

Summary Report for Individual Task
551-88U-4325
Manage Personnel Observing Railway Operating Activities
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD6 - This product/publication has been reviewed by the product developers in coordination with the Transportation School, Fort Lee, VA foreign disclosure authority. This product is releasable to students from foreign countries on a case-by-case basis.

Condition: Assigned as a Railway Specialist given the requirement to advise COCOM/Host Nation personnel on how to manage personnel observing railway operating activities, given a complete risk assessment, all applicable publications and references, forms, records, tools, materials, personnel, and equipment, day or night, in all weather conditions, and in an operational environment. Some iterations of this task should be performed in MOPP 4.

Standard: Manage personnel observing railway operating activities without causing injury to personnel or damage to equipment.

Special Condition: None

Safety Risk: Low

MOPP 4: Sometimes

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| Task Statements |
|------------------------|

Cue: The COCOM/Host Nation personnel have just asked you how to manage personnel observing railway operating activities.

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| DANGER |
| Always be alert when working around trains. Injury, death, or damage to equipment can occur from being hit, run over, or crushed between two rail vehicles. |

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| WARNING |
| None |

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| CAUTION |
| Working around live tracks is always dangerous. Follow all safety procedures outlined in the GCOR. Install portable derail or flag protection IAW GCOR. |

Remarks: None

Notes: None

Performance Steps

1. Direct Rail Yard and/or Assigned Areas of Train Operations by ensuring the following are completed:
 - a. Analyze conductor delay reports, checking for unusual amounts of time allotted for the following activities:
 - (1) Job briefing.
 - (2) Transportation to/from train.
 - (3) Departing train.
 - (4) Performing short work enroute.
 - (5) Yarding train.
 - (6) Overall running time.
 - (7) Meal period.
 - b. Analyze train performance statistics.
 - (1) Terminal dwell time (average time railcar spends waiting for outbound train).
 - (2) Oldest railcar in yard.
 - (3) Hours train held waiting for power.
 - (4) Hours train held waiting for rested crew.
 - (5) Average train speed over division (elapsed time).
 - c. Investigate excessive or recurring delays.
 - d. Review reported track defects and corrective action taken.
 - e. Initiate corrective action plan (as needed).
2. Direct Work Performance of Locomotive Operators by ensuring the following are completed:
 - a. Investigate derailment(s) and incident reports (break-in-two and rule violations) (if any).
 - b. Conduct efficiency testing.
 - (1) Stop test.
 - (2) Check coupling speed.
 - (3) Check operator's permit.
 - (4) Monitor fuel consumption and train handling (road operations).

(5) Dark signal.

(6) Annotate results of testing in personnel file.

c. Correct any non-complying practices.

(1) Observe individual operate locomotive for about an hour.

(2) Initiate remedial training when warranted.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Mark each performance measure either GO or NO-GO. The Soldier must complete all steps to receive a GO for each measure. All measures must be marked GO to receive an overall GO on the task. If the Soldier fails any performance measure, show what was done wrong and how to do it correctly.

Evaluation Preparation: Ensure that all materials required to perform the task are available. Tell the Soldier that he/she will be evaluated on managing personnel observing railway operating activities.

| PERFORMANCE MEASURES | GO | NO-GO | N/A |
|-----------------------------------------------------------------------------------------------------------|----|-------|-----|
| 1. Directed Rail Yard and/or Assigned Areas of Train Operations by ensuring the following were completed: | | | |
| a. Analyzed conductor delay reports and checked for unusual amounts of time allotted. | | | |
| b. Analyzed train performance statistics. | | | |
| c. Investigated excessive or recurring delays. | | | |
| d. Reviewed reported track defects and corrective action taken. | | | |
| e. Initiated corrective action plan (as needed). | | | |
| 2. Directed Work Performance of Locomotive Operators by ensuring the following were completed: | | | |
| a. Investigated derailment(s) and incident reports (break-in-two and rule violations) (if any). | | | |
| b. Conducted efficiency testing. | | | |
| c. Corrected any non-complying practices. | | | |

Supporting Reference(s):

| Step Number | Reference ID | Reference Name | Required | Primary |
|-------------|------------------|-----------------------------------------|----------|---------|
| 1. | ATP 4-14 | Expeditionary Railway Center Operations | No | No |
| 1. | GCOR | GCOR General Code of Operating Rules | No | No |
| 2. | ATP 4-14 | Expeditionary Railway Center Operations | No | No |
| 2. | CFR 49- PART 240 | CFR 49 - Part 240 Student Handout | No | No |
| 2. | GCOR | GCOR General Code of Operating Rules | No | No |

Environment: 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.

AR 200-1 delineates TRADOC responsibilities to integrate environmental requirements across DOTMLPF and ensures all

training procedures, training manuals, and training doctrine includes 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. Environmental protection is never completed. Continuously be alert to ways to protect our environment and reduce waste.

Leaders must ensure that their unit has an active and strong environmental program. They must understand the laws and know what actions to take. Leaders bring focus, direction, and commitment to environmental protection. Commanding officers should ensure the following environmental programs are in place and are being maintained:

- Hazardous materials program.
- Hazardous waste program.
- Hazardous communications program.
- Pollution prevention and hazardous waste minimization recycling program.
- Spill prevention and response plan program.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer 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, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

All operations will be performed to protect and preserve Army personnel and property against accidental loss. Procedures will provide for public safety incidental to Army operations and activities and safe and healthful workplaces, procedures, and equipment. Observe all safety and/or environment precautions regarding electricity, cable, and lines. Provide ventilation for exhaust fumes during equipment operation and use hearing protection when required IAW AR 385-10, the Clean Air Act (CAA) and the CAA amendments, and the OSHA Hazard Communication standard.

Accidents are an unacceptable impediment to Army missions, readiness, morale, and resources. Decision makers at every level will employ risk management approaches to effectively preclude unacceptable risk to the safety of personnel and property affiliated with this task.

- (a) Take personal responsibility.
- (b) Practice safe operations.
- (c) Recognize unsafe acts and conditions.
- (d) Take action to prevent accidents.
- (e) Report unsafe acts and conditions.
- (f) Work as a team.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None