

551-88U-1440
Perform Car Uncoupling Operations
Status: Approved

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

Destruction Notice: None

Foreign Disclosure: FD1 - This training product has been reviewed by the training developers in coordination with the Transportation School, Fort Lee, VA foreign disclosure officer. This training product can be used to instruct international military students from all approved countries without restrictions.

Conditions: Assigned as a Railway Specialist with the requirement to advise COCOM/Host Nation personnel on car uncoupling operations, given a railyard, Personal Protective Equipment, train with multiple rail cars and engineer, day or night, in all weather conditions, and in an operational environment. Some iterations of this task should be performed in MOPP 4.

Standards: In accordance with applicable references, couple railcars without causing injury to personnel or damage to equipment.

Special Conditions: None

Safety Risk: Medium

MOPP 4: Sometimes

Task Statements

Cue: Your team has been tasked to advise COCOM/Host Nation personnel on how to perform uncoupling procedures.

DANGER
None

WARNING
None

CAUTION
Working around live tracks is always dangerous. Follow all safety procedures outlined in the GCOR. Install portable derail or flag protection IAW GCOR and ATP 4-14.

Remarks: None

Notes: None

Performance Steps

CAUTION

Do not spot car for uncoupling on a curve.

1. Spot car on straight track.

WARNING

If you need to go in between cars for any reason YOU MUST request three step protection.

2. Prepare car for uncoupling.
 - a. Make sure all movement has stopped and slack is adjusted.
 - b. Request three step protection.
 - c. Apply required amount of handbrakes on uncoupled cars.
 - d. Close angle cock on last car staying with the engine by turning counterclockwise until it stops.
3. Lift up on cut lever.
 - a. If needed, leave slack to release knuckle.
 - b. If needed give engineer a signal to backup or go ahead to free up knuckles.
 - c. Lift pin should engage upwards when knuckle is released.

WARNING

Dirt or debris may come out of the air hose so always look away and wear proper eye protection.

CAUTION

An air hose contains ninety pounds of pressure so stay clear of hose and outside of tracks at all times.

4. Turn head and face away from air hoses.
5. Signal engineer to pull away.

(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 performing car uncoupling operations.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Spotted car on straight track.			
2. Prepared car for uncoupling.			
3. Lifted up on cut lever.			
4. Turned head and face away from air hoses.			
5. Signaled engineer to pull away.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	BASIC TRAINING MANUAL	Basic Training Manual for Brakemen and Switchmen	Yes	Yes
	GCOR	General Code of Operating Rules (GCOR), Seventh Edition	Yes	No

TADSS : None

Equipment Items (LIN):

LIN	Name
NA1520	Case, Ear Plug
DA3045	Boots, Safety
HA4052	Safety Glasses, Revision Sawfly E
L80358	Locomotive Diesel: 56-1/2 In Gauge 100 to 120 Ton DS
DA159T	Vest Safety RV-1
Q98728	RY CAR BOX 50 TON DS
J68064	GLOVES LTHR MN WORK 1

Materiel Items (NSN) :

Step ID	NSN	LIN	Title	Qty
No materiel items specified				

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 the current Environmental Considerations manual and the current GTA Environmental-related Risk Assessment card.

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 current Risk Management Doctrine. 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 current CBRN doctrine.

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

Knowledges :

Knowledge ID	Knowledge Name
K-551-U-0009	Knowledge of railcar components
K-551-P-0015	Knowledge of railway car uncoupling components
K-551-U-0034	Knowledge of railcars
K-551-P-0231	Knowledge of railcar safety appliances
K-551-P-0012	Knowledge of railway car coupling components
K-551-P-0008	Knowledge of rail safety procedures
K-551-E-0074	Knowledge of railroad terminology
K-551-P-0016	Knowledge of railway car handbrake

Skills :

Skill ID	Skill Name
S-551-P-0011	Ability to perform coupling operations

ICTL Data : None