

Remote Control Locomotive Operations

Congressional Report Highlights

Railway Safety Advisory Committee
October 11, 2005

Accident/Incident Rates

- Findings for 13 month period (12/1/03 through 12/31/04)
 - RCL vs. Conventional operations
 - RCL train accident rate – 25% higher
 - Weighted accident data
 - RCL – 24.09/mysm
 - Conv – 24.52/mysm
 - RCL employee injury rate – 20% lower

RCL Main Track Operations

- FRA September 9, 2005 letter to industry mirrors recommendations in RCL Final Report
- Letter was meant to give Rail Industry advance notice prior to issuing the Final Report to Congress
- Letter expresses FRA's concern and very conservative approach to main track operations using current technology

September 9th Letter

- Recommended restrictions on moves subject to Part 232
 - Horsepower limitations
 - No more than 3000 hp distributed over 8 axles
 - Train size limitations (1000ft)
 - 15 mph maximum speed
 - No grades of 0.5% or greater for .25 miles or more

September 9th Letter (Cont)

- FRA open to restriction modifications
 - provided railroad shows movements can be conducted safely
 - Track profile considerations
 - Science on in-train force limitations
 - Controlled oversight on operations

September 9th Letter (Cont)

- FRA has already met with one major RR
 - Discussed RCL main track applications
 - Discussed New technology development
 - FRA to work closely with RR during development stages
 - FRA is open to technological advances
 - Discussed importance of advance planning & control during implementation
 - RCL technology will not work everywhere

September 9th Letter (Cont)

- Training (Part 240)
 - Classroom - Same classroom training as conventional engineers
 - OJT - Minimum of 120 hours actual documented operating time
 - Existing operations, RCOs grandfathered

September 9th Letter (Cont)

- FRA to meet with AAR to discuss issues

Human Factors Accidents

- Leading cause of all accidents
- Appears to be equal in both RCL and conventional operations

Human Factor Causes

- Switch improperly lined
- Shoving movement, absence of employee on or at the leading end of movement
- Shoving movement, employee on or at the leading end of movement, but fails to control
- Switch previously run through
- Car left to foul

Regulation of Certain Rules

- FRA is federalizing certain operating rules to address human factor accidents
 - RSAC working group to write regulation
 - FRA
 - Unions
 - Railroads

Discussion

- Questions?