

The railway must maintain road and farm crossings as set out in the relevant Orders of the National Transportation Agency (and listed in voluminous detail in appendices) to the inspector's satisfaction.

In the event of any abandonment or track removal, the railway must restore road crossings to the same level as required by CN Rail standards then in force, and provide for continuation of farm crossings where they were located prior to abandonment.

The railway must comply with sections 112 to 115 of the *Railways Act* with respect to farm crossings.

The railway must maintain a liability insurance policy as required by the Board, initially such amount of coverage is set at \$15 million per occurrence, the insureds to be the Minister and officials of the Government of Ontario.

The railway must operate at 10 mph over certain unballasted 15 miles of line, and to apply to operate up to 30 mph after showing that ballast has been applied and the track lifted 2 inches.

The railway may operate at "zone speed" on all bridges and culverts except over a certain trestle where it must operate at 10 mph until the trestle is repaired. Wrecking cranes are to be restricted to 10 mph over bridges in a certain 7-mile stretch.

Bridges must be inspected annually for purposes of s. 4 of the *Goderich-Exeter Railway Company Act*.

The railway must institute a preventative maintenance program for bridges.

Bushes and trees are to be cut back to maintain proper sight lines.

SCHEDULE

A. Engineering

SOR/91-102 *Railway Works Filing of Affidavits Regulations*, Jan. 17, 1991

SOR/91-103 *Notice of Railway Works Regulations*, Jan. 17, 1991

SOR/91-104 *Mining Near Lines of Railways Regulations*, Jan. 17, 1991

E-2 *Railway Clearances Regulations*