555 Oak Street East,
North Bay, Ontario P1B 8L3
Telephone: (705) 472-4500
Fax: (705) 476-5598

555, rue Oak est
North Bay (Ontario) P1B 8L3
Téléphone: (705) 472-4500
Télécopieur: (705) 467-5598

SSIT-8 Protecting Train Operations

Purpose

These instructions describe the measures that must be taken by employees prior to performing any inspections, tests, repairs, or revisions on any signal system which depend on the normal operation of signalling equipment, to ensure the safety of all train operations.

Road Crossing Warning System De-activation

When the normal functioning of a grade crossing warning system is circumvented to prevent nuisance ringing on account of track or unattended signal work, systematic steps must be put in place to ensure trains are not operated unprotected over the crossing while the warning system is de-activated.

Positive Protection

Positive protection shall be used to ensure safe operation of trains through alternative safety measures such as operating permits or clearances such as Track Operating Permits(TOPs), Rule 42, and flagging procedures. These measures shall be implemented when the normal system operation will be adversely affected by signal system interruption due to tests, defects, equipment repairs, or revisions.

Protection Limits

The limits of the protection shall extend to all portions of the affected system that may be affected by the testing, repairs or revisions. The type of alternative safety measures will depend on the complexity and volume of train operations, as well as the expected duration of the interruption.

Examples

The following circumstances define some methods of applying positive train protection:

Example	Procedure
1. Signal Aspect Testing Resulting in Displaying False Aspects	• Positive protection shall be obtained up to and including the control points in both directions adjacent to the signal in testing. • Location is removed from service. • Trains will be allowed to operate through use of permits and clearances.
2. Equipment Defect, Part Requires Ordering	• Positive protection must be immediately applied upon discovery of deficiency. • The ONR S&C Supervisor must be contacted, who will arrange the appropriate method of protection to allow for train operation to continue safely, if possible.
3. Track Work Required on Insulated Joints	• TOP to be applied to area of work. • Trains must receive permission from workers to complete movement through TOP. • Flagging and/or spotter shall be used to watch for approaching trains.
4. Grade Crossing Warning System Deactivated	• Positive Train Protection required. • The ONR S&C Supervisor must be contacted, who will arrange the appropriate protection. Dispatcher to be notified of the deactivation. • Implement flagging at crossing and reduced train speeds. • Test crossing system changes prior to returning to service.