

## COMPARISON OF POINT PROTECTION RULES

WUTC	GCOR	BNSF	UPRR
<p>(1) The following definitions apply to this section: "Shove" means to back up or push cars with a locomotive rather than pulling them "Drop" and "kick" mean to release cars from a train or locomotive and allow them to coast or roll free.</p>	<p><b>No parallel rule</b></p>	<p><b>No parallel rule</b></p>	<p><b>No parallel rule</b></p>
<p>(2) Except when it is reasonably certain that neither people nor equipment could be in the way, when cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved to block other tracks until it is safe to do so.</p>	<p><b>6.5 Handling Cars Ahead of Engine 4<sup>th</sup> edition</b></p> <p>When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved to block other tracks until it is safe to do so.</p> <p>When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:</p> <ul style="list-style-type: none"> <li>• 20 MPH for freight trains</li> <li>• 30 MPH for passenger trains</li> <li>• Maximum speed for snow service</li> </ul> <p>5<sup>th</sup> edition same as UP, BNSF will adopt.</p>	<p><b>6.5 Handling Cars Ahead of Engine</b></p> <p>When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved to block other tracks until it is safe to do so.</p> <p>When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:</p> <ul style="list-style-type: none"> <li>• 20 MPH for freight trains</li> <li>• 30 MPH for passenger trains</li> <li>• Maximum timetable speed for snow service unless a higher speed is authorized by the employee in charge.</li> </ul> <p><b>Note: When plowing snow and all employees are on the equipment, one common authority may be used by both maintenance of way employees and the train crew.</b></p>	<p><b>6.5 Handling Cars Ahead of Engine (effective 4/1/04)</b></p> <p>When cars or engines are shoved and conditions require, a crew member must provide protection for the movement. Cars or engines must not be shoved to block other tracks until it is safe to do so.</p> <p>When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:</p> <ul style="list-style-type: none"> <li>• 20 MPH for freight trains</li> <li>• 30 MPH for passenger trains</li> <li>• Maximum speed for snow service</li> </ul>

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<p>(3) When railroad cars are shoved, kicked or dropped over road crossings at grade, a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied. Movements over the crossing may only be made on the crew member's signal.</p> <p>(4) The warning required by subsection (2) is not required when crossing gates are in the fully lowered position, or it is clearly seen that no traffic is approaching or stopped at the crossing.</p>	<p><b>6.32.1 Cars Shoved, Kicked or Dropped</b></p> <p>When cars are shoved, kicked, or dropped over road crossings at grade, a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movement over the crossing only on the crew member's signal.</p> <p>Such warning is not required when:</p> <ul style="list-style-type: none"> <li>• Crossing gates are in the fully lowered position.</li> <li>or</li> <li>• It is clearly seen that no traffic is approaching or stopped at the crossing.</li> </ul>	<p>Same as GCOR.</p>	<p>Same as GCOR except that a different rule applies when remote control moves are made over a gated crossing equipped with cameras:</p> <p><b>35.1.6 Road Crossing Equipped with Cameras (effective 3/4/04)</b></p> <p>When movements are made over a road crossing equipped with cameras, unless the RCO is on the engine or a crew member is at the crossing to provide warning, the RCO must:</p> <ul style="list-style-type: none"> <li>• Be in position to observe the crossing and roadway approaches in the monitor to assure that automatic crossing warning devices activate as designed when the RCL approaches and remain activated until the crossing is occupied by engine or cars.</li> <li>• Make sure movement over crossing does not exceed 4 MPH until crossing is occupied.</li> </ul>
<p>(5) Movements performed under remote control operation are to be considered "shoving" movements, regardless of the direction or position of the remote control locomotive, except when the primary remote control operator is riding the leading locomotive.</p>	<p><b>No parallel rule in 4<sup>th</sup> edition. 5th edition 6.5.1 Remote Control Movements</b></p> <p>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. Before initiating movement, the remote control operator or a crew member must be in position to visually observe the</p>	<p><b>SS1 23(A)</b> Except when the primary Remote Control Operator is riding the leading locomotive, remote control movements are to be considered "shoving" movements, regardless of direction or position of remote control locomotive.</p>	<p><b>35.1.4 Shoving Movement (effective 6/7/02)</b></p> <p>Except when the primary RCO is riding the leading locomotive, remote control movements are to be considered "shoving" movements, regardless of direction or position of remote control locomotive.</p>

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<p>(6) When a remote-control zone has been activated in accordance with the railroad's own rules, the railroad may relieve the remote-control operator of the requirements in subsections (1) through (4). However, the railroad must always provide point protection, in accordance with subsections (1) through (3) of this section, at road crossings at grade or where a car or engine that is being moved could block mainline tracks.</p>	<p>direction the equipment moves. Relief of Providing Protection The remote control operator is relieved from the requirement to stop within half the range of vision for movements with engine on leading end when:</p> <ol style="list-style-type: none"> <li>1. The remote control zone has been activated.</li> <li>2. Switches/derails are known to be properly lined.</li> <li>3. Track(s) within the zone are known to be clear of other trains, engines, railroad cars and men or equipment fouling track.</li> </ol> <p>This process must be repeated each time the remote control zone is activated.</p> <p><b>No parallel rule in 4<sup>th</sup> edition. 5<sup>th</sup> edition 6.7 Remote Control Zone</b></p> <p>A. Entering Remote Control Zone</p> <ul style="list-style-type: none"> <li>• Before entering a remote control zone, all employees that are not part of the remote control crew must determine whether the zone is activated. Employees may receive this information from the remote control operator, other authorized employee or special instructions.</li> <li>• When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied or switches operated until the remote control zone has been deactivated or permission is granted by the remote control operator to enter the remote control zone.</li> </ul>	<p>SSI 23(F)b. When a Remote Control Zone is activated, the Remote Control Operators are relieved of point protection for pullout movements (locomotive on leading end) only. Rule 6.28 requirement to stop within half the range of vision is waived. After Remote Control Zone is activated, Remote Control Operator must ascertain that switches/derails are properly lined and track(s) within zone are clear of trains, engines, railroad cars and men or equipment fouling track before initial pullout movement. This process must be repeated each time the Remote Control Zone is activated.</p>	<p><b>35.6.2 Activated Remote Control Zone (4/1/04)</b></p> <p>When a remote control zone is activated, the RCO must ascertain that switches/derails are properly lined and track(s) within the zone are clear of trains, engines, cars and men or equipment fouling track. The RCO is then relieved of point protection and the requirement to stop in one half the range of vision for pull out movements with locomotive on the leading end only.</p>

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<p>(7) The requirements of this section apply to a railroad unless and until it has filed with the Federal Railroad Administration, pursuant to 49 C.F.R. Sec. 217, operating rules that materially modify the requirements of Sections 6.5 and 6.32.1 of the General Code of Operating Rules (Fourth Ed., Effective April 2, 2000).</p>	<p><b>B. Transfer of an Active Remote Control Zone</b></p> <ul style="list-style-type: none"> <li>• An active remote control zone may be transferred to other remote control operators.</li> <li>• A job briefing must be conducted each time the zone is transferred between remote control operators and, if applicable, other authorized employee.</li> </ul> <p><b>C. Deactivating Remote Control Zone</b></p> <p>When the remote control operator ends the tour of duty, the remote control zone must be deactivated except the remote control zone may remain active if:</p> <ul style="list-style-type: none"> <li>• Transferred.</li> <li>• Special instructions specify the hours the remote control zone is active.</li> </ul>	<p>49 C.F.R. Sec. 217</p>	<p>49 C.F.R. Sec. 217</p>