

**551-88U-2430**  
**Validate Initial Terminal Airbrake Test for Outbound Trains**  
**Status: Approved**

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**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 tasked to advise COCOM/Host Nation personnel on how to validate initial terminal airbrake test for outbound trains in an operational environment, given a completed risk assessment, a train car, all required tools, and references, day or night, in all weather conditions. Some iterations of this task should be performed in MOPP 4. This task should be trained under IED Threat conditions.

**Standards:** Validate initial terminal airbrake test for outbound trains according to CFR 49 and TC55-88-1 without causing injury to personnel or damage to equipment.

**Special Conditions:** None

**Safety Risk:** Low

**MOPP 4:** Sometimes

**Task Statements**

**Cue:** You have been tasked to validate initial terminal airbrake test for outbound trains.

**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. Confirm system brake pipe is charged to 75 pounds.
2. Confirm brakes are applied by:
  - a. Ensuring a 20 pound reduction is made.
  - b. Ensuring automative brake valve is kept in position until repair person is given signal to release.
  - c. Ensuring pipe leakage is noted.
  - d. Ensuring operator is notified that brakes are applied.
3. Confirm brakes are inspected by:
  - a. Ensuring that angle cocks are properly positioned.
  - b. Ensuring that air brake is applied on each car.
  - c. Ensuring that piston travel does not exceed set limits.
  - d. Ensuring that brake rigging does not bind.
  - e. Ensuring that all parts of the brake equipment are properly secured.
  - f. Ensuring that no handbrakes are applied.
4. Confirm brakes are released after inspection is completed by:
  - a. Ensuring automatic brake valve handle is moved to "Release."
  - b. Ensuring brakes are inspected for release.
5. Confirm operator is notified that airbrake test has been satisfactorily performed and provide written notification if train is not to be moved.

(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:** Ensure that all materials required to perform the task are available. Tell the Soldier that he/she will be evaluated on validating initial airbrake test for outbound trains.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Confirmed system was charged.			
2. Confirmed brakes were applied.			
3. Confirmed brakes were inspected.			
4. Confirmed brakes were released after inspection was completed.			
5. Confirmed operator was notified that airbrake test had been satisfactorily performed and provided written notification if train was not to be moved.			

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	ATP 4-14	EXPEDITIONARY RAILWAY CENTER OPERATIONS <a href="http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp4_14.pdf">http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp4_14.pdf</a>	Yes	No
	CFR 49	CFR 49: Parts 200-299	Yes	No
	GCOR	General Code of Operating Rules (GCOR), Seventh Edition	Yes	No
	TC 55-88-1	RAIL HANDBOOK FOR AIR BRAKE AND TRAIN HANDLING RULES	Yes	Yes

**TADSS :** None

**Equipment Items (LIN):** None

**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.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None

**Knowledges :**

<b>Knowledge ID</b>	<b>Knowledge Name</b>
K-551-P-0177	Knowledge of airbrake system components and function
K-551-P-0180	Knowledge of signaling to depart

**Skills :**

<b>Skill ID</b>	<b>Skill Name</b>
S-551-P-0014	Ability to signal
S-551-P-0258	Ability to charge brake system
S-551-P-0259	Ability to apply brakes
S-551-P-0262	Ability to inspect brakes

**ICTL Data :** None