

ENGINEERING DIRECTIVE - Supplemental Walking Inspections on the Pearson Subdivision

Issued by the Chief Engineer for Metrolinx

Objective:

To implement additional inspection requirements to provide enhanced oversight of the integrity of guideway system on the Pearson Subdivision.

Directive:

Effective immediately, weekly walking inspections are required across the entire Pearson Subdivision (Mile 0.0 and Mile 1.8).

The purpose of these inspections is to verify the condition and compliance of restraining rails, guardrails, rail plates, track gauge, concrete plinths, and associated fastening systems in accordance with the Metrolinx Track Standards (MTS).

These inspections shall remain in effect until rescinded by the Office of the Chief Engineer.

During these inspections, the following components shall be reviewed for compliance with the MTS:

- Tie Plate Condition in accordance with Section 10, Clauses 10.1.6 and 10.1.7, including confirmation that plates are properly seated, aligned, intact, and securely fastened (where applicable)
- Guardrail Condition and Installation, ensuring rails are properly aligned, adequately supported, and securely fastened in accordance with Section 21
- Restraining rail requirements for the Pearson Subdivision are in accordance with Section 21.2
- The wayside lubricator is operational and in accordance with Section 7.1.3 and 7.1.11
- Elastic Fastener Condition, where installed, in accordance with Section 10.6
- Direct Fixation plating, where installed, in accordance with Section 10.9
 - Including the supporting shims being appropriately secured and;
 - Includes the insulator pads are properly seated and;
 - Concrete Plinth Condition, including verification of structural integrity, proper seating of rail components, appropriate shimming, and absence of cracking or deterioration that may affect track stability and;
 - Anchor bolt conditions supporting all track work are secured and tight in accordance with Section 10.9.3
- Track Gauge is maintained within allowable tolerances specified in Table C-1
- Site cleanliness shall be maintained and all broken or unused components shall be removed from the guideway to further allow inspectors to identify locations with recent broken components.

Inspections and quantity of each deficiency shall be documented and submitted to the Director, Track - Corridor Maintenance and the Director, Asset Management - Track and recorded in EAM on a weekly frequency.

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.