FIRE RISK MITIGATION PLAN

April 1, 2026 – March 31, 2031

This plan has been prepared for the Ministry of Natural Resources and Forestry (MNRF), Aviation, Forest Fire and Emergency Services (AFFES), Société de protection des forêts contre le feu (SOPFEU) (Society for the Protection of Forests from Fire), communities and Indigenous groups across the rail system where Ontario Northland operates. It is in addition to Ontario Northland's Manual of Track Requirements, is updated and distributed as required by the Prevention and Control of Fires on Line Works Regulations and the Railway Extreme Heat and Fire Risk Mitigation Rules.

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1. General

Company: Ontario Northland Transportation Commission

Focus of operations: Railroad

Scope: The Plan is intended to align with federal regulatory requirements guided by practices established at the provincial levels and used in conjunction with *Ontario Northland's Manual of Track Requirements*.

Track patrols and temporary speed restrictions due to hot weather are arranged as outlined in the track standards (*Part II, Sub-Part F – Section 6. Hot Weather – Speed Restrictions, Inspections, Conditions*).

Vegetation and other hazards are managed as outlined throughout the track standards (*Part II, Sub-Part B – Section 3 – Vegetation Control*). It is not to be controlled by burning.

Communication of this Plan, including those related to production grinding, and records related to the communications and comments received are as outlined in the track standards (*Part II, Sub-Part E – Section 3. Fire Risk Mitigation and Hazard Reduction Plan*).

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

2. Fire Prevention Planning

2.1. General Fire Prevention Measures:

The following measures will be undertaken as guided by the *Ontario Wildland Fire Management Act* (previously known as the *Forest Fires Prevention Act*) and the *Ontario Outdoor Fires Regulations*:

- 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 applicable fire service (through the Rail Traffic Control office) without undue delay.
- Staff will be instructed on the rules around smoking during the fire season and the proper disposal of smoking materials (e.g., wetting).
    - No smoking while walking or working (e.g., remain still on an open surface composed of ballast) in a wildland area during the fire season and it must be thoroughly extinguished (e.g., wetting it).
    - No person shall throw or drop, in or within 300 metres of a wildland area, a lighted match, cigarette, cigar or other smoking material, live coals, or hot ashes.
- All burners, chimneys, engines, incinerators, and other spark-emitting outlets will be equipped with an adequate device for arresting sparks.
- No person shall use a portable stove (commercially manufactured portable device used for cooking or warmth) for cooking or warmth in or outside of a restricted fire zone unless all the following conditions are met:
    - The stove is at least one metre from any naturally occurring flammable material;
    - The stove is designed to use a liquid or a gas as fuel;
    - A liquid or gas is used as the fuel;
    - The flame in the stove can be extinguished by closing a fuel control valve or by closing the stove.
- No person shall use a portable or permanent charcoal installation outside of a restricted fire zone for cooking or warmth unless,
    - The installation is at least one metre from any naturally occurring flammable material;
    - The ashes and coals produced through combustion are completely extinguished and safely disposed of.
- No person shall use a portable or permanent charcoal installation for cooking or warmth in a restricted fire zone unless the following conditions are met:
    - The installation is at least one metre from any naturally occurring flammable material;

    - The ashes and coals produced through combustion are completely extinguished and safely disposed of;
    - The installation is designed to be used for cooking or warmth;
    - The installation is designed to use commercially produced charcoal as fuel;
    - Commercially produced charcoal is used as the fuel;
    - The installation is being used within 100 metres of a permanent structure used as a dwelling.
- Equipment or machinery being operated for industrial purposes within a forest area (excluding power saws) will be equipped with a serviceable fire extinguisher rated at least 6A80BC on the equipment or machinery or within five metres from it.
- Staff operating equipment or machinery in a forest area during the fire season shall ensure that it is checked daily for any accumulation of flammable material and that any accumulation found is removed.
    - A person who is removing an accumulation of flammable material shall ensure that it is disposed of safely.
- A person who leaves equipment or machinery in a forest area during the fire season while it is not being operated shall ensure that it is placed or left in an area free from any flammable material.
- No person shall alter or modify a muffler or other spark-arresting device attached to a power saw, an off-road vehicle, equipment or machinery operated in a forest area.
- Staff operating chainsaws or brush saws in a forest area during the fire season shall not start it within three metres from the place where it is fuelled, shall not place it on any flammable material while its engine is operating or hot enough to cause combustion, and shall keep a fire extinguisher available during its operation.
    - The fire extinguisher must be in serviceable condition, rated for ABC type fires; and have a minimum of 225 grams of dry chemical.
- Filled backpack pumps will be carried on or located within 30 metres of every piece of heavy equipment. Depending on conditions, and type of work, additional fire suppression may be required.

2.2. Minimum Suppression Equipment and Operational Modifications:

The following are additional measures that employees undertake before operations start to prevent wildland fires.

Step 1. Determine minimum fire suppression equipment required based on type of operation(s) per the following chart.

Operation Type	Backpack Pump Requirements	Additional Suppression Equipment Requirements
10 or more pieces of heavy machinery being operated within a 10 km radius if no more than 5 are equipped with tire chains, metal tracks or skids.	1 per machine located on or within 30 meters of where the machine is being used, or 1 pressurized water delivery system per machine	1 fire equipment cache containing at least one pumping unit and 3 shovels
6 or more pieces of heavy machinery being operated within a 10 km radius equipped with tire chains, metal tracks or skids.	1 per machine located on or within 30 meters of where the machine is being used, or 1 pressurized water delivery system per machine	1 fire equipment cache containing at least one pumping unit and 3 shovels
Rail cutting, welding or grinding, thermite welding, switch crossing grinding, other types of cutting or machinery / tools that could produce a spark or open flame	1 per operation located within 3 meters of the operation	If fire danger level is **Extreme**, **Very High** or **High**, a water delivery system with a minimum of 90 gallons of water onsite
Rail production grinding	4 per grinding operation	A water delivery system with a minimum of 1000 gallons of water onsite

Step 2. Determine the fire risk category / operational risk (Low, Moderate, High, Very High) per the following chart.

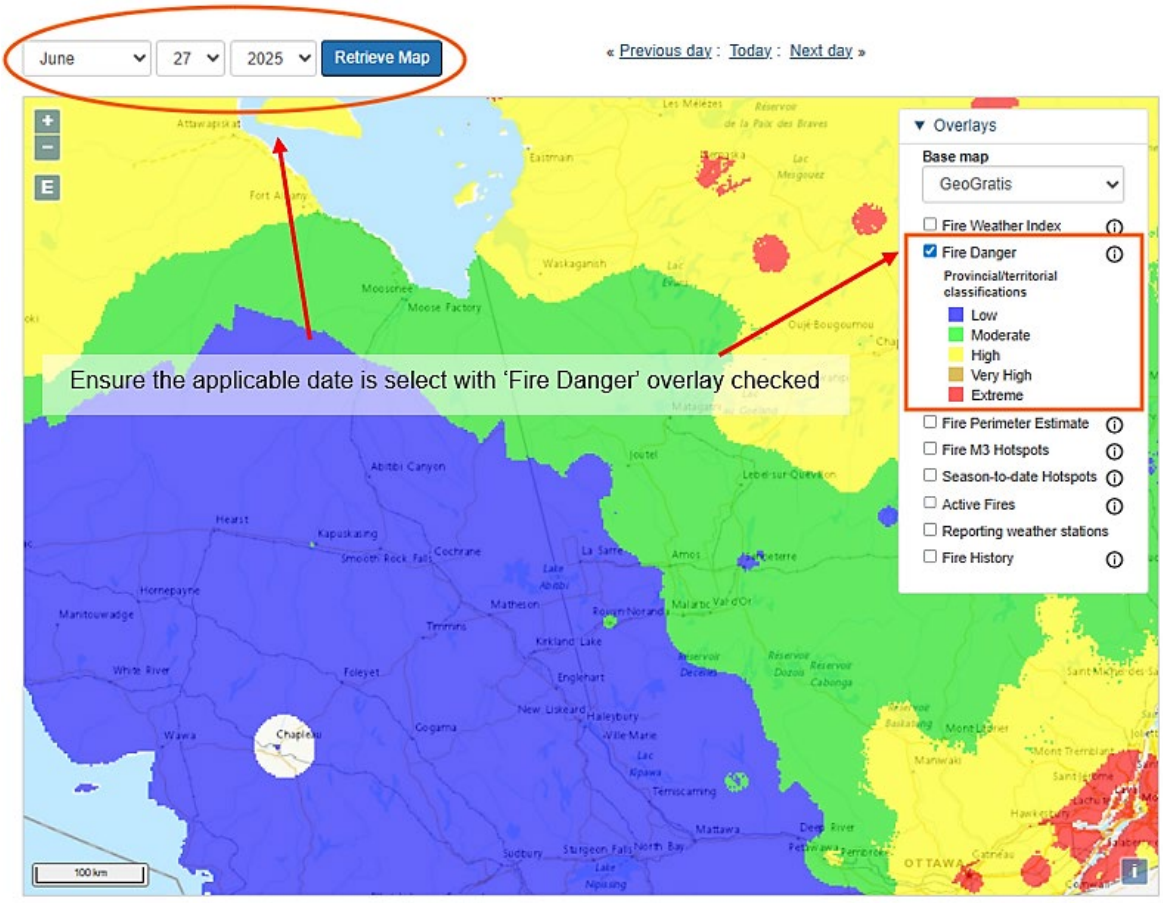
Risk Category	Operations
Very high fire risk	• Heavy machinery equipped with metal parts that may come into contact with rocks or similar material in the course of normal operations and cause sparks.
High fire risk	• Hot work including welding, torch or saw cutting of metal and grinding, operations involving open flame. • Thermite welding. • Rail production grinding. • Switch cross grinding.
Moderate fire risk	• 3 or more brush saws (*stoniness 15% or greater) • Delimbing, slashing felled trees with heavy machinery • Slash piling • Building, spreading and shaping sub-grade with back hoe/excavator (*stoniness 15% or greater) • Using heavy machinery with rubber tires (no chains) (*stoniness 15% or greater) • Blasting without mats • Operations which have been adjusted through the pre-soaking, soaking during and post-soaking, monitoring and patrols with a means of communication
Low fire risk	• Using chainsaws / brush saws (stoniness less than 15%) • Surfacing • Tie installation • Under-cutting • Gauging • Spiking • Gophering • Portable chipping • Loading wood or gravel and hauling • Building, spreading and shaping sub-grade with back hoe/excavator (stoniness less than 15%) • Bulldozer flattening of sub-grade (mineral soil), gravelling / grading roads • Using heavy machinery with rubber tires (no chains (stoniness less than 15%) • Stream work including water crossings installation / repairs, bridge work, stream rehabilitation

*A worksite is considered to have a stony surface if 15% or more of the worksite is covered by stones or boulders that are 25 cm in diameter or greater at or just below the surface of the soil or contains more than one outcropping of bedrock.

Step 3. Determine the fire danger level at *Canadian Wildland Fire Information System (CWFIS)* at https://cwfis.cfs.nrcan.gc.ca/interactive-map for the date operations will occur covering the location operations will be performed in

- If there are varying danger levels over the area, the most restrictive level is to apply.
- If a fire danger level is not available for the area(s) operations will occur, 'Moderate' fire danger level is to be applied.

Fire Danger Level	Fire Type (fire characteristics) and Typical Suppression Tools / Tactics
Extreme	Continuous crown fire, medium to long range spotting, major fire runs possible • Indirect attack and burn-out operations
Very High	Intermittent and continuous crowning • Indirect attack and burn-out operations
High	Intermittent crown fire with spotting • Pumps on flanks, air tankers/ bucketing on head
Moderate	Surface fire with torching • Pumps and hose with air support (bucketing or tankers)
Low	Smouldering and creeping • Hand tools and backpack pumps



Example of Fire Danger Levels for June 27, 2025 (CWFIS Interactive Map[1])

[1] *Source: https://cwfis.cfs.nrcan.gc.ca/interactive-map?zoom=0.8&center=400000%2C1000000&month=6&day=27&year=2025#iMap*

Step 4. Determine the work modifications for the operation.

Specific requirements / work modifications for the below noted operations must be followed and covered in the following sections,

- Section 2.2.1 - Rail Cutting, Welding or Grinding, Thermite Welding, Pin Braising (Flash) Signal Bonding
- Section 2.2.2. - Switch Cross Grinding
- Section 2.2.3. - Rail Production Grinding
- Section 2.2.4. - Mechanical Brushing
- Section 2.2.5. - Other (Track Units, Caches, Locomotives)

GENERAL:

Fire Risk Category	Fire Danger Level *(per Canadian Wildland Fire Information System (CWFIS) Interactive Map)*	Work Modifications **Not Trained and / or Not Capable**	Work Modifications **Trained and Capable**
Very High-Risk Operation	Extreme	Shutdown	Shutdown
	Very High	Shutdown	Restricted Shift
	High	Shutdown	Short Shift
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention
High Risk Operation	Extreme	Shutdown	Restricted Shift
	Very High	Shutdown	Short Shift
	High	Short Shift	Prevention
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention
Moderate Risk Operation	Extreme	Shutdown	Short Shift
	Very High	Short Shift	Short Shift
	High	Prevention	Prevention
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention
Low Risk Operation	Extreme	Prevention	Prevention
	Very High		
	High		
	Moderate		
	Low		

Step 5. Modify or mitigate operations as necessary.

Modifications	Description
Prevention *(Normal Operations)*	• Wildfire prevention is a part of normal operations and at a minimum, the requirements identified must be followed.
Short Shift	• Operations are **not** permitted between 1200 and 1900 hrs local daylight savings time, 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, and • Prevention measures still apply.
Restricted Shift	• Operations are **not** permitted between 0800 and 2200 hrs local daylight savings time. • 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, and • Water sources close to operations should be identified prior to commencing any operations, and • Prevention measures still apply.
Shut Down	• Operations are **not** permitted starting at 0600 hrs local daylight savings time on the first day of shutdown, and • Operations will remain suspended until conditions change, and Prevention, Short Shift or Restricted Shift is indicated, 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. Once this initial patrol is complete, lower risk operations working in the vicinity can offer dedicated fire patrols during the shutdown period, and • Prevention measures still apply

*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 the fire service of the fire (via the Rail Traffic Control office) and its location and then, if it is safe to do so, try to extinguish the fire.

Notes:

- Operations are a ***trained and capable*** industrial operation if,
    - The operator has prepared a fire prevention and preparedness plan, is following the plan and has equipped the worksite with all the fire suppression equipment in serviceable condition that is required;
    - At least one person at the operation's worksite is equipped with a telephone or other device capable of immediate two-way communication with the Rail Traffic Control office and other workers at the worksite can contact that person at all times;
    - At least 25 per cent of the persons working at the operation's worksite have received forest fire suppression training (e.g., SP105/106)
- If the work for the day will transition across several different fire danger level areas. The most restrictive fire danger level will be utilized.

2.2.1. Rail Cutting, Welding or Grinding, Thermite Welding, Pin Braising (Flash) Signal Bonding: High Fire Risk Category

Operation and Minimum Equipment Required	Fire Danger Level *(per Canadian Wildland Fire Information System (CWFIS) Interactive Map)*	Work Modifications **Not Trained and / or Not Capable**	Work Modifications **Trained and Capable**
Rail Cutting, Welding or Grinding, Thermite Welding, Pin Braising (Flash) Signal Bonding – High Fire Risk - Backpack pump (filled) located within 3 metres of each individual operation - Non-combustible screens designed and arranged so they can catch and all materials capable of producing ignition - Vehicles equipped with fire extinguishers - Water delivery system with a minimum of 340 litres of water on site if the danger level / fire intensity code for the work site is *Extreme (A), Very High (B)* or *High (C)*	**Extreme**	Shutdown	Restricted Shift
	Very High	Shutdown	Short Shift
	High	Short Shift	Prevention
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention

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 applicable fire service.

Operation and Minimum Equipment Required	Fire Danger Level *(per Canadian Wildland Fire Information System (CWFIS) Interactive Map)*	Work Modifications **Not Trained and / or Not Capable**	Work Modifications **Trained and Capable**
Rail Cutting, Welding or Grinding, Thermite Welding – *Moderate Fire Risk All the above must be met to be considered 'moderate' - Backpack pump (filled) located within 3 metres of each individual operation - Non-combustible screens designed and arranged so they can catch and all materials capable of producing ignition - Vehicles equipped with fire extinguishers - Water delivery system with a minimum of 340 litres of water on site if the danger level / fire intensity code for the work site is *Extreme (A), Very High (B)* or *High (C)*	**Extreme**	Shutdown	Short Shift
	Very High	Short Shift	Short Shift
	High	Prevention	Prevention
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention

2.2.2. Switch Cross Grinding: High Fire Risk Category

Operation and Minimum Equipment Required	Fire Danger Level *(per Canadian Wildland Fire Information System (CWFIS) Interactive Map)*	Work Modifications **Not Trained and / or Not Capable**	Work Modifications **Trained and Capable**
Switch Cross Grinding – High Fire Risk - Backpack pump (filled) located within 3 metres of each individual operation - Non-combustible screens designed and arranged so they can catch and all materials capable of producing ignition - Vehicles equipped with fire extinguishers - Water delivery system with a minimum of 340 litres of water on site if the danger level / fire intensity code for the work site is *Extreme (A), Very High (B)* or *High (C)*	**Extreme**	Shutdown	Restricted Shift
	Very High	Shutdown	Short Shift
	High	Short Shift	Prevention
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention

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 applicable fire service.

Operation and Minimum Equipment Required	Fire Danger Level *(per Canadian Wildland Fire Information System (CWFIS) Interactive Map)*	Work Modifications **Not Trained and / or Not Capable**	Work Modifications **Trained and Capable**
Switch Cross Grinding – *Moderate Fire Risk All the above must be met to be considered 'moderate' - Backpack pump (filled) located within 3 metres of each individual operation - Non-combustible screens designed and arranged so they can catch and all materials capable of producing ignition - Vehicles equipped with fire extinguishers - Water delivery system with a minimum of 340 litres of water on site if the danger level / fire intensity code for the work site is *Extreme (A), Very High (B)* or *High (C)*	**Extreme**	Shutdown	Short Shift
	Very High	Short Shift	Short Shift
	High	Prevention	Prevention
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention

2.2.3. Rail Production Grinding: High Fire Risk Category

- If a fire danger level is not available for the area, the railway company must ensure that the employees and contractors who are conducting the high-risk work are equipped with the fire suppression equipment for at least a moderate fire danger level.
- The production grinding supervisor will notify all the fire services of the applicable area(s), including the *Ontario MNR* and the *Quebec SOPFEU*, of its intention to conduct rail production grinding a minimum of 24 hours in advance, but not more than 48 hours in advance, of the operation taking place.
    - Notification records must include;
        - The date and time of the notification,
        - The way it was provided,
        - The name of the person who was contacted and,
        - Any recommendations that were given by the fire service and, if a recommendation was not followed, the reason(s) for not following it.
    - This notification should include;
        - Contact information
        - The hours and locations of the grinding operations.
        - Suppression equipment and manpower resources on hand.
        - Ease of ignition associated with the operation and fire starts during the last operating period.

Operation and Minimum Equipment Required	**Fire Danger Level** *(per Canadian Wildland Fire Information System (CWFIS) Interactive Map)*	**Work Modifications** **Not Trained and / or Not Capable**	**Work Modifications** **Trained and Capable**
Rail Production Grinding – High Fire Risk - Minimum 4 backpack pumps will be located on site where the production grinder is operating. - A water delivery system with a minimum of 3,785 litres of water on site where the production grinder is operating.	**Extreme**	N/A	Restricted Shift
	Very High	N/A	Short Shift
	High	N/A	Prevention
	Moderate	N/A	Prevention
	Low	N/A	Prevention

**Rail Production Grinding must only be performed or supervised by those who have been trained on the prevention and control of fires.*

2.2.4. Mechanical Brushing: Very High Fire Risk Category

Operation and Minimum Equipment Required	Fire Danger Level *(per Canadian Wildland Fire Information System (CWFIS) Interactive Map)*	Work Modifications **Not Trained and / or Not Capable**	Work Modifications **Trained and Capable**
Mechanical Brushing – Very High Fire Risk - Backpack pump (filled) located within 30 metres of each machine or one water delivery system with a minimum of a 100-litre water supply located directly on the heavy machinery. - Fire extinguisher rated at least 6A80BC on the equipment or machinery or within five metres from it.	**Extreme**	Shutdown	Shutdown
	Very High	Shutdown	Restricted Shift
	High	Shutdown	Short Shift
	Moderate	Prevention	Prevention
	Low	Prevention	Prevention

2.2.5. Other (Track Units, Caches, Locomotives):

- Local assigned high rails are equipped with a minimum of backpack pumps (w/ water), foaming agent, pails, shovels, and a fire extinguisher.
- Equipment caches are located as required depending on size of work groups.

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.
- Entire exhaust system of root blower locomotives is inspected and cleaned at intervals not to exceed 30 days. These inspections shall be conducted by a qualified person. A record of the inspection shall be retained for at least 90 days.
- Locomotives equipped with turbocharged engines have had their entire exhaust system inspected and cleaned at intervals not to exceed:
    - 92 days for turbocharged engines equipped with mechanical fuel injection
    - 184 days for turbocharged engines equipped with electronic fuel injection
        - These inspections shall be conducted by a qualified person. A record of the inspection shall be retained until the next required inspection has been completed.

2.3. Emergencies Due to Exigent Circumstances:

Guided by 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 service 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 the applicable fire services officer may request that additional resources or actions be taken to ensure that all wildland fire concerns are addressed.

3. Fire Preparedness

Our operations are to be considered ‘trained and capable’ when all conditions have been met as previously defined. Where conditions are not met, operations will be considered ‘not trained and/or capable’ and governed accordingly.

Any fire(s) detected are to be communicated as outlined in the track standards and, if applicable, per *Canadian Rail Operating Rule 125 – Emergency Communication Procedures*. Then, reasonably actioned with fire suppression equipment available (e.g., fire breaks, shovels, and backpack pumps / water pumps on fires of flame lengths < 1.5 m). The Rail Traffic Control office would communicate to the fire service applicable as required.

Training includes the protocol to determine fire risk for the location’s conditions, type of work occurring, and fire suppression equipment and / or adjustments to shifts that may be required. Additionally, fire prevention and suppression techniques, such as hazards (fuels, weather, environmental conditions, health, and safety, etc.), water application, fire break construction and maintenance, fire pump inspection, operation and troubleshooting along with proper hose handling (e.g., SP105/106 for rail operations). Training is delivered by in-house trainers.

3.1. Location of Fire Suppression Equipment

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

This equipment will be checked for serviceability on a yearly basis and maintained in serviceable condition throughout the fire season. Records of any maintenance and required annual inspections must be maintained.

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*	*Water Delivery System (pump, etc.)*
North Bay North Section	X	X	X	X	X		X			
Temagami MP 72	X	X	X	X	X		X		X	X
Rouyn MP 60	X	X	X	X	X		X		X	X
Englehart MP 0	X	X	X	X	X	Boom Truck	X	X	Boom Truck	Boom Truck
Matheson Section	X	X	X	X	X		X			
Porquis Section	X	X	X	X	X		X			
Cochrane MP 0	X	X	X	X	X	Boom Truck	X	X	Boom Truck	Boom Truck
Otter Rapids MP 93.5	X	X	X	X	X		X		X	X
Moose River / 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			
Utility Gang	X	X	X	X	X		X		X	X
Surfacing Gang	X	X	X	X	X					
Work Train (Dump Rock, Distribute Ties, etc.)	X	X		X	X				X	X

4. Communications

The process for field operations to communicate with fire services staff will be through the Rail Traffic Control office by radio or telephone. The Rail Traffic Controller will contact the fire service. The process for fire service to contact field operations will be by calling the Rail Traffic Control office and they will relay the message by radio.

Any fire(s) identified by company personnel are to be communicated as outlined in the track standards and, if applicable, per *Canadian Rail Operating Rule 125 – Emergency Communication Procedures*. Then, reasonably actioned with fire suppression equipment available (e.g., fire breaks, shovels, and backpack pumps / water pumps on fires of flame lengths < 1.5 m). The Rail Traffic Control office would communicate to the fire service applicable as required.

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/or faxing to the employees in the field before the end of the previous business day. If not received prior to operations that have a fire risk as identified in the Plan, employees are to secure and review the applicable fire danger levels for the locations where operations may occur.

If there are different levels for the same area, the most restrictive prevention measures are to apply.

Information sources include:

- *Canadian Wildland Fire Information System (CWFIS)* at https://cwfis.cfs.nrcan.gc.ca/interactive-map

4.1. Positive Protection

When a fire occurs on a railway line works and access is required, the fire service must request and secure track protection through the Rail Traffic Control office by telephone at 705-544-2292 ext. 141 prior to encroaching on or about the tracks.

Specific to the *Ontario Ministry of Natural Resources*, they will request positive protection form the railway following the *MNRF 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 Natural Resources 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 Natural Resources* 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.

Requests from other fire services may differ.

5. Updates to Annual Operations and Contacts

5.1. Annual Operations

This update applies to the **2026** fire season for **Ontario Northland**

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

LOCATION AND OPERATIONS	**TIMEFRAME** *(subject to change)*
Temagami Subdivision	
• Install approximately 13,800 ties o Miles 46.00 to 69.00	May - July
• Turnout upgrade o Owaissa (north)	September – October
• Welding rail at bridges o Miles 08.14, 11.70, 31.19, 35.46, 38.32, 49.10, 58.96, 59.40, 59.64, 75.70, 93.91, 107.49, 115.50, 119.10, 138.00	May – October
• Brush cutting operations across subdivision	April – October
• Regular track maintenance operations	Year Round
• Scrap tie pick-up across subdivision	May – October
• Ballast distribution and surfacing across subdivision where required	May – October
• Install Radio Controlled Power Switches o North Bay By-Pass Switch Mile 00.21 o Englehart South Switch Mile 138.15	July – December
• Install/replace crossing protection equipment (bungalow, lights, gates, hydro service, insulated track appliances etc.) o Miles 01.21 to 25.10 o Miles 60.35 to 76.20 o Miles 79.35 to 134.00	April – December
• Replace HBD bungalow and hydro service o Mile 13.80	May – November
• Bridge deck and approach maintenance across subdivision	April – July
• Bridge rehabilitation o Mile 138.0	May – March ‘27
• Curve rehabilitations o Miles 10.37, 30.16, 30.75 and 30.85	May – December

LOCATION AND OPERATIONS	TIMEFRAME *(subject to change)*
Ramore Subdivision	
• Install and weld in approximately 3.9 miles of continuous welded rail o Miles 73.00 to 76.90	April – July
• Install and weld approximately 0.25 miles of bolted rail o Mile 57.00 to 57.25	April – July
• Install approximately 10,800 ties o Miles 68.00 to 86.00	May – July
• Welding rail at bridges o Miles 07.45, 15.10, 25.80, 26.00, 29.91, 30.67, 31.16, 32.00, 35.90, 36.26, 40.34, 41.28, 42.90, 45.70, 50.42, 58.30, 69.60, 79.00, 96.00, 99.03, 103.30	May – July
• Turnout upgrades o Bourkes (north and south) • Val Gagne (north and south)	September – October
• Brush cutting operations across subdivision	April – October
• Regular track maintenance operations	Year Round
• Scrap tie pick-up across subdivision	May – October
• Ballast distribution and surfacing across subdivision where required	May – October

• Install Radio Controlled Power Switches
  o 1 at Englehart North Switch at Mile 01.40
  o 2 at Porquis at Miles 85.76 and 86.00
	July – December

• Install/replace crossing protection equipment (bungalow, lights, gates, hydro service, insulated track appliances etc.).
  o Miles 01.10 to 49.50
  o Miles 54.20 to 78.14
  o Miles 81.10 to 109.30
	April – December

• Replace HBD bungalow and hydro service
  o Mile 29.60
  o Mile 95.90
	May – December

LOCATION AND OPERATIONS	**TIMEFRAME** *(subject to change)*
Kirkland Lake Subdivision	

• Install and weld in approximately 5.5 miles of continuous welded rail
  ○ Miles 00.40 to 02.80
  ○ Miles 32.20 to 33.20
  ○ Miles 33.50 to 35.60
	April – July

• Install and weld approximately 1 mile of bolted rail
  ○ Miles 02.80 to 02.92
  ○ Miles 57.61 to 58.46
	April – July

• Brush cutting operations across subdivision	April – November
• Regular track maintenance operations	Year Round
• Scrap tie pick-up across subdivision	May – October
• Ballast distribution and surfacing across subdivision where required	May – October
• Installing new cables to Interlocking (Rouyn Diamond) Signals ○ Mile 58.40	April – June

LOCATION AND OPERATIONS	**TIMEFRAME** *(subject to change)*
Devonshire Subdivision	

• Install and weld in approximately 8.5 miles of continuous welded rail
  ○ Miles 03.50 to 07.10
  ○ Miles 11.50 to 13.10
  ○ Miles 14.90 to 16.50
  ○ Miles 20.20 to 22.00
	April – July

• Welding and joint elimination
  ○ Porquis to Kidd
  ○ Porquis to Cochrane
	April – July

• Turnout upgrades ○ Potter (north and south)	September – October
• Brush cutting operations across subdivision	April – October
• Regular track maintenance operations	Year Round
• Scrap tie pick-up across subdivision	May – October
• Ballast distribution and surfacing across subdivision where required	May – October

• Install Radio Controlled Power Switches
  ○ Porquis at Mile 00.70
  ○ Cochrane Yard at Mile 28.00
	July – December

• Install/replace crossing protection equipment (bungalow, lights, gates, hydro service, insulated track appliances etc.)
  ○ Miles 00.78 to 01.78
  ○ Miles 02.85 to 12.66
	April – December

LOCATION AND OPERATIONS	**TIMEFRAME** *(subject to change)*
Island Falls Subdivision	
• Install approximately 8 miles of relay rail o Miles 126.72 to 134.72	August – October
• Install approximately 8,500 ties o Miles 54.00 to 71.00	August – October
• Brush cutting operations across subdivision	April – October
• Regular track maintenance operations	Year Round
• Scrap tie pick-up across subdivision	May – October
• Ballast distribution and surfacing across subdivision where required	May – October
• Culvert repair / upgrades across subdivision	April – October
• Bridge deck replacement o Mile 162.00	April – October

LOCATION AND OPERATIONS	**TIMEFRAME** *(subject to change)*
Kapuskasing Subdivision	
• Install approximately 1 mile of relay rail o Mile 29.00 to 30.00	August – October

• Install approximately 16,300 ties
  o Miles 68.00 – 86.00
  o Hearst Yard
	August – October

• Turnout upgrades o Smooth Rock Falls (south)	September – October
• Brush cutting operations across subdivision	April – October
• Regular track maintenance operations	Year Round
• Scrap tie pick-up across subdivision	May – October
• Ballast distribution and surfacing across subdivision where required	May – October
• Install/replace crossing protection equipment (bungalow, lights, gates, hydro service, insulated track appliances etc.) o Mile 01.05	April – December
• Install HBD bungalow and hydro service o Mile 11.70	May – November
• Replace HBD bungalow and hydro service o Mile 63.60	May – November
• Bridge rehabilitation o Mile 69.70	April – November
• Culvert rehabilitation o Mile 109.80	July – September
Pagwa Subdivision	
• Brush cutting operations across subdivision	April – October
• Regular track maintenance operations	Year Round
Agrium Subdivision	
• Brush cutting operations across subdivision	April – October
• Regular track maintenance operations	Year Round

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, via the Rail Traffic Control office, to the local fire service using the appropriate Wildland Fire Reporting number.

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

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

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

Quebec Region (Ontario border to Noranda) - 1-800-463-FEUX (3389) or 9-1-1

5.3. Corporate and Fire Service Contacts

ONTARIO MNR:

Provincial Fire Contact	
Acting Prevention & Prescribed Burning Coordinator	Karla Krupica Address: 300 Water Street, Peterborough ON, K9J3C7 Phone Number: Mobile: 437-243-8096
Acting Fire Prevention & Education Program Advisor	Name: Zoe Cauchon Address: 300 Water Street, Peterborough ON, K9J3C7 Phone Number: 905-904-1179
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	
Acting NER Fire Prevention & Compliance Specialist	Name: Jeff Anderson Address: 6150 Skyline Drive, Garson, ON, P3L 1W3 Phone Number: 705-618-1508
NER Fire Intelligence Specialist	Name: Lyle Lacarte/Miguel Berthiaume Address: 6150 Skyline Drive, Garson, ON, P3L 1W3 Phone Number: 705-564-6011/6025 Email: EFR-intell.mnr@ontario.ca Intel Desk during fire season: 705-564-6075
NER Duty Officer	Dan Leonard/Mike Jackson Address: 6150 Skyline Drive, Garson, ON, P3L 1W3 Email: EFR-Duty.mnr@ontario.ca Phone Number: 705-564-6049/6012 Duty Desk During Fire Season: 705-564-6076
NWR Regional Fire Contact	
NWR Fire Prevention & Compliance Specialist	Paul Chandler Address: PO Box 850, 95 Ghost Lake Rd., Dryden, ON P8N 2Z5 Phone Number: 807 937-7257, Mobile: 807-220-1878
NWR Fire Intelligence Specialist	Barry Graham/Kendra Saville Address: PO Box 850, Ghost Lake Rd., Dryden, ON P8N 2Z5 Phone Number: 807 937-7314/7407 Intel Desk during fire season: 807-937-7219
NWR Duty Officer	Rick Payne/Chris Sakamoto Address: PO Box 850, Ghost Lake Rd., Dryden, ON P8N 2Z5 Phone Number: 807 937-7212/7239 Duty Desk During Fire Season: 807-937-7240

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: 705-475-5608 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 - 33.5 Mi 33.5 – 60.04 Quebec	Name: Montanna Marchiori Address: Ontario Government Complex, Hwy. 101 East, P.O. Bag 3090 South Porcupine, ON P0N 1H0 Office: 705-235-1372 SOPFEU 1-800-463-FEUX (3389) or 9-1-1	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

QUEBEC SOPFEU:
SOPFEU 1-800-463-FEUX (3389) or 9-1-1

ONTARIO NORTHLAND:

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
Brad White	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 brad.white@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
Noble Stow-Gore	Relieving Track Patrol	District 1	Cell (705) 545-1308 noble.stow-gore@ontarionorthland.ca
Dennis Gill	District #2 Manager	Kapuskasing Sub Agrium Sub Pagwa Sub Island Falls Sub	Office (705) 472-4500 ext. 632 Cell (705) 477-1104 Fax (705) 272-4802 dennis.gill@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
Miguel Deschamps	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 miguel.deschamps@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
Anthony Tverdal	Relieving Track Patrol	District 2	Cell (249) 313-1012 anthony.tverdal@ontarionorthland.ca

* Designates the main emergency contact in the company for AFFES, SOPFEU, and local fire services.

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
Julie Baker	705-544-2292 ext.134	julie.baker@ontarionorthland.ca and mrtc@ontarionorthland.ca

Information requested by the *Ministry of Natural Resources* (or other fire service) will be provided by Jeremy Girard, Superintendent Maintenance of Way to the *Ministry of Natural Resources* (or other fire service) contact identified on the form.

6. 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, Icehouse Track and Shed Track and crosses under 4 tracks north of the station through a duct.		

ISLAND FALLS SUBDIVISION

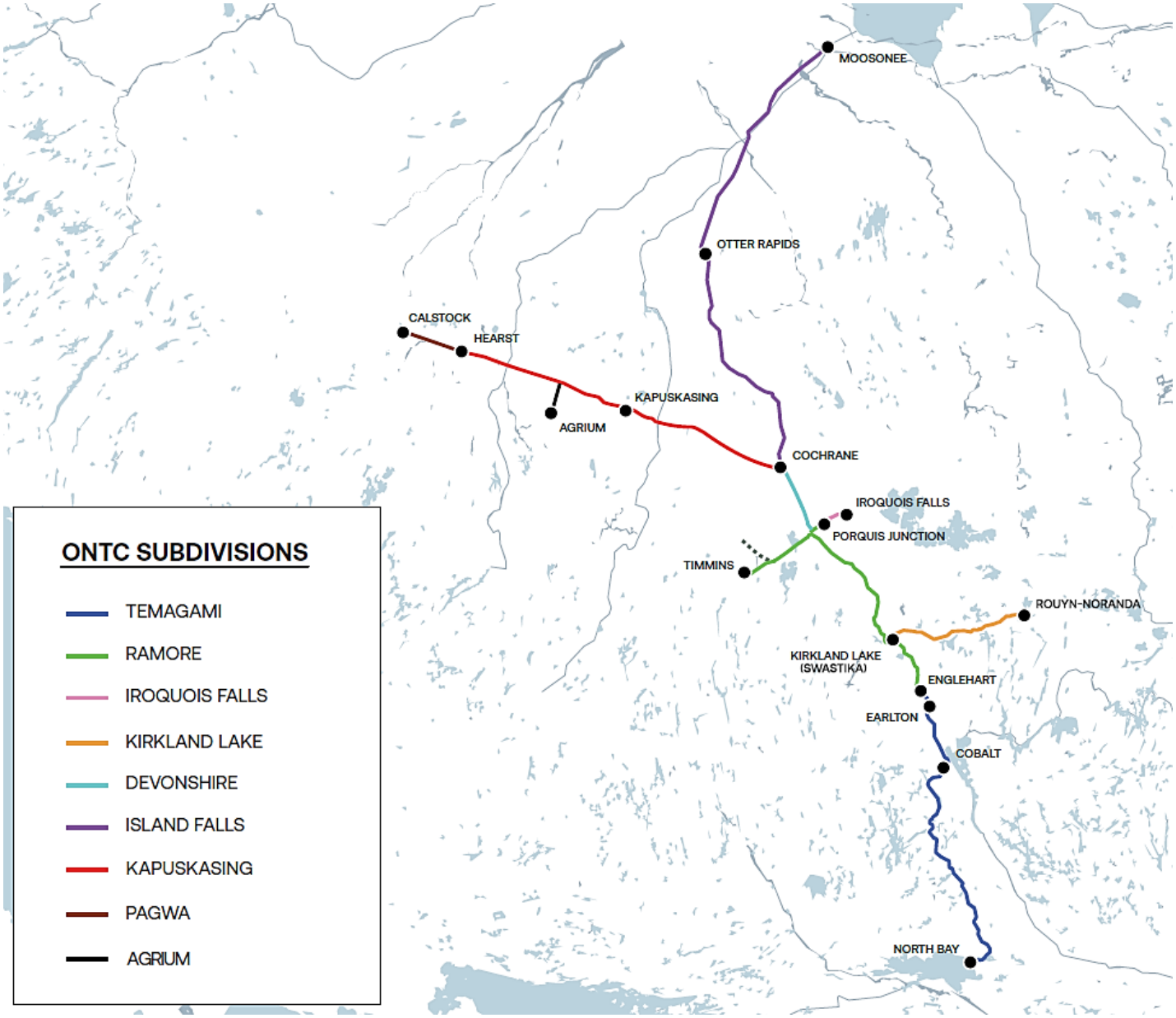
Buried Beside Track		
From Mile	To Mile	Track Side
0.30	0.31	East
0.64	31.5	East
31.5	93.11	West
93.11	94.5	East
94.5	124.0	West
124.0	186.04	East

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

7. Rail System Maps


Ogoki
Moosonee
Geraldton
Calstock
Hearst
Kapuskasing
Matagami
Manitouwadge
Cochrane
Marathon
Timmins
Senneterre
Rouyn-Noranda
Clova
Val-d'Or
Wawa
Chapleau
Gogama
Cobalt
Marquette
Sault Ste. Marie
Elliot Lake
Sudbury
North Bay
Mont-Laurier
OTTAWA
Traverse City
Wiarton
Barrie
Kingston
Toronto
Rochester
Syracuse
Utica
London
Buffalo
Ithaca
Railways
Ontario Northland
CN
OVR
HCRY
CPKC
ACR


MOOSONEE
OTTER RAPIDS
CALSTOCK
HEARST
AGRIUM
KAPUSKASING
COCHRANE
IROQUOIS FALLS
PORQUIS JUNCTION
TIMMINS
ROUYN-NORANDA
KIRKLAND LAKE
(SWASTIKA)
ENGLEHART
EARLTON
COBALT
NORTH BAY
ONTC SUBDIVISIONS
TEMAGAMI
RAMORE
IROQUOIS FALLS
KIRKLAND LAKE
DEVONSHIRE
ISLAND FALLS
KAPUSKASING
PAGWA
AGRIUM

APPENDICES

Appendix I

Notification and Request for Information for Fire on Railway Property Form

1. Fire Information

MNRF District: MNRF Fire Number:

Railway Company: Subdivision: Mileage:

Date and Time Fire Reported to MNRF:

Detected by:

2. Notification

This is to advise you that the Ministry of 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

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

Date and Time:

cc. hillary.winstanley@ontario.ca, jeremy.verdiel@ontario.ca and paul.chandler@ontario.ca

Appendix II

Ministry of Natural Resources and Forestry (MNRF) Process for Securing Positive Protection along Railway Rights of Way

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

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

1) Confirm the location of the fire with the MNRF 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 (MNRF) 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 MNRF “Positive Protection Request form”.
9) MNRF (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 (MNRF) has confirmation from the Foreman (Permit / Authority holder) that positive protection is in place, MNRF 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 MNRF guidelines.
3. MNRF 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 (MNRF) 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.

Appendix IV

Track Standards – Sub-Part E, Section 3

3. Fire Risk Mitigation and Hazard Reduction Plan

3.1 Fire Risk – General

a) Transport Canada has issued Rules for the Control and Prevention of Fires on Line Works, including, the Railway Extreme Heat and Fire Risk Mitigation Rules. These, in addition to additional provincial and federal requirements, require all Railways to have methods in place to prevent the starting of fires and to control fires that may be started or progressed to the railway right-of-way.

b) If a fire on a line work is detected or reported (e.g., employee, public), it must be communicated per Section 3.5 below and steps must be taken to extinguish or control the fire as soon as possible. This may include,

   i. Reasonably actioned with fire suppression equipment available (e.g., fire breaks, shovels, and backpack pumps / water pumps on fires of flame lengths < 1.5 m), and / or,

   ii. Communication (through rail traffic control) and / or deployment of appropriate emergency response resources (e.g., first responders, fire services).

c) If a fire service is attempting to extinguish or control a fire on a line work, a railway company must, at the request of the fire service and without delay, provide the fire service with reasonable assistance. The assistance may, depending on the circumstances, include the provision of transportation to the fire.

d) It is the responsibility of the Railway Company to extinguish all fires,

   i. On the railway right of way irrespective of the manner in which the fires were started, and;

   ii. Off the railway right of way that were started as a result of railway operations.

3.2 Fire Risk – Fire Plan

a) ONTC has developed a Fire Prevention and Preparedness Plan in consultation with the Ontario Ministry of Natural Resources and Forestry, and the Société de protection des forêts contre le feu (SOPFEU) for Quebec, and is updated no less than once every five (05) years,

b) The Plan is communicated to relevant municipal and other levels of local government, including Indigenous communities and the Société de protection des forêts contre le feu (SOPFEU) for Quebec.

   i. Comments, feedback and other engagement resulting from the communication that are received through any of the corporate website 'contact us' modes or directly must be retained for no less than six (06) years,

c) It is the responsibility of the Director, Rail Infrastructure to update the Fire Plan as required and to ensure that all concerned are provided with current copies.

   i. The Plan is distributed across the system and available within the various shared files (e.g., OneDrive) along with other fire prevention and suppression documents.

   ii. Contractors on or about the property are to ensure they have our Plan and applicable documentation available. This is communicated during contractor orientation training.

3.3 Fire Risk – Working during Fire Season

a) The Plan outlines precautions and restrictions which must be implemented for work undertaken during the fire season in addition to fire services contact information and the arrangement of protection during suppression efforts.

   i. The precautions are also contained in Appendix "G" Ontario Guidelines for Modifying Railway Operations in response to Fire Danger,

   ii. There are multiple risk categories outlined for industrial operations, each identifying a different level of risk or operations causing a fire to ignite in a forest area, and which depends on the level of stoniness of the worksite per Part I – Section 3 – Interpretations,

   - Very high fire risk operations,
   - High fire risk operations,
   - Moderate fire risk operations,
   - Low fire risk operations.

b) It is the responsibility of each Manager, Track Supervisor (Inspector), Foreman (including Welders, Gang), Equipment Operators, Contractors or any other Employee in Charge while performing work, to know the current hazard level, apply the proper precautions, hazard reductions and/or restrictions.

   i. Fire danger levels are available through the Canadian Wildland Fire Information System (CWFIS), Ministry of Natural Resources and Forestry (ONMNRF) for Ontario and the Société de protection des forêts contre le feu (SOPFEU) for Quebec, reports fire danger levels.

   ii. If more than one fire danger level is shown for the area, the fire danger level for the area is the highest indicated level.

   iii. If a fire danger level is not available for the area, the fire prevention measures that are set out in the Plan for at least a moderate fire danger level.

c) The Superintendent, Maintenance of Way will ensure that a sufficient number of employees receive the appropriate training required under the Plan, and includes,

   i. The protocol to determine fire risk for the location's conditions, type of work occurring, and fire suppression equipment and / or adjustments to shifts that may be required,

   ii. Fire prevention and suppression techniques, such as hazards (e.g., fuels, weather, environmental conditions, health, and safety, etc.), water application, fire break construction and maintenance, fire pump inspection, operation and troubleshooting along with proper hose handling (e.g., SP105/106 for rail operations).

d) The Superintendent, Maintenance of Way will ensure that proper equipment in good working order is supplied where required, prior to the start of the fire season.

   i. Documentation of any fire suppression equipment maintenance performed must be kept for at least five (05) years.

   ii. Fire suppression equipment must be conducted annually and records indicating date of inspection and name of the person who conducted the inspection must be kept for at least five (05) years.

e) Persons operating machinery or equipment in a forest area during fire season are,

i. To have a fire extinguisher, in serviceable condition and rated at least 6A 80 BC, on equipment or machinery or within 5 m from it,

ii. To check and remove daily any accumulation of flammable material, safely disposing it,

iii. To ensure any machinery or equipment left in a forest area during fire season while not in operation are to ensure it is placed or left in an area free from any flammable material,

iv. To ensure there has been no modification or altering of a muffler or other spark-arresting device.

f) Persons operating power saws in a forest area during fire season are,

i. Not to be started during fire season within 3 m of where it was fuelled,

ii. Not to be placed on any flammable material while the engine is operating or hot enough to cause combustion,

iii. To have a fire extinguisher available, in serviceable condition, rated for ABC type fires and have a minimum of 225 grams of dry chemical,

iv. To ensure there has been no modification or altering of a muffler or other spark-arresting device.

g) Brushing operations, if instead of piling,

i. Must mulch or chip the flammable material and disperses the resulting chips or mulch, or,

ii. Must remove the flammable material.

3.4 Fire Risk – Production Grinding During Fire Season

3.4.1 Notification of Fire Service and Records

a) The manager in charge of the work must notify the fire service that is responsible for the area at least 24 hours in advance but not more than 48 hours in advance.

b) Records of notification must be kept which identifies,

i. Date, time and manner in which the notification was provided;

ii. Name of person(s) who was contacted at the fire service; and

iii. Recommendation(s) that was provided to us by the fire service; and

iv. If a recommendation(s) was not followed, the reason(s) for not following it.

3.4.2 Prevention Measures

a) Prevention measures as outlined in our Fire Plan, requirements for additional inspections and application of temporary speed restrictions per Sub-Part F – Inspections, must be adhered to for the fire danger level for that area.

b) If there are multiple areas with differing fire risks, the most restrictive of them will apply.

c) Employees who conduct high-risk work or supervision of contractors who conduct high-risk work must have received the training on the prevention and control of fires.

3.4.3 Fire Suppression Equipment

a) Employees and/or contractors who are conducting the work are to be equipped with the fire suppression equipment as set out in our Fire Plan for the fire danger level for that area.

i. At a minimum,

- 1 water delivery system with a minimum of a 3,750-litre water supply, and
- 4 backpack pumps located where the rail production grinder is operating

b) If there are multiple areas with differing fire risks, the most restrictive of them will apply, when determining fire suppression equipment required.

3.5 Fire Risk – Reporting of Fires

a) The individual in charge will immediately report wildfires and suppression efforts of wildfires to the Rail Traffic Controller who will advise fire services using the appropriate number if required (e.g., MNRF – Ontario wildland fire, SOPFEU – Quebec wildland fire, 9-1-1 – Ontario or Quebec).

Appendix V

Track Standards – Sub-Part F, Section 6

6. Hot Weather – Speed Restrictions, Inspections, Conditions

In all cases, due to the significant impact on train performance associated with hot weather speed restrictions, these restrictions and inspections are to be managed on a daily basis based on current information from Canadian Weather - Environment Canada.

6.1 Hot Weather – Speed Restrictions (applies to Class 3 and higher)

a) When ambient air temperatures are expected to reach 32°C and above, RTC / District Managers are to apply speed restrictions on
   i. All CWR territories, and
   ii. All jointed track territories will be evaluated with appropriate restrictions applied, at the District Manager's discretion, where there is,
      i. A history of track buckling without proper repair (destressing), or
      ii. Areas of known running or tight steel, or
      iii. Areas with improperly anchored track, or
      iv. Weak or disturbed ballast section, or
      v. Areas where heavy train braking regularly occurs.

b) Speed restrictions to be applied are,
   i. Freight Maximum: 30 mph
   ii. Passenger Maximum: 40 mph

c) The track must be inspected, preferably in the 'heat of the day', before the speed restriction is removed.

6.2 Hot Weather – Inspections (applies to Class 3 and higher)

a) When ambient air temperatures are expected to reach 32°C or above, daily hot weather track inspections must be arranged on,
   i. All CWR territories, and
   ii. All jointed track territories will be evaluated with appropriate inspections required, at the District Manager's discretion, where there is,
      i. A history of track buckling without proper repair (destressing), or
      ii. Areas of known running or tight steel, or
      iii. Areas with improperly anchored track, or
      iv. Weak or disturbed ballast section, or
      v. Areas where heavy train braking regularly occurs.

b) These track inspections should be arranged in the later part of the afternoon and/or during the 'heat of the day', where train movements are expected before the next track patrol occur.

c) Inspections are not required on days trains do not operate, however, should be arranged for before the next train.

d) Hot weather inspections may be suspended if the temperatures have stabilized, the previous inspections have shown that the track structure is stable and all other track conditions complies with the MTR.

6.3 Hot Weather – Conditions – Buckled Track

a) When there are indications that a track buckle may be about to occur, immediately take the following steps to protect train traffic until the condition is corrected:

   i. Place a 10-mph slow order, or

   ii. Stop traffic if the situation warrants.

b) Before removing a speed restriction or revising an existing speed restriction, a qualified Track Supervisor (Inspector) must inspect all repairs. Once the required trains have passed over the track as per Sub-Part D – Section 7.9, re-inspect the track in the heat of the day before returning the track to authorized timetable speed.

c) Sub-Part D – Section 7.8 – CWR – Buckled Track, which is part of the CWR Minimum Requirements, describes signs that indicate lowered track resistance and/or conditions under which track is likely to buckle. Sub-Part D – Section 7.8 – CWR – Buckled Track must be read with this section when dealing with buckled track.

d) Additional attention should also be given to track recently disturbed (for example: switch cross tie installations, new scanner and new turnout installations, surfacing and lining activities). Care should be taken not to disturb track that is solidly bedded at points where buckling is likely to occur. Faulty conditions must be corrected as soon as possible.

e) Additional attention should be given to track where pull-aparts or broken rails have occurred during cold weather and it was necessary to add rail to close the gap, the rail laying temperature will have changed. This makes the track more likely to buckle. This condition must be corrected by re-stressing before warm weather arrives according to Sub-Part D – Section 7.8 – CWR – Buckled Track.

f) Pay special attention to CWR adjacent to fixed locations such as turnouts, crossings, and bridges.

6.4 Hot Weather – Conditions – Fire Risk

a) Refer to Sub-Part E, Section 3 – Fire Risk Mitigation and Hazard Reduction Plan – Prevention and Control of Fires on the Right of Way