

ENGINEERING DIRECTIVE - Supplemental Walking Inspections within the USRC*Issued by the Chief Engineer for Metrolinx***Objective:**

To complete additional inspections within the limits of the Union Station Rail Corridor (USRC), to identify and mitigate any curves non compliant with Metrolinx Track Standards (MTS).

Directive:

Effective immediately, all curves within the Union Station Rail Corridor must have a weekly walking curve inspection compliant with MTS 15.6.2.

Inspections will continue until either this directive is revoked or the curve is documented to be in compliance with current MTS Standards, specifically:

- Spiking pattern in conformance of requirements in Appendix R of the Metrolinx Track Standards including rolled plates conforming with Spiking Pattern E.
- Tie Conditions per Section 9, clause 9.1.15 and 9.1.16 of the Metrolinx Track Standards (MTS).
- Tie Plates Conditions per Section 10, clause 10.1.6 and 10.1.7 of the MTS.
- Rail Anchor Conditions per Section 10, clause 10.2.2 or 10.2.7 of the MTS.
- Elastic fasteners Conditions per Section 10, clause 10.6.1 of the MTS.

Inspections and deficiencies shall be documented and submitted to the Director, Track – Corridor Maintenance and the Director, Asset Management – Track.

Overview:

Engineering & Safety Division - Engineering (Track) is mandating additional safety measures to mitigate risk and preserve asset integrity. These measures are intended to proactively identify and address non-conformances.