

Report Date: 30 Apr 2012

**Summary Report for Individual Task
551-88U-1709
Perform car uncoupling operations
Status: Approved**

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DESTRUCTION NOTICE: None

Condition: Assigned as a RailwayTrain Handlerin an operational environment, given a completed risk assessment, various railway cars, air hoses, lift pins, tracks, train facilities, and GCOR. Some iterations of this task should be performed in MOPP.

Standard: Uncouple railway cars safely without damaging parts in accordance with GCOR.

Special Condition: None

Special Standards: None

Special Equipment:

Safety Level: Low

MOPP: Sometimes

Task Statements

Cue: Discuss the 8 variables of the operational environment such as:Political - The political variable describes the distribution or responsibility and power at all levels of governance. Understanding political implications requires analyzing all relevant partnerships – political, economic, military, religious, and cultural.Military – The military variable includes the military capabilities of all armed forces in a given environment. Military capabilities include the following and must be considered.· Equipment· Manpower· Doctrine· Training levels· Resource constraints· Leadership· Organizational culture· History· Nature of civil-military relationsUnderstanding these factors helps commanders estimate the actual capabilities of each armed force.Economic – The economic variable encompasses individual and group behaviors relating to producing, distributing, and consuming resources. Social – The social variable describes societies within an operational environment. A society is a population whose members are subject to the same political authority, occupy a common territory, have a common culture, and share a sense of identity.Information – The information environment is the aggregate of individuals, organizations, and systems that collect, process, disseminate, or act on information. The environment shaped by information includes leaders, decision-makers, individuals, and organizations.Infrastructure - Infrastructure comprises the basic facilities, services, and installations needed for a society's functioning. Degrading infrastructure affects the entire operational environment. Infrastructure also includes technological sophistication—the ability to conduct research and development and apply the results to civil and military purposes.Physical Environment - The physical environment includes the geography and man-made structures in the operational area. The following factors affect the physical environment:· Man-made structures, particularly urban areas.· Climate and weather.· Topography.· Hydrology.· Natural resources.· Biological features and hazards.· Other environmental conditions. Time - Time is a significant consideration in military operations. Analyzing it as an operational variable focuses on how an operation's duration might help or hinder each side. This has implications at every planning level. An enemy with limited military capability usually views protracted conflict as advantageous to them. They avoid battles and only engage when conditions are overwhelmingly in their favor. This is a strategy of exhaustion. Such a strategy dominated the American Revolution and remains effective today.

DANGER

There is a danger of getting crushed inbetween rail cars and locomotives.

WARNING

Ensure other trains and personnel can clearly see you.

CAUTION

Always make sure of your whereabouts while working on the ground around trains.

Remarks: None

Notes: None

Performance Steps

1. Spot car while avoiding sharp curves.
2. Prepare Car For Uncoupling.
 - a. Make sure all movement has stopped and slack is adjusted.
 - b. Close angle cock on locomotive end only.
3. Operate lift lever, and if needed leave slack to release knuckle.
 - a. Move to one side, and clear of any broken parts that might fall.
 - b. Lift the knuckle pin upward completely free of the coupler.
4. Turn head and face away from air hoses.
5. Relay signal to engineer to pull away.
6. Set minimum number of handbrakes on uncoupled cars.

(Asterisks indicates a leader performance step.)

Evaluation Preparation:

Setup: Provide the soldier with a completed risk assessment, various railway cars, air hoses, lift pins, tracks, train facilities, and GCOR.

Evaluation Guidance:

Score the soldier GO if all performance measures are passed (P). Score the soldier NO-GO if any performance measure is failed (F). If the soldier fails any performance measure, show what was done wrong and how to do it correctly.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Spotted car while avoiding sharp curves.			
2. Prepared Car For Uncoupling.			
a. Made sure all movement had stopped and slack was adjusted.			
b. Closed angle cock on locomotive end only.			
3. Operated lift lever, and if needed left slack to release knuckle.			
a. Moved to one side, and clear of any broken parts that might fall.			
b. Lifted the knuckle pin upward completely free of the coupler.			
4. Turned head and face away from air hoses.			
5. Relayed signal to engineer to pull away.			
6. Set minimum number of handbrakes on uncoupled cars.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	GCOR	GCOR General Code of Operating Rules	No	No

Environment: is the responsibility of all Soldiers and DA civilians to protect the environment from damage. AR 200-1 delineates TRADOC responsibilities to integrate environmental requirements across Doctrine, Organization, Training, Material, Leadership and Education, Personnel and Facilities (DOTMLPF) and ensure all training procedures; materials and doctrine include sound environmental practices and considerations. The Army's environmental vision is to be a national leader in environmental and natural resource stewardship for present and future generations as an integral part of all Army missions. This Training Support Package meets this standard.

Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks :

Task Number	Title	Proponent	Status
55-2-4011	Direct Train Operations	55 - Transportation (Collective)	Approved
55-2-4019	Direct Maintenance-of-Way Operations	55 - Transportation (Collective)	Approved
55-2-4017	Conduct Operations to Reopen Main Line	55 - Transportation (Collective)	Approved
55-2-4015	Perform Field Maintenance on Railway Equipment	55 - Transportation (Collective)	Approved
55-2-4012	Conduct Train Operations	55 - Transportation (Collective)	Approved
55-2-4014	Direct Railway Equipment Maintenance Operations	55 - Transportation (Collective)	Approved
55-2-4020	Perform Maintenance-of-Way Operations	55 - Transportation (Collective)	Approved