

551-88U-1435
Perform Car Coupling 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 coupling 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: Couple two or more railcars together by ensuring that all personnel are clear of the area, three point protection is applied, engineer is signaled to move train cars as directed, and that train is stretched to ensure 100% proper coupling of cars with no errors, in accordance with applicable regulations, 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 car coupling 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

1. Ensure all personnel are clear of area during coupling operations.
 - a. Ensure 50 feet separation between equipment before making adjustments.
 - b. Request three step protection.
 - c. Use radio or hand signals to communicate with engineer.
 - d. Ensure that the engineer has acknowledged three step protection request.

CAUTION

Place your feet in a position so that injury will not occur if knuckle drops.

2. Inspect couplers.
 - a. Replace knuckle if needed.
 - b. Replace knuckle pin if needed.

CAUTION

To prevent personal injury during coupling operations, keep back straight and use both hands.

3. Align couplers.
 - a. Place back against the coupler.
 - b. Lift up on the coupler to slide in the direction of alignment.
4. Open knuckle by lifting up on cut lever to release locking pin.
 - a. Once the locking pin is in the up position grab knuckle and pull until it is completely open.
 - b. Move out from between the rail cars and observe train movement.
 - c. Request three step protection be released.
5. Signal to locomotive engineer to back engine and make coupling.
 - a. Signal engineer to slow train movement right before couple is made.
 - b. Signal engineer to stop as soon as coupling has been made.
6. Signal engineer to proceed ahead to stretch.
 - a. When coupling has been stretched and knuckles do not separate give engineer signal to stop.
 - b. Request three step protection again from the engineer.

WARNING

Leave one foot on the outside of the rail in case the train moves so you can make a hasty exit.

CAUTION

Do not reach over knuckle.

7. Move in between the cars to connect the air hose.
 - a. Be sure angle cock on engine is closed and turned all the way back counterclockwise.
 - b. Grab the glad hand and bend hose back with working hand. Hold hose with free hand and use working hand to grab other hose.
 - c. Inspect rubber gasket on glad hand.
 - d. Couple air hose glad hands by using both hands and rotating the glad hands together.
 - e. With both feet planted firmly outside of the rail, slowly turn closed angle cock completely clockwise to open air supply to the car.
8. Report successful coupling of rail cars to supervisor.

(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 coupling operations.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Ensured all personnel were clear of area during coupling operations.			
2. Inspected couplers.			
3. Aligned couplers.			
4. Opened knuckle by lifting up on cut lever to release locking pin.			
5. Signaled to locomotive engineer to back engine and make coupling.			
6. Signaled engineer to proceed ahead to stretch.			
7. Moved in between the cars to connect the air hose.			
8. Reported successful coupling of rail cars to supervisor.			

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

Material Items (NSN) :

Step ID	NSN	LIN	Title	Qty
7.	8345-00-375-0222		Flag Set, Combat Vehicle, Orange	1

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-0014	Knowledge of railway car uncoupling procedures

K-551-P-0231	Knowledge of railcar safety appliances
K-551-P-0012	Knowledge of railway car coupling components
K-551-U-0005	Knowledge of GCOR Railway equipment
K-551-P-0008	Knowledge of rail safety procedures
K-551-E-0074	Knowledge of railroad terminology
K-551-T-0052	Knowledge of Army Rail Operations
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