



# Supervisor Observation Checklist

**Check off the following for Test 108 Handling Cars Ahead of Engines**

Last Revised August 19, 2005

	Yes	No
1. Does Engineer know who is protecting the movement? Notes: _____		
2. Does Engineer know how protection is being provided by employee protecting movement? (Riding Car, Preceding Movement or Visually from Ground) Notes: _____		
<i><b>Briefing Point:</b> Remember, employee should not ride equipment as a convenience but should consider alternatives before making decision to ride.</i>		
3. Is it reasonable that protection can be provided from location specified? Notes: _____		
4. Does employee continue to visually protect movement without ANY distraction? Notes: _____		
5. Do you feel that speed of shove was such that it allowed observing and stopping within half the distance short of TERMSDXO? (Example: Can they stop in half the range of vision if a movement is coming at them? If there is a switch, was the speed of the shove appropriate to allow identification of switch points improperly lined and stopping short to correct?) Notes: _____		
6. If radio communication, is used was initial distance and direction given? If hand signal was used, does employee continually remain within the field of vision? Notes: _____		
<b>Item 7 - 12 apply if radio communication is used for movement:</b>		
7. Ahead / Backup used for radio direction? Notes: _____		
8. Engineer acknowledges radio movement instructions if more than 4 cars? Notes: _____		
9. Standard car length being used? Notes: _____		
10. Half-plus car counts being given? Notes: _____		
11. If additional car counts not given in half the distance, did engineer stop movement? Notes: _____		
12. Minimum car count: 3, 2, 1, 25 feet and the word STOP. Notes: _____		
Test 107 Riding Freight Cars To A Joint - If riding to protect, was movement stopped short of coupling? Additionally "best practice" would be to stop at least 50 feet short of coupling (not mandatory).		