

Appendix F



U.S. Department
of Transportation
Federal Railroad
Administration

1120 Vermont Ave., N.W.
Washington, D.C. 20590

OCT 10 2002

Mr. Charles R. Detman
EVP - Operations, Research, and Technology
Association of American Railroads
50 F Street, NW
Washington, D.C. 20001

Dear Mr. Detman:

This is in reference to a telephone conference call that was held on October 4, 2002, between the Federal Railroad Administration (FRA) and the Association of American Railroads (AAR). In addition to the AAR, the following railroads participated in the call: Burlington Northern Santa Fe Railway; CSX Transportation; Union Pacific; Kansas City Southern; and Norfolk Southern. The purpose of the conference call was to address FRA concerns about the implementation of remote control locomotive (RCL) operations.

As was discussed during the call, there are many issues involving RCL that are new to all of us. As the development and implementation of this technology continues to evolve, it is imperative that all the stakeholders work together to ensure the safety and reliability of RCL operations. As long as the cooperative efforts remain successful in maintaining a high level of safety for RCL operations, it will obviate the need for regulations.

The following is FRA's understanding of the issues discussed during the call:

- AAR will establish a committee to work closely with FRA on issues that arise from the application of RCL technology. FRA hopes that the individuals on this committee will serve as points-of-contact who can expeditiously address RCL concerns identified by FRA on their respective railroads.
- Except for minimal light freight movements within the immediate vicinity of yard areas, FRA does not believe that the current state of RCL technology or the current state of RCL operator training programs are suitable to support RCL operations on main tracks. Some examples of main track operations would be: intra-yard transfer movements; local freight service; relieving outlaid trains, etc. Of course FRA will continue to work with the railroad industry to further explore this issue.

2

- Blue signal protection for RCL operations should be provided according to the Safety Advisory recommendations, i. e., the RCL locomotive placed in "manual" mode and the appropriate blue signal protection then provided. It was noted that the railroads represented on the conference call already utilize this procedure when applying blue signal protection.
- Railroads should review special instructions pertaining to the securement of RCLs left unattended. "Unattended" in FRA's view means that the RCL operator is out of the immediate vicinity of the RCL and cannot respond immediately to an unauthorized movement regardless of whether or not that individual is wearing an active remote transmitter.
- FRA's interpretation of the procedures used to conduct a transfer train brake test with RCL equipment (remote transmitter without gages) will be sent to the AAR. However, FRA anticipates that there will be only limited need for transfer trains since RCL operations are currently poorly suited for main line operations.
- Remote cameras should not be relied upon to protect RCL movements over highway-railroad grade crossings until it can be determined that the same level of safety can be maintained as is currently afforded using conventional methods of protection and that the operations are in accordance with applicable railroad safety regulations.
- All railroad supervisors who instruct student RCL operators when performing revenue switching operations are considered actively involved with train movements under the Hours of Service Laws in the same manner as certified RCL operators. Since these individuals are performing "covered service, both the RCL operators and the RCL supervisor/instructors must maintain hours of duty records and must be covered under their railroad's drug testing program, including pre-employment, reasonable cause, reasonable suspicion and random drug testing.
- FRA continues to believe that the guidelines contained in the RCL Safety Advisory provide the best means of ensuring the safety of RCL operations. We urge railroads to continue to adhere to those guidelines, especially the provision regarding the importance of protecting the point of the move. In those locations where a carrier protects RCL operations through the use of remote control zones and elects to conduct RCL operations with single operator crews, FRA request that the railroads provide notice to FRA.

3

I appreciate the spirit of cooperation exhibited by AAR and its members in addressing the RCL issues raised by FRA and look forward to working with you as this technology continues to emerge.

Sincerely,



George Gavalla
Associate Administrator
for Safety

cc: Michael Rush

Appendix G



MICHAEL C. SHIRCLIFF
General Superintendent Transportation

The Burlington Northern
and Santa Fe Railway Company

2600 Lou Menk Drive
Fort Worth, Texas 76161
817-234-1325
817-352-7432 fax
michael.shircliff@bnsf.com

RECEIVED
JAN 13 2003
WASH. UT. & TP. COMM.

January 02, 2003

Mr. Michael E. Roswell
Rail Safety Manager
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. S.W.
P.O. Box 47250
Olympia, Washington 98504-7250

Dear Mike:

In compliance with WAC 480-62-320 this is to provide you with notice that effective on or after February 03, 2003, BNSF will commence use of remote control equipment in the State of Washington at the following locations:

- Seattle, Stacy Street Yard within Yard Limits, between MP 0.0X and MP 4.0X on the Seattle Subdivision
- Seattle, Harbor Island/West Seattle within Yard Limits
- Tacoma, within Yard Limits, between MP 38.0X and MP 4.0 on the Seattle Subdivision

BNSF's program for use of remote control equipment is in conjunction with a plan for the training and certification of remote control operators and subsequent use of remote control equipment which plan has been previously approved by and is being overseen by the Federal Railroad Administration.

The General Code of Operating Rules (GCOR) and BNSF remote control operations require that a crew member must be on the ground or on the locomotive at the road crossing at grade to warn traffic until the crossing is occupied. Such warning is not required if crossing is equipped with crossing gates that are fully lowered or crewmember has clearly seen that no traffic is approaching or stopped at the crossing.

At Stacy Street Yard the following public crossings will be within the Remote Control Area: Atlantic St., Royal Brougham, Hanford St., S. Hinds St., Stacy St., Forest St., 6th Ave., S. Industrial Way, Holgate St., Lander St., Horton St., Spokane St. and Occidental Ave. One private crossing, Olympic Foundry, will also be within these limits.

In the Harbor Island/West Seattle area, the following public crossings have been identified: E. Marginal Way, Duwamish Ave. S., Klickitat Ave., SW Lander St., SW Florida St., 13th Ave. SW, 16th Ave. SW, Chelan Ave., SW Idaho St. and SW Edmunds St. The following private industry crossings are also in the Area: Pendleton Grain, T-103, T-107, T-7, T-115, Riverside Mill, Harbor Marine Enterprises, Gray Line, Waco, Lafarge Cement, Alaska Marine Lines,

Chemithon, Glacier Cement, Duwamish Shipyard and Harbor Marine Corporate Center.

At Tacoma the following public crossings are within the Remote Control Area: E. D St., 22nd St., McCarver St., E. 15th St., E. 11th St., E. 7th St., St. Paul Ave., Lincoln Ave., Marc Ave. and Milwaukee Ave.

As recommended in the FRA Safety Advisory, and as has been the practice at all other RCL terminals, signs will be posted at all locations where there is public access, advising motorists and pedestrians of the use of Remote Control Locomotives in the vicinity.

If you are in need of any additional information concerning BNSF's use of remote control equipment, please contact John Quilty, AVP Operating Practices (817-352-1589). Mr. Quilty is responsible for supervising field implementation of BNSF's use of remote control equipment in compliance with FRA's approved plan and directives.

Sincerely,



Michael Shirchiff

cc: Don Maze, General Manager, Northwest Division
John Quilty, AVP Operating Practices
Doug Werner, Associate General Counsel
Pat Keim, Director Government Affairs

APR 05 2002 FRI 02:40 PM NUTC

FOR INFO: 3000001111

P. 1



MICHAEL C. SHIRCLIFF
General Superintendent Transportation

The Burlington Northern
and Santa Fe Railway Company

3601 Linn Mark Drive
Fort Worth, Texas 76161
817-224-1335
817-832-7482 fax
michael.shircliff@bnsf.com

April 02, 2002

Mr. Michael E. Roswell
Rail Safety Manager
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. S.W.
P.O. Box 47250
Olympia, Washington 98504-7250

Dear Mike:

In compliance with WAC 480-62-320 this is to provide you with notice that effective on or after May 6, 2002, BNSF will commence use of remote control equipment in the State of Washington at the following locations:

- South Seattle within Yard Limits between MP 5.26X and MP 9.5X
- Seattle Balmer Yard within Yard Limits between MP 1.3 and MP 7.0
- Everett at Delta Yard within Yard Limits between MP 0.0 and MP 10.5 and Bayside Yard MP 32.0 and 37.0
- Spokane at Yardley within Yard Limits between MP 1.1 and MP 65.1 (7.5 miles)

BNSF's program for use of remote control equipment is in conjunction with a plan for the training and certification of remote control operators and subsequent use of remote control equipment which plan has been previously approved by and is being overseen by the Federal Railroad Administration.

The General Code of Operating Rules (GCOR) and BNSF remote control operations require that a crew member must be on the ground or on the locomotive at the road crossing at grade to warn traffic until the crossing is occupied. Such warning is not required if crossing is equipped with crossing gates that are fully lowered or crewmember has clearly seen that no traffic is approaching or stopped at the crossing.

At Balmer Yard there are five public crossings, each of which has active warning devices. The crossing at Galer Street is equipped with flashing lights and is proposed to be closed. The following four crossings are equipped with gates and flashing lights: Broad Street, Clay Street, Vine Street, and Wall Street. In addition, there are 18 employee vehicular crossings and one employee walkway within these limits. Movement over all of these crossings will be in accordance with the same GCOR rules, specifically GCOR 1.20 Alert to Train Movement, which requires employees to "expect movement of trains, engines, cars, or other movable equipment at any time, on any track, and in either direction".

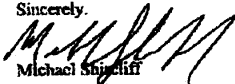
At South Seattle, the operations will not be conducted over any public at grade crossings. However, within the yard there are six vehicular crossings and one pedestrian crossing for BNSF employees and contractors.

At Spokane, there are three public vehicular crossings, each of which is equipped with gates and flashing lights and are designated as Vista Road, Park Road, and Havana Street. There are also three employee vehicular crossings within the yard limits.

At Everett Delta Yard there is one public crossing at Railway Avenue which has passive warning devices, but has recently been selected by WSDOT and the city of Everett for the installation of active warning devices. In addition, there are five private vehicular crossings which serve Kimberly Clark, Rabanco and the Port of Everett. Each of these crossings is posted with stop signs for motor vehicle drivers and one is manned 24 hours a day by private security employees. There are also five employee vehicular and three pedestrian crossings for employees. At Bayside Yard there are five public at grade crossings, each of which has active warning devices. They are 23rd Street, the Kimberly Clark main gate, California Street, Hewlett Avenue and Bond Street. All public crossings at Bayside, other than 23rd Street, are proposed to be closed.

If you are in need of any additional information concerning BNSF's use of remote control equipment, please contact John Quilty, AVP Operating Practices (817-352-1589). Mr. Quilty is responsible for supervising field implementation of BNSF's use of remote control equipment in compliance with FRA's approved plan and directives.

Sincerely,



Michael Shindliff

cc: Don Maze, General Manager, Northwest Division
John Quilty, AVP Operating Practices
Doug Werner, Associate General Counsel
Pat Keim, Director Government Affairs