

551-88U-3415
Validate Observation of Locomotive Operators
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 advising a COCOM/Host Nation Personnel on observation of locomotive operators, given an Operations Order/Operations Plan, Personal Protective Equipment, completed risk assessment, train, licensed locomotive operator, train crew, railway subdivision, timetable, means of communication, General Orders, System Special Instructions (SSI), and track bulletins, both day and night, in all weather conditions, in an operational environment scenario. Some iterations of this task should be performed in MOPP 4.

Standards: Validate the observations of a locomotive engineer operating a train for a minimum of two hours without exceeding limits of authority and maximum authorized speed in accordance with applicable timetable, General Orders, and/or System Special Instructions (SSI) in current environment.

Special Conditions: None

Safety Risk: Low

MOPP 4: Sometimes

Task Statements

Cue: You have been assigned to observe and annotate the locomotive operators.

DANGER

None

WARNING

None

CAUTION

Working around live tracks is always dangerous. Follow all safety procedures outlined in the GCOR and ATP 4-14.

Remarks: None

Notes: None

Performance Steps

1. Verify efficiency testing was performed.

- a. Check stop test.
- b. Check coupling speed.
Note: Coupling speed should not exceed 4 MPH.
- c. Check operator's permit.
- d. Check signal compliance.
- e. Annotate results of testing in personnel file.

2. Confirm any non-complying practices are corrected.

- a. Observe individual operate locomotive for a minimum of 2 hours while following the local track authorization.
 - (1) Annotate your observations of taking up slack, speed, etc.
 - (2) Annotate if all signals were followed.
- b. Initiate remedial training when warranted.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the Soldier GO if all performance measures are passed. Score the Soldier NO-GO if any performance measure is failed. If any performance measure is failed, tell the Soldier what was done wrong and how to do it correctly.

Evaluation Preparation:

Setup: provide the Soldier with a locomotive, tracks, licensed locomotive engineer, and train crew to observe.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Verified efficiency testing was performed.			
2. Confirmed any non-complying practices were corrected.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	ATP 4-14	Expeditionary Railway Center Operations	Yes	No
	CFR 49	CFR 49: Parts 200-299	Yes	No
	GCOR	General Code of Operating Rules (GCOR), Seventh Edition	Yes	Yes
	TC 55-88-1	RAIL HANDBOOK FOR AIR BRAKE AND TRAIN HANDLING RULES	Yes	No

TADSS : None

Equipment Items (LIN):

LIN	Name
EA950X	Railroad Tracks and Ties
L80632	LOCOMOTIVE DIESEL E

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-0034	Knowledge of railcars
K-551-U-0016	Knowledge of train handling dynamics
K-551-U-0033	Knowledge of locomotives
K-551-U-0032	Knowledge of efficiency tests

Skills : None

ICTL Data : None