



**REMOTE CONTROL  
LOCOMOTIVE OPERATIONS**

**RCL-1**

**EFFECTIVE: NOVEMBER 30, 2007**



# GENERAL NOTICE

Employees whose duties are prescribed by these guidelines and procedures must provide themselves with a current copy that is accessible while on duty.

All rules and special instructions set forth in other company publications will remain in effect unless specifically superseded within these guidelines and procedures.

On the effective date, these guidelines and procedures will supersede all previous guidelines and procedures inconsistent herewith.

Further instructions may be issued by proper authority.

Mark D. Manion  
Executive Vice President Operations

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# RCL-1

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who must return it to the proper officer when called for,  
or when leaving the service.

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Revised pages must be inserted in the book in place of  
older pages of the same number.

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# REMOTE CONTROL OPERATIONS

## 1.0 DEFINITIONS & ABBREVIATIONS

### **OPERATOR CONTROL UNIT (OCU)**

A portable radio transmitter used by the Remote Control Operator (RCO) to send commands to a Remote Control Locomotive (RCL).

### **REMOTE CONTROL AREA (RCA)**

An area where Remote Control Locomotives may operate. Signs will be erected to identify Remote Control Areas.

### **REMOTE CONTROL LOCOMOTIVE (RCL)**

A Remote Control Locomotive is one which, through use of a radio transmitter and receiver system can be operated by an employee not physically within the confines of the locomotive cab. For purposes of this definition, the term Remote Control Locomotive does not refer to a locomotive or locomotive consist remotely controlled from the lead locomotive of a train in a Distributed Power arrangement.

### **REMOTE CONTROL OPERATOR (RCO)**

An employee who utilizes a portable radio transmitter in connection with operations involving a Remote Control Locomotive (RCL), with or without cars.

### **REMOTE CONTROL RECEIVER (RCR)**

A system on-board a Remote Control Locomotive which receives commands from the Remote Control Transmitter (RCT), processes the commands, and directs the locomotive to execute them.

### **REMOTE CONTROL SYSTEM (RCS)**

All transmitters and receivers necessary to safely operate and control a Remote Control Locomotive.

## 2.0 GUIDELINES

(a) Each employee who operates a Remote Control Locomotive must be certified and qualified in accordance with 49CFR240.

(b) Prior to the beginning of each job or when conditions change, a job briefing must be conducted in accordance with **Safety and General Conduct Rule GR-38**.

(c) When “3-Step Protection” is required, the Remote Control Operator must:

1. Place the OCU speed control in the STOP position.
2. Place the directional control in neutral.
3. Apply the locomotive brake and if the air is coupled and cut in, the automatic brake.

“3-Step Protection” must not be released by the RCO until each employee who has requested protection has advised that they are in the clear.

(d) Each Remote Control Operator must have:

- an approved vest
- an operative, holstered hand-held radio equipped with an external microphone

(e) Remote Control Operator must ensure that the OCU is properly attached to their vest.

(f) Remote control movements are to be considered “shoving” movements regardless of direction or position of the Remote Control Locomotive.

(g) No more than the equivalent of 12 powered axles may be used to make a shove movement or back-up movement with Remote Control Locomotives.

(h) The Remote Control Operator on a remote control assignment must apply the prescribed tag on the throttle indicating the locomotive is being used in a remote control mode. The Remote Control Operator who applied the tag must remove it when the locomotive is placed in manual mode.

(i) A Remote Control Operator must not operate the RCL while riding in a vehicle or on equipment (other than the RCL or equipment coupled to the RCL).

(j) A Remote Control Operator may operate only one RCL consist at a time.

(k) Remote Control Operators will advise their immediate supervisor of any problems or malfunctions with the remote control equipment or system.

### **3.0 SETUP AND TESTING**

(a) Prior to operating an OCU, the RCO must ensure the equipment is properly setup and tested in accordance with prescribed procedures. If two OCUs are to be utilized, each unit must be tested.

(b) When an RCO relieves another RCO, the relieving RCO must test the equipment in accordance with the prescribed procedures.

### **4.0 SECURING EQUIPMENT**

(a) When a Remote Control Locomotive is left unattended, the locomotive must be secured in the following manner:

1. 59 minutes or less:

- turn off each OCU programmed to the RCL
- secure locomotive as prescribed in **NS-1, Rule L-236**
- store and secure the OCU properly or maintain in the RCO's immediate possession

2. 60 minutes or more:

- place RCL in manual operation
- secure locomotive as prescribed in **NS-1, Rule L-236**
- store and secure the OCU properly

(b) When Blue Signal protection of the Remote Control Locomotive is required, the RCL must be placed in the manual mode and properly secured.

## 5.0 REMOTE CONTROL AREAS

(a) Protection provided by Blue Signal or Roadway Worker Protection Rules will remain in full force.

(b) The RCO in control of a Remote Control Locomotive must be notified of any track removed from service or working limits established for the protection of another craft.

## 6.0 DAILY INSPECTION PROCEDURES

### (a) Remote Control Locomotive

1. Daily inspection interval requirements of an RCL are the same as those of a conventional locomotive.
2. Daily inspection brake tests of an RCL must be completed with the locomotive in both remote control and manual mode. If the remote control system is inoperative at the time of the daily inspection brake test, the defect must be noted on the locomotive daily inspection report.
3. If the remote control equipment permanently mounted to the locomotive becomes defective, the defect must be noted on the locomotive daily inspection report.

### (b) Operator Control Unit

1. When operating the Remote Control Locomotive, the OCU is an appurtenance to the locomotive.
2. An OCU found to be defective at any time may not be used.
3. A defective OCU does not need to be reported on the locomotive inspection report.
4. A defective OCU must be immediately removed from service, tagged, and reported to the proper authority.

## 7.0 PROPER HANDLING AND SECUREMENT OF OCUs

(a) The employee using the OCU:

1. Is responsible for its proper use and handling.
2. Must sign the device out on the OCU Control and Transfer Form at the beginning of his/her tour of duty.
3. Must sign the device in on the OCU Control and Transfer Form at the completion of his/her tour of duty.

(b) The OCU when not in use must be:

1. Kept at a secure location specified by special instructions.
2. Stored in a designated locked storage area with the power off and battery removed.

(c) When the OCU is transferred to another Remote Control Operator, the employee being relieved must make a notation on the OCU Control and Transfer Form of the:

1. Name of the relieving employee.
2. Date.
3. Time.

**NOTE:** The Hours of Service must not be exceeded when entering the required information.

(d) The unauthorized removal from company property or disposal of an OCU is prohibited.

