RULE OF THE MONTH

Alberta IROR Rule 12 – Protection of Track Work on Non-Main Track

12.1 *Note: Before any track work is started, the person in charge of rail operations shall provide protection as follows:*

(a) each switch must be locked with a special lock in the position that will prevent a movement from operating on the portion of track where work is to be performed, or an alternative method of protection may be used that will ensure the safety of track workers;

(b) a red flag must be placed by day, and in addition, a red light must be used by night or when day signals cannot be plainly seen, between the rails in each direction from the working point. When practicable, such signals must be placed at least 100 yards from the working point and where there will be a clear view of them from an approaching movement of 300 yards if possible.

CROR Rule 41 – PROTECTION OF TRACK WORK ON NON-MAIN TRACK AND IN CAUTIONARY LIMITS

This rule is not applicable on main tracks outside of cautionary limits, signalled sidings and other signalled tracks, or on other tracks specified in special instructions.

i) *A movement required to operate on a track protected by a red signal between the rails or a switch locked with a special lock must be stopped before passing it and be governed by any instructions from the foreman.*

ii) *Only the foreman or an employee authorized by the foreman may remove the red signal and/or special lock.*

iii) *Equipment must not be left on the same track that will block a clear view of any red signal.*

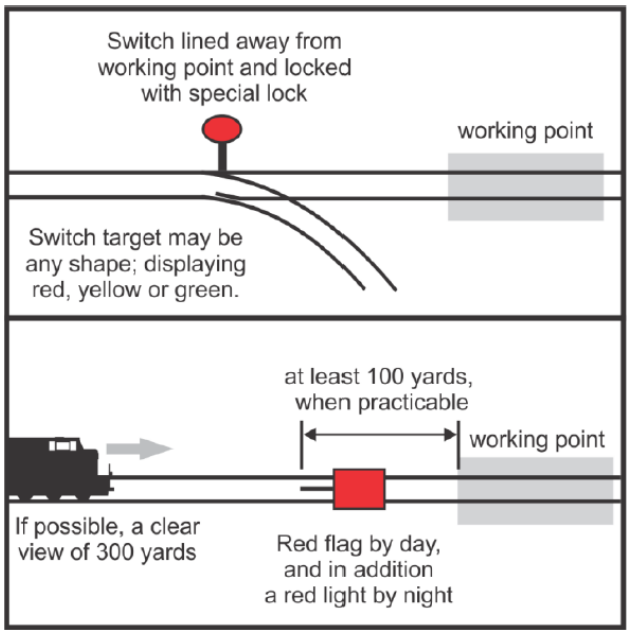
SITUATION: A contractor is performing work on a loading rack, utilizing a hi-rail boom truck, occupying the track structure at the loading rack.

QUESTION: Other than a site-specific work permit, what track / rail protection is required?

ANSWER: The switch providing access to the track upon which the hi-rail boom truck is occupying must be lined away to prevent entry by a movement. Additionally, the switch is to be locked with a special (private) lock. A red flag by day, or a red light by night or when day signals cannot be plainly seen, must be placed between the rails in each direction from the working point. When practicable, such signals must be placed at least 100 yards from the working point and where there will be a clear view of them from an approaching movement of 300 yards if possible.

INTERPRETATION: Red signals, including track lock out(s) are required to protect work being performed on or near the track structure. Blue flags, including blue flag derails are not to be utilized for protecting work being performed on or near the track structure. Blue flags are intended for protecting personnel on or about equipment, such as loading / unloading rail cars, or repairing / performing maintenance on equipment.

RULE OF THE MONTH

Equipment is defined as, one or more engines or rail cars or track units that can be handled on their own wheels in a movement.

SUMMARY: Red flags protect track work and work being performed around the track structure. Their use is not to be confused with blue flags which are handled daily to protect workers on or about equipment being, repaired, loaded or off loaded.