

**REMOTE CONTROL LOCOMOTIVE RULEMAKING  
DOCKET NO. TR-021465**

**January 15, 2004 Draft**

**Add to WAC 480-62-125 Definitions**

“Remote-control area” means any place remote-control operations are conducted on a railroad.

“Remote-control operations” means the use of a radio transmitter and receiver system that can be operated by a person not physically located at the controls within the confines of a locomotive cab.

“Remote-control zone” means a designated area in which remote control operations may occur without a crew member positioned near the leading end of a train's movement so the train may be stopped within half the range of the crew member's vision, short of any person or thing potentially coming onto the track.

**WAC 480-62-320 Remote-Controlled Operations**

(1) Railroad companies, including logging and industrial railroad companies, must report to the Commission their intention to create or enlarge a remote-control area at least thirty days before operations begin. Reports must include:

- (a) The name of the railroad company;
- (b) The approximate date when operations will start; and
- (c) The location of operations. Railroads should provide sufficient

information to allow the Commission to determine what road crossings at grade are included within the remote-control area, excluding crossings for which use is restricted to railroad employees.

(2) Railroad companies shall report to the Commission their intention to create or enlarge a remote-control zone at least thirty days before operations begin.

Reports must include:

- (a) The name of the railroad company.
- (b) The approximate date when operations will start.
- (c) The remote-control area within which the zone will be created.

(3) Railroads shall report to the Commission their intention to use cameras for point protection at crossings at least thirty days prior to the intended implementation date.

(4) Before a railroad company operates a remote-controlled train over any road crossing at grade, the railroad employee who controls the train movement directly, or who is in direct contact with another employee who directly controls the train movement, must safely maintain a view of the crossing and along each roadway approach until the engine or train begins to occupy the crossing if the crossing does not have gates, or until the gates are in a fully lowered position if the crossing has gates. The requirements in this section do not apply to crossings for which use is restricted to railroad employees.

(5) When operating a remote-controlled train, a railroad company must provide effective and reliable protection at the point of movement at any location where the train can enter main line tracks.

(6) The commission will initiate, at its own instance or on request, periodic workshops concerning the safety of remote-control areas or zones. The commission shall invite the railroad, railroad employees, appropriate governmental representatives in the jurisdiction involved, any union that has members working on the railroad, and other persons directly affected by the remote-control operations, to participate in the workshop discussions. The workshops shall address, but not be limited to, identifying pedestrian and vehicular safety problems and potential solutions, appropriate placement of signs, and safe practices given the conditions existing in the remote-control area or zone. Commission staff shall prepare a report summarizing the workshop discussions, including recommendations for safety improvements, which shall be transmitted to all participating parties, and filed with the commission.