

***On-the-Job Training Standards
For
Bridge Workers, Roadway Workers in Charge,
Watchman/Lookouts, Flagmen, and Lone Workers***

December 8, 2020

Foreword

The OJT tasks identified below assumes a continuous and ongoing positive conversation between the designated instructor / qualified person and trainee. It means enough opportunity for conversational feedback before, during, and after any task is undertaken. The purpose of this conversation is to ensure learning transfer occurs. Depending on task complexity and learner skill level, most adults gain mastery of new skills through practice and repetition. OJT standards provide the basis for measuring mastery of new skills in a fair and objective manner. It is understood that many of the tasks below are presented in a manner that may suggest non-complying conditions must be present for the trainee to demonstrate proficiency. That is not the case and it is for this reason that a positive conversation between teacher and learner is encouraged throughout the OJT process.

Please also note that there is no obligation under 49 CFR Part 243 for employers to train safety-related railroad employees on skills they will never apply in connection with their duties. For example, if an employee will not be required to perform duties in passenger service, no training on those tasks is required.

On-the-Job Training Roles and Responsibilities – Example Template

1. The **designated instructor** serves as the overall coordinator of the specific OJT program and is primarily responsible for:
 - Acting as the principal point of contact for the process, and ensuring the process is properly implemented.
 - Ensuring that all trainees and qualified persons involved in the OJT process have received hard copies of the OJT program or electronic copies of the checklist.
 - Providing guidance to both the trainee and qualified person in the process once they have received the OJT program.
 - Ensuring that trainees have access to all the supporting publications listed in this OJT program.
 - Ensuring the trainee has successfully completed all safety-related tasks to become a qualified member of an occupational category or subcategory.
2. The **qualified person** (sometimes referred to as a peer trainer) may serve as the mentor/coach for trainees. The qualified person must be qualified and has a duty to communicate with the trainees to ensure OJT is properly administered throughout the process. The qualified person will also provide daily briefings at the beginning and end of each day regarding the specific tasks focused on during that day. The trainee may perform OJT under the direct onsite observation of any qualified person, provided the qualified person has been advised of the circumstances and is capable of intervening if an unsafe act or noncompliance with Federal railroad safety laws, regulations, or orders is observed. **However, the trainee must demonstrate OJT proficiency to the satisfaction of the designated instructor to become a qualified member of an occupational category or subcategory.** A designated instructor and qualified person can be the same person.
3. The **trainee** (new hire) has the responsibility to pay close attention to the qualified person providing OJT, and to take advantage of the knowledge and experience he or she has to offer. Tracking progress of the OJT is essential and is the trainee's responsibility. Trainees should be aware of, and abide by, the following:
 - The designated instructor and/or qualified person will provide practical information and advice on the requirements and responsibilities of assigned duties.
 - Trainees are responsible for completing any narrative and self-study assignments outside the scope of this OJT program. Additional assignments are an integral part of the training experience and must be completed before being deemed qualified by the employer.
 - To gain the maximum benefit from the OJT experience, trainees should:
 - Remain alert and involved in the training activities.
 - Ask questions and learn from feedback.
 - Take notes and apply previous lessons.
 - Complete all required assignments.
 - Become familiar with and comply with FRA regulations, railroad safety rules, and other procedures mandated as a condition of employment by the employer.

- Develop and maintain a learning attitude.
- The OJT experience is designed to be much more than following a qualified person around and watching what he or she does. Trainees must take an active role in the OJT and thoroughly engage in the various job tasks outlined in this OJT program.
- Expect the qualified person to say, “Here, you give it a try.” Remember, while progressing through the OJT program, trainees can learn skills, to develop knowledge, and to adopt work habits and routines that will last throughout a railroad career.
- Tracking and documenting OJT progress is an essential process step.

Guidelines for On-the-Job Training Program Coordination and Administration

In most cases, the first week or so of employment will involve administrative details and an overall orientation. Although it is understood that a trainee’s duties may overlap with other organizational requirements, each day of OJT should focus on one of the major duties of the OJT program to the extent possible. Once the tasks have been selected, there should be both an initial briefing on the tasks to be completed at the beginning and end of each day.

- The purpose of the debriefing is to go through the day’s activities, and to focus on each of the tasks associated with the task selected.
- There is no required sequential order for completing the OJT associated with any task, and no attempt is made to prioritize any tasks. Although OJT should be focused on a task, it is anticipated that the task standards will be accomplished based on available training opportunities.

Important Note: Although OJT is a critical aspect of 49 CFR Part 243, FRA will consider, on a case by case basis, alternate approaches to OJT in lieu of the traditional approach (*see 49 CFR § 243.5- On-the-job training*). For example, some employers or training organizations may have access to state of the art indoor/outdoor training facilities that permit students to practice tasks that require neuromuscular coordination to learn in a controlled environment with minimal or no risk of personal injury. Other approaches may include; classroom practical exercises, role play, lab simulation, virtual reality (VR), and other emerging technologies. While FRA does encourage alternate approaches to OJT to lessen the risk of personal injury exposure to students, enough detail must be included in the submission and satisfy the regulatory requirements of 49 CFR § 243.101(d) (1-3).

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| Task X: Discuss Roadway Workplace Safety – Definitions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Task X-X: Demonstrate an understanding of Roadway Workplace Safety definitions.</p> <p>Note: Trainee is not required to demonstrate competency on definitions that are not applicable to the employer. For example: if no railroad bridges exist on the railroad, the trainee may bypass all definitions related to bridge worker safety.</p> | <p>Given an opportunity to read 49 CFR §§ 214.7 and 214.336, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Explain with 100 accuracy, the meaning for each of the following on three separate occasions:</p> <table border="1"> <tbody> <tr> <td><input type="checkbox"/> Adjacent track.</td> <td><input type="checkbox"/> Lanyard</td> </tr> <tr> <td><input type="checkbox"/> Adjacent controlled</td> <td><input type="checkbox"/> Lifeline.</td> </tr> <tr> <td><input type="checkbox"/> Anchorage.</td> <td><input type="checkbox"/> Lone worker.</td> </tr> <tr> <td><input type="checkbox"/> Body belt.</td> <td><input type="checkbox"/> Maximum authorized speed.</td> </tr> <tr> <td><input type="checkbox"/> Body harness.</td> <td><input type="checkbox"/> Minor correction</td> </tr> <tr> <td><input type="checkbox"/> Controlled track.</td> <td><input type="checkbox"/> Non-controlled track.</td> </tr> <tr> <td><input type="checkbox"/> Controlled point.</td> <td><input type="checkbox"/> Occupied track</td> </tr> <tr> <td><input type="checkbox"/> Deceleration device.</td> <td><input type="checkbox"/> On-track Safety</td> </tr> <tr> <td><input type="checkbox"/> Definite train location.</td> <td><input type="checkbox"/> On-track safety manual</td> </tr> <tr> <td><input type="checkbox"/> Designated official.</td> <td><input type="checkbox"/> Personal fall arrest system.</td> </tr> <tr> <td><input type="checkbox"/> Effective securing device.</td> <td><input type="checkbox"/> Qualified.</td> </tr> <tr> <td><input type="checkbox"/> Exclusive Track Occupancy.</td> <td><input type="checkbox"/> Railroad bridge.</td> </tr> <tr> <td><input type="checkbox"/> Flagman.</td> <td><input type="checkbox"/> Railroad bridge worker.</td> </tr> <tr> <td><input type="checkbox"/> Foul time.</td> <td><input type="checkbox"/> Restricted speed.</td> </tr> <tr> <td><input type="checkbox"/> Fouling a track.</td> <td><input type="checkbox"/> Roadway worker.</td> </tr> <tr> <td><input type="checkbox"/> Free fall distance</td> <td><input type="checkbox"/> Roadway worker in charge</td> </tr> <tr> <td><input type="checkbox"/> Inaccessible Track.</td> <td><input type="checkbox"/> Self-retracting lifeline.</td> </tr> <tr> <td><input type="checkbox"/> Individual train detection</td> <td><input type="checkbox"/> Train approach warning.</td> </tr> <tr> <td><input type="checkbox"/> Informational lineup of trains.</td> <td><input type="checkbox"/> Train coordination.</td> </tr> <tr> <td><input type="checkbox"/> Inter-track barrier</td> <td><input type="checkbox"/> Watchman/lookout.</td> </tr> <tr> <td><input type="checkbox"/> Interlocking manual.</td> <td><input type="checkbox"/> Working limits.</td> </tr> </tbody> </table> | <input type="checkbox"/> Adjacent track. | <input type="checkbox"/> Lanyard | <input type="checkbox"/> Adjacent controlled | <input type="checkbox"/> Lifeline. | <input type="checkbox"/> Anchorage. | <input type="checkbox"/> Lone worker. | <input type="checkbox"/> Body belt. | <input type="checkbox"/> Maximum authorized speed. | <input type="checkbox"/> Body harness. | <input type="checkbox"/> Minor correction | <input type="checkbox"/> Controlled track. | <input type="checkbox"/> Non-controlled track. | <input type="checkbox"/> Controlled point. | <input type="checkbox"/> Occupied track | <input type="checkbox"/> Deceleration device. | <input type="checkbox"/> On-track Safety | <input type="checkbox"/> Definite train location. | <input type="checkbox"/> On-track safety manual | <input type="checkbox"/> Designated official. | <input type="checkbox"/> Personal fall arrest system. | <input type="checkbox"/> Effective securing device. | <input type="checkbox"/> Qualified. | <input type="checkbox"/> Exclusive Track Occupancy. | <input type="checkbox"/> Railroad bridge. | <input type="checkbox"/> Flagman. | <input type="checkbox"/> Railroad bridge worker. | <input type="checkbox"/> Foul time. | <input type="checkbox"/> Restricted speed. | <input type="checkbox"/> Fouling a track. | <input type="checkbox"/> Roadway worker. | <input type="checkbox"/> Free fall distance | <input type="checkbox"/> Roadway worker in charge | <input type="checkbox"/> Inaccessible Track. | <input type="checkbox"/> Self-retracting lifeline. | <input type="checkbox"/> Individual train detection | <input type="checkbox"/> Train approach warning. | <input type="checkbox"/> Informational lineup of trains. | <input type="checkbox"/> Train coordination. | <input type="checkbox"/> Inter-track barrier | <input type="checkbox"/> Watchman/lookout. | <input type="checkbox"/> Interlocking manual. | <input type="checkbox"/> Working limits. |
| <input type="checkbox"/> Adjacent track. | <input type="checkbox"/> Lanyard | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Adjacent controlled | <input type="checkbox"/> Lifeline. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Anchorage. | <input type="checkbox"/> Lone worker. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Body belt. | <input type="checkbox"/> Maximum authorized speed. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Body harness. | <input type="checkbox"/> Minor correction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Controlled track. | <input type="checkbox"/> Non-controlled track. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Controlled point. | <input type="checkbox"/> Occupied track | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Deceleration device. | <input type="checkbox"/> On-track Safety | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Definite train location. | <input type="checkbox"/> On-track safety manual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Designated official. | <input type="checkbox"/> Personal fall arrest system. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Effective securing device. | <input type="checkbox"/> Qualified. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Exclusive Track Occupancy. | <input type="checkbox"/> Railroad bridge. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Flagman. | <input type="checkbox"/> Railroad bridge worker. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Foul time. | <input type="checkbox"/> Restricted speed. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Fouling a track. | <input type="checkbox"/> Roadway worker. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Free fall distance | <input type="checkbox"/> Roadway worker in charge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Inaccessible Track. | <input type="checkbox"/> Self-retracting lifeline. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Individual train detection | <input type="checkbox"/> Train approach warning. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Informational lineup of trains. | <input type="checkbox"/> Train coordination. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Inter-track barrier | <input type="checkbox"/> Watchman/lookout. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Interlocking manual. | <input type="checkbox"/> Working limits. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Task X: Apply Bridge Worker Safety – Safe Climbing Techniques | | |
|--|---|--|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Bridge Worker Safety.</p> <p>Note: This task applies only if the exemption from use of fall protection is being utilized, and when the trainee will be designated/qualified by the track owner as a “bridge inspector.”</p> | <p>Given an opportunity to read 49 CFR § 214.103, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Execute safe climbing techniques on all bridge structures in accordance with the employer’s policies and procedures while moving on or about the bridge or observing, measuring and recording the dimensions and condition of the bridge and its components. |

| Task X: Apply Bridge Worker Safety – Fall Arrest Systems / Inspection, Fitting and Installation of Body Harness, and Storage | | |
|---|---|---|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Bridge Worker Safety.</p> | <p>Given an opportunity to read 49 CFR § 214.105, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Inspect personal fall arrest system and all associated components for wear, damage, corrosion, mildew, and other deterioration. <input type="checkbox"/> Apply a body harness and ensure proper fit-up. <input type="checkbox"/> Verify the attachment point of the body harness is located in the center of the wearer's back near shoulder level, or above the wearer's head. <input type="checkbox"/> Store fall arrest systems properly. |

| Task X: Apply Bridge Worker Safety – Fall Arrest Systems / Selection | | |
|---|---|--|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| Task X-X: Demonstrate an understanding of Bridge Worker Safety. | Based on a given bridge scenario(s), and an opportunity to read 49 CFR § 214.105, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person: | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Choose appropriate fall arrest system components based on the scenario. <input type="checkbox"/> Ensure proper hook-up, anchoring, and tie-off techniques based on the scenario. <input type="checkbox"/> Calculate the free fall distance and the clearance distance to the ground or any horizontal surface of the bridge (<i>repeat as often as necessary to ensure comprehension</i>). <input type="checkbox"/> If vertical lifelines are required, verify a separate lifeline is provided for each bridge worker. <input type="checkbox"/> Verify that any device used to connect to a horizontal lifeline that may become a vertical lifeline, is capable of locking in either direction. <input type="checkbox"/> Verify snap hooks are not connected to each other and dimensionally compatible with the member to which they are connected to prevent unintentional disengagement or designed with a locking snap-hook to prevent unintentional disengagement. |

Task X: Apply Bridge Worker Safety – Working Over or Adjacent to Water

| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
|--|---|---|
| <p>Task X-X: Demonstrate an understanding of Bridge Worker Safety in areas with water.</p> <p>Note: The subtasks listed here are very general and should not necessarily be considered a complete list of duties to address in training.</p> | <p>Based on a given bridge scenario, and an opportunity to read 49 CFR § 214.107, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>With 100 percent accuracy, discuss the purpose of each safety device listed below:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Life or buoyant work vests. <input type="checkbox"/> Life preservers. <input type="checkbox"/> Ring buoys with at least 90 feet of line. <input type="checkbox"/> Distance between ring buoys. <input type="checkbox"/> One inflatable boat or skiff (when required or manned under certain conditions). |

| Task X: Apply Bridge Worker Safety – Rescue Operations | | |
|--|--|---|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Bridge Worker Safety in connection with rescue operations.</p> <p>Note: Employers have a duty to provide training (including OJT) to employees that have been designated and/or assigned to rescue operations. The training associated with these duties should be tailored for the operation and environmental conditions that exist at a specific location.</p> | <p>Given an opportunity to read 49 CFR § 214.105(a) (6), or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, set up and use of each safety device listed below:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Various rescue equipment in accordance with the employer’s policies and procedures. |

| Task X: Apply Roadway Worker Protection – Supervision and Communication | | |
|---|---|---|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, on-track Safety briefing.</p> <p>Note 1: This task is typically performed by a person designated by the employer as the roadway worker in charge. Lone workers are also entitled to on-track safety briefings. Lone workers have a duty to communicate their planned itinerary and the procedures they intend to use for on-track safety at the beginning of each duty period with a supervisor or another designated employee.</p> <p>Note 2: <i>Roadway worker in charge</i> means a roadway worker who is qualified under 49 CFR § 214.353 to establish on-track safety for roadway work groups, and lone workers qualified under 49 CFR § 214.347 to establish on-track safety for themselves.</p> | <p>Given an opportunity to read 49 CFR § 214.315, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to conduct a simulated or real time On-track Safety briefing that involves each of the following elements:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Information on the means by which on-track safety is to be provided for each track identified to be fouled and repeated each time conditions change. <input type="checkbox"/> Instruction on each on-track safety procedure to be followed and repeated each time conditions change. <input type="checkbox"/> Information about any adjacent tracks, on-track safety for such tracks, if required by this subpart or deemed necessary by the roadway worker in charge, and identification of any roadway maintenance machines that will foul such tracks. <input type="checkbox"/> A discussion of the nature of the work to be performed and the characteristics of the work location to ensure compliance. <input type="checkbox"/> Information on the accessibility of the roadway worker in charge and alternative procedures in the event the roadway worker in charge is no longer accessible to the members of the roadway work group. <input type="checkbox"/> Confirmation from each roadway worker that on-track procedures are understood. <p>Note 3: <i>On-track safety</i> means a state of freedom from the danger of being struck by a moving railroad train or other railroad equipment, provided by operating and safety rules that govern track occupancy by personnel, trains and on-track equipment.</p> |

| Task X: Apply Roadway Worker Protection – Working Limits / Exclusive Track Occupancy | | |
|--|---|--|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, establishing working limits.</p> <p>Note 1: This task is performed under the direction of a roadway worker in charge. Persons assigned as flagmen must also complete this task.</p> <p>Note 2: <i>Working limits</i> means a segment of track with definite boundaries established in accordance with 49 CFR Part 214 upon which trains and engines may move only as authorized by the roadway worker having control over that defined segment of track. Working limits may be established through exclusive track occupancy, inaccessible track, foul time or train coordination as defined herein</p> | <p>Given an opportunity to read 49 CFR §§ 214.319, 214.321 and 214.322, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to establish working limits on controlled track through the use of exclusive track occupancy for roadway workers by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Communicating with dispatcher/control operator or designate a flagman at the entrance to the track or cause fixed signals at each entrance to the working limits to display an aspect indicating “Stop.” <input type="checkbox"/> Creating a written document of the verbal authority as received or use a digital system (electronic display if available). <input type="checkbox"/> Orally repeating the authority from the dispatcher/control operator. <input type="checkbox"/> Directing train and/or roadway maintenance machine movements via verbal communication within the working limits¹. <p>If possible, establish working limits through the use of exclusive track occupancy for roadway workers behind designated trains moving through the same limits after the train(s) have passed the point to be occupied or fouled by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Visually identifying the affected trains(s); or <input type="checkbox"/> Direct radio contact with a crew member of the affected train(s); or <input type="checkbox"/> Receiving information about the affected train from the train dispatcher or control operator. <p>Note 3: Exclusive track occupancy means a method of establishing working limits on controlled track in which movement authority of trains and other equipment is withheld by the train dispatcher or control operator, or restricted by flagmen, as prescribed in 49 CFR § 214.321.</p> |

¹ Movements of trains and roadway maintenance machines within working limits established through exclusive track occupancy shall be made only under the direction of the roadway worker in charge of the working limits. Such movements shall be at restricted speed unless a higher authorized speed has been specifically authorized by the roadway worker in charge of the working limits.

| Task X: Apply Roadway Worker Protection – Working Limits / Foul Time | | |
|---|--|---|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, establishing working limits.</p> <p>Note: This task is performed under the direction of a roadway worker in charge.</p> | <p>Given an opportunity to read 49 CFR §§ 214.319 and 214.323, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to establish working limits on controlled track through the use of foul time for roadway workers by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Orally repeating the directive received from the dispatcher/control operator to include the track number or identifier, track limits and time limits of the foul time. <input type="checkbox"/> Releasing foul time with the dispatcher/control operator. <p>Note: <i>Foul time</i> is a method of establishing working limits on controlled track in which a roadway worker is notified by the train dispatcher or control operator that no trains will operate within a specific segment of controlled track until the roadway worker reports clear of the track, as prescribed in 49 CFR § 214.323.</p> |

| Task X: Apply Roadway Worker Protection – Working Limits / Train Coordination | | |
|---|--|--|
| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, establishing working limits.</p> <p>Note: This task is performed under the direction of a roadway worker in charge.</p> | <p>Given an opportunity to read 49 CFR §§ 214.319 and 214.325, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to establish working limits on controlled track through the use of train coordination for roadway workers by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Initiating communication with a member of a train crew from a train which holds exclusive authority to operate within segments of track or tracks. <input type="checkbox"/> Verify train is visible to the roadway worker who is establishing working limits. <input type="checkbox"/> Verify train is stopped. <input type="checkbox"/> Directing train movement through working limits. <input type="checkbox"/> Release working limits to the train crew. <p>Note: <i>Train coordination</i> means a method of establishing working limits on track upon which a train holds exclusive authority to move whereby the crew of that train yields that authority to a roadway worker.</p> |

| Task X: Apply Roadway Worker Protection – Working Limits / Inaccessible Track | | |
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| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, establishing working limits.</p> <p>Note: This task is performed under the direction of a roadway worker in charge. Persons assigned as flagmen must also complete this task.</p> | <p>Given an opportunity to read 49 CFR §§ 214.319 and 214.327, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to establish working limits on non-controlled track by rendering the track within working limits physically inaccessible to trains at each possible point of entry by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lining and locking a switch or derail with an effective locking device to prevent access through the working limits. <input type="checkbox"/> Configure a rail to prevent access through the working limits. <input type="checkbox"/> Communicate/coordinate with a train crew to place/use static rolling equipment to prevent access to the working limits. |

| Task X: Apply Roadway Worker Protection – On-Track Safety / Train Approach Warning | | |
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| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, establishing on-track safety.</p> <p>Note: This task is performed under the direction of watchmen/lookouts.</p> | <p>Given an opportunity to read 49 CFR §§ 214.319 and 214.329, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, the ability to establish on-track safety using train approach warning provided by watchmen/lookouts by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Determine if TAW can be safely used. <input type="checkbox"/> Focusing attention to watchman/lookout assignment given. <input type="checkbox"/> Providing roadway workers, no less than 15 seconds notice of a train approaching at maximum authorized speed so that workers can occupy a previously arranged place of safety. <input type="checkbox"/> Using effective and distinctive communication means to notify roadway workers of an approach train or other on-track equipment. <p>Note: <i>Place of safety</i> to be occupied upon the approach of a train may not be on a track, unless working limits are established on that track.</p> |

| Task X: Apply Roadway Worker Protection – Adjacent Tracks | | |
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| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, establishing working limits.</p> <p>Note: This task is performed under the direction of a roadway worker in charge.</p> | <p>Given an opportunity to read 49 CFR § 214.336, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, on-track safety procedures for roadway workgroup and adjacent track by:</p> |

| Task X: Apply Roadway Worker Protection – Lone Worker | | |
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| <u>Performance</u> Tasks | <u>Conditions</u> Tools, Equipment, Documents, Practice | <u>Standards</u> Time, Completeness, or Accuracy |
| <p>Task X-X: Demonstrate an understanding of Roadway Worker Protection, establishing on-track safety.</p> | <p>Given an opportunity to read 49 CFR § 214.337, or its equivalent, and at least one oral briefing by the designated instructor or qualified person, the trainee will, to the satisfaction of the designated instructor or qualified person:</p> | <p>Demonstrate with 100 percent accuracy, on three separate occasions, complete a statement of On-track Safety that includes the following information:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Working limits. <input type="checkbox"/> Date and time. <input type="checkbox"/> Maximum authorized speed of trains within the limits. <input type="checkbox"/> Sight distance warning required for approaching trains. |