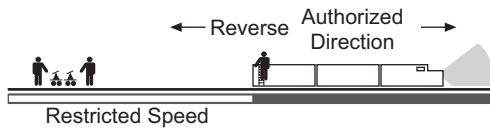


6.4 Reverse Movements

Make reverse movements on any main track, controlled siding, or on any track where a block system is in effect at restricted speed and only within the limits a train has authority to occupy the track.



[Diagram A.]

6.4.1 Permission for Reverse Movements

Obtain permission from the train dispatcher or control operator before making a reverse movement, unless the movement is within the same signaled block.

When a train or engine is advised that working limits have been established behind their train, obtain permission from the employee in charge to make any reverse movements, including within the same signaled block.

6.4.2 Movements Within Control Points or Interlockings

A. Control Points or Manual Interlockings

Except within track and time limits, if movement stops while the trailing end is between the outer opposing absolute signals of a control point or manual interlocking, the movement must not change direction without permission from the control operator.

B. Automatic Interlockings

At an automatic interlocking, the movement may change direction within the limits of the interlocking if it continuously occupies at least one car length of the limits.

6.5 Shoving Movements

Shoving cars or engines ahead of an engine must be performed by an employee visually observing the intended route while communicating instructions with the employee controlling the engine to ensure safe operation.

A GCOR qualified employee must protect the shove movement by:

- Visually observing the leading end of the movement to determine that switches and derails are properly lined, and the route is clear for the intended movement.
- Communicating instructions including a distance that specifies where the movement must be prepared to stop. (e.g., stop for misaligned switch, controlling speed for conditions, etc.)

Employees are encouraged to communicate additional information related to the shoving movement (e.g., close clearance conditions, stop signals, authority limits, etc.)

When communicating distances:

- Use 50 feet as a standard for one car length
- Provide instructions that allow for control of the movement (e.g., controlling speed for conditions, etc.)
- Use a number of car lengths that is no greater than the portion of track that has been determined to be clear, and represents where movement must stop for improperly lined switches/derails, on-track equipment, etc.

When communicating with a radio:

- The employee observing the leading end of the movement must inform the employee at the controls of the engine who is protecting the movement and how the protection will be provided (e.g., Conductor Smith on the ground, riding equipment, riding in vehicle, camera, etc.), and specify a distance.

- Direction will be described in relation to the front of the controlling locomotive (F stencil). Use the following terms:
 - “Ahead” to move forward
 - “Backup” to move backward
 - “Stop” to stop the movement

Do not use terms such as “Good For”, “Shove”, “Bring ‘em this way”, “That’ll do”, etc., in place of “Ahead”, “Backup” or “Stop”.

The following are required of the employee controlling the engine:

- Before beginning a shove movement, must know who is protecting the movement and how protection will be provided
- Before beginning a shove movement, must repeat by radio the instructions received from the employee providing protection.
- When moving, must verbally acknowledge radio instructions by repeating the distance communicated when more than four cars.
- Movement must be stopped within half of the distance specified unless additional instructions are received.

Employees involved in the shove movement must not engage in any activity unrelated to the shove. (e.g., unrelated communication, operating a switch not part of the intended route of the shove, etc.).

An employee is not required to be in position to observe the leading end of the movement when:

- Relieved by local instructions for tracks equipped with shove lights/cameras.
 - Relieved by special instructions specific to tracks involved.
 - During GCOR 6.6 Back Up Movements.
 - During pullout moves within an activated Remote Control Zone (RCZ).
- or
- Moving cars only the distance necessary (not exceeding 5 car lengths) to operate an uncoupling lever for the purpose of kicking cars. It must first be verified that the track is clear and switches and derails are lined for the movement.

When cars or engines are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

20 MPH for freight trains.

30 MPH for passenger trains.

When engaged in snow plow operations:

- One common authority may be used by both Maintenance of Way employees and the train crew when all employees are on the equipment.
- Maximum timetable speed applies unless a higher speed is authorized by the employee in charge.
- Employees are relieved from providing visual protection for snow plow being shoved.

6.5.1 Remote Control Movements

Remote control movements are considered shoving movements, except when the remote control operator controlling the movement is riding the leading engine in the direction of movement. The remote control operator protecting the shove movement must be the controlling operator and in position to visually observe the direction the equipment moves before initiating the movement.