

902 - Remote Control Zones

902.1 Special instructions identify remote control zones and must include:

1. Location of zone(s),
2. Limits of zone(s),
3. Whether remote control zone signs are used and how they must be displayed,
4. Requirements of any switches or derails that must be locked, and
5. Method used to make highway-rail and pedestrian crossings at grade inaccessible, if applicable.

902.2 Remote control crews must:

1. Receive permission from the yardmaster or control station to activate a remote control zone, and
2. Notify the yardmaster or control station when the zone has been activated.

902.3 Prior to activating a remote control zone, a member of the crew that will utilize the zone must visually determine:

1. Tracks are clear,
2. No roadway worker protection or blue signal protection is active on the tracks,
3. Switches and derails are properly lined and locked, if required,
4. All highway-rail and pedestrian crossings are made inaccessible, and
5. Remote control zone signs are displayed, if used.

902.4 Once activated, a remote control zone is under the control of the remote control operator foreman. The remote control crew who activated the zone may make movements within the limits of the zone without providing protection.

902.5 In active remote control zones, only the remote control operator foreman can grant permission for other employees or equipment to:

- a. Foul or occupy tracks, or
- b. Cross a road or pedestrian crossing.

902.6 After the remote control operator foreman grants permission for a movement to enter an active remote control zone, all remote control movements must be protected until the zone is clear and the employee who was granted permission reports clear of the zone. A remote control crew may resume utilizing the zone after the following:

- a. If permission was granted to a train or locomotive crew, direct communication from the ranking employee of the crew granted permission verifying the:
 1. Tracks are clear, and
 2. Switches and derails are lined as directed by the remote control operator foreman.
- b. If permission was granted to an engineering or mechanical department employee, visual inspection by a member of the remote control crew to determine:
 1. Tracks are clear,
 2. Portable derails or blue flags have been removed, and
 3. Switches and derails are properly lined and locked, if required.
- c. If permission was granted to cross a road or pedestrian crossing within the remote control zone, visual inspection by a member of the remote control crew to determine the crossing has been made inaccessible.

902.7 The remote control operator foreman must de-activate the remote control zone when going off duty unless the zone is directly transferred to another remote control crew by:

1. A face-to-face job briefing between the remote control foremen of each crew, and
2. Notification to the yardmaster or control station that the zone has been transferred.

902.8 After a remote control zone is de-activated, the remote control operator foreman must notify the yardmaster or control station. If a remote control operator foreman fails to de-activate a remote control zone, the yardmaster or control station can de-activate the zone after it has been verified:

1. Remote control operator foreman who last controlled the zone is off duty,
2. Remote control locomotive used by the crew is in manual mode, and
3. The remote control zone was not transferred to another remote control crew.