



Memorandum

U.S. Department
of Transportation

**Federal Railroad
Administration**

Date: January 10, 2005

Reply to Attn of: G-05-29

Subject: Roadway Worker Protection Technical Bulletin
Controlled points vs. manual interlockings

From: 
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To: Regional Administrators
Deputy Regional Administrators
Track Supervisory Specialists
Signal and Train Control Supervisory Specialists
Operating Practices Supervisory Specialists

There continues to be questions as to what is a controlled point and what is a manual interlocking. The specific concerns are those locations that are controlled points, which is undefined in Sec. 214.7 (definitions). In addition, there have been inquiries as to a situation at a two-track interlocking where there is exclusive track occupancy on one of the two tracks. Can individual train detection then be used on the track without the exclusive track occupancy?

If an installation has been identified as a control point, individual train detection cannot be used. Sec. 214.337 (c) (3) is clear in not allowing the use of individual train detection at control points. Furthermore, since §214.7 does not define a control point or manual interlocking, this Technical Bulletin refers to §236.751 and §236.782 and adopts those definitions:

Sec. 236.751, Manual Interlocking - an arrangement of signals and signal appliances operated from an interlocking machine and so interconnected by means of mechanical and/or electric locking that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication.

Sec. 236.782, Controlled Point - a location where signals and/or other functions of a traffic control system are controlled from the control machine.

Regardless of whether an installation is a control point or a manual interlocking, individual train detection cannot be used as a form of protection at those locations. Also, individual train detection cannot be used on any track within those controlled point or manual interlocking limits, even if exclusive track occupancy been established on one of the tracks.

This bulletin is based on consultation with FRA's Office of Chief Counsel. Anyone desiring a formal legal interpretation on any issues discussed in this bulletin should contact that office.

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