INDUSTRIAL OPERATIONS
FIRE PREVENTION AND PREPAREDNESS PLAN

April 1, 2024 – March 31, 2029

Ontario Northland

This plan has been prepared for submission to the Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRF), Aviation, Forest Fire and Emergency Services (AFFES) in accordance with the requirement under section 21 of the Outdoor Fires Regulation.

Company Representative: Paul-Andre Lajeunesse Issued: 2024-03-05

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1.0 General

Company: Ontario Northland Transportation Commission

Focus of operations: Railroad

General location of operations: North Bay to Moosonee with connections to Swastika east to Rouyn-Noranda, Porquis Jct. west to South Porcupine, and Cochrane west to Hearst and Calstock

Operations by risk category:

Risk category	Operations
Very high fire risk	Operations that use heavy machinery equipped with metal parts that may come into contact with rocks or similar material in the course of normal operations and cause sparks.
High fire risk	Hot Work; welding, torch or saw cutting of metal and grinding, operations involving open flame. Thermite welding. Rail production grinding. Switch cross grinding.
Moderate fire risk	
Low fire risk	Surfacing, tie installation, under-cutting, gauging, spiking, gophering

2.0 Fire Prevention Planning

The following measures will be undertaken to ensure compliance with the *Forest Fires Prevention Act:*

- All camps, mines mills and dumps will have the area surrounding the camp, mine, mill, and dump cleared of flammable debris for a distance of at least 30 metres.
- All brush, debris, non-merchantable timber, and other flammable material resulting from land clearing will be safely disposed of through piling and burning, chipping or other fire safe method.
- Any fire started by the operation will be reported to the MNDMNRF without undue delay.
- Staff will be instructed on the rules around smoking during the fire season and the proper disposal of smoking materials.
- All burners, chimneys, engines, incinerators, and other spark-emitting outlets will be equipped with an adequate device for arresting sparks.

The following measures will be undertaken to ensure compliance with the *Outdoor Fires Regulation*.

- No fire will be started outdoors unless the conditions will allow the fire to burn safely from start to extinguishment.
- Fires started outdoors will be monitored until extinguished.
- Brush and debris will be burned in accordance with section 2 of Ontario Regulation 207/96 or any issued fire permit.
- Fires burned in an incinerator will comply with section 3 of Ontario Regulation 2017/96.

- Grass and leaf litter will be burned in accordance with section 4 of Ontario Regulation 207/96 or any issued fire permit.
- Burning will cease when fire permits are suspended or during restricted fire zone periods.
- Equipment or machinery being operated for industrial purposes within a forest area will be equipped with a serviceable fire extinguisher rated at least 6A80BC.
- Staff operating chainsaws or brush saws will do so in accordance with section 10 of Ontario Regulation 207/96.
- Staff operating equipment or machinery in a forest area during the fire season will do so in accordance with section 11 of Ontario Regulation 207/96.
- Filled backpack pumps will be carried on or located within 30 metres of every piece of heavy equipment, and whatever else required by Table 1 of the IOP.
- Our operations do not require additional fire suppression equipment.

The following are additional measures that will be undertaken to prevent wildland fires:

Prior to the next day's operation supervisors / employees will:

- Determine the minimum fire suppression equipment needed based on the type of operation they are conducting.
- Determine the fire risk category / operational risk.
- Determine the initial forest fire fuel group that they will be working in.
- Determine "leaf on / leaf off" conditions from Fire Intensity Code Reports.
    - Adjust Fuel Group based on "leaf on / leaf off" and other modifications.
- Determine the closest weather station to the area they will be working in.
- Access the MNDMNRF Fire intensity Code Report for the closest weather station for the work location.
    - via the internet @ https://www.ontario.ca/page/fire-intensity-codes or;
    - by telephone through the corresponding Fire Management Headquarters responsible for the weather station.
- Determine the fire intensity code for the worksite fuel group they will be working in.
- Determine the work modifications for the next day.
- Modify or mitigate operations as necessary.

Refer to the Field Guide to the Industrial Operations Protocol and Regulation.

Note:

- If the work scheduled for the day will involve several different forest fire fuel groups, the highest hazard forest fire fuel group will be utilized.
- If the work for the day will transition across several different weather station areas. The fire intensity codes for the highest reporting weather station will be utilized.

Rail cutting, Welding or Grinding, Thermite Welding: High Fire Risk Category

- A Minimum of 1 filled backpack pump will be located within 3 metres of each individual operation.
- If the fire intensity code for the work site is A, B or C a water delivery system with a minimum of 340 litres of water will be on site.
- Vehicles are equipped with fire extinguishers.

The operations will be considered a **MODERATE FIRE RISK** if in addition to the above the following are in place at the time of the operation.

- Prior to operations the worksite will be soaked with water or a fire suppression foam mixture before the operation begins and after the operation are completed for the day and will keep the worksite in a wet condition during the operation.

- At least one worker will be assigned to monitor the worksite while the operation is being carried out to watch for sparks or other signs that a fire has been ignited and to take immediate action to halt the spread of fire if it is safe to do so.
- At least one worker will be employed to actively patrol the worksite for at least one hour after the operation is completed for the day and extinguish any fires they may find if it is safe to do so.
- Workers engaged in monitoring or patrolling will be equipped with a device capable of immediate two-way communication with the local fire management headquarters and ensure that any fires that may occur are immediately reported to the Ministry.
- Workers will put in place non-combustible screens designed and able to catch any and all material capable of producing fire ignition.

Switch Cross Grinding: High Fire Risk Category

- A minimum of 1 filled backpack pump will be located within 3 metres of each individual operation.
- If the fire intensity code for the work site is A, B or C a water delivery system with a minimum of 340 litres of water will be on site.
- Vehicles are equipped with fire extinguishers.

The operations will be considered a **MODERATE FIRE RISK** if in addition to the above the following are in place at the time of the operation.

- Prior to operations the worksite will be soaked with water or a fire suppression foam mixture before the operation begins and after the operation are completed for the day and worksite will be kept in a wet condition during the operation.
- At least one worker will be assigned to monitor the worksite while the operation is being carried out to watch for sparks or other signs that a fire has been ignited and to take immediate action to halt the spread of fire if it is safe to do so.
- At least one worker will be employed to actively patrol the worksite for at least one hour after the operation is completed for the day and extinguish any fires they may find if it is safe to do so.
- Workers engaged in monitoring or patrolling will be equipped with a device capable of immediate two-way communication with the local fire management headquarters and ensure that any fires that may occur are immediately reported to the Ministry.
- Workers will put in place non-combustible screens designed and able to catch any and all material capable of producing fire ignition.

Rail Production Grinding: High Fire Risk Category

- A minimum of 4 backpack pumps will be located on site where the production grinder is operating.
- A water delivery system with a minimum of 3,750 litres of water will be on site where the production grinder is operating.
- The production grinding supervisor will notify the administrative Fire Management Headquarters and Regional Prevention Compliance Specialist of its intention to conduct Rail Production Grinding a minimum of 24 hours in advance of the operation taking place. This notification will include;
    - Contact information
    - The hours of operation of the grinding operation.
    - Suppression equipment and manpower resources on hand.
    - Ease of ignition associated with the operation and fire starts during the last operating period.
- At the end of each shift the production grinding supervisor will notify the administrative Fire Management Headquarters and the Regional Fire Prevention Specialist of their;
    - Progress during the last shift

- Any operational concerns that they may have including ease of ignition and fire starts during the last operating period.
- Where they expect to be grinding within the next operational period.

Mechanical Brushing: Very High Fire Risk Category

- A minimum of 1 backpack pump will be located within 30 metres of each machine.

Other:

- Local assigned high rails are equipped with a minimum of backpack pumps, foaming agent, pails, shovels, and a fire extinguisher.

In addition to the suppression equipment requirements above;

- A fuel performance catalyst (FPC) is added to the locomotives fuel year-round for the purpose of reducing emissions.
- Ongoing locomotive exhaust screen inspections to be completed prior to and during the fire season each year.

Emergencies Due to Exigent circumstances:

As per section 23(2) of Ontario Regulation 207/96 if operations are immediately necessary to ensure public safety or due to exigent circumstances the company must complete industrial operations outside the provisions of "Part II, Industrial Operations" the company will;

- Immediately notify the appropriate Fire Management Headquarters of the location and type of work being completed as well as the suppression resources on hand.
- Ensure that a "pumping unit" with a minimum of 800 feet of hose is on site.
  - The amount of hose on site must be sufficient to reach and cover the work area.
- Identify a water source of sufficient quantity or ensure that there is enough water on site to meet the requirements of the work being completed.
- Ensure that a minimum 4-person, trained crew is available on-site during operations to wet the work site down or take immediate action should a fire start.
- Ensure that at least one individual with two-way communications is available to monitor operations for fire and immediately report the fire without delay.

Note: Depending on the circumstances a Ministry of Northern Development, Mines, Natural Resources and Forestry Fire Officer may request that additional resources or actions be taken to ensure that all wildland fire concerns are addressed.

Definitions of Operational Modifications:

P = Prevention (Normal Operations)
Wildfire prevention is a part of normal operations and at a minimum, the requirements identified in the *Forest Fires Prevention Act* and Outdoor Fires Regulation must be followed. These should be identified in the operation's fire plan if one is required.

SS = Short Shift
Operations are **not** permitted between 1200 and 1900 hrs local daylight savings time. Prevention measures still apply and a dedicated patrol* of the area must be carried out for one hour after operations shut down. Workers conducting the dedicated patrol must immediately report fires that are detected.

RS = Restricted Shift
Operations are **not** permitted between 0800 and 2200 hrs local daylight savings time. Prevention measures still apply and a dedicated patrol* of the area must be carried out for one hour after operations shut down. Workers conducting the dedicated patrol must immediately report fires that are detected. Water sources close to operations should be identified prior to commencing any operations.

SD = Shutdown
Operations are **not** permitted starting at 0600 hrs local daylight savings time on the first day of shutdown. Operations will remain suspended until conditions change and Prevention, Short Shift or Restricted Shift is indicated. Prevention measures still apply and a dedicated patrol* of the area must be carried out for one hour after operations cease. Workers conducting the dedicated patrol must immediately report fires that are detected. Once this initial patrol is complete, lower risk operations working in the vicinity can offer dedicated fire patrols during the shutdown period.

*Personnel assigned to patrol a worksite are expected to move as much as required to continually assess the entire worksite for fires. If a fire is discovered, they are required to first notify MNDMNRF of the fire and its location and then, if it is safe to do so, try to extinguish the fire.

For the purposes of this Plan, Railway Subdivisions will be aligned with the following MNRF Fire Weather Stations:

On an annual basis the weather stations and subdivision alignment will be reviewed with MNRF to ensure they are correct.

Subdivision	Mileage Range	Station	Station Name	Fire Management Headquarters
Temagami Sub	0 - 35	TRM	Trout Mills	North Bay
	35 - 78	MTN	Marten River	North Bay
	78 - 134	LOO	Loon Lake	North Bay
	134 – end of sub	KLK	Kirkland Lake	Timmins
Kirkland Lake Sub	0 - 33	KLK	Kirkland Lake	Timmins
Ramore Sub	0 - 51	KLK	Kirkland Lake	Timmins
	51 - 79	ABL	Abitibi Lake	Timmins
	79 – end of sub	TIM	Timmins	Timmins
Iroquois Falls Sub	0 - 2	TIM	Timmins	Timmins
	2 – end of sub	COC	Cochrane	Cochrane
Devonshire Sub	0 – 2	TIM	Timmins	Timmins
	2 – end of sub	COC	Cochrane	Cochrane
Kapuskasing Sub	0 - 25	COC	Cochrane	Cochrane
	25 - 47	OKE	Oke	Cochrane
	47 - 101	KAP	Kapuskasing	Cochrane
	101 – end of sub	HEA	Hearst	Cochrane
Kapuskasing Sub - AGR	0 - 11	KAP	Kapuskasing	Cochrane
	11 – end of sub	RUF	Rufus Lake	Cochrane
Island Falls Sub	0 - 22	COC	Cochrane	Cochrane
	22 – 76	ILF	Island Falls	Cochrane
	76 – 116	SMO	Smokey Falls	Cochrane
	116 - 187	STG	Stringer Lake	Cochrane

3.0 Fire Preparedness

Our operations are to be considered trained and capable.

80% of our field staff are trained and proficient to the pertinent fire suppression level.

Training is delivered by in house trainers.

In addition to the backpack bumps and equipment caches identified in section 2.0 we have the following equipment available for fire suppression:

ONTC LOCATION OF FIRE FIGHTING EQUIPMENT – 2024

LOCATIONS	*Shovels*	*Pails*	*Crew Cab Hi-Rail*	*Back Pack Pumps*	*Foaming Agents*	*200 Gallons of Water*	*Spark Shields*	*Boom Truck Hi-Rail (with 200 gallons of water)*	*100' Hose*	*Honda Pump*	*Wajax Pump (with 800' Hose)*
North Bay North Section	X	X	X	X	X		X				
Temagami Section	X	X	X	X	X		X		X		
Temagami MP 72											X
Rouyn Section	X	X	X	X	X		X				
Rouyn MP 60											X
Englehart Section	X	X	X	X	X	Boom Truck	X	X	Boom Truck	Boom Truck	
Englehart MP 0											X
Matheson Section	X	X	X	X	X		X				
Porquis Section	X	X	X	X	X		X				
Cochrane Section	X	X	X	X	X	Boom Truck	X	X	Boom Truck	Boom Truck	
Cochrane MP 0											X
Otter Rapids Section	X	X	X	X	X		X				
Otter Rapids MP 93.5											X
Moose River Section	X	X	X	X	X		X				
Moosonee Section	X	X	X	X	X		X				
Kapuskasing Section	X	X	X	X	X		X				
Hearst Section	X	X	X	X	X		X				
2- Welding Trucks	X	X	X	X	X		X				
Gang #94	X	X		X	X		X		X	X	

This equipment will be checked for serviceability on a yearly basis and maintained in serviceable condition throughout the fire season.

The wildland fire hazard will be monitored daily by accessing forecasted weather conditions, fire indices and the fire intensity codes. Intensity codes representing the operational area will be determined and modification/mitigation will be made as required by the Outdoor Fires Regulation 207/96.

4.0 Communications

The process for field operations to communicate with MNDMNRF staff will be through the RTC's office by radio or telephone. The RTC will contact MNDMNRF. The process for MNDMNRF to contact field operations will be by calling the RTC's office and they will relay the message by radio.

The company will ensure that all employees working in field operations will be aware of the standard fire prevention measures as well as the fire hazard and specific fire prevention processes that may entail. The company will do this by emailing and faxing the information to the locations in the field before the end of the previous business day.

4.1 Positive Protection

When a fire occurs on a railway line works, the Ministry of Northern Development, Mines, Natural Resources and Forestry will request positive protection form the railway following the MNDMNRF Process for Securing Positive Protection along Railway Rights-of-Way which can be found in Appendix I.

To secure positive protection along the right-of-way, the Ministry of Northern Development, Mines, Natural Resources and Forestry Sector Response Officer must contact the RTC office by telephone 705-544-2292 ext. 141.

4.2 Notification and Requests for Information

When a fire occurs on a railway line works the Ministry of Northern Development, Mines, Natural Resources and Forestry will notify the railway of the occurrence using the "**Notification and Request for Information for a Fire on Railway Property"** form found in Appendix II.

5.0 Annual Fire Prevention and Preparedness Plan Update

5.1 Annual Operations

This update applies to the 2024 fire season for **Ontario Northland**

The following shows the operations being undertaken by area this season.

TASK AND LOCATION	TIMEFRAME	Weather Station Code(s)
Temagami Subdivision		
• Install 8.8 miles of new continuous welded rail and new 80' rails at the following locations; o Miles 3.7 to 4 o Miles 8.5 to 11.8 o Miles 131.4 to 136.2	May - July	TRM LOO KLK
• Joint Elimination Program (flash butt welding)	April - December	TRM MTN LOO KLK
• Install approximately 10,500 ties between Miles 25 – 46	May – June	TRM MTN
• Complete required tie change outs in switches / sidings as required		
• Anchoring various locations		
• Crop and pull to remove battered joints – various locations		
• Gauging as required		
• Distribute rock from Rabbit Creek Pit to various locations for surfacing		

TASK AND LOCATION	TIMEFRAME	Weather Station Code
Ramore Subdivision		
• Install 12.4 miles of new CWR and 80’ bolted rail at the following locations; o Miles 13.3 to 14 o Miles 17 to 18 o Miles 58.4 to 67.4 o Miles 87.7 to 88 o Miles 90.9 to 91.2 o Miles 91.5 to 91.8 o Miles 95.7 to 95.8 o Miles 96.2 to 96.5 o Miles 97.2 to 97.4 o Miles 98.9 to 99.1	July - August	KLK ABL TIM
• Joint Elimination Program (flash butt welding)	April - December	KLK ABL TIM
• Install approximately 14,000 ties between Miles 26 - 54	June - July	KLK
• Anchoring various locations		
• Crop and pull to remove battered joints – various locations		
• Gauging as required		
• Distribute rock from Jardine Pit to various locations for surfacing		

TASK AND LOCATION	TIMEFRAME	Weather Station Code
Kirkland Lake Subdivision		
• Anchoring various locations		
• Crop and Pull to remove battered joints – various locations		
• Gauging as required		
• Distribute rock from Jardine Pit to various locations for surfacing		
Devonshire Subdivision		
• Complete required tie change outs in switches / sidings as required		
• Distribute rock from Potter Pit to various locations for surfacing		

TASK AND LOCATION	**TIMEFRAME**	**Weather Station Code**
Kapuskasing Subdivision		
• Install approximately 13,500 ties between Mile 0 - 27	September - October	COC OKE
• Complete required tie change outs in switches / sidings as required		
• Joint maintenance at various locations		
• Anchoring various locations		
• Crop and pull to remove battered joints – various locations		
• Gauging as required		
• Distribute rock from Val Rita Pit to various locations for surfacing		

TASK AND LOCATION	TIMEFRAME	Weather Station Code
Island Falls Subdivision		
• Install approximately 7.1 miles of relay rail between Miles 34.6 to 37.9 and 41.5 to 45.3	September - October	ILF
• Install approximately 17,500 ties between Miles 0 - 27	September – October	COC ILF
• Install approximately 6,000 ties between Miles 42 - 54	September – October	ILF
• Complete required tie change outs in switches / sidings as required		
• Anchoring various locations		
• Crop and pull to remove battered joints – various locations		
• Gauging as required		
• Distribute rock from Coral Pit to various locations for surfacing		

5.2 Wildland Fire Reporting

Ontario Northland is responsible for the suppression of wildland fires originating from company operations if it is safe to do so. All fires will be reported immediately to the local fire service using the appropriate MNDMNRF Wildland Fire Reporting number.

Northwest Region – 310-Fire (3473) or (807) 937-5261 (Fire Reporting only)

Northeast Region – 310-Fire (3473) or (705) 564-0289 (Fire Reporting only)

Southern Region – local municipal fire department (911) or MNDMNRF at (705) 564-0289

5.3 Company and MNDMNRF Contacts

Provincial Fire Contact	
Prevention & Prescribed Burning Coordinator	Mike Pistilli Address: 922 Scott St, Fort Frances, ON, P9A 1J4 Phone Number: Mobile: 807-275-6767
Fire Prevention & Education Program Advisor	Name: TBD Address: TBD Phone Number: TBD
Prevention and Compliance Team Lead	Name: Lori Skitt Address: PO Box 850, 95 Ghost Lake Rd. Dryden , ON P8N 2Z5 Phone Number: 807 937-7410, Mobile: 807-323-1279
NER Regional Fire Contact	
NER Fire Prevention & Compliance Specialist	Name: Jeremy Verdiel Address: 6150 Skyline Drive, Garson, ON, P3L 1W3 Phone Number: 705-564-5389, Mobile: 705-561-6348
NER Fire Intelligence Specialist	Name: Lyle Lacarte/Miguel Berthiaume Address: 6150 Skyline Drive, Garson, ON, P3L 1W3 Phone Number: 705-564-6011/6025 Intel Desk during fire season: 705-564-6075
NER Duty Officer	Dan Leonard/Mike Jackson Address: 6150 Skyline Drive, Garson, ON, P3L 1W3 Phone Number: 705-564-6049/6012 Duty Desk During Fire Season: 705-564-6076

Subdivision and Mileage	MNR Contact Fire Management Supervisor	MNR Contact Sector Response Officer
Temagami Sub Mi 0.0 - 118.3	Name: James Zacher Address: 40 Voodoo Cresent North Bay, ON P1C 0B7 Office: 705-475-5536	Location: North Bay SRO Phone Number: 705-475-5623 Fire Intensity Codes: Phone Number: 705-475-5609 Toll Free: 866-619-5079
Temagami Sub Mi 118.3 - 138.2 Ramore Sub Mi 0.0 - 77.0 Ramore Sub Mi 94.0 - 113.0 Kirkland Lake Sub Mi 0.0 - 33.0	Name: Joel Legasy Address: Ontario Government Complex, Hwy. 101 East, P.O. Bag 3090 South Porcupine, ON P0N 1H0 Office: 705-235-1368	Location: Timmins SRO Phone Number: 705-235-1306 Fire Intensity Codes: Phone Number: 705-235-1374 -
Ramore Sub Mi 77.0 - 94.0 Iroquois Fall Sub Mi 0.0. - 6.0 Devonshire Sub Mi 0.0. - 27.0 Kapuskasing Sub Mi 0.0. - 128.0 AGR Mi 0.0 - 17 Island Falls Sub 0.0 - 187.0	Name: Richard Perin Address: 3-2 Hwy 11 south, Cochrane, ON P0L 1C0 Office: 705-272-7141	Location: Cochrane SRO Phone Number: 705-272-7135 Fire Intensity Codes: Cochrane - Phone Number: 705-272-7148 Hearst - Phone Number: 705-362-4346 - -

The following lists the **Ontario Northland** contacts:

Name	Position	Location	Phone number
*Railway Traffic Controller		Englehart	1-800-558-4129 (24 hours per day) rtc@ontarionorthland.ca and mrtc@ontarionorthland.ca
Paul-Andre Lajeunesse	Director Infrastructure	Englehart	Office (705) 472-4500 ext. 124 Cell (705) 499-7386 Fax (705) 475-5033 paul-andre.lajeunesse@ontarionorthland.ca
Jeremy Girard	Superintendent Maintenance of Way	Cochrane	Office (705) 472-4500 ext. 616 Cell (705) 347-0058 Fax (705) 272-4802 jeremy.girard@ontarionorthland.ca
Chad Martin	District #1 Manager	Temagami Sub Ramore Sub Kirkland Lake Sub Iroquois Falls Sub Devonshire Sub	Office (705) 544-2292 ext. 125 Cell (705) 545-0725 Fax (705) 544-2297 chad.martin@ontarionorthland.ca
Justin Delarosbel	Track Patrol	North Bay Yard and Customer Tracks Mile 0.0 to Mile 25.1 Temagami Sub	Cell (705) 544-3125 Fax (705) 472-1890 justin.delarosbel@ontarionorthland.ca
Vince Gagne	Track Patrol	Mile 25.1 to Mile 138.5 Temagami Sub	Cell (705) 545-0927 vincent.gagne@ontarionorthland.ca
Calvin Mills	Track Patrol	Englehart Yard Mile 0.0 to Mile 67.37 Ramore Sub	Cell (705) 545-0680 calvin.mills@ontarionorthland.ca
Tyler Chartrand	Track Patrol	Mile 0.0 to Mile 60.04 Kirkland Lake Sub Rouyn-Noranda Yard	Cell (705) 303-7146 tyler.chartrand@ontarionorthland.ca
Shawn Giroux	Track Patrol	Porquis Yard and Kidd Yard Mile 67.37 to Mile 109.7 Ramore Sub Mile 0.0 to Mile 27.18 Devonshire Sub Mile 0.0 to Mile 6.40 Iroquois Falls Sub	Cell (249) 313-0189 Fax (705) 272-4802 shawn.giroux@ontarionorthland.ca
David Lallier	District #2 Manager	Kapuskasing Sub Agrium Sub Pagwa Sub Island Falls Sub	Office (705) 472-4500 ext. 632 Fax (705) 272-4802 dave.lallier@ontarionorthland.ca
Paul Loder	Track Patrol	Cochrane Yard Mile 0.32 to Mile 68.0 - Kapuskasing Sub Mile 27.18 to Mile 28.05 - Devonshire Sub	Cell (705) 498-5291 Fax (705) 272-4802 paul.loder@ontarionorthland.ca
Pat Duguay	Track Patrol	Kapuskasing Yard and Hearst Yard Mile 68.0 to Mile 129.1 Kapuskasing Sub Agrium Spur Mile 0.0 to Mile 22.5 Pagwa	Cell (705) 272-9445 Fax (705) 272-4802 patrice.duguay@ontarionorthland.ca
Richard Ferguson	Track Patrol	Mile 0.0 to Mile 93.5 Island Falls Sub Otter Rapids - all tracks	Cell (705) 367-6362 Fax (705) 272-4802 richard.ferguson@ontarionorthland.ca
William Solomon	Track Patrol	Moosonee Yard Mile 93.5 to Mile 187.88 Island Falls Sub	Cell (705) 336-8412 Fax (705) 336-2089 william.solomon@ontarionorthland.ca

* Designates the main emergency contact in the company for AFFES.

5.4 Contacts for Notification and Request for Information for a Fire on Railway Property

Ontario Northland requests that the "Notification and Request for Information for a Fire on Railway Property" forms be emailed to the following individuals:

Name	Phone Number	E-mail Address
Rail Traffic Controller	705-544-2292 ext.141	rtc@ontarionorthland.ca
Jeremy Girard	705-347-0058	jeremy.girard@ontarionorthland.ca
Wendy Middaugh	705-544-2292 ext.134	wendy.middaugh@ontarionorthland.ca and mrtc@ontarionorthland.ca

Information requested by the Ministry of Northern Development, Mines, Natural Resources and Forestry will be provided by Jeremy Girard, Superintendent Maintenance of Way to the Ministry of Northern Development, Mines, Natural Resources and Forestry contact identified on the form.

6.0 Fibre Optic Cable Locations

TEMAGAMI SUBDIVISION

Buried Beside Track		
From Mile	To Mile	Track Side
3.06	3.37	West
3.37	46.05	East
46.05	69.9	West
69.9	110.5	East
110.5	112.43	West
112.43	112.65	Both
113.41	113.5	Both
113.5	138.23	Both

RAMORE SUBDIVISION

Buried Beside Track		
From Mile	To Mile	Track Side
0.6 (No 5 track North Yard)	1.88	Both
1.88	25.9	Both
26.33	112.36	Both
112.36	116.0 (end of rail)	Both

KIRKLAND LAKE SUBDIVISION

Buried Beside Track		
From Mile	To Mile	Track Side
North Leg of Wye Switch Swastika	5.19	West
0.3	5.42	East
6.31	10.8	East
10.9	35.55	East
36.05	56.3	East
56.35	57.75	East

Aerial	
From Mile	To Mile
5.42	6.31
10.8	10.9
35.55	36.05
56.3	56.35

IROQUOIS FALLS SUBDIVISION

Buried Beside Track		
From Mile	To Mile	Track Side
0.08	5.65	West

DEVONSHIRE SUBDIVISION

Buried Beside Track		
From Mile	To Mile	Track Side
Tool house Porquis	0.78	1 on West (between mainline and No1 Track
End Ramp Porquis	0.78	2 on East (beside Devonshire Sub siding and Town siding)
0.78	5.05	1 on West
0.78	5.05	1 on East
5.05	28.2	1 only West
Note: At Cochrane follows No 5 Track, Ice House Track and Shed Track and crosses under 4 tracks north of the station through a duct.		

ISLAND FALLS SUBDIVISION

Buried Beside Track		
From Mile	To Mile	Track Side
0.30	0.31	East
0.64	31.5	East
31.5	93.11	West
93.11	94.5	East
94.5	124.0	West
124.0	186.04	East

KAPUSKASING SUBDIVISION

Buried Beside Track		
From Mile	To Mile	Track Side
0.4	27.68	East
27.68	67.98	West
67.98	69.46	East
70.5	126.59	West
126.59	128.3	East

The following changes should be considered as amendments to the fire prevention and preparedness plan:

- Production Grinding and Mechanical Brushing information has been updated.
- MNDMNRF and ONTC Contacts have been updated as indicated throughout Plan.
- Annual Operations 2023 have been updated to 2024's Annual Operations.
- Location of Fire Suppression / Prevention Equipment 2023 has been updated to be 2024's Location of Fire Suppression / Prevention Equipment.
- Process for Securing Positive Protection along Railway Right of Way is in place as shown in the Appendices.
- Notification and Request for Information for Fire on Railway Property is in place as shown in the Appendices.

APPENDICES

Appendix I

Notification and Request for Information for Fire on Railway Property Form

1. Fire Information

MNDMNRF District: MNDMNRF Fire Number:

Railway Company: Subdivision: Mileage:

Date and Time Fire Reported to MNDMNRF:

Detected by:

2. Notification

This is to advise you that the Ministry of Northern Development, Mines, Natural Resources and Forestry is taking action to suppress a fire which occurred along the railway right-of-way. The information is as follows:

Fire Burning on: North ☐ South ☐ West ☐ East ☐ Side of track

Present Fire Condition: Not Under Control Present Fire Size: ha

Out Date (if known): Final Size (if known): ha

MNDMNRF Resources Used: Yes ☐ No ☐

Personnel:

Equipment:

Aircraft:

Other:

Railway Resources Used: Yes ☐ No ☐

Personnel:

Equipment:

Other:

General Comments/ Recommendations:

3. Information Request

To aid in our Investigation of a fire which occurred along the railway right-of-way, please provide the following information to the MNDMNRF Official identified below:

1) Identification number of the last 3 trains that passed the above mileage before the fire was reported.

2) Direction of travel of each train

3) Identification of the locomotive(s) operating under power in each train

Train ID Number	Time	Locomotive(s) under power	Dir. of travel	Video (saved/retained)
_____	_____	_____	_____	☐Y ☐N
_____	_____	_____	_____	☐Y ☐N
_____	_____	_____	_____	☐Y ☐N

4) Identification number of the first train to pass the above mileage ***after*** the fire was reported.

Train ID Number	Time	Locomotive(s) under power	Dir. of travel	Video (saved/retained)
_____	_____	_____	_____	☐Y ☐N

Name of Railway Company Official:
Title:
Email:
P.O. Box or Street Address:
City: , ON
Postal Code:
Telephone Number:

Completed information request should be directed to:

Name of MNDMNRF Official:
Title:
Email:
P.O. Box or Street Address:
City: , ON
Postal Code:
Telephone Number:

Date and Time:

cc. chelsea.osesky@ontario.ca, jeremy.verdiel@ontario.ca and paul.chandler@ontario.ca

Appendix II

Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRF) Process for Securing Positive Protection along Railway Rights of Way

In order to provide direction to MNDMNRF staff and ensure a consistent approach to engaging in fire suppression activities along railway rights of ways, the following process will be followed by MNDMNRF staff.

Upon the report and confirmation of a fire along a railway right of way the MNDMNRF Sector Response Officer (SRO) for the Sector responsible for the fire will;

1) Confirm the location of the fire with the MNDMNRF Incident Commander.
2) Contact the railway (RTC / Railway contact) as per the direction provided in the Railway Fire Prevention and Preparedness Plans.
3) Advise of a fire on the right of way, location and condition.
4) Verbally request Positive Protection.
5) Request that (RTC / Railway contact) contact the SRO directly when a TOP / OCS Authority has been issued and be provided with the following information:
    a. Permit / Authority Reference #;
    b. Foreman (Permit / Authority Holder) Name;
    c. Foreman Contact Phone #;
    d. Location where positive protection has been put in place;
6) The SRO will also request that the Foreman (Permit / Authority holder) contact him / her directly to confirm that;
    a. Positive Protection is in place
    b. Positive protection is in the correct location.
7) Once Positive Protection has been confirmed with the Foreman (Permit / Authority holder) the Sector Response Officer will;
    a. Contact the Incident Commander (MNDMNRF) onsite.
    b. Advise that positive protection is in place and location.
    c. Provide the Incident Commander the contact information for the Foreman (Permit /Authority holder).
8) The SRO will document the request on the MNDMNRF “Positive Protection Request form”.
9) MNDMNRF (Sector Response Officer / Incident Commander) will notify the Foreman (Permit / Authority holder) when positive protection is no longer required.

Note:

1. Until such time that the Sector Response Officer (MNDMNRF) has confirmation from the Foreman (Permit / Authority holder) that positive protection is in place, MNDMNRF Fire Personnel will remain a distance of 15 metres (50 ft.) back from the edge of the ties along the rail line. This includes the landing of a helicopter on railway tracks or rights of ways.
2. During this time water bombing / bucketing operations may take place on the ROW, if deemed necessary and safe to do so by the Air Attack Officer or Pilot in Command as per MNDMNRF guidelines.
3. MNDMNRF Staff will abide by standard railway safety procedures and maintain situational awareness even when positive protection is in place.
4. Once the Foreman (authority / permit holder) is on site and has been in contact with the Incident Commander and it is determined safe to do so, trains may be able to access the working area under the protection of the Foreman (authority / permit) holder.

Appendix III

Railway Positive Protection Request Form

Railway Company Name: _____ Fire #: _____

Railway Contact # (RTC – CP Police): _____

Positive Protection Request (Time / Date): _____

Location of Positive Protection Request (Sub / Mile):_____

TOP / OCS (Permit / Authority) reference #:_____

Foreman Name: _____Contact #: _____

Location of TOP / OCS in place: From Mile: _____ to Mile: _____

Subdivision: _____

Confirmed with Foreman TOP/OCS in place & location (Time / Date): _____

Incident Commander (IC) Name: _____

Confirmation with I.C. that Positive Protection in place (Time / Date) _____

Request for Positive Protection removal by (MNDMNRF) name: _____

Cancellation (Date /Time / Foreman): _____

Personnel must remain clear of the tracks a distance of 15 meter (50 feet) from the edge of the railway ties until the Sector Response Officer receives confirmation from the Foreman that Positive Protection (TOP / OCS) has been issued and in place. This includes the landing of a helicopter on railway tracks or rights of way.

Steps for SROs to follow:

1) Verbally notify the designated railway company contact as per fire plan (RTC / CP Police) of the location, track mileage, and condition of the fire occurrence and request Positive Protection.
2) Verbally request to be contacted by (RTC / CP Police) when TOP / OCS Authority has been issued to get Authority #, Foreman name and contact info and where positive protection will be in place.
3) Verbally request that the Forman issued the (Permit / Authority) contact you directly.
4) **"SRO's *must* communicate directly with the Foreman who holds the permit / authority and confirm that Positive Protection is in place and confirm location."**
5) Once confirmed by the foreman, contact the Incident Commander, advise that positive protection is in place and where, and provide IC with Foreman contact information.
6) Only after Positive Protection is confirmed with the Foreman can crews work closer to the tracks. (Standard rail safety measures must be adhered to by all personnel.)

- Positive Protection Request Form(s) should be completed as required and appended to the Notification of Fires on Railway Rights of Way when submitted to railway.

- When no longer required a request to the foreman should be made to remove positive protection and documented on request form.

Terms and Definitions

Positive Protection: A term used by the railway industry to identify that protection is in place for track work or a track condition. Positive protection is provided by a Foreman who has been issued a TOP/OCS Clearance for a specific area of the track and who, once issued a TOP / OSC has complete control of that section of track.

Track Occupancy Permit (TOP) / Occupancy Control System Clearance (OCS) is issued by the RTC to an employee of the railway qualified under the Canadian Rail Operation Rules to hold such authority. The authority ensures the limits and tracks identified in the permit are positively protected from allowing train movements to enter the affected limits. In certain circumstances train movements may be allowed into the affected limits ONLY under the direction of the foreman named in the permit. TOP / OSC authority numbers will end with the initial of the RTC who issued the authority.

Occupancy Control System (OCS) is a method of control used to move train traffic over a territory. OCS territory uses clearances (permission) issued by the RTC to trains and foreman (usually between whole miles) to allow occupancy of a section of track. Unlike CTC which uses signals.

Centralized Traffic Control System (CTC) is a method of control used to move train traffic by the use signal indication and routing. CTC uses signal blocking by ways of a TOP issued by the RTC to protect track work and track machines. Signal indication is the authority required by train into a control block. TOP's are issued mostly between controlled block signals.

Permit/Authority Holder (Foreman) – is an individual who works for a railway company and who has/given authority over a specific section or area of a rail line through the issuance of a TOP or OCS. The occupancy holder should be onsite and is a supervisor or foreman.

RTC: Rail Traffic Controller.

Controlled Block Signal is a signal capable of displaying stop indication.