

Training, Qualification, and Oversight for Safety-Related Railroad Employees; Periodic Oversight Job Aid

April 20, 2023

Office of Railroad Safety



U.S. Department of Transportation

Federal Railroad Administration

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Training, Qualification, and Oversight for Safety-Related Railroad Employees Periodic Oversight Job Aid

Periodic Oversight Job Aid Introduction

Disclaimer

FRA is issuing this guidance pursuant to DOT Order 2100.6A (June 7, 2021) and FRA’s general authority to prescribe regulations and issue orders for every area of railroad safety under 49 U.S.C. §§ 103(g) and 20103(a). Except when referencing laws, regulations, policies, or orders, the contents of this guidance document do not have the force and effect of law and are not meant to bind the public in any way. This document does not revise or replace any previously issued guidance.

FRA recommends that users of this job aid read the rule text ([49 CFR Part 243](#)) before using it. This job aid does not supplant the rule text, but instead is intended as a resource that provides the framework for compliance with the periodic oversight requirements of [§ 243.205](#). This job aid is intended especially for railroad contractors as FRA anticipates nearly all railroads will merge their periodic oversight under Part 243 with the oversight requirements of Part 217. Likewise, this job aid could be used to help develop internal monitoring procedures for the railroad’s on-track safety program per § 214.303(b).

Please direct any questions related to this document to FRA at Part243Questions@dot.gov.

Foreword

Pursuant to § 243.101, an employer must adopt and comply with a training program for its safety-related railroad employees (SRREs).¹ As part of that program, an employer shall adopt and comply with a program to conduct periodic oversight tests and inspections² to determine if SRREs comply with Federal railroad safety laws, regulations, and orders particular to FRA-regulated personal and work group safety.³ In the background to the final rule, FRA explained that the purpose of periodic oversight is to require employers to “more closely monitor the activities of largely maintenance-of-way, signal, and operations personnel (who are not conductors or locomotive engineers, *see* § 243.205(b)).”⁴ Periodic oversight begins the day the railroad or railroad contractor commences operations. Only qualified supervisors may conduct periodic oversight pursuant to § 243.205(c) and (g)(3). It is recommended that users of this job aid read [§ 243.205](#) in its entirety.

¹ Regardless of the job title used, periodic oversight must be conducted on SRREs to assess their ability to comply with Federal railroad safety laws, regulations, and orders pertaining to personal and workgroup safety in connection with their duties.

² 49 CFR § 243.205.

³ Currently 49 CFR Parts 214, 218, and 220.

⁴ 79 FR 66460, 66487 (Nov. 7, 2014).

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Periodic Oversight Job Aid

This job aid provides railroads and railroad contractors a framework and recommendations for compliance with the requirements of § 243.205. It is designed to summarize Part 243's requirements and recommend practices to ensure each step in the application of Federal regulations pertaining to work group safety is considered when conducting tests or inspections. In this job aid, the terms "must" and "shall" indicate regulatory requirements while the terms "may" or "should" indicate FRA's recommendation.

Since a supervisory employee is not required to verify every regulatory requirement during a periodic oversight test or inspection, Appendix A to this document provides examples of the types of tests, forms, and inspections a supervisory employee could consider using when conducting periodic oversight.

Periodic oversight seeks to accomplish two goals: (1) take notice of individual employees who are in noncompliance and take corrective action to ensure that those specific employees know how to do the work properly (in some instances, the employee might need coaching or retraining, especially if the person has not had much experience doing the work; in other instances, training may not be an issue and other remedial action may be appropriate); and (2) review all of the oversight data, in the aggregate, to detect patterns of noncompliance.⁵

Periodic Oversight by Contractors

A railroad contractor is required to conduct periodic oversight of its own employees when it meets all the following criteria:

1. The contractor employs more than 15 SRREs;
2. The contractor relies on training it directly provides to its own employees as the basis for qualifying those employees to perform safety-related duties on a railroad; and
3. The contractor employs supervisory SRREs capable of performing oversight.⁶

Notwithstanding the requirements of paragraphs § 243.205(c) and (g), a railroad and a contractor may agree that the contractor will provide the oversight by specifying in the program that the railroad has trained the contractor employees responsible for training and oversight.⁷

Railroad contractors must have a clear understanding of periodic oversight responsibilities with their railroad clients prior to engaging in any safety-related duties on the railroad.

Detailed Records of Test or Inspection

⁵ 79 FR 66486-87.

⁶ 49 CFR § 243.205(g).

⁷ 49 CFR § 243.205(h).

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Each employer that conducts periodic oversight must create and maintain records pursuant to § 243.205(i). The information listed below captures the essential elements of a periodic oversight record.

- Document all activities of the test or inspection⁸ on the designated form. At the minimum, each form must include:
 - The date;
 - Time;
 - Place;
 - Result of each test or inspection;
 - Each person administering test(s) or inspection(s); and
 - Person tested.
- The record shall also provide a method to record whether the employee complied with the monitored duties, and any interventions used to remediate non-compliance.

Tests or Inspections

- Tests or Inspections may be either announced or unannounced.
- Tests or Inspections should be conducted throughout an SRRE's entire shift so that any night activities are covered.
- Tests or Inspections should be conducted throughout a SRRE's work location(s), i.e., mainline, sidings, yards, leads, maintenance, shops, with and without equipment where applicable.
- At the end of each test or inspection the supervisory employee shall brief the SRRE on the results of the test or inspection, and interventions used to remediate noncompliance.

Supervisory Employees Conducting Periodic Oversight of SRREs

- Must be formally trained/qualified on any applicable safety rules and procedures for the railroad they are upon.
- Must be knowledgeable in all Federal regulations for the periodic oversight they are performing.

⁸ See 79 FR 66487 (Nov. 7, 2014)(describing in the section-by-section analysis of the Part 243 final rule that periodic oversight means regularly conducting both tests and inspections, and what those terms mean in this context). In summary:

Tests require changing the work environment so that one or more employees must act to prevent non-compliance. **Inspections** require observing one or more employees at a job site and determining whether the employees are in compliance.

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- Should verify that SRREs are trained and qualified on all roles/procedures they are performing for the railroad they are upon.
- Should verify that roadway workers are complying with all applicable rules of the railroad they are upon.
- Should consider intervening in circumstances where an unsafe act or non-compliance with Federal railroad safety laws, regulations, or orders is observed.
- Shall document whether the employee complied with the monitored duties, and any interventions used to remediate non-compliance.

**APPENDIX A - EXAMPLES OF TESTS AND INSPECTIONS THAT MAY BE
CONDUCTED BY SUPERVISORY EMPLOYEES DURING PERIODIC OVERSIGHT**

214B-1 - Fall Protection Generally

Objective: Observe bridge workers (BW) inspecting bridges, or using exceptions, or using fall restraint.

Applicable Rules: § 214.103 - Fall Protection Generally and Railroad Rules.

Working on a railroad bridge performing a bridge inspection

- Observe BW engaged in inspection of a railroad bridge:
 - Verify BW complies with the railroad's/contractor's climbing techniques and procedures.
 - Verify BW is engaged solely in inspection activities.
 - Check if applicable, the BW is provided all equipment necessary to meet the needs of safety, including any specialized alternative systems required.

Working on a railroad bridge using an exception in place of fall protection

- Observe BW using an exception pursuant to § 214.103(c):
 - Verify BW is performing minor repairs or inspections staying exclusively between the outside rails.
 - If the BW is outside a rail, verify that side of the bridge is equipped with walkways and railings of sufficient height, width, and strength to prevent a fall.
 - Verify BW at all times maintains a position six feet or more from the edge of a bridge or roadway deck, or from an opening through which a person could fall.

Working on a railroad bridge using fall restraint

- Observe BW using fall restraint:
 - Verify BWs fall restraint system components meet the requirements for components of a personal fall arrest system, as set forth in § 214.105.
 - Verify BW is prevented from reaching any edge or opening where they could fall, in any direction.
 - If BW is using a retractable lanyard or lifeline in the fall restraint system, verify the BW cannot reach any edge or opening where they could fall when the retractable component is fully deployed.

214B-2 - Fall Protection Systems Standards and Practices

Objective: Observe fall protection systems conform to standards.

Applicable Rules: § 214.105 - Fall protection systems and practices.

Working on a Railroad Bridge with Fall Protection

General

- Verify fall protection equipment is only being used for personal fall protection.
- Verify that components are inspected prior to use and found to be free of defects such as wear, damage, corrosion, mildew, and other deterioration.
- Verify that bridge workers are trained on the application limits of the equipment, proper hook-up, anchoring and tie-off techniques, methods of use, and proper methods of inspection and storage.

Vertical lifelines

- Verify lifelines have a minimum breaking strength of 5,000 pounds.
- Verify that each bridge worker is provided with a separate lifeline.
- Check that lifelines are not made of natural fiber rope.

Horizontal lifelines

- Verify lifelines were designed, installed, and used under the supervision of a competent person, as part of a complete personal fall arrest system that maintains a safety factor of at least two.
- Check that lifelines are not made of natural fiber rope.
- Verify that devices used to connect to a horizontal lifeline that may become a vertical lifeline are capable of locking in either direction.

Self-retracting lifelines and lanyards

- Verify self-retracting lifelines and lanyards that automatically limit free fall distance to two feet or less have components capable of sustaining a minimum static tensile load of 3,000 pounds applied to the device in the fully extended position.
- Verify that self-retracting lifelines and lanyards that do not limit free fall distance to two feet or less, ripstitch, and tearing and deformed lanyards are capable of withstanding 5,000 pounds applied to the device in the fully extended position.

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Connecting hardware

- Verify that connectors have a corrosion-resistant finish, and all surfaces and edges are smooth.
- Verify that connectors are drop forged, pressed, or formed steel, or made of equivalent-strength materials.
- Verify snap-hooks are capable of sustaining a minimum tensile load of 3,600 pounds without cracking, breaking, or taking permanent deformation.
- Verify snap-hooks are capable of sustaining a minimum tensile load of 5,000 pounds.
- Verify snap-hooks are not connected to each other.
- Check that snap-hooks are dimensionally compatible with the member to which they are connected to prevent unintentional disengagement.
- Verify that non-locking type snap-hooks are not engaged:
 - Directly, next to webbing, rope, or wire rope;
 - To each other;
 - To a dee-ring to which another snap-hook or other connector is attached;
 - To a horizontal lifeline; or
 - To any object that is incompatibly shaped or dimensioned in relation to the snap-hook so that unintentional disengagement could occur.

Body harnesses

- Check that body belts are not being used as components of a personal fall arrest system.
- Observe that systems are worn with the attachment point of the body harness located in the center of the wearer's back near shoulder level, or above the wearer's head.
- Verify dee-rings are capable of sustaining a minimum tensile load of 3,600 pounds without cracking, breaking, or taking permanent deformation.
- Verify dee-rings are capable of sustaining a minimum tensile load of 5,000 pounds.

Observe that the personal fall arrest system components conform to standards.

- Verify that anchorages are capable of supporting at least 5,000 pounds per bridge worker attached or are designed, installed, and used under the supervision of a qualified person as part of a complete personal fall protection system that maintains a safety factor of at least two.
- Check that the system will bring a bridge worker to a complete stop and limit maximum deceleration distance a bridge worker travels to 3.5 feet.
- Verify the system is arranged so that a bridge worker cannot free fall more than six feet and cannot contact the ground or any lower horizontal surface of the bridge.
- Verify the system limits the maximum arresting force on a bridge worker to 1,800 pounds when used with a body harness.

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- Check that the system has sufficient strength to withstand twice the potential impact energy of a bridge worker free falling a distance of six feet, or the free fall distance permitted by the system, whichever is less.
- Verify that a plan is in place for the prompt rescue of bridge workers in the event of a fall.

214B-3 – Safety Nets

Objective: Observe that the installation of the safety net system conforms to standards.

Applicable Rules: § 214.105 - Fall protection systems and practices.

- Verify safety nets are installed as close as practicable under the walking/working surface on which bridge workers are working, and not installed more than 30 feet below such surface.
- Verify the safety is installed so any fall from the working surface to the net is unobstructed.

Observe that the testing or certification of the safety net system conforms to standards.

- Verify that the safety nets and net installations were drop-tested at the jobsite after initial installation and before being used as a fall protection system, whenever relocated, after major repair, and at six-month intervals if left in one place, and
- Verify that the drop-test (if performed) consisted of a 400-pound bag of sand 30 inches, plus or minus two inches, in diameter dropped into the net from the highest (but not less than 3½ feet) working surface on which bridge workers are to be protected, or
- Verify that the railroad or railroad contractor has demonstrated that a drop-test is not feasible and has had a designated competent certify that the net and its installation are in compliance with the provisions by preparing a certification record prior to use of the net, and
- Verify that the certification included an identification of the net, the date it was determined that the net was in compliance with this section, and the signature of the person making this determination and that the most recent certification for each net installation is available at the jobsite where the subject net is located.

Observe that the installation of the safety net system conforms to standards.

- Verify safety net is installed such that there is no contact with surfaces or structures below the net when subjected to an impact force equal to the drop test specified.
- Verify safety nets extend outward from the outermost projection of the work surface as follows:

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- If the vertical distance from the working level to the horizontal plane of the net is 5 feet or less, the minimum required horizontal distance of the outer edge of the net beyond the edge of the working surface is 8 feet.
- If the vertical distance from the working level to the horizontal plane of the net is greater than 5 feet, but less than 10 feet, the minimum required horizontal distance of the outer edge of the net beyond the edge of the working surface is 10 feet.
- If the vertical distance from the working level to the horizontal plane of the net is greater than 10 feet, the minimum required horizontal distance of the outer edge of the net beyond the edge of the working surface is 13 feet.
- Verify safety net has a border rope or webbing with a minimum breaking strength of 5,000 pounds.
- Verify the maximum size of each safety net mesh opening does not exceed 36 square inches and is not longer than 6 inches on any side measured center-to-center of mesh ropes or webbing and that all mesh crossing is secured to prevent enlargement of the mesh opening.
- Verify connections between safety net panels are as strong as integral net components and are spaced not more than 6 inches apart.

Observe that the daily use of the safety net system conforms to standards.

- Verify that nets are inspected at least once a week for mildew, wear, damage, and other deterioration and that defective components shall be removed permanently from service.
- Check that tools, scraps, or other materials that have fallen into the safety net are removed as soon as possible, and at least before the next work shift.

214B-4 - Working Over or Adjacent to Water

Objective: Observe bridge workers working over or adjacent to water.

Applicable Rules: § 214-107 - Working over or adjacent to water and Railroad Rules

Working over or adjacent to water and NOT under the provisions of § 214.103(b)(2), (c) or (d) of this subpart

- Verify that bridge workers working over or adjacent to water with a depth of four feet or more, or where the danger of drowning exists, are provided and use life vests or buoyant work vests in compliance with U.S. Coast Guard requirements in 46 CFR sections 160.047, 160.052, and 160.053.
- Verify that life preservers in compliance with U.S. Coast Guard requirements in 46 CFR 160.055 are within ready access.
- Verify that all flotation devices were inspected for defects that reduce their strength or buoyancy by designated individuals trained by the railroad or railroad contractor and deemed non-defective prior to use.

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- Verify ring buoys with at least 90 feet of line are provided and readily available for emergency rescue operations, with distance between ring buoys not exceeding 200 feet.
- Verify that at least one lifesaving skiff, inflatable boat, or equivalent device is immediately available, and if determined by a competent person that environmental conditions, including weather, water speed, and terrain, merit additional protection, that the skiff or boat is manned.

214B-5 - Scaffolding

Objective: Observe bridge workers using scaffolding

Applicable Rules: § 214-109 – Scaffolding

General

- Verify each scaffold and scaffold component, except suspension ropes and guardrail systems, but including footings and anchorage, is capable of supporting, without failure, its own weight and at least four times the maximum intended load applied or transmitted to that scaffold or scaffold component.
- Verify scaffolds have not been altered or moved while they are occupied. This paragraph does not apply to vertical movements of mobile scaffolds that are designed to move vertically while occupied.
- Verify an access ladder or equivalent safe access is provided.

Guardrail systems

- Verify guardrail systems are capable of withstanding, without failure, a force of at least 200 pounds applied within two inches of the top edge, in any outward or downward direction, at any point along the top edge.
- Verify top edge height of toprails, or equivalent guardrail system member are 42 inches, plus or minus three inches and supports are at intervals not to exceed eight feet.
- Verify midrails, screens, mesh, intermediate vertical members, solid panels, and equivalent structural members are capable of withstanding, without failure, a force of at least 150 pounds applied in any downward or outward direction at any point along the midrail or other member.
- Verify midrails are installed at a height midway between the top edge of the guardrail system and the walking/working level.
- Verify toeboards are a minimum of four inches in height.

Manually propelled mobile ladder stands and scaffolds

- Verify that there are no sharp edges or burrs.
- Verify that the maximum work level height does not exceed four times the minimum or least base dimensions of any mobile ladder stand or scaffold or that suitable outrigger

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frames are employed to achieve this least base dimension, or that equivalent provisions have been made to guy or brace the unit against tipping.

- Verify that the minimum platform width for any work level is not less than 20 inches for mobile scaffolds (towers).
- Verify that ladder stands shall have a minimum step width of 16 inches and that the steps are fabricated from slip resistant treads.
- Verify that guardrails and midrails conform to the general guardrail system requirements of this section.
- Verify that a climbing ladder or stairway has been provided for proper access and egress, is affixed or built into the scaffold and is located so that in its use it will not have a tendency to tip the scaffold.
- Verify that all scaffold casters are provided with a positive wheel and/or swivel lock to prevent movement and that ladder stands shall have at least two of the four casters and are of the swivel type.

214B-6 – Personal Protective Equipment

Objective: Observe bridge worker personal protection equipment (PPE)

Applicable Rules: § 214-111 – Personal protective equipment, generally, § 214.113 Head, § 214.115 Foot Protection, § 214.117 Eye and Face Protection and the Railroad Rules

Personal protective equipment, generally

- Verify that BW are using all personal protective equipment required by the regulations and the work being performed

Head Protection

- Verify Railroad BW's working in areas where there is a possible danger of head injury from impact, or from falling or flying objects, or from electrical shock and burns are wearing protective helmets.

Foot Protection

- Verify bridge workers are wearing foot protection equipment when potential foot injury may result from impact, falling or flying objects, electrical shock or burns, or other hazardous condition.

Eye and Face Protection

- Observe Railroad bridge workers are wearing eye and face protection equipment when potential eye or face injury may result from physical, chemical, or radiant agents.

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- Verify railroad bridge workers whose vision requires the use of corrective lenses, when required by this section to wear eye protection are protected by goggles or spectacles of one of the following types:
 - Spectacles whose protective lenses provide optical correction the frame of which includes shielding against objects reaching the wearer's eyes around the lenses;
 - Goggles that can be worn over corrective lenses without disturbing the adjustment of the lenses; or
 - Goggles that incorporate corrective lenses mounted behind the protective lenses.

214C-1 - On-Track Safety Job Briefing

Objective: Observe roadway workers on-track safety job briefings and their understanding of the different elements of an on-track safety job briefing.

Applicable Rules: § 214.303(b) - Railroad on-track safety programs, generally, § 214.309 – On-track safety manual, § 214.311 – Responsibility of employers, § 214.313 – Responsibility of individual roadway workers, § 214.315 – Supervision and communication & Railroad Rules

Note: Roadway worker must be trained/qualified for their assigned duties including any requirements of training for the railroad they are upon.

Responsibility of Employers and Individual Roadway Workers

As provided in § 214.311, an employer is responsible for the understanding and compliance by its employees of its rules/regulations. As provided in § 214.313, a roadway worker is responsible for following the on-track safety rules of the railroad they are upon.

- Ensure roadway worker(s) understand they shall only foul a track in performance of their duties, and they must ascertain that on-track safety is being provided before fouling a track.
- Ask if the roadway worker(s) understand they can refuse any directive to violate an on-track safety rule or regulation(s).
- Verify the roadway worker(s) understand what a good faith challenge is and know where to find the written procedure to achieve a prompt and equitable resolutions for the railroad they are upon.
- Verify roadway worker(s) understand that, before they foul a track, an on-track safety job briefing is required.

On-Track Safety Job Briefing

- Were the instructions on the on-track safety procedures covered in the job briefing?

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Note: Instructions on the on-track safety being utilized, for example, Exclusive Track Occupancy, Foul Time, Inaccessible Track, etc.

- Verify the roadway worker(s) know their location is within the working limits, if established.
- Confirm the roadway worker(s) can identify the roadway worker in charge (RWIC).
- Verify roadway worker(s) understands that only one qualified RWIC can have control of the working limits.

Note: RWIC must meet the training and qualifications requirements of § 214.353

- Ensure the RWIC is accessible to the roadway work group and alternative procedures were discussed in the event the roadway worker in charge is no longer accessible to the members of the roadway work group.
- Was the work to be performed and the characteristics of the work location discussed in the job briefing?
- Was there a discussion about all adjacent tracks in the job briefing?
- Verify roadway worker(s) acknowledged understanding of the on-track safety job briefing.
- Did the roadway work group re-brief if conditions changed?
- Were the working limits released prior to roadway workers being in the clear of the track(s) or afforded another form of on-track safety?

On-Track Safety Manual

On-track safety manual must be current. These instructions include the applicable railroad operating rules, bulletins, other procedures concerning on-track safety procedures and shall be maintained in one manual.

- Verify that the on-track safety manual is available to all roadway worker(s).
- If observing a lone worker, ensure the on-track safety manual is readily available or has alternative means to access the manual.

214C-2 - Crossing Tracks

Objective: Observe roadway workers crossing tracks for compliance with the railroads applicable on-track safety procedures.

Applicable Rules: § 214.317 – On-track safety procedures, generally and Railroad Rules

Roadway Worker Crossing Track(s)

- Verify the roadway worker(s) are complying with railroad's rule(s) regarding crossing tracks safely.

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- Verify the Roadway worker(s) move directly and promptly across the track.
- Are roadway worker(s) carrying tools, material or have their sight or hearing impaired that would prevent roadway workers from moving rapidly away from approaching trains or on-track equipment?

214C-3 - RMM Weed Spraying/Snow Removal

Objective: Observe roadway workers on non-controlled track utilizing roadway maintenance machines for weed spraying or snow removal per railroad on-track safety procedures.

Applicable Rules: § 214.317 – On-track safety procedures, generally and Railroad Rules

On-Track Roadway Maintenance Machines Weed Spraying/Snow Removal

- Ensure railroad have procedures in place before utilizing exceptions under § 214.317(c)
- Are the roadway worker(s) complying with railroad's operating rules and procedures for movement of equipment?
- Have all on-track movements in the affected area been informed of the Weed Spraying/Snow Removal operation?
- Are all movements being operated at restricted speed as defined in § 214.7?

Note: Except on other than yard tracks or switching leads no more than 25 mph

- Is communication between on-track equipment provided?
- Verify that remotely controlled hump yard facility operations are not in effect and kicking of cars is prohibited unless agreed to by the roadway worker in charge.
- Verify the roadway workers are not performing other roadway worker duties outside of weed spraying or snow removal.
- Verify the roadway maintenance machines have operable:
 - 360-degree intermittent warning light or beacon.
 - Working light if operated at night or dark areas such as tunnels – unless equivalent lighting is provided.
 - Illumination device capable of illuminating the track ahead for 300 feet under normal weather and atmospheric conditions.
 - Brake light activated by the braking system visible for 300 feet under normal weather and atmospheric conditions.
 - Rearward viewing device.

214C-4 - Tunnel Niches or Clearing Bays

Objective: Ensure roadway workers utilizing tunnel niches or clearing bay less than 4 feet from the rail comply with railroad's on-track safety procedures.

Applicable Rules: § 214.317 – On-track safety procedures, generally and Railroad Rules

Tunnel Niches or Clearing Bays

- Verify the roadway worker(s) are complying with railroad’s on-track safety procedures regarding the using of tunnel niches or clearing bays.
- Verify that the niches or bays are visually inspected by the RWIC or a Lone Worker prior to use.
- Verify the roadway worker or lone work have the proper sight distance to allow them to occupy the niches or bays 15 seconds prior to arrival of trains or on-track equipment.

214C-5 - RMM Movements on Non-Controlled ABS Territory

Objective: Observe Roadway Maintenance Machine (RMM) operators to ensure they are complying with the railroad’s on-track safety procedures for RMM movements on non-controlled track equipped with automatic block signal (ABS) where trains are permitted to exceed restricted speed.

Applicable Rules: § 214.320 – Roadway maintenance machines movement over signalized non-controlled track and railroad rules.

Note: For the purposes of this section restricted speed is on-track movements prepared to stop within one-half the range of vision, but not exceeding 25 mph.

- Verify the RMM operator(s) are complying with railroad’s on-track safety procedures regarding establishing working limits if railroads have not established procedures that are equivalent to restricted speed.

Note: The railroad’s procedure must provide an equivalent level of protection and must be first approved in writing by FRA.

214C-6 - Exclusive Track Occupancy (ETO), and ETO Electronic Display

Objective: Observe roadway worker(s) utilizing ETO, ETO behind a train, and ETO electronic display to ensure they are complying with the railroads on-track safety procedures and regulations.

Applicable Rules: § 214.321 – Exclusive track occupancy, § 214.322 - Exclusive track occupancy, electronic display, and Railroad Rules.

Exclusive Track Occupancy

- Verify only one roadway worker in charge (RWIC) has control of the working limits.
- Verify the RWIC has established working limits by one of the following:
 - Authority issued to RWIC by train dispatcher/control operator.

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- Flagmen stationed at each point of entry, with movement instructions as only permitted by RWIC.
- RWIC causing fixed signals displaying “**STOP**” at each point of entry (local control).

Authorities

- Verify roadway worker(s) are complying with the railroad applicable safety rules governing the issuing of authorities and how working limits will be defined.
- Verify the RWIC maintains a written or printed authority while it is in effect.
- Verify the authority specifies a unique identifier (e.g., employee name or work group number).
- Verify the roadway worker(s) are complying with the railroad applicable safety rules governing communication between trains, other on-track equipment and the RWIC or Lone Worker.
- Verify that all movements are made under the direction of the RWIC and at restricted speed unless a higher speed has been authorized by the RWIC.

When exclusive track occupancy working limits are establish using an electronic display

- Verify the RWIC has the authority readily viewable.
- Verify the RWIC is knowledgeable of the procedures in the event the electronic display fails.

Working limits behind a train

- Verify the RWIC verified the train(s) is past the point to be occupied or fouled by one of the following:
 - Visually identifying the affected train(s).
 - Direct radio contact with a crew member of affected train(s).
 - Receiving information directly from train dispatcher/control operator of the affected train(s).
- Verify the RWIC recorded on the authority the time of passage and engine number(s) of the affected train(s).

Separate work group afforded on-track safety by a RWIC with working limits behind a train

- Verify the separate work group is accompanied by a roadway worker qualified as a RWIC on the railroad the roadway worker(s) are upon.
- Verify the separate work group does not occupy or foul the track until receiving permission from the RWIC of the working limits.
- Verify the separate work group qualified RWIC verified the train(s) is past the point to be occupied or fouled by one of the following.

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- Visually identifying the affected train(s).
- Direct radio contact with a crew member of affected train(s).
- Receiving information directly from train dispatcher/control operator of the affected train(s).
- Verify the separate work group qualified RWIC recorded on the authority the time of passage and engine number(s) of the affected train(s).

Note: Railroad operating rules shall include procedure(s) prohibiting train(s) from making reverse movement into or within limits, when work limits have been establish behind a train.

Flagman

- Verify the flagman is equipped and complies with the railroad's flagging procedures.

Local Control

- Verify the RWIC has control of the signal(s) in accordance with the railroad operating rule(s).

214C-7 - Foul Time

Objective: Observe RWIC using foul time as on-track safety (OTS) to ensure they are complying with the railroads on-track safety procedures.

Applicable Rules: § 214.323 – Foul Time and Railroad Rules

Foul Time (FT)

- Verify there are no other trains or on-track equipment in the working limits.
- If FT is issued orally, verify the RWIC repeated the track number or identifier, track limits, and time limits to the issuing employee for verification.

214C-8 -Train Coordination

Objective: Observe RWIC using train coordination to ensure they comply with the railroad's applicable on-track safety procedures.

Applicable Rules: § 214.325 – Train Coordination and Railroad Rules

Train Coordination (TC)

- Verify that the working limits established by TC are within a segment of track or tracks on which only one train holds exclusive authority to move.
- Confirm that the RWIC communicated with a member of the crew holding the exclusive authority to move.
- Confirm that the train was visible and stopped when the RWIC established TC.

- Verify the RWIC is in control of all further movements.

214C-9 - Inaccessible Track

Objective: Observe a roadway work group using inaccessible track.

Applicable Rules: § 214.327 – Inaccessible track and Railroad Rules

Inaccessible Track

- Verify that all entry points into the working limits are protected by one or more of the following eight methods:
 1. A flagman present at each point of entry.
 - Verify the flagman is equipped and complies with the railroad’s flagging procedures.
 - Verify it is not being utilized where kicking or humping operations are in effect.
 2. A switch or derail aligned to prevent access and secured with an effective securing device.
 3. Discontinuity in the rail.
 4. Working limits on controlled track that connects directly to the inaccessible track.
 5. A remotely controlled switch aligned to prevent access to the working limits and secured by the control operator by application of a locking or blocking device.
 - Verify the control operator applied the locking or blocking device.
 - Verify the control operator notified the RWIC the request for protection has been provided.
 6. A locomotive with or without cars placed to prevent access to working limits (Iron Flagman).
 - Verify the RWIC communicated with a member of the crew assigned to the locomotive.
 - Verify the locomotive was visible and stopped when on-track safety was established.
 - Confirm all additional movements of the locomotive are made under the direction of the RWIC.
 - Confirm the crew of the locomotive do not leave or go off-duty before communicating with the RWIC if so, another form of on-track safety must be established.
 - If the cars are coupled to the locomotive on the same end of the roadway worker(s), verify the air brake system is connected and charged.
 - If the roadway worker(s) are located in front of the locomotive with cars, verify the train have sufficient braking capacity.

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7. Block register territory.
 - Verify that railroad has procedures that prevents trains and other on-track equipment from occupying the track
 8. Train or engine or other on-track equipment movements on main track within yard limits.
 - Verify the working limits are delineated with stop signs (flags) and/or advance signs (flags), if required.
- Verify that trains and/or RMMs within the inaccessible working limits are moving under the direction of the RWIC and do not exceed restricted speed.

214C-10 – Train Approaching Warning

Objective: Observe roadway work group using train approach warning (TAW) to ensure compliance with the railroads on-track safety procedures.

Applicable Rules: § 214.329 – Train approach warning provided by watchman/lookout, and Railroad Rules

Train Approach Warning

- Verify that the watchman/lookout has sufficient sight distance to clear all roadway workers from the track and occupy the predetermined place of safety (PPOS) not less than 15 seconds before a train or on-track equipment arrives at the work location traveling at the max authorized timetable speed.
- Verify that the watchman/lookout warning provides sufficient time to allow roadway workers to occupy PPOS not less than 15 seconds before a train or on-track equipment arrives at the work location.
- If the PPOS is located on another track, ensure that working limits are established on that track.
- Confirm that the watchmen/lookout is devoting full attention to the detection of trains or on-track equipment.
- Confirm that the watchman/lookout's warning method is distinct and clear to all recipients and detectable regardless of noise or distraction of work.
- Confirm that the roadway workers do not need to look in a particular direction to receive the warning.
- Verify that the roadway worker(s) are in a position that enables them to receive the warning.
- Confirm that the watchman/lookout has the necessary equipment to provide the warning.

214C-11 – Adjacent Controlled Tracks

Objective: Observe roadway work groups working near adjacent controlled tracks are complying with railroad's on-track safety procedures.

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Applicable Rules: § 214.336 – On-track safety procedures for certain roadway work groups and adjacent track, and Railroad Rules

Special Circumstance (three tracks if the occupied track is the middle track)

- If the occupied track is between two adjacent controlled tracks, confirm the RWIC is using their most restrictive procedure(s) governed when one or more concurrent movements are permitted over 25mph/40mph passenger.

Movements over 25 mph/40 mph passenger

- Verify the RWIC notifies the work group when he/she intends to permit one or more trains or other on-track equipment movements through the working limits on the adjacent controlled track.
- Confirm when movements are allowed work ceases.
- Confirm affected roadway worker(s) occupy a predetermined place of safety upon notification of approaching movement on adjacent track.

Movements less than 25 mph/40 mph passenger

- Verify the RWIC notifies work group when he/she intends to permit one or more trains or other on-track equipment movements through the working limits on the adjacent controlled track.
- Verify when movements are allowed on adjacent track, work is only permitted in the gage of the occupied track, or the field side opposite the adjacent track.
- Verify that roadway worker(s) on the ground maintain a distance of at least 25 feet in front or behind roadway maintenance machines when movements are allowed on adjacent track.

Resuming Work

- Confirm work does not resume until the trailing-end of the authorized movement has passed and remains ahead of the roadway work group.
- If an authorized movement stops before the trailing end has passed and work resumes, verify the RWIC establishes on-track safety through train approach warning, or
- Communicates with the train crew or operator to establish further movements will only be permitted by the RWIC.

Exceptions Allowed

- If using, verify the roadway worker(s) are complying with the exception(s) allowed pursuant to adjacent controlled track regulation. See [Appendix F to this document](#).

Components of RMM

- Verify that components of roadway maintenance machine are not fouling an adjacent controlled track, unless working limits have been established on the adjacent-controlled-track with no movements permitted.

214C-12 – Lone Worker

Objective: Observe lone worker fouling a track while performing routine inspections or minor repairs.

Applicable Rules: § 214.337 – On-track safety procedures for lone workers and Railroad Rules

Individual Train Detection (ITD)

- Verify the lone worker is only performing routine inspection or minor correction outside a manual interlocking, control point, or remotely controlled hump yard facility.
- Confirm the lone worker had a job briefing with a supervisor or designated employee at beginning of their shift.
- Verify the lone worker have access to the current On-Track Manual.
- Confirm the lone worker prepared a valid Statement of On-Track Safety before engaging in any inspection or minor correction.
- Verify the lone worker has the required sight distance.
- Verify that the lone worker ability to hear and see approaching trains are not impaired by any power-operated tools or roadway maintenance machines in use, background noise, lights, precipitation, fog, passing trains, or any other physical conditions.
- Verify a lone worker does not occupy a position or engage in any activity that would interfere with a worker's ability to maintain a vigilant lookout for, and detect the approach of, a train moving in either direction.
- Verify the lone worker is not using a roadway maintenance machine, equipment, or handling material that cannot be readily removed.

214C-13 – Roadway Maintenance Machines (RMM)

Objective: Observe roadway workers who operate or work near working roadway maintenance machines (RMM).

Applicable Rules: § 214.341 – Roadway maintenance machines and Railroad Rules

Note: Employers shall provide specific provisions for the safety of roadway workers who operate or work near RMMs. These procedures must be supplemented whenever necessary by any specific requirements associated with a particular types or models of machines.

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Working with RMMs

- Confirm roadway workers are complying with the rules for communication between machine operators and roadway workers assigned to work near or on roadway maintenance machines.
- Verify RMM operators are maintain proper spacing between machines to prevent collisions.
- Verify both RMM operators and roadway worker(s) maintain proper spacing between machines and roadway worker(s) to prevent personal injury.
- Confirm RMM operators comply with the working and travel speeds for the RMM, dependent upon weather, visibility, and stopping capabilities.
- Verify RMM operators are complying with the operating rules for making movements outside of working limits (tramming).
- Confirm the RMM contains the safe operating instructions.
- If the RMM has been adapted for specific railroad use, verify the operating instruction reflect the adaptation.
- Verify if a defective condition is found the RMM operator records and tag the defective machine in accordance with the on-track safety procedures of the railroad.

Note: Banner or Stop Test is an acceptable method for testing RMM operators when appropriate.

214D-1 – RMM Good Faith Challenge

Objective: Ensure RMM operators understand the procedures for initiating a good faith challenge.

Applicable Rule: § 214.503 - Good-faith challenges; procedures for notification and resolution

Good-Faith Challenges; Roadway Maintenance Machines

- Verify the RMM operator understands their right to refuse to operate an unsafe RMM.
- Verify the RMM operator understands the procedures to follow to initiate a good faith challenge.

214D-2 – RMM Operators New Hi-Rail

Objective: Ensure RMM operators are checking new hi-rail for compliance prior to use.

Applicable Rule: § 214.341 Roadway maintenance machines, § 214.521 Flagging equipment for on-track roadway maintenance machines and hi-rail vehicles, § 214.523 Hi-rail vehicles and § 214.533 Schedule of repairs subject to availability of parts.

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Verify hi-rail (New) ordered after 12/26/03 or completed after 9/27/04 comply with the following:

- | | |
|---|--|
| <input type="checkbox"/> Hi-rail gear inspection | <input type="checkbox"/> Tag Defective Item |
| <input type="checkbox"/> Record of Hi-rail Inspection | <input type="checkbox"/> Flagging Kit |
| <input type="checkbox"/> Operation Manual (Safety Instructions) | <input type="checkbox"/> Change of Direction Alarm |
| <input type="checkbox"/> Daily Inspection | <input type="checkbox"/> Beacon/360 |
| <input type="checkbox"/> Record of Defect | |

Note: When defective conditions are found ensure compliance pursuant to § 214.523 Hi-rail vehicles, § 214.531 Schedule of repairs; general and § 214.533 Schedule of repairs subject to availability of parts. See RMM quick reference table in [Appendix B](#), and Schedule of Repairs Flow Chart in [Appendix C to this document](#).

214D-3 – RMM Operators Existing Hi-Rail

Objective: Ensure RMM operators are checking existing hi-rail for compliance prior to use.

Applicable Rule: § 214.341 Roadway maintenance machines, § 214.521 Flagging equipment for on-track roadway maintenance machines and hi-rail vehicles, § 214.523 Hi-rail vehicles and § 214.533 Schedule of repairs subject to availability of parts.

Verify hi-rail (Existing – any hi-rail not defined as new)

- | | |
|---|---|
| <input type="checkbox"/> Hi-rail gear inspection | <input type="checkbox"/> Daily Inspection |
| <input type="checkbox"/> Record of Hi-rail Inspection | <input type="checkbox"/> Record of Defect |
| <input type="checkbox"/> Operation Manual (Safety Instructions) | <input type="checkbox"/> Tag Defective Item |
| | <input type="checkbox"/> Flagging Kit |

Note: When defective conditions are found ensure compliance pursuant to § 214.523 Hi-rail vehicles, § 214.531 Schedule of repairs; general and § 214.533 Schedule of repairs subject to availability of parts. See RMM quick reference table in [Appendix B](#), and Schedule of Repairs Flow Chart in [Appendix C to this document](#).

214D-4 – RMM Operators OTE NEW

Objective: Ensure RMM operators are checking new OTE for compliance prior to use.

Applicable Rule: § 214.341 Roadway maintenance machines, § 214.505 Required environmental control and protection systems for new on-track roadway maintenance machines with enclosed cabs, § 214.507 Required safety equipment for new on-track roadway maintenance machines, § 214.509 Required visual illumination and reflective devices for new on-track roadway maintenance machines, § 214.511 Required audible warning devices for new on-track

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roadway maintenance machines, § 214.515 Overhead covers for existing on-track roadway maintenance machines, § 214.518 Safe and secure positions for riders, § 214.519 Floors, decks, stairs, and ladders for on-track roadway maintenance machines, § 214.527 On-track roadway maintenance machines; inspection for compliance and schedule for repairs, § 214.529 In-service failure of primary braking system and § 214.533 Schedule of repairs subject to availability of parts

Verify OTE (New) ordered after December 26, 2003 and completed after September 27, 2004.

- | | |
|---|---|
| <input type="checkbox"/> Operation Manual (Safety Instructions) | <input type="checkbox"/> Safety Glass and Wipers |
| <input type="checkbox"/> Daily Inspection | <input type="checkbox"/> Secure Footing Floor, Steps, Walkways and Ladders |
| <input type="checkbox"/> Record of Defect | <input type="checkbox"/> Change of Direction Alarm |
| <input type="checkbox"/> Tag Defective Item | <input type="checkbox"/> Head Light |
| <input type="checkbox"/> Operator Seat | <input type="checkbox"/> Beacon / 360 |
| <input type="checkbox"/> Heating | <input type="checkbox"/> Brake Light |
| <input type="checkbox"/> Flagging Kit | <input type="checkbox"/> Light Weight Display |
| <input type="checkbox"/> First Aid Kit | <input type="checkbox"/> Horn |
| <input type="checkbox"/> Fire Extinguisher | <input type="checkbox"/> Turntable Securement |
| <input type="checkbox"/> Environmental Control | <input type="checkbox"/> Work lights |
| <input type="checkbox"/> Safe and Secure Position for Riders | <input type="checkbox"/> Brake System - Ensure understanding of in-service brake system failure |
| <input type="checkbox"/> Safe and Secure Position with Seat for Workers | <input type="checkbox"/> Overhead Outside Main Cab |
| <input type="checkbox"/> Speed Indicator | <input type="checkbox"/> Overhead Cover Operator |
| <input type="checkbox"/> Rearward Viewing Device | |

Note: When defective conditions are found ensure compliance pursuant to § 214.527 On-track roadway maintenance machines; inspection for compliance and schedule for repairs, § 214.529 In-service failure of primary braking system, § 214.531 Schedule of repairs; general and § 214.533 Schedule of repairs subject to availability of parts. See RMM quick reference table in [Appendix B](#), and Schedule of Repairs Flow Chart in [Appendix C to this document](#).

214D-5 – RMM Operators OTE Existing

Objective: Ensure RMM operators are checking existing OTE for compliance prior to use.

Applicable Rule: § 214.341 Roadway maintenance machines, § 214.513 Retrofitting of existing on-track roadway maintenance machines; general, § 214.515 Overhead covers for existing on-track roadway maintenance machines, 214.517 Retrofitting of existing on-track roadway maintenance machines manufactured on or after January 1, 1991, § 214.518 Safe and secure positions for riders, § 214.519 Floors, decks, stairs, and ladders for on-track roadway maintenance machines, § 214.527 On-track roadway maintenance machines; inspection for

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compliance and schedule for repairs § 214.529 In-service failure of primary braking system and § 214.533 Schedule of repairs subject to availability of parts.

Verify OTE (existing) post January 1, 1991

- | | |
|---|--|
| <input type="checkbox"/> Operation Manual (Safety Instructions) | <input type="checkbox"/> Secure Footing Floor, Steps, Walkways and Ladders |
| <input type="checkbox"/> Daily Inspection | <input type="checkbox"/> Change of Direction Alarm |
| <input type="checkbox"/> Record of Defect | <input type="checkbox"/> Head Light |
| <input type="checkbox"/> Tag Defective Item | <input type="checkbox"/> Brake Light or Reflective Material or Device |
| <input type="checkbox"/> Safe and Secure Position for Riders | <input type="checkbox"/> Light Weight Display |
| <input type="checkbox"/> Safe and Secure Position with Seat for Workers | <input type="checkbox"/> Horn Permanent or Portable |
| <input type="checkbox"/> Operator Seat | <input type="checkbox"/> Overhead Cover Operator |
| <input type="checkbox"/> Heating less than 50 degrees and equipped | <input type="checkbox"/> Ensure understanding of in-service brake system failure |
| <input type="checkbox"/> Flagging Kit | |
| <input type="checkbox"/> Safety Glass and Wipers | |

Note: When defective conditions are found ensure compliance pursuant to § 214.527 On-track roadway maintenance machines; inspection for compliance and schedule for repairs, § 214.531 Schedule of repairs; general and § 214.533 Schedule of repairs subject to availability of parts. See RMM quick reference table in [Appendix B](#), and Schedule of Repairs Flow Chart in [Appendix C to this document](#).

214D-6 – RMM Operators OTE Pre

Objective: Ensure RMM operators are checking pre OTE for compliance prior to use.

Applicable Rule: § 214.341 Roadway maintenance machines, § 214.513 Retrofitting of existing on-track roadway maintenance machines; general, § 214.515 Overhead covers for existing on-track roadway maintenance machines, § 214.518 Safe and secure positions for riders, § 214.519 Floors, decks, stairs, and ladders for on-track roadway maintenance machines, § 214.527 On-track roadway maintenance machines; inspection for compliance and schedule for repairs, § 214.529 In-service failure of primary braking system and § 214.533 Schedule of repairs subject to availability of parts.

Verify OTE prior to January 1, 1991

- | | |
|--|---|
| <input type="checkbox"/> Operation Manual (Safety Instructions) | <input type="checkbox"/> Safe and Secure Position with Seat for Workers |
| <input type="checkbox"/> Daily Inspection | <input type="checkbox"/> Operator Seat |
| <input type="checkbox"/> Record of Defect | <input type="checkbox"/> Flagging Kit |
| <input type="checkbox"/> Tag Defective Item | <input type="checkbox"/> Head Light |
| <input type="checkbox"/> Safety Glass and Wipers | <input type="checkbox"/> Horn Permanent or Portable |
| <input type="checkbox"/> Secure Footing Floor, Steps, Walkways and Ladders | <input type="checkbox"/> Overhead Cover Operator |

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- Safe and Secure Position for Riders
- Ensure understanding of in-service brake system failure

Note: When defective conditions are found ensure compliance pursuant to § 214.527 On-track roadway maintenance machines; inspection for compliance and schedule for repairs, § 214.531 Schedule of repairs; general and § 214.533 Schedule of repairs subject to availability of parts. See RMM quick reference table in [Appendix B](#), and Schedule of Repairs Flow Chart in [Appendix C to this document](#).

214D-7 – RMM Operators Towing Equipment

Objective: Ensure RMM operators are complying with applicable rules when towing equipment

Applicable Rule: § 214.525 Towing with on-track roadway maintenance machines or hi-rail vehicles.

Towing with RMM

- Verify towing bars or coupling device provide for a safe and secure attachment.
- Verify the towing RMM braking capabilities are not exceeded.

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218-1 – Utility Employee

Objective: Observe utility employee in performance of duties.

Applicable Rules: § 218.22 – Utility Employee and Railroad Rules

Utility Employee

- Verify utility employee is associated with only one train or yard crew at any given time.
- Verify the locomotive engineer or member of assigned crew is present in the controlling locomotive.
- Verify utility employee used direct verbal contact or radio communication to establish communications with the designated crew member before beginning work with attaching to crew.
- Verify designated crew member informs all other crew members, receives acknowledgments from crew, and informs utility employee that he/she is authorized to work.
- Verify utility employee duties are limited to:
 - Set or release handbrakes.
 - Couple or uncouple air hoses and other electrical or mechanical connections.
 - Prepare rail cars for coupling.
 - Set wheel blocks or wheel chains.
 - Conduct air brake test to include cutting air brake components in or out and position retaining valves.
 - Inspect, test, install, remove, or replace a rear end marking device or end of train device.
 - Change batteries on the rear end marking device or the end of train device if the change may be accomplished without the use of tools.
- Verify communications are maintained so that crew understands the work to be done and whether any crew member is on, under or between rolling equipment.
- Verify utility employee advises designated crew member that he/she has ceased work with the crew and is no longer on, under or between rolling equipment.
- Verify designated crew member notifies crew, receives acknowledgment, releases the utility employee, and detaches from crew.

218-2 – Blue Signal Display

Note: Blue Signal display does not apply to railroad contractors working on, under, or between rolling equipment.

Objective: Observe blue signal display on the main track.

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Applicable Rules: § 218.23 – Blue Signal Display, § 218.25 – Workers on Main Track and Railroad Rules.

Blue Signal Display on Main Track

- Verify the presence of a blue signal at each end of the equipment.
- If applicable, verify a blue signal is displayed on the controlling locomotive, at the location where it is readily visible to the operator of the locomotive.

218-3 – Blue Signal Display on Other than Main Track

Objective: Observe blue signal display on other than main track.

Applicable Rules: § 218.27 – Workers on Other Than Main Track, and Railroad Rules.

Blue Signal Display on Other Than Main Track

- Verify blue signal at or near each switch providing entrance.
- Verify that the employee has manually operated switches lined against movement and secured with an effective locking device.
- If applicable, verify a blue signal is displayed on the controlling locomotive, at the location where it is readily visible to the operator of the locomotive.
- Verify each crossover switch is lined against movement, locked, and flagged when required.

218-4 – Blue Signal Display Locomotive and Car Service Areas

Objective: Observe employee compliance with blue signal protection in car repair and locomotive servicing areas.

Applicable Rules: § 218.29 – Alternate Methods of Protection and Railroad Rules.

Blue Signal Displayed in a Locomotive Servicing Area

- Verify the blue signal is displayed at or near each switch providing entrance to or departure from the area.
- Confirm each switch providing entrance to or departure from the area is lined against movement to the area and locked with an effective locking device.
- Verify the blue signal is attached to each controlling locomotive where it is readily visible to the engineman at the controls of that locomotive.

Note: If speed is restricted to less than 5 mph, a derail with blue signal displayed may be used in lieu of locking and lining switches providing the derail is locked with an effective locking device and no closer than 50 feet from equipment being protected.

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- If locomotives are moved onto a locomotive service area, verify blue signal is removed from the entrance switch and the locomotive(s) must stop short of coupling to another locomotive.
- Verify blue signal protection is restored immediately.
- Verify that the person in charge of the workers provides proper notification to workers when locomotives are repositioned within the service area.

Blue Signal Displayed in a Car Shop Repair Track Area

- Verify the blue signal is displayed at or near each switch providing entrance to or departure from the area.
- Confirm each switch providing entrance to or departure from the area is lined against movement to the area and locked with an effective locking device.
- When used, verify derail complies with § 218.29.
- Verify that the person in charge of the workers provides proper notification to workers when car mover is used to reposition rolling equipment within this area.

218-5 – Blue Signal Display Remote Controlled Switches

Objective: Observe employee compliance with procedures locking out remote-controlled switches.

Applicable Rules: § 218.30 and Railroad Rules.

Remote-Control Switches

- Verify, after the operator of the remotely controlled switches has received the notification required by § 218.27(c), he/she must line each remotely controlled switch against movement to that track and apply an effective locking device to the lever, button, or other device controlling the switch before he/she may inform the employee in charge of the workers that protection has been provided.
- Verify the operator did not remove the locking device unless he has been informed by the person in charge of the workers that it is safe to do so.
- Verify the operator maintains a record for 15 days of each notification which contains the following information:
 - The name and craft of the employee in charge who provided the notification.
 - The number or other designation of the track involved.
 - The date and time the operator notified the employee in charge that protection had been provided; and
 - The date and time the operator was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

218-6 – Operating Hand-Operated Switches, Including Crossover Switches

Objective: Observe employee compliance with procedures locking out remote-controlled switches in a hump operation.

Applicable Rules: § 218.39 – Hump Operations and Railroad Rules.

Hump Operations

- Verify the operator of any remotely controlled switch that provides access from the apex of the hump to the track on which the rolling equipment is located shall be notified.
- Verify upon such notification, the operator of such remotely controlled switch shall line it against movement to the affected bowl track and shall apply a locking or blocking device to the control for that switch.
- Verify the operator notified the employee that the requested protection has been provided and shall remove the locking or blocking device only after being notified by the employee that protection is no longer required on that track.

218-7 – Shoving and Pushing Movements

Objective: Observe employee compliance with procedures used during shoving and pushing movements.

Applicable Rules: § 218.99 - Shoving or Pushing Movements and Railroad Operating Rules.

Ensure employees comply with the railroad operating rules pertaining to this section.

- Verify job briefing was completed.
- Verify employees are not engaged in any unrelated tasks.
- Verify that employees are providing proper point protection.
- Verify that employee(s) properly determined track was clear.

Additional requirements for remote control movements.

- When observing a remote control shoving or pushing movement:
 - Verify the remote-control operator can visually determine the direction the equipment moves; or
 - Verify a member of the crew can visually determine the direction the equipment moves and confirm the direction with the remote-control operator.
- Verify the remote-control crew swept the zone and if relieving a crew, ensure a positive hand-off has occurred.
- Verify the remote-control zone is not jointly occupied.

Exceptions Allowed

If using, verify the employee(s) are complying with the exception(s) allowed pursuant to § 218.99(d)(e). See Appendix F to this document for exceptions to 218 subpart F.

218-8 – Hand-Operated Crossover Switches

Objective: Observe employee compliance with leaving rolling and maintenance-of way equipment left in the foul.

Applicable Rules: § 218.101 - Leaving Rolling and On-Track Maintenance-of-Way Equipment in the clear and Railroad Rules.

Ensure employees comply with the railroad operating rules pertaining to this section.

Leaving Rolling and On-Track Maintenance-of-Way Equipment in The Clear

- Verify rolling and on-track maintenance-of-way equipment was not left where it will foul a connecting track. See Appendix E for exceptions to 218 subpart F.
- Verify employees can identify clearance points and locations where clearance points will not permit a person to safely ride on the side of a car.

218-9 – Hand-Operated Switches, Including Crossover Switches

Objective: Observe employee compliance with operating hand-operated switches.

Applicable Rules: § 218.103 – Hand-Operated Switches, Including Crossover Switches and Railroad rules.

Ensure employees comply with the railroad operating rules pertaining to this section.

Hand-Operated Switches

- Verify job briefing was conducted before work is begun, each time a work plan is changed, and at completion of the work.
- Verify the employee visually determines that switches are properly lined for the intended route and that no equipment is fouling the switches.
- Verify the employee visually determines that the points fit properly and the target, if so equipped, corresponds with the switch's position.
- Verify the employee after operating a switch and before making movements in either direction over the switch, ensured that the switch is secured from unintentional movement of the switch points.
- Verify that a switch is not operated while rolling and on-track maintenance-of-way equipment is fouling the switch or standing or moving over the switch.

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- Verify the employee after operating a switch, ensures that when not in use, each switch is locked, hooked, or latched, if so equipped.

218-10 – Hand-Operated Main Track Switches in Non-Signaled Territory

Objective: Observe employee compliance with hand-operated main track switches in non-signaled territory.

Applicable Rules: § 218.105 – Additional Operational Requirements for Hand-Operated Main Track Switches and Railroad Rules.

Ensure employees comply with the railroad operating rules pertaining to this section. Designating Switch Position

- Verify that the hand-operated main track switch was left in the position designated in writing by the railroad.

Additional job briefing requirements for hand-operated main track switches

- Verify before a train or train crew leaves the location, all crewmembers shall have verbal communication to confirm the position of the switch.
- If roadway workers operate a switch in exclusive track occupancy, foul time or train coordination, verify the position of the switch was communicated to the RWIC prior to releasing the authority.

Releasing authority limits

- Verify employee reported to the dispatcher that main track switches have been restored to normal position and locked before releasing limits in non-signaled territory.
- Verify when releasing the limits, the employee reports to the train dispatcher that the hand-operated main track switch has been restored to its normal position and locked.
 - Unless the train dispatcher directs that the hand-operated main track switch be left lined and locked in the reverse position and the necessary protection is provided.
- Verify the train dispatcher repeats the reported switch position information to the employee releasing the limits and asked whether that is correct.
- Verify the employee releasing the limits confirmed to the train dispatcher that this information is correct.

218-11 – Hand-Operated Crossover Switches

Objective: Observe employee compliance with hand-operated crossover switches.

Applicable Rules: § 218.107 – Additional Operational Requirements for Hand-Operated Crossover Switches and Railroad Rules

Ensure employees comply with the railroad operating rules pertaining to this section.

Hand-operated crossover switches

- Verify both hand-operated switches of a crossover shall be properly lined before rolling and on-track maintenance-of-way equipment begins a crossover movement.
- Verify a crossover movement is completed before hand-operated crossover switches are restored to normal position.
- Verify employees leave hand-operated crossover switches in corresponding position. See Appendix E for exceptions to 218 subpart F.

218-12 – Hand-Operated Fixed Derails

Objective: Observe employee compliance with hand-operated fixed derails.

Applicable Rules: 49 CFR § 218.109 – Hand-Operated Fixed Derails and Railroad Rules

Ensure employees comply with the railroad operating rules pertaining to this section.

Hand operating fixed derails

- Verify employees conducted job briefing before work is begun, each time a work plan is changed, and at completion of the work.
- Verify employee kept derails in derailing position whether not equipment is on the track they protect unless allowed by FRA regulation, operating rule, or special instruction.
- Verify employee determined that the target, if so equipped, corresponds with the derail's position.
- Verify employee determined that the derail is secured by:
 - Placing the throw lever in the latch stand, if so equipped;
 - Placing the lock or hook in the hasp, if so equipped; and
 - Testing such latches, locks, or hooks
- Verify employee ensures when not in use, derails are locked, hooked, or latched in the normal position if so equipped.

220-1 – Proper Radio Procedures

Objective: Determine that any employee who communicates via radio or other wireless means of communication issue and/or repeats information using the required format.

Applicable Rules: 49 CFR §§ 220.27, 29, 31, 33, 35, 37 and railroad operating rules.

Identification § 220.27

- Verify employee(s) using each wayside, base or yard station states name of railroad or abbreviation, name and location of office, or unique designation.

Statement of letters and numbers in radio communications § 220.29

- Verify a phonetic alphabet is being used to pronounce any letter used as an initial, except initial letters of railroads, if necessary for clarity.

Initiating a radio transmission § 220.31

- Verify before transmitting by radio, the employee:
 - Validates the channel is not in use,
 - Identifies the employee's station,
 - Verifies radio contact is made with the person or station by listening for acknowledgment.

Receiving a radio transmission § 220.33

- Verify the employee receiving a radio call promptly acknowledges the call, identifies the employee's station, and stands by to receive.
- Verify the employee who receives a transmission repeats the transmission to the party unless the communication:
 - Relates to yard switching operations.
 - Is a recorded message from an automatic alarm device.
 - Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

Ending a radio transmission § 220.35

- Except for transmission related to yard switching operations:
 - Verify the transmitting employee says "over" to indicate to the receiving employee that the transmission is ended and says "out" when the transmission is complete.

Testing of radio and wireless § 220.37

- Verify employee(s) test the communication equipment being used prior to the commencement of the work assignment.

220-2 – Radio Monitoring

Objective: Determine that any employee who communicates via radio is monitoring correct channel for railroad operations.

Applicable Rules: 49 CFR § 220.39 and railroad operating rules.

- Verify employee monitors correct railroad radio channel for railroad operations.

220-3 – Emergency Radio Transmissions

Objective: Determine that any employee who uses a railroad radio knows procedures to announce an emergency over radio.

Applicable Rules: 49 CFR § 220.47 and railroad operating rules.

- Verify employee properly demonstrates transmission of emergency over radio.
 - Repeat “emergency” three times.

220-4 – Radio Communication in Shoving, Backing or Pushing Movements

Objective: To ensure that employee(s) are properly protecting shoving, backing, or pushing movements as required by railroad rule.

Applicable Rules: 49 CFR § 220.49 and Railroad operating rules.

- Validate when radio communication is used in connection with the shoving, backing or pushing of a train, locomotive, car, or on-track equipment:
 - The employee directing the movement specifies the distance of the movement.
 - The movement stops in one-half the remaining distance unless additional instructions are received.
 - If the instructions are not understood, the movement stops immediately and does not resume until the misunderstanding has been resolved, radio contact has been restored, or communication has been achieved by hand signals or other procedures in accordance with the operating rules of the railroad.

220-5 – Radio Transmission of Mandatory Directives

Objective: Determine if employee is following correct procedures to obtain mandatory directive and use proper communication.

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Applicable Rules: § 220.61 Radio transmission of mandatory directives and railroad operating rules.

Employees shall properly demonstrate transmission of mandatory directive over radio.

- Verify the train dispatcher or operator shall call the addressees of the mandatory directive and state the intention to transmit the mandatory directive.
- Validate before the mandatory directive is transmitted, the employee to receive and copy shall state the employee's name, identification, location, and readiness to receive and copy.
- Verify a mandatory directive shall not be transmitted to employees on moving equipment, if such directive cannot be received and copied without impairing safe operation of the equipment.
- Confirm a mandatory directive shall be copied in writing by the receiving employee in the format prescribed in the railroad's operating rules.
- Verify after the mandatory directive has been received and copied, it shall be immediately repeated in its entirety.
- Confirm after verifying the accuracy of the repeated mandatory directive, the train dispatcher or operator shall then state the time and name of the employee designated by the railroad who is authorized to issue mandatory directives.
- Confirm an employee copying a mandatory directive shall then acknowledge by repeating the time and name of the employee so designated by the railroad.
- Verify for on-track equipment, before a mandatory directive is acted upon, the employee responsible for on-track safety shall have a written copy of the mandatory directive and make certain that the mandatory directive is acknowledged by all employees who are responsible for executing that mandatory directive. The employee responsible for on-track safety shall retain a copy of the mandatory directive while it is in effect.

OP-1 – Audible Warning from Trains

Objective: Observe trains or locomotive approaching/passing roadway workers providing audible warning.

Applicable Rules: § 214.339 – Audible warning from trains and Railroad Rules.

Audible warning

- Verify that there is an initial horn warning.
- Confirm the subsequent warning(s) are provided.
- Confirm there was an alternative warning if sounding the horn would adversely affect the roadway workers (e.g., in tunnels and terminals).
- If required by railroad rule, confirm the roadway worker(s) are wearing their highly visible reflective clothing and personal protective equipment to help provide clear indication to locomotive engineers and train operators that roadway worker(s) are present in the vicinity of railroad tracks.

Appendix B – RMM Quick Reference

Requirement 49 CFR 214:	On-track RMMs - non-highway and light weight greater than 7,500 lbs. and not used exclusively for inspection of track			Hi-rail - highway vehicles meeting Federal Motor Vehicle Safety Standards	
	Pre 1/1/91	Existing – on or after 1/1/91	New - ordered after 12/26/03 and completed after 9/27/04	Existing	New - ordered after 12/26/03 or completed after 9/27/04
Beacon (360-degree warning light)	Not Required*	Not Required*	509(c) (RMM without fixed roof and less than 17,500 lbs. exempt)	[Motor Vehicle]	523(c)(2)
Brake light (or reflective material, or reflective device)	Not Required*	517(d) - retrofit - brake light or reflective material, or reflective device	509 (d) - brake light	[Motor Vehicle]	[Motor Vehicle]
Braking system	Not Required*	Not Required*	507(a)(5)	[Motor Vehicle]	[Motor Vehicle]
Change-of-direction alarm (or backup alarm for new hi-rails)	Not Required*	517(a) - retrofit	511(b)	Not Required*	523(c)(1)
Daily inspection	527(a)	527(a)	527(a)	523(d)(1)	523(d)(1)
Environmental control and protection	505(d) Designated only - otherwise OSHA]	505(d) [designated only - otherwise OSHA]	505(a)-(b) regulators, tampers, etc.	Not Required*	Not Required*
Environmental personal protective respiratory equipment	505(e) only when environmental control is not working on designated equipment	505(e) only when environmental control is not working on designated equipment	505(e) only when environmental control is not working (a)(1)-(5) type equipment	[Motor Vehicle]	[Motor Vehicle]
Fire extinguisher	Not Required*	Not Required*	507(a)(7)	[Motor Vehicle]	[Motor Vehicle]

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Requirement 49 CFR 214:	On-track RMMs - non-highway and light weight greater than 7,500 lbs. and not used exclusively for inspection of track			Hi-rail - highway vehicles meeting Federal Motor Vehicle Safety Standards	
	Pre 1/1/91	Existing – on or after 1/1/91	New - ordered after 12/26/03 and completed after 9/27/04	Existing	New - ordered after 12/26/03 or completed after 9/27/04
First aid kit	Not Required*	Not Required*	507(a)(6)	[Motor Vehicle]	[Motor Vehicle]
Flagging equipment	521 (lone, or lead and trailing piece in roadway group if RR rules require flagging equipment)	521 (lone, or lead and trailing piece in roadway group if RR rules require flagging equipment)	521 (lone, or lead and trailing piece in roadway group if RR rules require flagging equipment)	521 (lone, or lead and trailing piece in roadway group if RR rules require flagging equipment)	521 (lone, or lead and trailing piece in roadway group if RR rules require flagging equipment)
Headlight	513(c)	513(c)	509(a)	[Motor Vehicle]	[Motor Vehicle]
Heating and ventilation	Not Required*	517(b) - retrofit (required if operated at temp. less than 50 deg. and equipped or has been equipped)	505(g) for RMM other than 505(a)(1)-(5), regulators, etc. with enclosed cabs	[Motor Vehicle]	[Motor Vehicle]
Hi-rail gear inspection	Not Applicable	Not Applicable	Not Applicable	523(a) Annually	523(a) Annually
Horn	513(b) permanent or portable	513(b) permanent or portable	511(a) permanent	[Motor Vehicle]	[Motor Vehicle]
Light weight display	Not Required*	517(c) - retrofit	507(d)	[Motor Vehicle]	[Motor Vehicle]
Operator seat	527(c)(5)	527(c)(5)	507(a)(1) except as required under (b); operator standing	[Motor Vehicle]	[Motor Vehicle]
Overhead cover for operator	515(a) - missing/repair; (b) feasibility	515(a) - missing/repair; (b) feasibility	515 applies if no cab (i.e., RMM not requiring environmental cab)	[Motor Vehicle]	[Motor Vehicle]
Overhead for non-enclosed stations outside main cab	Not Required*	Not Required*	505(h) where feasible	[Motor Vehicle]	[Motor Vehicle]

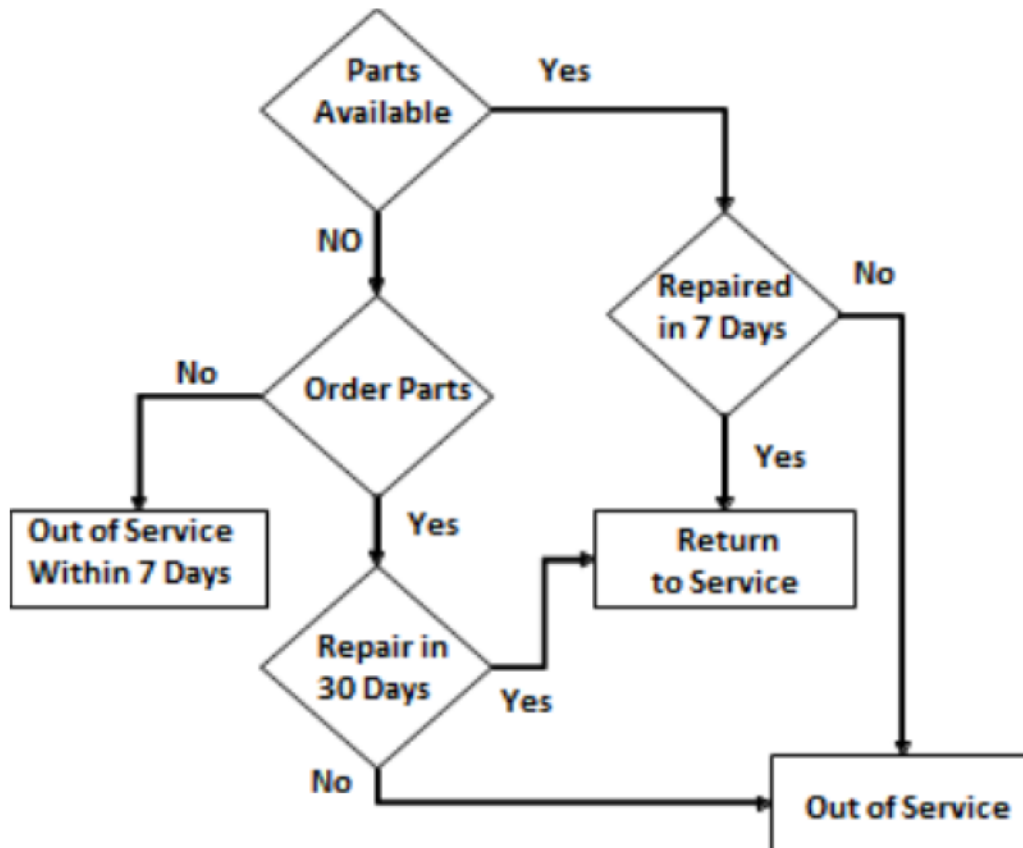
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Requirement 49 CFR 214:	On-track RMMs - non-highway and light weight greater than 7,500 lbs. and not used exclusively for inspection of track			Hi-rail - highway vehicles meeting Federal Motor Vehicle Safety Standards	
	Pre 1/1/91	Existing – on or after 1/1/91	New - ordered after 12/26/03 and completed after 9/27/04	Existing	New - ordered after 12/26/03 or completed after 9/27/04
Record of defective conditions	533(d)	533(d)	533(d)	533(d)	533(d)
Record of hi-rail inspection	Not Applicable	Not Applicable	Not Applicable	523(b)	523(b)
Rearward viewing devices	Not Required*	Not Required*	509(e)	[Motor Vehicle]	[Motor Vehicle]
Safe and secure position with seat for workers transported on machine	513(a) - retrofit	513(a) - retrofit	507(a)(2)	[Motor Vehicle]	[Motor Vehicle]
Safe and secure position for riders - identification by stenciling or other written notice (if used)	518	518	518	[Motor Vehicle]	[Motor Vehicle]
Safety glass & wipers	Not Required*	517(e) - retrofit/replace	507(a)(4)	[Motor Vehicle]	[Motor Vehicle]
Secure footing for floors, decks, stairs, and ladders	519	519	519	[Motor Vehicle]	[Motor Vehicle]
Speed indicator	Not Required*	Not Required*	507(c) - more than 32,500 lbs. and speed greater than 20 mph	[Motor Vehicle]	[Motor Vehicle]

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Requirement 49 CFR 214:	On-track RMMs - non-highway and light weight greater than 7,500 lbs. and not used exclusively for inspection of track			Hi-rail - highway vehicles meeting Federal Motor Vehicle Safety Standards	
	Pre 1/1/91	Existing – on or after 1/1/91	New - ordered after 12/26/03 and completed after 9/27/04	Existing	New - ordered after 12/26/03 or completed after 9/27/04
Tag defective item(s) *Refer to 214.527(c), 214.531 & 214.533 for operation of non-compliant RMM(s) and hi-rails	527(b)	527(b)	527(b)	523(d)(2)	523(d)(2)
Towing	525	525	525	525	525
Turntable securement	Not Required*	517(f) - retrofit; lock or warning light	507(a)(3) – lock	[Motor Vehicle]	[Motor Vehicle]
Work lights	Not Required*	Not Required*	509(b)	[Motor Vehicle]	[Motor Vehicle]
Notes:					
<ul style="list-style-type: none"> On “not required”: If an existing on-track RMM is equipped with a device only required on new equipment, the device should be in proper working condition. An inoperable “not required” device is subject to a good-faith challenge especially where roadway workers are working on or near the machine that may be relying in part on such a device to alert them to a machine’s presence or proximity. At the minimum, any such inoperable device shall be discussed in the job briefing. Operation of non-compliant RMM or hi-rail must comply with § 214.527, On-track roadway maintenance machines; inspection for compliance and schedule for repairs, § 214.531, Schedule of repairs; general and § 214.533, Schedule of repairs subject to availability of parts. § 214.529 – In-service failure of primary braking system. In the event of a total in-service failure of its primary braking system, an on-track RMM may be operated for the remainder of its tour of duty with the use of a secondary braking system or by coupling to another machine, if such operations may be done safely. If the total in-service failure of an on-track RMM’s primary braking system occurs where other equipment is not available for coupling, the machine may, if it is safe to do so, travel to a clearance or repair point where it shall be placed out of service until repaired. 					

Appendix C – Schedule of Repairs Flow Chart



Appendix D – Example of a Periodic Oversight Test/Inspection Record

Name	Test/Inspection No.	Date	Time	Place	Compliant Y/N	Feedback/Comments	Observer

Appendix E – Part 214 Subpart C Adjacent Controlled Track Exceptions

- On-groundwork performed on a side of the occupied track meeting the following specified conditions:
 - Working from the side with no adjacent track.
 - Working from the side with one or more adjacent tracks, the closest of which has working limits on it and no movements permitted within such working limits by the following roadway worker in charge; or
 - The side with one or more adjacent tracks provided that it has an inter-track barrier between the occupied track and the closest adjacent track on that side.
- Maintenance or Repairs Activities subject to the following:
 - Performing maintenance or repairs alongside a roadway maintenance machine or coupled equipment, provided that such machine or equipment would effectively prevent the worker from fouling the adjacent controlled track on the other side of such equipment, and that such maintenance or repairs are performed while positioned on a side of the occupied track as described above.
 - On or under a roadway maintenance machine or coupled equipment performing maintenance or repairs within the perimeter of the machine or equipment, provided that no part of their person breaks the plane of the rail of the occupied track.
- Work activities involving certain equipment and purpose (excepted groups) subject to the following:
 - The excepted group participated with the RWIC of the working limits and determined adjacent-controlled-track on-track safety is not necessary for the excepted group.
 - If the excepted group is working near the non-excepted group and the ability to detect approaching trains or on-track equipment is impaired by anyway adjacent-controlled-track on-track safety must be established.
 - A hi-rail vehicle or other rail-bound vehicle being used for inspection or minor correction purposes, provided that such vehicle is not coupled to one or more railroad cars.
 - Where multiple hi-rail or rail-bound vehicles being used for inspection or minor correction are engaged in a common task, the on-track safety job briefing shall include discussion of the nature of the work to be performed to determine if adjacent-controlled-track on-track safety is necessary.
 - An automated inspection car being used for inspection or minor correction purposes.
 - A catenary maintenance tower car or vehicle, if all of the on-ground workers engaged in the common task are positioned within the gage of the occupied track for the sole purpose of applying or removing grounds.

Appendix F – Part 218 Subpart F Exceptions

Remote control zone, exception to track is clear requirements.

- After an initial track is clear determination has been made in an activated remote-control zone, it is not necessary to make a new determination prior to each subsequent shoving or pushing movement provided that:
 - The controlling locomotive of the remote-control movement is on the leading end in the direction of movement, i.e., the movement occurs on the pull-out end.
 - The remote-control zone is not jointly occupied; and
 - The initial determination was made by a crewmember of either,
 - The remote-control crew,
 - A relieved remote-control crew who has transferred the remote-control zone directly to the relieving crew; or
 - The last jointly occupying crew who directly communicates, i.e., not through a third party, to a remote-control crewmember that the remote-control zone is no longer jointly occupied and meets the requirements for track is clear.

Operational exceptions.

- Push-pull operations when operated from the leading end in the direction of movement, i.e., push mode.
- Shoving or pushing operations with manned helper locomotives or distributed power locomotives assisting a train when the train is being operated from the leading end in the direction of movement.
- During the performance of roadway maintenance activity under the direct control of a roadway worker performing work in accordance with railroad operating rules specific to roadway workers; or
- When the leading end of a shoving movement is on a main track or signaled siding, under the following conditions:
 - The train dispatcher gives authority or permission to make the movement and verifies that another movement or work authority is not in effect within the same or overlapping limits unless conflicting movements are protected; and
 - A main track is not removed from service by a work authority within the same or overlapping limits.
 - Movement is limited to the train's authority.
 - Movement shall not be made into or within yard limits, restricted limits, drawbridges, or work authority limits.
- Movement shall not enter or foul a highway-rail grade crossing or pedestrian crossing except when:
 - Crossing gates are in the fully lowered position; or
 - A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains; or

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- At crossings equipped only with flashing lights or passive warning devices, when it is clearly seen that no traffic is approaching or stopped at the crossing and the leading end of the movement over the crossing does not exceed 15 miles per hour; and
- Movement shall not be made into or within interlocking limits or controlled point limits unless the following conditions are met:
 - The signal governing movement is more favorable than restricting aspect.
 - Each signal governing movement into and through interlocking limits or controlled point limits shall be continuously observed by a member of that crew who is in a position to determine that the train's movement has occupied the circuit controlling that signal as evidenced by that signal assuming its most restrictive aspect; and
 - The movement does not exceed the train's length.
- Shoving or pushing movements made in the direction of the circuited end of a designated departure track equipped with a shove light system, if all of the following conditions are met:
 - The shove light system is demonstrated to be failsafe.
 - The shove light system is arranged to display a less favorable aspect when the circuited section of the track is occupied.
 - Written procedures are adopted and complied with that provide for a reliable means of determining track occupancy prior to commencing a shoving or pushing movement.
 - The track is designated in writing.
 - The track is under the exclusive and continuous control of a yardmaster or other qualified employee.
 - The train crewmember or other qualified employee directing the shoving or pushing movement complies with the general movement requirements.
 - All remote control shoving or pushing movements comply with the requirements.
 - The shove light system is continuously illuminated when the circuited section of the track is unoccupied.

Hand-Operated Switch Exceptions

- Verify when rolling and on-track maintenance-of-way equipment shall not be left where it will foul a connecting track unless:
 - The main track switch must be lined for the main track when the equipment standing on the main track is fouling a siding track switch.
 - The siding track switch must be lined for the siding track when the equipment standing on the siding track is fouling a main track switch.
 - When equipment is standing on a yard switching lead track, the yard track switch that the equipment is fouling is lined for the yard switching lead track on which the equipment is standing.
 - Equipment left standing on an industry track is left beyond the clearance point of the switch leading to the industry.

Hand-operated Crossover Switches Exceptions

- Employees leaves switches in corresponding position except when:
 - Used to provide blue signal protection; or
 - Used for inaccessible track protection; or
 - Performing maintenance, testing or inspection of crossover switches in traffic control system (TCS) territory; or
 - One crew is using both tracks connected by the crossover during continuous switching operations.

Questions?

Part243Questions@dot.gov