

**WAC 296-79-180 Privately owned standard gauge railroad operations.**

- (1) Blue flag or light for railroad operations.
  - (a) A blue signal (blue flag or blue light for nonilluminated areas) must be displayed at one or both ends of an engine, car(s), or train, to indicate that workers are under or about the railway equipment.
  - (b) When such warning devices are displayed, the equipment must not be coupled to or moved.
  - (c) On a dead end spur, a blue signal may be displayed adjacent to the switch opening while cars are being loaded or unloaded.
- (2) Blue signals and derails.
  - (a) Work being carried on which subjects employees to the hazard of moving railroad equipment must be protected by blue signals and locked derails set a minimum of 50 feet from one or both ends of the worksite.
  - (b) Where the spur track switch is less than 50 feet from the work location, the switch padlocked in the open position will take the place of the derail and the blue signal must be placed at that point.
- (3) Signals unobscured. Equipment which would obscure the blue signal must not be placed on the track.
- (4) Signals displayed by each maintenance crew. Each maintenance crew must display and remove its own set of blue signals.
- (5) Warning device.
  - (a) A flashing warning light or other device must be installed near any opening which leads to a passageway crossing railroad tracks adjacent to the building.
  - (b) Such light or device must be activated prior to any switching or movement of railroad equipment to warn workers of the dangerous condition in the area.
- (6) Cars to be immobilized. Spotted cars must either have brakes set, wheels blocked, or must be coupled to other immobilized cars to prevent each car from rolling.
- (7) Crawling under or between coupled cars prohibited. Workers must not crawl under or pass between coupled railroad cars to cross tracks.
- (8) Warning at road crossing. An audible whistle, horn or bell must be sounded by the locomotive engineer to give adequate warning prior to switching across any road crossing.
- (9) Flying switches. When switching railroad equipment in congested areas or across roadways or walkways "flying switches" must be prohibited.
- (10) Car opening devices. All box car doors and associated mechanisms must be carefully inspected before workers attempt to open or close them. If the door is not free and cannot be opened safely by hand, equipment must be provided, where necessary, and a safe method must be used to open or close the door.
- (11) Clearance from railroad tracks. Materials must not be stacked or piled closer than 8 1/2' from the center line of a standard gauge railroad track.
- (12) Operating under limited visibility conditions.

Unless trains are operated in a manner to allow the operator to see a safe stopping distance in the direction of travel, a flag person(s) must be positioned in such a manner to safely direct movement of the train.
- (13) A flag person must:
  - (a) Remain within sight of the operator; or

(b) Be equipped to maintain visual or voice communication with the operator as conditions dictate.

(14) A flag person must direct the movement of trains being moved across main roads or thoroughfares which do not have adequate traffic warning lights, bells or barricades.

[Statutory Authority: RCW 49.17.010, 49.17.040, 49.17.050, and 49.17.060. WSR 17-16-132, § 296-79-180, filed 8/1/17, effective 9/1/17. Statutory Authority: RCW 49.17.010, [49.17].040 and [49.17].050. WSR 99-16-083, § 296-79-180, filed 8/3/99, effective 11/3/99. Statutory Authority: RCW 49.17.040, 49.17.240, and chapters 43.22 and 42.30 RCW. WSR 81-03-007 (Order 80-31), § 296-79-180, filed 1/8/81; Order 74-24, § 296-79-180, filed 5/6/74; Order 70-6, § 296-79-180, filed 7/10/70, effective 8/10/70.]