Training and Evaluation Outline Report

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Task Number: 55-CO-4802

Task Title: Conduct Rail Load Operations

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Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary	Source Information
	TC 4-13.17	Cargo Specialist's Handbook	Yes	No	
	TEA PAMPHLET 55-19	Tiedown Handbook for Rail Movement	Yes	Yes	

Conditions: The unit is deploying, and must transport its equipment by rail. The railhead has been designated, and the company commander has been advised to coordinate rail loading operations with the Installation Transportation Office (ITO) and the battalion staff. The unit movement officer (UMO) is certified and is familiar with the units equipment and organization. The UMO has established liaison with the ITO, and a unit movement coordinator (UMC) has been assigned. A railroad representative is available, and the cars have arrived on site. Rail load teams are fully trained. Military regulations and related publications are available, including the Surface Deployment and Distribution Command/Transportation Engineering Agency (SDDC /TEA) Tie-down Handbook for Rail Movement. Higher HQ and unit RSOPs are available, as well as the operations order (OPORD) for deployment. This task should not be trained in MOPP 4.

Standards: On order, the unit conducts rail load operations, loading all assigned and attached vehicles and equipment at the established location and within the time alloted. The UMO maintains liaison with the UMC, who assists in appropriating support from outside civil and military organizations, including the railroad. The battalion staff provides assistance as required in the acquisition of local logistics support. The unit coordinates all support at the railhead with the UMC, battalion staff, and other agencies as required. During loading operations the unit properly loads, blocks, and braces its equipment aboard the rail cars in accordance with SDDC/TEA Pamphlet 55-19, American Association of Railroads (AAR) loading rules, or host nation regulations if appropriate.

For the purpose of this task, an Army leader is defined as a Soldier who is in an officer, warrant officer, or non-commissioned officer (NCO) position designated by grade, paragraph, and title on the units Table of Organization and Equipment (TOE). Leaders also include subject matter experts (SME) who possess the knowledge and skills required to perform a specified task that supports or constitutes an element of this collective task. Leaders may also be personnel otherwise assigned to the unit and designated as leaders by the unit commander.

To obtain a T or T- this task must be conducted in a dynamic and complex environment with 4 plus Operational Environment (OE) variables and a hybrid threat at night with 75% or more leaders present, greater than 80% of Soldiers present, receive a "GO" on 80% or more of the performance measures, ALL of the critical performance measures and at least 80% "GO" on the leader performance measures. Must be conducted during an external evaluation .

Live Fire: No

Objective Task Evaluation Criteria Matrix:

Plan and Prepare			Execute						Assess	
Operational Environment		Training Environment (L/V/C)	Leaders Present at Training/Required	Present at Training/Required	External Eval	Performance Measures	Critical Performance Measures	Leader Performance Measures	Evaluator's Observed Task Proficiency Rating	Commander's Assessment
CO & BN										
Dynamic and Complex (4+ OE Variables and Hybrid Threat)	Night	IAW unit CATS statement.	>=85%	>=80%	Yes	>=91%	All	>=90%	**T**	**T**
			75-84%			80-90%		80-89%	**T-**	**T-**
Dynamic (Single Threat)			65-74%	75-79%	No	65-79%			**P**	**P**
	Day		60-64%	60-74%		51-64%	<All	<=79%	**P-**	**P-**
Static (Single Threat)			<=59%	<=59%		<=50%			**U**	**U**

Remarks: The following definitions shall be used:

Static - A static training environment has aspects of operational variables needed to stimulate mission variables that are fixed throughout the unit's execution of the task.

Dynamic—A dynamic training environment has operational variables and threat TTP for assigned counter tasks that change in response to the execution of friendly force tasks.

Complex—A complex training environment requires a minimum of four—terrain, time, military (threat), and social (population)—or more operational variables; brigade and higher units require all eight operational variables to be replicated in varying degrees based on the task being trained.

Single threat—A single threat in a training environment is a conventional force, irregular force, criminal element, or terrorist force.

Hybrid threat—A hybrid threat in a training environment uses diverse and dynamic combination of conventional forces, irregular forces, terrorist forces, and criminal elements unified to achieve mutually benefitting effects.

To obtain a (T) or (T -) for this task, it must be conducted in a dynamic and complex environment with 4 plus OE variables and a hybrid threat at night. At least 75% of leaders and 80% of Soldiers must be present for this task. Leaders must receive an 80% or more on all
critical performance measures to receive a "Go" on this task. Soldiers must receive an 80% or more on all performance steps to receive a "Go" on this

task. This task must be conducted during an external evaluation.

Task steps and measures were developed using the Plan, Prepare, Execute and Assess (PPEA) construct to reinforce the operations process and is implied throughout the T&EO.

Note: Leaders include officers, warrant officers, and noncommissioned officer in leadership positions designated by paragraph and line number of the unit Table of Organization and Equipment (TOE). Leaders may also be any personnel assigned to the unit and designated as leaders by the commander.

Note: Leaders need to be able to command their formations when communication networks are disrupted, while on the move, and without perfect situational awareness. Training to become proficient in the use of analog data tracking systems, voice communications, and unaided navigation techniques requires significant amounts of repetition, particularly when integrating all of the elements of combat power. Habitual relationships, practiced standard operating procedures, and the use of battle drills can mitigate some of the risk and friction inherent in lost situational awareness.

Notes: Training begins when the rail cars arrive on site. Training ends when designated training objectives for the particular training events or exercises are performed to Army standard. Unit leadership should conduct an after action review (AAR) to determine future training requirements for the unit.

Appointment orders and training certificates for the UMO, load teams, and HAZMAT certifiers are maintained in the unit's deployment binder.

Safety Risk: Medium

Task Statements

Cue: The unit is deploying, and must transport its equipment by rail.

DANGER

Notice should alert users to the possibility of immediate death or permanent injury. Although damage to equipment may occur, the major concern is the probability of death or permanent injury if the warning is ignored.

WARNING

Notice should alert users to the possibility of immediate personal injury or damage to equipment.

CAUTION

Notice should alert users to the possibility of personal injury or damage to equipment that may result from long-term failure to follow correct procedures.

Performance Steps and Measures

NOTE: Assess task proficiency using the task evaluation criteria matrix.

NOTE: Asterisks (*) indicate leader steps; plus signs (+) indicate critical steps.

STEP/MEASURE	GO	NO-GO	N/A
Plan			
+ 1. The Unit Movement Officer (UMO) prepares the rail load plan using the Unit Deployment List (UDL) in TC-AIMS II.			
Note: The rail movement plan includes all vehicles and equipment to be moved, the number and type of rail cars and containers required, and the type and amount of blocking, bracing, packing, crating, and tie-down materials needed.			
a. The battalion movements section or brigade Movement Warrant Officer (MWO) assists the UMO in developing the plan.			
b. The UMO forwards the plan to the Installation Transportation Office (ITO) for validation.			
c. Once the plan is validated, the ITO orders the rail cars.			
Note: If the unit is outside the Continental United States (OCONUS), a movement control team (MCT) performs the functions of the ITO in all movements.			
Prepare			
+ 2. Selected unit personnel or a support unit coordinates site preparation with the battalion staff.			
Note: The non-APD linked reference: TEA 55-19 TIEDOWN HANDBOOK for RAIL MOVEMENT can be found at http://www.tea.army.mil/pubs/nr/deploy/fgpamphlets/PAM_55-19.pdf			
a. Inspects the site to determine what support will be required.			
b. Ensures the site is clean and free of debris.			
c. Inspects the loading ramps for serviceability, or coordinate ramp construction if required.			
d. Coordinates site support and set-up.			
(1) Mission command facilities, warming tents, rations and beverages, communications, and a medical aid station.			
(2) Equipment staging area.			
(3) Maintenance support area.			
(4) Generators and light sets.			
(5) Radio Frequency Identification (RF-ID) interrogators.			
(6) Disconnection of power to overhead electric wires, if applicable.			
(7) Site security.			
+ 3. The unit coordinates material support with the battalion S4.			
Note: If the movement is part of a battalion movement, logistic support may be provided by either a sister unit or the Logistics Readiness Center (LRC).			
a. Blocking, bracing, packaging, crating, and tie-down (BBPCT) material.			
b. RF-ID tags for vehicles and equipment.			
c. Spanners.			
d. Material and container handling equipment (MHE/CHE).			
e. A crane capable of lifting the heaviest vehicle or equipment item, either on site or on call.			
f. A wrecker on site or on call.			
+ 4. The UMO and the ITO Unit Movement Coordinator (UMC) conduct an inspection of rail cars with the railroad representative.			
Note: The UMO may be present for this inspection.			
a. Ensure flatcar decks are free of foreign matter or residue from previous use.			
b. Ensure chains are present and serviceable on flatcars that are so equipped.			
c. Ensure that all wood decking is intact and servicable.			
Note: The installation transportation officer (ITO) is the point of contact in CONUS and MCT is the point of contact in the theater and OCONUS.			
d. UMC provides the rail representative with the plan for spotting the cars.			
e. UMC requests car brakes to be applied and trucks chocked as the cars are spotted.			
+ 5. The unit commander, designated unit leaders, UMO, and the load team OIC/NCOIC conduct rail head pre-operations checks.			
a. Ensure proper preparation of equipment for transport.			
(1) Packaging.			
(2) Hazardous material (HAZMAT) compatibility.			
(3) Documentation.			
(4) Securing secondary loads.			
(5) Reducing oversized loads.			
(6) Weight distribution.			
(7) Placement of labels, placards, and RF-ID tags.			
b. Check vehicles to ensure all shackles and pins are attached and serviceable.			
c. Check fuel levels on all vehicles (maximum three quarters full).			

d. Check fuel levels on trailer mounted equipment (maximum half full).			
e. Inspect all wheeled vehicle tires to ensure inflation to required standards.			
f. Ensure that no vehicles and trailers exceed height and weight restrictions as determined by Army or local government regulations or policy.			
g. Inspect blocking and bracing materials.			
h. Sequence vehicles in the staging area for loading.			
i. Ensure that vehicles parked in the staging area are properly secured with chock blocks and equipped with drip pans.			
j. Ensure that all personnel are properly licensed or certified for their assigned duties.			
k. Ensure security is established at all operational sites.			
l. Confirm that electric overhead power lines are disconnected in the rail head work area, if applicable.			
m. Ensure that the railhead is properly marked to prevent collisions with moving trains.			
n. Verify the presence of a safety officer or safety NCO on site.			
o. Confirm on-site communications and medical support.			
p. Maintain copies of TEA Pamphlet 55-19 on site for supervisor use.			
q. Verify maintenance crew has oil on hand to free frozen locking devices.			
r. Ensure hard hats are available in the visitors' area.			
s. The unit commander conducts a risk assessment before beginning operations.			
+ 6. Unit leaders conduct inspection of personnel prior to loading.			
a. Inspect personnel protective equipment (leather gloves, hard hat or helmets, eye protection, flash lights, and safety boots).			
b. Ensure that all personnel are appropriately dressed for current weather conditions.			
+ 7. Load team OIC/NCOIC briefs unit personnel prior to starting operations.			
a. Briefs personnel on hand and arm signals.			
b. Directs personnel:			
(1) Use the steps provided, or access the rail car using an adjacent rail car or the loading ramp.			
(2) Do not jump off the rail cars.			
(3) Do not crawl under the rail cars.			
(4) Do not step between the rail cars or step on the rails.			
(5) Do not to move vehicles on the cars without a ground guide.			
(6) Do not walk backward on the cars.			
(7) Do not stand or walk between a moving vehicle and a parked vehicle on the cars or in the loading area.			
(8) Ensure vehicle engines are turned off and hand brakes are applied before securing the vehicle to the rail car.			
(9) Use authorized tools, and use them only for the purpose for which they are designed.			
(10) Be alert for any unsafe actions or situations, and immediately call a halt to operations if an unsafe situation or action is observed.			

Execute

+ 8. The rail load team OIC/NCOIC supervises rail loading operations.			
a. Calls vehicles forward to ramp.			
b. Enforces rules of conduct for safe operations.			
c. Stations ground guides.			
d. Ensures drivers obey the guides' hand and arm signals.			
e. Verifies that guides set the spanners to the wheel width of the vehicle being loaded.			
f. Ensures spanners are secured to each car to prevent movement as equipment is loaded.			
g. Maintains proper brake wheel clearance.			
h. Confirms accountability of all vehicles and containers as they are loaded.			
+ 9. The rail team loads and secures vehicles to the cars.			
a. Positions and secures spanners between cars.			
b. Ensures the spanners are secured to each car.			
c. Guides vehicles onto the rail cars in accordance with applicable standards.			
d. Maintains proper brake wheel clearance.			
e. Chocks or blocks and ties down all vehicles and containers in accordance with applicable standards.			
f. Verifies all nested cargo is properly secured.			
g. Ensures all shipping labels and RF-ID tags are properly attached to each vehicle or equipment item.			
h. Secures tarpaulins over vehicles and equipment, if required.			
i. Conducts a final walk through with the rail team OIC/NCOIC to inspect the load.			

Assess

+ 10. The rail team OIC/NCOIC conducts a final walkthrough inspection with a designated railroad representative.

a. Verifies all vehicles and containers are chocked or blocked and tied down in accordance with applicable standards.

b. Confirms weight limits are not exceeded.

c. Verifies the height and width of all vehicles and containers is within the clearance limits of the designated route.

d. Verifies the loads are evenly distributed.

e. Confirms cargo escorts are provided, if required.

f. Verifies all shipping labels and RF-ID tags are still intact.

11. Battalion staff or a designated support unit coordinates closure of the rail head after the last train departs.

Task Performance Summary Block

Training Unit			ITERATION							
_____			1		2		3		4	
Date of Training per Iteration:										
Day or Night Training:			Day / Night		Day / Night		Day / Night		Day / Night	
			#	%	#	%	#	%	#	%
Total Leaders Authorized		% Leaders Present								
Total Soldiers Authorized		% Soldiers Present								
Total Number of Performance Measures		% Performance Measures 'GO'								
Total Number of Critical Performance Measures		% Critical Performance Measures 'GO'								
Live Fire, Total Number of Critical Performance Measures		% Critical Performance Measures 'GO'								
Total Number of Leader Performance Measures		% Leader Performance Measures 'GO'								
MOPP LEVEL										
Evaluated Rating per Iteration T, T-, P, P-, U										

Missions(s) supported:

Mission ID	Mission Title	Frequency	Recommended Interval
CONDUCT EXP DEPLOY OPS	Conduct Expeditionary Deployment Operations	0	Not Selected
CONDUCT CBRN OPERATIONS	Conduct CBRN Operations	0	Not Selected

MOPP 4: Never

MOPP 4 Statement: N/A

NVG: Never

NVG Statement: N/A

Prerequisite Collective Task(s): None

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	55-CO-4801	Perform Deployment Alert Activities	55 - Transportation (Collective)	Approved
	55-CO-4818	Prepare Equipment for Redeployment	55 - Transportation (Collective)	Approved

OPFOR Task(s): None

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	551-88H-2305	Inspect Blocking/Bracing Materials Required for Rail Movement	551 - Transportation (Individual)	Approved
	551-88H-2306	Conduct Rail Loading Operations	551 - Transportation (Individual)	Approved
	551-88H-4301	Review Rail Plan for Loading/Unloading Cargo	551 - Transportation (Individual)	Approved

Supporting Drill(s): None

Supported AUTL/UJTL Task(s):

Task ID	Title
ART 1.1.2.1	Conduct Predeployment Activities

TADSS

TADSS ID	Title	Product Type	Quantity
55-GFT-0704	Railhead Operations (https://milgaming.army.mil/entrance/getTSP.aspx?id=204&pid=11)	GFT	1

Equipment (LIN)

LIN	Nomenclature	Qty
No equipment specified		

Materiel Items (NSN)

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. Refer to ATP 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 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. See FM 5-19.