

SHOVE MOVEMENTS

215. Shoving Equipment at Any Location

- (a) When shoving equipment at any location, a crewmember, or other qualified employee, must take action to prevent damage, protect against conflicting movements, and avoid fouling other tracks.

A crewmember or other qualified employee must be located at, on, or ahead of the leading end, except when:

1. A crewmember or other qualified employee is in a position to visually determine:
 - there is sufficient room in the track to hold the equipment being shoved, and
 - there are no conflicting movements, and
 - intervening road crossings are properly protected
 - intervening switches and derails are properly lined for the intended movement
2. The movement is governed by shove circuits and made in accordance with special instructions.
3. A train may back up one (1) train length on a main track or signaled siding provided the crew knows the train length, and:
 - Does not exceed 15 MPH.
 - Does not exceed the train's authority.
 - Does not enter or foul a public or private road crossing, or pedestrian crossing.
 - Is not made into or within yard limits, Form Y limits, drawbridges or railroad crossings at grade.
 - Does not pass any signal requiring Stop or Restricted speed.
 - Does not pass a Controlled Point unless a member of the crew is in position to continuously observe the signal governing the shoving movement and determine that the train's movement has occupied the circuit evidenced by that signal assuming its most restrictive aspect.

- (b) The employee directing the shoving movement must:
1. Not engage in any task unrelated to the oversight of the shoving movement.
 2. Inform the Engineer or Remote Control Operator:
 - the means of communication to be used, and
 - how point protection for the shove movement will be provided
- (c) Employees are prohibited from protecting shove movements while operating or riding in a moving vehicle.
- Employees may protect shove movements while positioned in a stationary vehicle provided:
- A visual determination that the track is clear is made prior to initiation of the shoving movement, and
 - The employee can visually observe the movement for the duration of the shoving movement

216. Shoving, Backing, or Pushing Movements

- (a) When radio communication is used in connection with the shoving, backing, or pushing of a train, engine, or other On-Track equipment, the employee directing the movement shall specify the direction of the move (as established in a Job Safety Briefing) and distance seen to be clear.
- (b) The distance of the movement must be specified in 50 foot "car lengths" and the movement must stop in one-half (1/2) the distance last received unless additional instructions are received.

EXCEPTION: When within 5 car lengths of the coupling or stop, the person directing the move will call out distances in car lengths, as:

- "five cars"
- "four cars"
- "three cars," etc.

After acknowledging "five cars," the Engineer will not be required to further acknowledge countdown if so doing would interfere with safe operation. During this countdown, the Engineer will stop the move immediately after moving 1 car length unless receiving additional signals from the person directing the move.

- (e) If the instructions are not understood or continuous radio contact is not maintained, the movement will be stopped immediately. The movement may not be resumed until:
 1. The misunderstanding has been resolved.
 2. Radio contact has been restored.
 3. Communication has been achieved by hand signals or other procedures.

217. Operating a Train from Other than Leading End

- (a) When the Engineer operates a train from other than the leading end of the movement, a crewmember or other qualified employee must be stationed at, on or ahead of the leading end of the movement to:
 - observe conditions ahead
 - maintain hand signal, radio communication, or communicating signal to the Engineer
 - avoid fouling other tracks
- (b) When operating on a main track and the crewmember or qualified employee stationed at, on or ahead of the leading end is equipped with a whistle or horn as well as an emergency brake valve, the movement, unless further restricted, may proceed at a speed not to exceed 30 MPH.
- (c) When operating on a main track and the crewmember or qualified employee is not equipped with a whistle or horn as well as an emergency brake valve, movement must not exceed Restricted Speed.