is long enough that the Cabcar is no longer fully occupying the crossing.
 - 10 Pack, any length of overshoot.

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Alstom