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Surface and Transportation

Army Rail Operations

By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

Official:

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Administrative Assistant to the Secretary of the Army

History. This publication is a major revision. The portions affected by this major revision are listed in the summary of change.

Authorities. The authority for this regulation is DoDI 4500.57.

Applicability. This regulation applies to the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff, G–4. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include formal review by the activity's senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25–30 for specific requirements.

Army internal control process. This regulation contains internal control provisions in accordance with AR 11–2 and identifies key internal controls that must be evaluated (see appendix B).

Suggested improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to the Deputy Chief of Staff, G–4 at usarmy.pentagon.hqda-dcs-g-4.mbx.publications@army.mil.

Committee management approval. AR 15–39 requires the proponent to justify establishing/continuing committee(s), coordinate draft publications, and coordinate changes in committee status with the Office of the Administrative Assistant to the Secretary of the Army, Special Programs Directorate at usarmy.pentagon.hqda-oaa.mesg.committee-management@army.mil. Further, if it is determined that an established "group" identified within this regulation later takes on the characteristics of a committee as found in AR 15–39, then the proponent will follow AR 15–39 requirements for establishing and continuing the group as a committee.

Distribution. This regulation is available in electronic media only and is intended for the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

*This regulation supersedes AR 56-3, dated 31 August 2009.

SUMMARY of CHANGE

AR 56–3
Army Rail Operations

This major revision, dated 9 August 2024—

- Changes title from “Management of Army Rail Equipment” to “Army Rail Operations” (title page).
- Adds responsibilities for the Secretary of the Army; Assistant Secretary of the Army (Financial Management and Comptroller); Chief, National Guard Bureau; Commanding General, U.S. Army Training and Doctrine Command; and Commanding General, Army Futures Command (chap 1).
- Updates Deputy Chief of Staff, G–9 responsibilities (para 1–11).
- Defines the Army Rail Enterprise (chap 2).
- Defines and prescribes policy for the management of the Defense Freight Railway Interchange Fleet (chap 8).
- Clarifies reporting requirements for rail mishaps and incidents (chap 9).
- Replaces “Quadrennial Defense Review Report” with “National Defense Strategy” (throughout).
- Updates references (throughout).

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Glossary of Terms

Chapter 1
Introduction

Section I

General

1–1. Purpose
This regulation prescribes Department of the Army (DA) policies and assigns responsibilities for the management and operation of the Army Rail Enterprise (ARE). For the purpose of this regulation, ARE is assumed to consist of both the captive fleet and the Defense Freight Railway Interchange Fleet (DFRIF), along with all personnel, equipment, and infrastructure. For the purpose of this regulation, installations consist of bases, forts, camps, posts, yards, military ocean terminals, depots, arsenals, plants, and munition centers under the jurisdiction of the Secretary of the Army (SECARMY), along with Component 2 and 3 sites supported by Army rail located within the United States. The ARE is a critical enabler in Army contingency response with approximately 70 percent of cargo deploying to seaports of embarkation by rail. This regulation does not supersede or replace joint basing policy. Army personnel serving at Joint Base Lewis-McChord and Joint Base Myer-Henderson Hall, where the Army is the supporting Service, will comply with the joint base operations guidance and approved memorandum of agreement as the authoritative source for prescribing policies and responsibilities.

1–2. References, forms, and explanation of abbreviations
See appendix A. The abbreviations, brevity codes, and acronyms (ABCAs) used in this electronic publication are defined when you hover over them. All ABCAs are listed in the ABCA database located at https://armypubs.army.mil/abca/.

1–3. Associated publications
This section contains no entries.

1–4. Responsibilities
See section II of this chapter and through the publication.

1–5. Records management (recordkeeping) requirements
The records management requirement for all record numbers, associated forms, and reports required by this publication are addressed in the Records Retention Schedule–Army (RRS–A). Detailed information for all related record numbers, forms, and reports are located in Army Records Information Management System (ARIMS)/RRS–A at https://www.arims.army.mil. If any record numbers, forms, and reports are not current, addressed, and/or published correctly in ARIMS/RRS–A, see DA Pam 25–403 for guidance.

Section II

Responsibilities

1–6. Secretary of the Army
Per DoDI 4500.57, the SECARMY will—

a. Serve as the Department of Defense (DoD) single manager for the procurement of rail equipment and for the operation of a national inventory control point for rail equipment, to include the DFRIF.

b. Plan, program, and budget for the acquisition, modification, maintenance, and overhaul of all Army rail equipment, to include the portion of the DFRIF belonging to the Army.

1–7. Assistant Secretary of the Army (Financial Management and Comptroller)
The ASA (FM&C) will—

a. Develop and prescribe financial policy and procedures for the use of appropriated funds and non-appropriated maintenance funds in support of the ARE.

b. Develop and prescribe financial policy and procedures for the use of depot maintenance funds in support of the ARE.

c. Direct and manage the Army's resource allocation process in support of the ARE.

d. Review and provide recommendations on cost-benefit analysis for new table of distribution and allowances (TDA) and augmentation table of distribution and allowances (AUGTDA) force structure initiatives to Department of the Army Management Office-Force Management (DAMO–FM).

1–8. Assistant Secretary of the Army (Installations, Energy and Environment)

The ASA (IE&E) will—

a. Develop Headquarters, Department of the Army (HQDA) policy for sustaining, restoring, and modernizing (SRM) rail infrastructure.

b. Develop HQDA policy for military construction of rail infrastructure.

1–9. Deputy Chief of Staff, G–3/5/7

The DCS, G–3/5/7 will—

a. Oversee Army Staff (ARSTAF) management of Army rail organizational changes within the force development and force integration process.

b. Approve Army force structure requirements and authorizations to support Army rail equipment and personnel requirements.

c. Approve the Army force structure requirements and authorizations for the captive fleet rail maintenance support.

d. Approve rail requirements and priorities for all equipment identified in basis of issue plans.

e. Review and approve recommended changes to the rail TDA.

f. Provide oversight of Army rail readiness reporting requirements and the reporting of Army rail readiness to provide an accurate picture for prioritization and resource allocation decisions within HQDA and externally.

g. Provide a representative to attend the annual Interservice Locomotive and Captive Car Management Committee (ILCCMC) Army Rail Summit and additional informational meetings and briefings as required.

h. Exercise primary ARSTAF responsibility for all aspects of the force management process with reference to Army rail operations (ARO).

i. Serve as the HQDA single entry point for formal staffing and approval of rail TDA command manning plans. The DCS, G–3/5/7 lead agency is Department of the Army Management Office-Force Management Plans.

j. Establish policies and procedures in support of force modernization and doctrine, organization, training, materiel, leadership and education, personnel, facilities, and policy (DOTMLPF–P) force modernization processes for rail operations.

1–10. Deputy Chief of Staff, G–4

The DCS, G–4 will—

a. Maintain and publish Army rail policies in collaboration with relevant ARSTAF sections, subordinate commands, and outside organizations.

b. Assist in the development of policies for Army rail equipment maintenance operations.

c. Monitor the Army's Property Accountability Program and the materiel readiness to determine Armywide readiness trends for the ARE.

d. Appoint, in writing, a co-chair of the Rail Working Group.

e. Identify, document, and publish on a 2-year cycle the best business model for rail operations at each installation, in collaboration with the Commanding General (CG), Military Surface and Distribution Deployment Command (SDDC) and CG, U.S. Army Materiel Command (AMC).

f. After the publication of DoD or DA strategic documents such as the National Defense Strategy (NDS), Army Strategic Planning Guidance (ASPG), or combatant command (CCMD) operations plans (OPLANs), and in collaboration with the ARSTAF; CG, AMC; CG, U.S. Army Forces Command (FORSCOM); and CG, SDDC, review, validate, approve, and execute ARE alignment plan to improve deployment readiness.

g. Oversee the inclusion of all Army-owned rail equipment into the Maintenance Master Data File to monitor Army rail equipment readiness, in collaboration with the CG, AMC and in accordance with AR 750–1.

h. Establish guidance to account for and manage Army-owned rail equipment in the Global Combat Support System-Army (GCSS-Army) in accordance with AR 710–1 and AR 750–1.

i. Establish a standard for operational availability for locomotive, rolling stock, and installation track maintenance for the ARE.

j. Establish and chair an annual ILCCMC Army Rail Summit, in collaboration with the CG, AMC and CG, U.S. Army Training and Doctrine Command (TRADOC) (see para 4–4 for more information on the ILCCMC Army Rail Summit).

k. Review requirements and authorization documents and distribution or fielding plans in logistics functional areas of interest and furnish information concerning rail equipment issues to DCS, G–3/5/7 (DAMO–FM), and all applicable stakeholders.

1–11. Deputy Chief of Staff, G–9

The DCS, G–9 will—

a. Provide oversight of the facilities portion of DOTMLPF–P.

b. Implement policy for SRM of rail infrastructure.

c. Implement policy for military construction of rail infrastructure.

d. Manage the Army Facilities Standardization Committee ensuring standardization of rail infrastructure.

e. As part of the installation program evaluation group, oversee the management decision evaluation package (MDEP) ERVC (facility military construction) and the MDEP ERVT (facility restoration and modernization). Through MDEP ERVC, support construction of deployment infrastructure directly related to increasing the outload capability of power projection platforms or power generation platforms at rail heads, airfields (if the airfield is designated an aerial port of embarkation), and container yards. In addition to construction costs, facility costs include furnishing and equipment tails as prescribed in AR 420–1.

f. Through MDEP ERVC/ERVT, support revitalization of deployment infrastructure, including rail heads, airfields, and container yards.

g. In coordination with the CG AMC, program for developing and maintaining the modernized Enterprise Sustainment Management System (ESMS) modules - Pavement Engineered Management System and Railroad Maintenance Management System. Develop and maintain a reporting mechanism within the Installation Status Report (ISR)/ESMS to report on the readiness of Army-owned rail infrastructure within the continental United States (CONUS) and outside continental United States (OCONUS), in collaboration with the CG, AMC.

h. Oversee inspections, maintenance, and repair of CONUS and OCONUS Army rail infrastructure in accordance with AR 420–1.

i. Provide a representative to attend the annual ILCCMC Army Rail Summit and additional informational meetings and briefings as required.

1–12. Chief, National Guard Bureau

The CNGB will—

a. Report the status of National Guard Bureau rail infrastructure in the ISR/ESMS.

b. Ensure State Adjutant Generals appoint an installation transportation officer (ITO) or transportation officer (TO) and ensure that State ITOs and TOs establish and publish deployment rail operations in the installation deployment support plan or develop a rail standard operating procedure (RSOP).

c. During Strategic Rail Corridor Network (STRACNET) publication years, provide the Railroads for National Defense Program and CG, SDDC a list of installations requiring rail service along with associated mission sets. If no on-post railhead exists where equipment is stored and rail outload is required, identify nearby railheads or consolidation points capable of supporting military onload and offload to support mobility operations.

1–13. Chief, Army Reserve

The CAR will—

a. Report the status of United States Army Reserve rail infrastructure in the ISR/ESMS.

b. Provide the Railroads for National Defense Program and the CG, SDDC a list of installations requiring rail service along with associated mission sets during STRACNET publication years. If no on-post railhead exists where equipment is stored and rail outload is required, identify nearby railheads or consolidation points capable of supporting military onload and offload to support mobility operations.

1–14. Commanding General, U.S. Army Materiel Command

The CG, AMC will—

a. Ensure ARE integrates into all logistics requirements, services, and strategic power projection at installations; and into all support for mobilization, demobilization, and equipment reset planning.

b. Manage and synchronize materiel distribution and redistribution planning and execution for all Army rail equipment to and across Army commands (ACOMs), Army service component commands (ASCCs), direct reporting units (DRUs), and components in accordance with Army priorities, DoD and Army policy, Army authorization and prioritization documents, and controlling law and regulations.

c. Distribute and redistribute rail equipment in accordance with Army priorities and against modified table of organization and equipment and TDA authorizations, HQDA-approved letters of agreement, and other HQDA-validated requirements.

d. Program and budget for the second destination transportation funds to execute rail equipment redistribution.

e. Direct the turn-in of obsolete rail materiel in collaboration with the DCS, G–4.

f. Serve as the Army's senior operational manager for rail operations (execute and oversee the responsibilities directed in DoDI 4500.57 and this regulation).

g. After publication of DoD or DA strategic documents (such as the NDS, ASPG, or a DoD-validated update to CCMD OPLANs) and in collaboration with the ARSTAF and Commander, U.S. Transportation Command (USTRANSCOM), revalidate, identify, document, prioritize, and program all rail requirements necessary to effectively and efficiently execute ARO on a daily basis with the capability to surge in support of no-notice deployments for contingency operations.

h. Identify and document best ARO business model at each installation requiring ARO every 2 years or after publication of DoD or DA strategic documents.

i. Direct redistribution or lateral transfer of Army rail equipment within CONUS to best support mission requirements.

j. Develop an acquisition strategy, program, and budget; and a life cycle management and sustainment plan for Army rail equipment, in collaboration with the ARSTAF and CG, SDDC.

k. Manage and coordinate contract requirements to support ARO.

l. Establish procedures to cross-level and divest excess rail equipment.

m. Supervise and manage all aspects of ARO, to include training and safety of personnel executing ARO; and request funding to execute, equip, staff, and maintain ARO in support of mission requirements and to plan for and execute a life cycle management program of rail equipment and infrastructure.

n. Ensure locomotive crews are sufficiently authorized on the TDA, manned, trained, and funded for mission accomplishment. Ensure that crews receive required training and qualification.

o. Publish and update rail operating bulletins (ROBs), timetables annually, and general operating orders. Ensure ITOs and TOs publish and update annual installation RSOP.

p. Review, update, and manage installation railroad safety training and safety operating procedures.

q. Responsible for operator and field level maintenance actions, including funding and manpower.

r. Provide guidance and assistance to garrison and tenant commands and activities on matters pertaining to rail operations.

s. Establish and co-chair the Rail Working Group.

t. Co-chair the Annual ILCCMC Army Rail Summit in collaboration with DCS, G–4 (see para 4–4).

u. Report the readiness of rail infrastructure on a quarterly basis in the ISR/ESMS-Infrastructure.

v. Identify rail capability and capacity gaps and develop a mitigation strategy to maintain readiness in collaboration with the ARSTAF.

w. Develop, prioritize, and validate rail infrastructure projects in collaboration with the ARSTAF.

x. Review commercial rail items proposed for inclusion in TDA or joint table of allowances and validate exemptions.

y. Participate in the automated 4610–R–E tool evaluation process via the U.S. Army Directorate of Force Management's Force Management System Website (FMSWeb) and provide support to the Equipment Review and Validation Board (ERVB) for changes to rail TDAs (see para 3–4 for more information).

z. Establish procedures to ensure railroad tracks located on Army installations and Army-owned access tracks are inspected, maintained, repaired, and improved.

aa. Develop plans and coordinate for resources required to improve the readiness and capacity and to modernize CONUS and OCONUS Army-owned rail infrastructure in coordination with the ARSTAF and commanders of ASCCs and other commands as required.

bb. Provide overall procurement responsibility for DA rail equipment.

cc. Implement locomotive and railcar maintenance programming and funding for all Army installations.

dd. Coordinate with the Commandant, U.S. Army Transportation School (USATSCH) to ensure certification and recertification of locomotive engineers on AMC installations.

ee. Oversee the CG, U.S. Army Installation Management Command (IMCOM), who will—

(1) Identify requirements and programs for the MDEP ERVC and the MDEP ERVT.

(2) Provide a representative to attend ILCCMC Army Rail Summits and additional informational meetings and briefings as required.

(3) Exercise overall staff supervision and management of rail operations for Regular Army Component installations.

(4) Execute surveys of CONUS and OCONUS Army rail infrastructure.

(5) Manage, program, and execute the assigned garrison rail operations, authorizations, and utilization of domiciled rail for AMC-managed installations.

(6) Provide command oversight and approval of IMCOM installation's rail TDAs.

(7) Conduct periodic reviews of domiciled railroad operations, maintenance, and utilization.

(8) Coordinate with the Commandant, USATSCH for the certification and recertification of locomotive operators at installations.

(9) Direct redistribution and lateral transfer of rail assets within CONUS for IMCOM installations.

(10) Maintain an inventory of Army railroad trackage and related facilities in accordance with AR 405–45 and AR 415–28.

(11) Maintain an inventory of Army military real property in accordance with AR 405–45 and AR 415–28. The inventory will show the identification, measurement, and condition of all the railroad tracks, including spurs, sidings, yards, turnouts (with accessories and appurtenances), and railroad bridges at each military installation.

(12) Maintain current DA locomotive replacement criteria for the installations.

(13) Oversee the commanders of U.S. Army garrisons, who will—

(a) Continue to be the integrators and synchronizers of installation operations, to include coordinating the support of the installations for planning and execution of operations such as contingencies, force projection, centralized in and out processing, and so forth (see AR 600–20 for more information).

(b) Exercise overall staff supervision and management of the installation railroad track and signal maintenance related to the authorization, assignment, utilization, command and control, redistribution, and maintenance of railroad infrastructure; and set parameters for operations, including training and safety.

(c) Execute the Army Dams and Transportation Infrastructure Program (ADTIP).

(d) Sustain and repair all critical deficiencies identified in the ADTIP reports using their SRM funds to ensure transportation facilities are safe. A corrective action plan for critical deficiencies identified in the inspection reports must be submitted to IMCOM G4–Public Works within 45 days from the date of receiving the final inspection report.

(e) Report rail infrastructure status in the ISR/ESMS.

(f) Integrate the ITO's installation RSOPs into the Installation Deployment Support Plan (IDSP).

(g) Establish and publish guidance on physical security and force protection requirements of the rail complexes.

ff. Oversee the CG, Army Sustainment Command, who will oversee the logistics readiness centers (LRCs) at installations. LRC directors will—

(1) Appoint on orders an ITO, rail supervisor, or yardmaster who supervises and manages rail operations.

(2) Appoint on orders a rail operations manager who will supervise and manage rail operations on installations that do not have an ITO.

(3) Ensure rail equipment and operations are compliant with Federal Railroad Administration (FRA) and American Association of Railroads (AAR) safety rules and regulations, unless an exception is approved, as they affect items in military service.

(4) Ensure rail equipment proposed for TDA authorization are of adequate type and amount.

(5) Ensure a continuous evaluation of assigned or on-hand railroad equipment per DA Pam 750–8.

(6) Ensure excess Army railroad equipment is reported within 10 days from the determination the item is no longer required.

(7) Furnish guidance and assistance to garrison and other commands or activities on matters pertaining to rail operations.

(8) Assist unit movement officers with rail load planning.

(9) Assist training unit rail load teams.

(10) Maintain accountability records and readiness data of rail equipment assigned to Army Sustainment Command LRCs.

(11) Ensure random drug testing program is in place for locations that have more than 15 covered service employees.

gg. Oversee the CG, U.S. Army Tank-Automotive and Armaments Command (TACOM), who will—

(1) Validate Army rail equipping requirements for the program objective memorandum (POM) in collaboration with the ARSTAF; CG, AMC; and CG, SDDC.

(2) Submit and defend the POM for other procurement, Army funds to AMC that support the ARE.

(3) Exercise procurement responsibility for DCS, G–4 managed line item number rail equipment.

(4) Act as the initial requirements document developer for all locomotives, rolling stock, and track maintenance equipment.

(5) Control the serial numbering and lettering of all DoD-owned railroad equipment.

(6) Provide a representative to serve as a member of the ILCCMC Army Rail Summit.

(7) Act as the central point for delegation of acquisition of DoD rail assets by the Department of Transportation Volpe National Transportation Systems Center.

(8) Provide for performance of depot maintenance for Army utility rail equipment in CONUS by Army-owned rail equipment repair facility or by commercial contract.

(9) Disburse funds for repair of Army utility freight equipment repaired under the provisions of the AAR Interchange Manual.

(10) Provide technical assistance service for the SDDC DFRIF as requested. Management and maintenance of DFRIF are governed by the Defense Transportation Regulation 4500.9–R.

(11) Provide for command and control of rail equipment sustainment maintenance through the Director, Defense Non-Tactical Generator and Rail Equipment Center (DGRC).

(12) Provide, through the Director, DGRC, sustainment or field (unit level) maintenance to other DoD components having an inter-Service support agreement with the CG, IMCOM.

(13) Ensure that the Director, DGRC establishes and executes a locomotive readiness system.

1–15. Commanding General, U.S. Army Training and Doctrine Command

The CG, TRADOC will—

a. Maintain accountability records and readiness data of rail equipment assigned to the command.

b. Identify and provide a command representative to the Annual ILCCMC Army Rail Summit.

c. Identify Army rail requirements and develop rail requirements documents to support daily and surge ARO requirements, in coordination with the ARSTAF; CG, AMC; and CG, SDDC.

d. Serve as the force modernization proponent for ARO.

e. Coordinate with commanders of ACOMs, ASCCs, DRUs, and field operating agencies; the ARSTAF; and others as required to coordinate DOTMLPF–P actions to identify all plausible situations requiring rail operations to allow combatant commanders the ability to execute rail operations within their area of responsibility.

f. Administer DoD locomotive engineering certification programs in accordance with Section 240, Title 49, Code of Federal Regulations (49 CFR 240) by using virtual and constructive simulations to the fullest extent possible to support training.

g. Provide facilities and curriculum for certification of locomotive engineers and train crews; recertification of locomotive engineers and train crews; and annual check rides (see paras 3–3 and 3–4).

h. Oversee the CG, U.S. Army Combined Arms Support Command (CASCOM). The CG, CASCOM will—

(1) Provide a representative to the ILCCMC Army Rail Summit.

(2) Provide functional rail training and certification in the Locomotive Engineer/Conductor Certification and Recertification courses and the Railway Operations Crewmember course for all military, DoD civilian, and contractor personnel who have a rail-operating mission in support of the military and selected Federal agency locations.

(3) Perform duties as the principal point of contact for Army rail safety, rail safety training, rail safety and rail operations policy development, and rail accident investigations.

(4) Ensure Army rail safety and operations are in compliance with Federal regulations, policies, and laws.

1–16. Commanding General, Military Surface Deployment and Distribution Command

The CG, SDDC will manage DFRIF operations on behalf of the SECARMY and oversee the DFRIF operations in accordance with DoDI 4500.57. As the DFRIF manager, the CG, SDDC will—

a. Plan and program for the acquisition, modification, maintenance, and overhaul of DFRIF general purpose cars in collaboration with the ARSTAF and CG, AMC.

b. Plan and program for the acquisition, modification, maintenance, and overhaul of DFRIF special purpose cars in collaboration with relevant DoD components.

c. Establish and manage separate accounting codes for revenue and operating expenses within the Transportation Working Capital Fund (TWCF).

d. Maintain the DFRIF at FRA and AAR operating standards to allow DFRIF operation on the commercial interchange.

e. Register and maintain DFRIF equipment in the Universal Machine Language Equipment Register (UMLER) per AAR guidance and instructions. DFRIF not enrolled in UMLER are not authorized on the commercial interchange.

f. Monitor in-transit movement of DFRIF cars, commercial cars loaded with military cargo, and empty commercial cars moving to be loaded with military cargo. Take corrective actions if cars are delayed.

g. Maintain records of DFRIF car usage, locations, and availability.

h. Ensure that rail equipment in interchange service meets FRA and AAR standards and is incorporated into the DFRIF.

i. Provide management and policy implementation for all military ocean terminals under direct control of the SDDC.

j. As a major subordinate command of AMC, assume responsibilities for rail management and rail policy for all AMC depots and ammunition plants.

k. Provide a representative to serve as a member of the ILCCMC Army Rail Summit.

l. Perform field mechanical and safety inspections of DFRIF cars.

m. After the publication of DoD or DA strategic documents such as the NDS, ASPG, or CCMD OPLANs, and in collaboration with the ARSTAF; CG, AMC; and DoD Components, conduct a sufficiency analysis, advised by the USTRANSCOM sufficiency analysis, to identify peacetime needs and analyze surge deployment requirements for Army locomotives, rolling stock, and track maintenance equipment, including a review, validation, approval, and execution of a DFRIF alignment plan. (see para 3–4 for more information).

n. Serve as the Army's representative to assist USTRANSCOM in managing and maintaining the Railroads for National Defense and Strategic Railroad Corridor Network programs.

o. Provide a representative to the Rail Working Group.

p. Maintain DFRIF accountability records and readiness data.

1–17. Commanding General, U.S. Army Futures Command

The CG, AFC will—

a. Perform duties as the capabilities developer and operational architect for the future Army regarding transportation capabilities and requirements.

b. Execute concept development, capabilities determination, and capabilities integration relative to DOTMLPF–P to determine rail requirements necessary to support Army operations.

1–18. Commanding General, U.S. Army Forces Command

The CG, FORSCOM will—

a. Provide a representative to the Rail Working Group.

b. Provide a representative to the Army Rail Summit.

c. Use GCSS–Army for managing and monitoring readiness reporting of assigned locomotives.

Chapter 2
Army Rail Enterprise

This chapter defines and establishes a baseline for the ARE, which is comprised of the following four categories: personnel, equipment, infrastructure, and ARE stakeholders.

2–1. Personnel

Personnel for the ARE include select individuals within Army organizations responsible for managing, advising, or executing rail operations in support of DoD requirements.

a. These organizations include—

(1) HQDA or the ARSTAF.
(2) TRADOC.
(3) AFC.
(4) AMC.
(5) FORSCOM.
(6) SDDC.
(7) United States Army Reserve.
(8) National Guard Bureau.
(9) U.S. Army Europe and Africa.
(10) U.S. Army Pacific.
(11) U.S. Army North.
(12) U.S. Army Special Operations Command.
(13) U.S. Army Corps of Engineers.

b. Personnel roles and responsibilities are addressed in chapter 1.

2–2. Equipment

Army rail equipment is divided into two fleets: the captive fleet and the DFRIF.

a. The captive fleet consists of rail equipment restricted to the confines of an assigned installation. This equipment is prohibited from traveling on the commercial interchange unless the equipment meets the requirements set by the FRA and AAR and is granted permission by FRA or AAR.

b. The DFRIF consists of a fleet of organic chain flatcars, boxcars, cabooses, rail escort vehicles, and specialized railcars that are approved for interchange service on North American rail lines. The DFRIF supplements the commercial chain tie-down fleet of railcars to meet DoD requirements. DFRIF cars are under the management and operation control of the CG, SDDC. DFRIF cars may not be kept on an installation or used in captive (for example, installation) service, except as permitted by the DFRIF manager. DFRIF cars support routine peacetime movements and improve response times for contingency operations. The DCS, G–3/5/7 approves the DFRIF alignment plan for select installations to maximize responsiveness to contingency operations.

2–3. Infrastructure

The U.S. Army owns, maintains, and operates infrastructure at select installations to support rail operations. Rail infrastructure includes rail lines, rail bridges, buildings, and utilities identified by the Garrison Commander that are required to support rail operations. Table 2–1 is a listing of category codes used by DCS, G–9, and AMC to manage rail infrastructure within the ISR/ESMS.

a. Unified Facilities Criteria (UFC) 4–860–03 defines the standard gauge, clearance, and weight of railroad lines (track). Army-managed tracks connect with the commercial carrier tracks to allow rail movement from an installation to the commercial lines.

b. Installation rail infrastructure includes receiving, classification, storage, delivery, and loading tracks or spurs arranged to facilitate installation rail operations.

Table 2–1
Rail infrastructure category codes

Category code	Description
86010	Railroad track
86110	Railroad Bridge

Table 2–1
Rail infrastructure category codes—Continued

Category code	Description
86130	Railroad Scales
89250	Crossing signals
86120	Crane Tracks
85212	Staging Areas
85213	Marshalling Areas
14970	Loading docks and ramps
21840	Railroad equipment and engine maintenance shops

2–4. Army Rail Enterprise stakeholders
There are many organizations involved with ARO. These organizations consist of U.S. Government organizations, non-Governmental organizations, and host nation organizations. Army Rail Enterprise stakeholders list is maintained by the DCS, G–4 Strategic Mobility Division (DALO–OPM).

Chapter 3
Determination and Authorization of Requirements

3–1. General
This chapter contains guidance for determining rail equipment requirements, documenting authorizations, and accounting for rail equipment.

3–2. Identifying rail requirements
Rail equipment is used to support daily missions, training events, and surge requirements in support of contingency operations.

a. Daily missions. The captive fleet supports daily missions on power projection platforms, Army arsenals, Army depots, military ocean terminals, training centers, and any installation where the captive fleet is assigned.

b. Training events. The DFRIF supports the movement of equipment to and from training centers and, when authorized by the CG, SDDC, can support rail load training operations on the installation.

c. Surge requirements. The captive fleet supports mobilization and deployment operations in support of contingency operations. The DFRIF augments commercial rail in support of contingency operations.

3–3. Analysis of rail requirements
CG, SDDC and CG, TACOM will provide guidance on captive fleet and Army DFRIF rail equipping requirements. The criteria used by commercial rail carriers for the assignment of locomotive power are not applicable to the operation of the captive fleet. Analysis is based on the average daily switching requirements of an installation during both peacetime and mobilization.

3–4. Documenting rail requirements
a. All rail equipment is documented on a TDA or AUGTDA. DCS, G–3/5/7 (DAMO–FM) is the office of primary responsibility for managing TDAs and AUGTDAs. This office executes the ERVB on a regular basis to review TDA and AUGTDA submissions for adjustments. Adjustments to TDAs and AUGTDAs occur through the business rules established in AR 71–32 (see AR 71–32 for more information on the ERVB process).

(1) Cost-benefit analysis is required for all submissions costing $1 million or more to add equipment to TDAs and AUGTDAs.

(2) ERVB policy pertains to all TDA and AUGTDA organizations assigned to the Regular Army, Army National Guard, and Army Reserve regardless if the unit identification code is categorized as an operating or generating force unit.

(3) The ERVB schedule is posted on FMSWeb at https://fmsweb.army.mil.

b. The CG, AMC will—

(1) Process the automated 4610–R–E tool in FMSWeb for captive fleet requirements, per AR 71–32.

(2) Document the captive fleet on designated installation TDA or AUGTDA on which the equipment is stationed.

(3) Reassess captive fleet requirements after the publication of strategic guidance documents such as the NDS, ASPG, Secretary of Defense-approved CCMD OPLANs, or any other document impacting rail operations. This assessment will be conducted for the rail enterprise in total and will include CONUS and OCONUS rail assessment. Submit any TDA or AUGTDA updates through the ERVB process in FMSWeb.

c. The CG, SDDC will—

(1) Process the automated 4610–R–E in FMSWeb for DFRIF requirements, per AR 71–32.

(2) Document the DFRIF on the SDDC Headquarters TDA, unit identification code = W0QFAA.

(3) Coordinate with the DCS, G–3/5/7 (DAMO–SSW) to reassess DFRIF requirements following the publication of strategic documents such as the NDS, ASPG, Secretary of Defense-approved CCMD OPLANs, or any other document impacting rail operations. Submit any TDA or AUGTDA updates through the ERVB process in FMSWeb.

3–5. Formulas and factors for locomotive power

a. The Army objective is to assign locomotives of the minimum size and horsepower available that can effectively perform the switching requirements of the installation.

b. This may entail extra movements; however, this situation is preferable to the acquisition, assignment, use, and maintenance of a locomotive larger than that required for the installation's mission.

3–6. Rail capability gaps

As the captive fleet manager, the CG, AMC is authorized to—

a. Cross-level rail assets from one installation to another.

b. Direct the losing and gaining installation to submit the automated 4610–R–E tool through the ERVB process in FMSWeb to document this transaction.

c. Direct the divestment of excess captive fleet capacity.

d. Conduct a DOTMLPF–P analysis to model and identify rail requirements to support military operations, in collaboration with the ARSTAF; CG, TRADOC; and CG, AFC.

3–7. Capabilities determination

a. Captive fleet.

(1) The CG, AMC will determine the requirement of rail equipment to support daily and surge operations.

(2) The CG, AMC will use the ERVB process as directed in AR 71–32 to adjust TDA requirements and authorizations.

b. Defense Freight Railway Interchange Fleet.

(1) The CG, SDDC, through CG, AMC, will coordinate with the ARSTAF; CG, TRADOC; CG, AFC; CG, FORSCOM; and commanders of ASCCs to validate the size and makeup of the DFRIF every 4 years or upon the publication of strategic level documents. The study will be used to inform USTRANSCOM mobility studies.

(2) The CG, SDDC will use the ERVB process as directed in AR 71–32 to adjust DFRIF requirements and authorizations.

3–8. Acquisition

Locomotives and railcars are characterized by a high initial acquisition cost, an extended procurement leadtime, minimal technical obsolescence, and a long effective lifespan. These factors dictate a comprehensive analysis of locomotive requirements and a thorough review of all feasible alternatives to the ownership of this equipment. The following policies apply when the requirements determination process concludes procurement of rail equipment is the preferred course of action.

a. The procurement of commercial off-the-shelf (COTS) Army rail assets has been delegated to the CG, TACOM.

b. The acquisition of rail equipment in support of the captive fleet and the DFRIF will comply with the Federal Acquisition Regulation (FAR) and all other appropriate laws, regulations, and policies.

c. The acquisition of COTS rail equipment offers significant opportunities for reduced development time, faster insertion of new technology, and lower life cycle costs, owing to a more robust industrial base. Maximum use of commercially mature technology provides the greatest opportunity to ensure the mobility and interchangeability of the equipment across the Army and DoD as required.

3–9. Acquisition planning

a. Before requesting acquisition of additional rail equipment for the captive fleet and the DFRIF, the CG, AMC and CG, SDDC will determine the feasibility of using commercial rail carriers to support rail movements. One of the following criteria must be met prior to requesting the acquisition of additional rail equipment beyond what is documented on TDAs or AUGTDAs:

(1) Commercial rail carriers cannot provide required cost-effective support on a contract basis.

(2) Commercial rail carrier equipment does not have a capability or the capacity necessary to transport oversized loads that are common within the DoD to meet mobilization and deployment timelines.

(3) Transferring rail traffic to an alternate transportation mode is not economically or operationally feasible.

(4) The rail equipment is needed to meet mobilization or deployment requirements.

b. A cost-benefit analysis must be submitted to DCS, G–3/5/7 Force Management to demonstrate it is more economically feasible for the Army to own, sustain, and operate additional rail equipment (above current authorizations) if the cost is over $1 million.

c. When Army ownership of rail equipment is necessary, the equipment must conform to standard commercial design criteria and meet all current requirements of the AAR, unless waived.

d. Once acquired, maximum use will be made of DoD-owned or -leased railroad equipment consistent with the reasons it was acquired.

3–10. Table of distribution and allowances and augmentation table of distribution and allowances unit Equipment Review and Validation Board

As the Army's single rail manager, CG, AMC will validate and manage all rail TDA and AUGTDAs for the captive and DFRIF fleets using the ERVB process. The TDA and AUGTDA change process is described in DA Pam 71–32.

3–11. Funding

a. New equipment procurement.

(1) The CG, AMC coordinates with the DCS, G–4 to fund the procurement of modernized rail equipment through the Sustaining Program Evaluation Group (SS PEG).

(2) New procurement funding includes all research, development, testing and evaluation, initial production, full production, and initial COTS procurements.

(3) The CG, AMC coordinates with the DCS, G–4 to initially fund the sustainment of rail equipment to the end of the warranty period through the SS PEG.

b. Sustainment funding.

(1) The CG, DCS, G–4 funds the sustainment of captive fleet rail equipment through the SS PEG after the warranty period. This funding includes—

(a) Field and sustainment level maintenance.

(b) Depot level rebuilds.

(c) Second destination transportation to move equipment to depots or to reposition equipment.

(2) The CG, SDDC coordinates with the Commander, USTRANSCOM to fund the sustainment of DFRIF rail equipment with the TWCF. This funding includes—

(a) Field and sustainment level maintenance.

(b) Second destination transportation to align equipment to best support training, mobilization, and deployment operations.

Chapter 4
Management and Reporting of Rail Equipment

4–1. Management of rail equipment

a. The CG, AMC is the Army's manager of the captive fleet.

(1) The CG, AMC coordinates with the ARSTAF, providing resources to maintain the readiness of the captive fleet.

(2) The CG, AMC will determine the best business model for rail operations at each Army installation with consideration of both peacetime and contingency operations.

(3) The CG, AMC will develop, maintain, and publish an installation rail management plan. The installation rail management plan will provide standardized guidance and regulatory information to assist the LRCs and installations in maintaining compliance with Federal, DoD, and Army rail policies and regulations.

b. The CG, SDDC is the DoD's manager for the DFRIF.

(1) The CG, SDDC will coordinate with the ARSTAF to plan, program, and budget for the acquisition, modification, maintenance, and overhaul of DFRIF general purpose cars.

(2) The CG, SDDC will coordinate with DoD Components and the CG, AMC to plan, program, and budget for the acquisition, modification, and rebuilding of DFRIF special purpose cars.

(3) The CG, SDDC provides management and oversight of DFRIF revenue and operating expenses under a separate accounting in the TWCF.

(4) The CG, SDDC will develop, maintain, and publish a DFRIF standard operating procedure and distribute this standard operating procedure to all DoD components.

4–2. Installations

a. The Army uses ITOs and TOs to provide supervision and management of rail operations.

b. All captive fleet rail equipment must be annotated on the assigned installation TDA and property books.

c. Captive fleet rail equipment may not move in interchange service (for example, off the installation) except during repositioning to another installation and after receiving authorization from the CG, SDDC.

d. Installation commanders will coordinate with AMC to develop, maintain, and publish the annual installation RSOP (as part of the IDSP) and general operating orders. These documents ensure that installation railroad safety, training, operations procedures, ROBs, and timetables are reviewed, updated, and published annually.

e. LRC directors will appoint an ITO, rail supervisor, yardmaster, or work leader to be responsible for all train and switching operations for Government-owned and controlled track and furnish guidance and assistance to garrison and other commands or activities on matters pertaining to rail operations.

f. See paragraph 5–2 for more information on installation rail general operating orders.

4–3. Readiness reporting

a. The CG, AMC and CG, SDDC will use GCSS–Army for managing and monitoring readiness reporting of the captive fleet and the DFRIF.

b. CG, AMC and CG, SDDC will provide a rail equipment readiness update at the annual ILCCMC Army Rail Summit.

4–4. Interservice Locomotive and Captive Car Management Committee Army Rail Summit

a. The DCS, G–4, as the SECARMY's representative, will establish and co-chair with the CG, AMC and CG, TRADOC an ILCCMC Army Rail Summit to conduct annual reviews of management information and coordinate DoD Component captive railroad equipment distribution plans. The committee includes representatives from each DoD Component.

b. The DCS, G–4 is responsible for coordinating the annual ILCCMC Army Rail Summit through the CG, AMC and CG, TACOM.

c. Annual ILCCMC Army Rail Summit members provide a review and analysis of rail operations and issues to allow co-chairs to prioritize identified mitigation strategies to improve rail readiness.

d. Annual ILCCMC Army Rail Summit members include—

(1) Chair: DCS, G–4 or designated representative.

(2) Co-chairs.

(a) CG, AMC or designated representative.

(b) CG, TRADOC or designated representative.

(3) Members.

(a) U.S. Army Chief of Transportation, or designated representative if not already designated as the TRADOC co-chair.

(b) CG, FORSCOM or designated representative.
(c) CG, AFC or designated representative.
(d) CG, SDDC or designated representative.
(e) DCS, G–3/5/7 or designated representative.
(f) DCS, G–9 or designated representative.
(g) CG, ASCCs or designated representative.
(h) CG, IMCOM or designated representative.
(i) CAR or designated representative.
(j) CNGB or designated representative.
(k) Commander, U.S. Army Corps of Engineers.
(l) Commander, TACOM or designated representative.

e. Each DoD Component designates a manager to maintain current information about all component locomotives and captive cars, to include requirements determination, replacement plans, and redistribution within the component.

f. The committee will provide back briefs to the CG, AMC and the DCS, G–4.

4–5. Management of rail infrastructure

a. At the HQDA level, the DCS, G–9 implements HQDA policy for maintaining, repairing, and improving rail infrastructure.

b. At the ACOM and DRU level, the CG, AMC, through the CG, IMCOM, manages rail infrastructure. The CG, AMC, in collaboration with the DCS, G–9, will—

(1) Develop and implement modernization plans for rail infrastructure.

(2) Improve readiness, capacity, and maintenance of rail infrastructure to execute daily operations and the ability to support deployment operations.

(3) Establish procedures to ensure railroad track located on Army installations and Army-owned access tracks are inspected, maintained, repaired, and improved.

(4) Conduct an annual review or field check of all geospatial data and the Army Installation Geospatial Platform and real property records and assure that track geospatial data layers are maintained as part of the real property record and updated as conditions change. Geospatial data layers will show exact track location of temporary restrictions that will require long-term solutions with a reference indicator to the project or work order number.

(5) Report the condition of installation rail infrastructure using the ISR/ESMS, the Railroad Maintenance Management System, and engineered management systems, per AR 420–1.

4–6. Marking standards

a. Registration number requirements. It is mandatory for every Army-owned vehicle (tactical, tracked, and commercial) to display a U.S. Army registration number if it travels on public highways or roads. This includes all towed equipment with a wheel size of 12 inches or larger and all self-propelled riding or special motor-driven, wheel-mounted equipment (for example, air compressors, generators, rail, float, or other designated ground equipment) (see AR 750–1 for more information).

b. Assignment of numbers. The CG, AMC will assign numbers to all Army-owned railroad equipment according to AAR car type code, using the code and mechanical designation with the description. This system aids recognition of the type of equipment by car number without physical inspection.

c. Service car marking.

(1) U.S. Army and U.S. Air Force-owned freight and passenger equipment meeting AAR and Department of Transportation specifications and required to operate on railroad systems in the United States, Canada, and Mexico are marked USAX or DAFX.

(2) U.S. Navy-owned cars are marked USNX.

(3) All other equipment are marked USA, USN, or DAF.

(4) Military service-owned rail equipment not marked with the letter “X” following ownership designation is restricted to inter-installation use.

(5) Safety markings on rail equipment will be applied in CONUS only.

(6) DoD-owned DFRIF interchange fleet railcars are marked DODX.

d. Registration.

(1) Railroad equipment, to include locomotives, railcars, and railcar movers, which are operated in interchange service, must be registered in the UMLER.

(2) SDDC maintains the UMLER file for DFRIF equipment. Registration in UMLER may be required for non-interchange equipment to enable it to move on its own wheels when transferred between installations for maintenance or in the case of new equipment delivery.

(3) Prior approval from the CG, SDDC is required to use USAX equipment currently meeting AAR requirements in interchange service.

e. Renumbering. Existing railroad equipment will not be renumbered unless CG, AMC issues such instructions.

f. Removal of markings. Upon receipt of disposition instructions for disposal from CG, AMC, remove reporting marks from all rail equipment. Do not change the numbers.

Chapter 5
Operations, Certification, and Training

5–1. Regulatory compliance

a. All Army activity and installation personnel will comply with 49 CFR, Chapter II. All solicitations for contracted operations will include compliance with 49 CFR, Chapter II. For the purpose of regulatory compliance, all ARO will be classified as part of the general railroad system.

b. Rail operation personnel will use procedures outlined in the General Code of Operating Rules (GCOR), TM 4–14.21, TC 55–88–1, the Department of Transportation Emergency Response Guidebook, the train placement chart (hazmat placement within train), installation timetable, general operating orders, and special instructions.

c. Garrison commanders of installations that operate on main lines or allow through travel of commercial railroads must coordinate rail operations per GCOR Rule 6.3. Garrison commanders of all installations operating under GCOR Rule 6.3 will maintain the required dispatcher logs and movement forms as inspectable items by the Army rail safety office and USATSCH designated supervisor of locomotive engineers (DSLE).

5–2. Installation rail general operating orders

a. Installation and State ITOs, in conjunction with the USATSCH DSLE and the Army rail safety office, will establish, publish, and enforce an installation RSOP, timetable, general operating orders, and special instructions issued by the USATSCH DSLE. These documents are confined to the interchange and rail operations on Army installations. The installation RSOP is intended for and will cover at a minimum—

(1) Rail training requirements for unit movement officers and unit rail teams.

(2) Administrative and procedural requirements for the management of rail personnel hired to operate rail equipment, the unit movement officers, and unit rail teams.

(3) Administrative and procedural requirements for the accountability, utilization, and maintenance of rail equipment on the installation.

(4) Commercial track leased, rented, or owned by the U.S. Government.

b. Installation RSOPs are applicable to—

(1) Installation personnel who supervise, manage, and execute rail operations; maintain rail equipment; and maintain rail infrastructure.

(2) DoD employees and military personnel conducting rail operations.

(3) Rail operations involving inbound or outbound (interchange) or internal movement of Government-owned or commercial equipment by DoD or contract train operating crews.

(4) Installation rail authorized by TDA and any other rail equipment internally operated by the installation and activities, to include loaned or leased rolling stock or motive power, or track maintenance of way equipment, in accomplishing or supporting assigned rail missions.

(5) Private or DoD contractors conducting rail operations, to include track maintenance and inspections, locomotive or mechanical repairs and operations, railroad signal maintenance, or foliage control on the installation in which the contractor will work on or within 4 feet of the field side of the rail.

(6) Contractors or DoD rail loading crews or military units conducting loading and unloading operations and not involving the movement of railroad equipment.

c. CG, AMC will perform an assessment to identify the most cost-effective and efficient business model required to execute rail operations on each installation.

d. CG, AMC will publish a memorandum for record stating the business model that will be utilized on each installation. Three business models are used to support rail operations—

(1) Government-owned, Government-operated—Army-owned equipment and Army crews.
(2) Government-owned, contractor-operated—Army-owned equipment and contracted crews.
(3) Contractor-owned, contractor-operated—contractor-owned equipment (usually locomotives only) and contracted crews.

5–3. Deployment operations

a. The CG, AMC ensures that designated power projection platform installations have designated facilities, personnel, and equipment available to support 24/7 rail operations.

b. The CG, AMC coordinates with all garrison service providers to provide the infrastructure, personnel, and equipment to support deployment operations.

c. Installation deployment support plans will identify mitigating plans for installations not resourced for 24/7 operations.

d. Installation commanders not resourced for 24/7 deployment operations will place comments in the readiness reporting systems, such as a ISR/ESMS and installations readiness assessment, and in the installation deployment support plan.

5–4. Rail crews

a. CG, AMC determines the number of rail crews required to support daily rail operations and surge requirements to support deployment operations that may occur over a 24-hour period for 7 days a week.

b. CG, AMC ensures locomotive crews are sufficiently authorized, staffed, trained, and funded for mission accomplishment.

c. Rail crews consist of a certified locomotive engineer (CLE), a licensed conductor, and a minimum of one qualified brakeman, switchman, or trainman.

(1) In some instances, an employee may be dual-certified as a locomotive engineer and a conductor, if they are school-trained and hold a dual certification. If this is the case, they can only perform the function of one position at a time.
(2) The conductor and the CLE are jointly responsible for the safe movement of the train.
(3) All crewmembers are responsible for safe operations.
(4) Rail crews will comply with the provisions and regulatory requirements of the hours of service for railroad operations. Hours of service will apply to all DoD civilian, contract, and military employees conducting railroad operations. Only a general officer or senior executive service personnel can approve crews exceeding the hours of service. This decision will not be delegated. Hours of service will be administered in accordance with 49 CFR 228. The GCOR, local union agreements, and a risk management analysis will be documented.

5–5. Engineer certification

a. There are three components to a current CLE certificate—
(1) Recertification triennially.
(2) Operational check (check ride annually by the DSLE or supervisor of locomotive engineers (SLE)).
(3) Operational testing (all crewmembers). Per 49 CFR 217, testing must be conducted quarterly by a qualified railroad supervisor, and records must be retained for 12 months.

b. All CLEs must be re-certified (licensed) every 3 years. Licenses will expire on the date printed on the front of the card every third year after being initially certified. All CLEs must keep their certificate current to avoid a possible interruption in service eligibility. It is the individual employee's responsibility to coordinate with their supervisor to ensure the certification is kept current. Commanders will ensure these certification and license requirements are included in relevant contract provisions for CLEs.

c. Certification and recertification as a CLE can be accomplished through the certification course offered by the USATSCH's Maritime and Intermodal Training Department at Joint Base Langley-Eustis, available by registration in the Army Training Requirements and Resources System (ATRRS).

d. CLEs must receive an annual check ride according to 49 CFR 240.303.
(1) This check ride may occur during any part of the calendar year.
(2) Each locomotive engineer must have at least one operational monitoring observation by a qualified SLE in each calendar year.

e. Final certification is determined by a DSLE before the locomotive engineer is allowed to operate without direct onboard supervision.

5–6. Engineer candidates

a. Government personnel who are prospective CLE candidates will be issued a student engineer's license from the USATSCH as the learner's permit for certification (valid only when accompanied by a certified crewmember).

b. The candidate must meet the requirements and comply with 49 CFR 240 to be certified.

c. Candidates will have a minimum of 12 months of experience as a qualified crewmember (conductor, brakeman, or switchman) and 80 hours of actual "behind the throttle" documented training as a prospective CLE. This training record, signed by the rail supervisor as accurate, will be submitted to the DSLE at the USATSCH prior to enrolling in a class. Enrolling for a class will be completed through ATRRS.

d. Grandfathering a locomotive engineer candidate may be granted if the candidate provides a current locomotive engineer certification and safety and training records from a commercial railroad to the DSLE. The candidate must also provide a driving record, meet the hearing and vision requirements, and successfully pass a check ride by the DSLE.

5–7. Conductor, brakeman, and switchman certification

a. There are three components to a current conductor, brakeman, and switchman certificate—

(1) Recertification triennially.

(2) Annual rules, timetable, and physical characteristics training and exam.

(3) Operational testing (all crewmembers). Per 49 CFR 217, testing must be conducted quarterly by a qualified railroad supervisor, and records must be retained for 12 months.

b. All conductors, brakemen, and switchmen must be re-certified (licensed) every 3 years. Licenses will expire on the date printed on the front of the card every third year after being initially certified. All conductors, brakemen, and switchmen must keep their certificate current to avoid a possible interruption in service eligibility. It is the individual employee's responsibility to coordinate with their supervisor to ensure the certification is kept current. Commanders will ensure these certification and license requirements are included in relevant contract provisions for conductors, brakemen, and switchmen.

c. Certification and recertification as a conductor, brakeman, or switchman can be accomplished through the certification course offered by the USATSCH's Maritime and Intermodal Training Department at Joint Base Langley-Eustis, available by registration in ATRRS.

5–8. Conductor, brakeman, and switchman candidates

a. DoD civilian or contractor personnel hired to perform rail ground crew functions working in or around rail equipment will be trained via on-the-job training and documented on a retained training record. Within the first year, the CG, AMC will ensure crewmembers attend the 80-hour Railway Operations Crewmember course at Joint Base Langley-Eustis.

b. Additionally, candidates will—

(1) Meet the eligibility requirements of 49 CFR 242.111, 49 CFR 242.113, 49 CFR 242.115, and 49 CFR 242.403.

(2) Meet the vision and hearing acuity standards of 49 CFR 242.117.

(3) Have the necessary knowledge, as demonstrated by successfully completing a test that meets the requirements of 49 CFR 242.121.

(4) Complete a training program that meets the requirements of 49 CFR 242.119 if the individual has not previously been certified.

c. Those individuals who have attended and been awarded an 88U military occupational specialty, have attended the Locomotive Engineer/Conductor Certification course, have worked on a commercial railroad for at least 2 years, or have been in their present rail crew job for at least 3 years are exempt from the initial 80-hour Railway Operations Crewmember course.

d. Sustainment training will be conducted as part of the daily job brief for all crewmembers by selecting and discussing an operating and safety "rule of the day." All sustainment training will be documented and maintained for 12 months.

5–9. Designated supervisor of locomotive engineers and supervisor of locomotive engineers

a. The Army DSLE and their assistant (the SLE) will be located at the USATSCH's Maritime and Intermodal Training Department at Joint Base Langley-Eustis.

b. The CG, AMC will also maintain a USATSCH-appointed SLE on the AMC staff to aid in management of installation operations. AMC is authorized to assist the USATSCH DSLE and SLE when requested to avoid disruption of mission.

c. The Commandant, USATSCH selects and appoints individuals to serve as the DSLE and SLE.

5–10. Training

a. The Commandant, USATSCH provides functional rail training and certification in the Locomotive Engineer/Conductor Certification and Recertification courses and the Railway Operations Crewmember course for all military, DoD civilian, and contractor personnel who have a rail-operating mission in support of the military and selected Federal agency locations.

b. The Railroad Track Standards and Maintenance Course is sponsored by AMC as part of the ADTIP. This course is primarily intended for those who will perform actual railroad inspection duties and require U.S. Army track inspector certification per AR 420–1. All track inspectors and maintenance crews must be qualified on roadway worker protection in accordance with 49 CFR 214 annually.

c. Installation commanders will coordinate with either the Commandant, USATSCH or CG, AMC, depending on the training required.

Chapter 6
Rail Equipment Maintenance, Inspection, and Recordkeeping

6–1. Responsibilities

a. The CG, AMC develops life cycle management program for captive fleet and submits funding requirements to maintain the captive fleet during the POM process. In addition, the CG, AMC will—

(1) Manage the national inventory control point for Army locomotives, rolling stock, and track maintenance equipment, including the DFRIF.

(2) Provide field and sustainment level support for rail equipment per AR 750–1.

(3) As required, provide or coordinate for depot level maintenance of rail equipment.

(4) Submit funding requirements for all locomotives, captive fleet railcar equipment, track maintenance equipment, and maintenance to support program development.

(5) In collaboration with the DCS, G–4, establish a standard for operational availability for captive fleet.

(6) In collaboration with the DCS, G–4, register and track Army rail equipment readiness in The Army Maintenance Management System (TAMMS) and GCSS–Army in accordance with AR 750–1.

(7) Establish support agreements, per DoDI 4000.19, with other DoD or U.S. Government rail equipment owning components to provide sustainment or field (unit level) maintenance as requested.

(8) Monitor field and sustainment level maintenance costs for possible outsourcing opportunities.

b. The CG, SDDC develops life cycle management program for the DFRIF. DFRIF maintenance is funded by the TWCF. DFRIF maintenance is tracked in Railinc only to facilitate commercial industry requirements, and its availability and readiness must be reported according to AR 750–1.

6–2. Field maintenance

a. Installation commanders are responsible for operator or field level maintenance actions, including funding and manpower on the captive rail fleet. This can be accomplished by railroad equipment operator and crew or qualified maintenance personnel or contracted with an AAR certified maintenance facility or an on-post railroad operations contract.

b. DGRC support is available upon request to augment installations' rail maintenance capability on a reimbursable basis for the captive rail fleet.

c. AMC may furnish the services of a mobile rail support team for installations on an as-required basis, per AR 750–1.

d. Accountability, maintenance, and readiness data for captive fleet and DFRIF will be maintained on GCSS-Army per AR 750–1.

e. For guidance on how to obtain organizational maintenance repair parts not available through GCSS–Army or the normal local supply channels, contact the DGRC. The Director, DGRC will—

(1) Verify that the repair parts are required for organizational maintenance.

(2) Provide ordering information for local purchase, if not available through GCSS–Army.

6–3. Sustainment Maintenance—Defense Non-Tactical Generator and Rail Equipment Center

a. Installations request sustainment-level maintenance from the DGRC. The DGRC representative will complete the annual inspection portion of the U.S. Department of Transportation's FRA Form F6180–49A (Locomotive Inspection and Repair Record) during the inspection.

b. Sustainment and depot maintenance will be programmed through AMC based on inspections by rail maintenance technicians. DGRC is the DoD's sole organic industrial base capability for depot-level repair and maintenance of rail equipment.

c. DGRC overhauls or rebuilds rail equipment consistent with the repair provisions of the AAR Interchange Manual.

d. DGRC performs annual maintenance inspections on all captive fleet equipment.

6–4. Rail equipment inspections

a. Annual inspection. To ensure that rail equipment is maintained and reported in compliance with FRA and Army regulations, DGRC representatives will conduct mandatory technical inspections of all captive rail equipment annually. Inspections of other DoD services rail equipment is provided on a reimbursable basis and upon the availability of DGRC personnel. The inspections will be conducted regardless of the means of maintenance support or the organization providing the support.

b. Ninety-two and 184 service day inspections. The operator or crewmember must conduct 92 and 184 service day inspections according to 49 CFR 229 and enter the inspection results in GCSS–Army.

c. Daily inspections. The operator or crewmember must conduct daily inspections, record the results on DD Form 862 (Daily Inspection Worksheet for Diesel Electric Locomotives and Locomotive Cranes), and verify that the cab card is up to date. The cab card must be maintained and located in the locomotive cab compartment. Periodic inspections and audits of the cab cards should be conducted to ensure compliance. Cab card data is transferable to DA Form 2404 (Equipment Inspection and Maintenance Worksheet) or DA Form 5988–E (Equipment Maintenance and Inspection Worksheet (EGA)) and must be uploaded into GCSS–Army to maintain visibility of rail equipment readiness.

d. Standing locomotive brake test. The CLE must ensure that standing locomotive brake tests are conducted in accordance with TC 55–88–1 prior to locomotive movement or after multiple-unit configuration changes are made.

e. GenSet railroad locomotives. Conduct 184 service day inspection for the Army's GenSet railroad locomotives.

6–5. Recordkeeping

a. Maintenance reporting and recording for Army rail materiel must be in accordance with DA Pam 750–8. Nothing in this regulation eliminates the requirement to use DA Form 2404 or DA Form 5988–E and DA Form 2407 (Maintenance Request).

b. Commanders, leaders, equipment operators, and maintenance personnel at all levels of command for all equipment commodities, who use, maintain, or repair Army equipment use TAMMS. Commanders will ensure contracts contain applicable provisions requiring contractors to use TAMMS.

c. All rail equipment in the captive fleet and the DFRIF must be accounted for and managed in accordance with AR 750–1.

6–6. Maintenance funding

a. CG, AMC will request funding on an annual basis to maintain rail equipment through the normal POM process. This POM funding request will include the resourcing of—

(1) Field-level maintenance.

(2) Sustainment-level maintenance.

(3) Second destination transportation cost to transport rail equipment over the commercial lines to and from DGRC for support.

b. DD Form 448 (Military Interdepartmental Purchase Request) is used to reimburse DGRC for customers other than Army installations. These customers include contracted installations with Government-furnished property, DoD agencies covered by support agreements (see Department of Treasury (FS Form 7600A) (U.S. Government Interagency Agreement)), and other Federal agencies requesting DGRC support.

6–7. Inspection, maintenance, and repair of track and rail loading complex

a. AMC personnel will maintain, inventory, report the condition of, and repair or improve installation rail track and other real property in accordance with AR 210–14, AR 405–45, AR 415–28 and AR 420–1. This includes all the railroad tracks, spurs, sidings, yards, turnouts (with accessories and appurtenances including signals), railroad bridges, and other related rail facilities. To accomplish this, AMC personnel will execute the ADTIP.

b. CG, AMC will have trained and certified personnel and programs that comply with appropriate laws and directives and maintain the infrastructure in safe, operational, and mission-ready condition.

c. Per AR 420–1, all track inspections, maintenance, and recordkeeping will be in accordance with UFC 4–860–03.

d. All rail infrastructure will be reported in the ISR/ESMS–Infrastructure.

e. The certified track inspector will immediately notify the ITO or installation rail operations manager, orally and in writing, of any track conditions requiring train operations to be restricted or suspended and the projected repair date and time.

f. Service will be restricted or suspended where minimum track safety standards are not met, and a temporary operating restriction (track bulletin) will be put in place by the installation certified track inspector. The ITO or TO must also notify FORSCOM-supported units, SDDC, and their servicing railroads of all operating restrictions to installation tracks and an estimated time of repair.

g. Safety checks and observations must be continuously conducted during train crew operations. If any track defects or hazards are observed by the train crew, they will immediately notify the ITO, TO, or rail operations manager. The ITO, TO, or rail operations manager will immediately notify the installation certified track inspector of any adverse conditions found by train crews.

Chapter 7
Repair, Replacement, and Disposition of Railroad Equipment

7–1. Overview

Army rail equipment sent to depots for sustainment-level repair usually requires one of these processes: overhauling, rebuilding, or remanufacturing. AMC personnel will determine the repair feasibility and proper path based on inspection results and expenditure limits.

7–2. Repair

The repair of the captive fleet will consist of—

a. Technical inspections. An experienced, technically qualified rail technician will inspect all rail equipment at least once annually (see chap 6 for more information on required rail inspections). Unserviceable equipment is inspected by a qualified rail technician before repair or before being sent to the next higher supporting maintenance facility for repair or disposal. The inspection report will address defects and malfunctioning components and the estimated cost of restoring the equipment to standard operating condition. The objectives of the technical inspection are to—

(1) Ensure that equipment meets Army, FRA, and AAR safety and maintenance standards.

(2) Determine the economical reparability of DoD material at field and sustainment levels of maintenance.

(3) Prevent the evacuation of uneconomically reparable equipment unless specifically required and directed.

(4) Preclude equipment loss to the DoD based solely on age.

(a) FRA and AAR rules and policies have deemed that railcars reach the end of useful life at 50 years after manufacture and 65 years for locomotives.

(b) Service life extension programs (SLEPs) require FRA and AAR waiver to the 50-year end of useful life rule. FRA and AAR determine the length of the service life extension. The SLEP does not apply to the captive fleet unless they moved in interchange.

b. Maintenance expenditure limits. The maintenance expenditure limit (MEL) is the total allowable one-time cost to restore an end item, subsystem, or component to a fully serviceable condition as prescribed in the appropriate technical manual (TM) or depot maintenance work requirements. The criteria used in computing MELs are prescribed in AR 750–1. MELs help determine the economic feasibility of overhauling an end item given its current age and its expected life.

c. Estimating repair costs. AMC personnel will develop a repair cost estimate in collaboration with the DGRC.

d. Repair feasibility. In coordination with DGRC personnel, and based on the technical inspection, MEL, and estimated repair cost, AMC personnel will determine if a given piece of equipment should be repaired and the process to follow.

e. Waivers. CG, AMC has authority to approve requests for waivers of published maximum repair and overhaul allowances. Required repairs will not be broken into separate job estimates merely to bypass prescribed maximum repair allowances.

7–3. Depot maintenance

The following standards of maintenance apply to rail equipment sent for sustainment or depot level repair. The determination by TACOM personnel to overhaul or rebuild is evaluated on a case-by-case basis.

a. Overhaul. Overhaul is maintenance that restores equipment or components to a completely serviceable condition with a measurable (expected) life (see AR 750–1 for more information on overhaul maintenance).

b. Rebuild. Rebuild is a near zero time or zero mile maintenance process defined as an end item total tear down and replacement of all expendable components, all aged components, reconditioning of structural components, and the procedures identified for overhaul of the end item (see AR 750–1 for more information on rebuild maintenance).

7–4. Modifications

a. A modification is the alteration, conversion, or modernization of a configuration item or an end item that changes or improves its original purpose or operational capacity in relation to effectiveness, efficiency, reliability, or safety. This includes conversions, field fixes, retrofits, remanufacture, redesign, upgrades, engineering changes, computer re-hosting, software revisions, system enhancement program, SLEP, system improvement program, technology insertion opportunities, and continuous technology refreshment (see AR 750–1 and AR 750–10 for more information on modifications).

b. If the rail equipment is ever anticipated to meet or meets the AAR rules on interchange of freight cars and locomotives, the remanufacture or modification must be approved by the appropriate AAR committee.

7–5. Replacement criteria

A determination by TACOM personnel to replace a piece of equipment initiates the requirements determination process (see chap 3). If CG, AMC, as the single rail manager, cannot cross-level assets from one installation to another and a capability gap exists, then the steps outlined in chapter 3 are followed to address the gap.

7–6. Disposition of rail equipment

a. Disposition of all rail equipment will be completed in AMC's Lead Material Integrator Decision Support Tool per AR 710–1. AMC personnel will confirm with the DGRC that a given piece of rail equipment is not eligible for repair, determine whether the item is eligible for disposal or for transfer as an excess asset within Army or DoD, and provide disposition instructions to the owning organization.

b. The owning organization personnel will remove all USAX and DODX markings prior to transferring the equipment to the Defense Logistics Agency Disposition Services.

c. When organizations own excess rail equipment due to a TDA change or other reason, the organization personnel will submit DA Form 3590 (Request for Disposition or Waiver) to AMC for disposition instructions. AMC personnel will issue disposition instructions, and the organization personnel will initiate a TDA change request to reduce its authorization as outlined in chapter 3 of this regulation.

Chapter 8
Defense Freight Railway Interchange Fleet

8–1. General

a. The DFRIF is comprised of DoD-acquired and owned general purpose and special purpose railcars that are approved for interchange service on North American rail lines. The DFRIF is managed and reported separately from the Army captive rail fleet, which is managed by AMC.

b. General purpose DFRIF cars are flatcars for moving vehicles or containers and are available for use by any Military Department.

c. Special purpose DFRIF cars are cars, other than flatcars, for moving vehicles, petroleum products, or containers and are available for use by any Military Department.

d. Army-purchased DFRIF railcars include heavy-lift rail flatcars with chain tie-downs used to move large tracked vehicles (such as the M1 Abrams Main Battle Tank) and medium-duty chain tie-down flatcars used for wide and narrow lighter tracked and wheeled vehicles.

8–2. Defense Freight Railway Interchange Fleet funding

a. Procurement of general purpose DFRIF flatcars is funded by HQDA.

b. Funding of the maintenance and repairs to general purpose railcars is paid for by the TWCF. Preventative maintenance of special purpose railcars is funded by the service the railcars support.

c. DoD Components provide DD Form 448 or other appropriate funding instruments to the SECARMY or designee for the procurement and associated costs of DFRIF special purpose cars.

8–3. Managing the Defense Freight Railway Interchange Fleet

a. The CG, SDDC, as delegated by the SECARMY, controls and directs the operation of all DFRIF railcars and plans, programs, and budgets for the maintenance of the DFRIF equipment in accordance with DoDI 4500.57.

b. DFRIF cars are accounted for on the SDDC TDA.

c. DFRIF cars may participate in equipment pools or otherwise be used to carry commercial traffic when doing so increases rail transportation capacity or reduces DoD costs.

d. Use of DFRIF cars for reasons such as supporting peacetime exercises, avoiding maintenance or issues caused by long-term railcar inactivity, or meeting military needs when suitable commercial cars are unavailable are consistent with the reasons for which the cars were acquired.

e. The CG, SDDC registers all Army-owned railroad equipment operated in interchange service in the UMLER, which is maintained by Railinc Corporation, a subsidiary of the AAR.

f. Army-owned railroad equipment will not be placed or used in interchange service prior to registration in UMLER.

g. The CG, SDDC, in coordination with the DCS, G–3/5/7 (DAMO–SSW), will review, edit, and publish DFRIF general purpose flatcar alignment plans at designated power projection platforms to meet earliest deploying unit timelines following the release of any DoD or DA strategic guidance documents such as the NDS, ASPG, or the Secretary of Defense-approved updates to CCMD OPLANs.

h. Installation commanders are responsible for the storage, accountability, and safety of DFRIF cars while located on their installations and must report to the CG, SDDC empty DFRIF and commercial railcars in installations within 3 days of off-loading.

i. The CG, SDDC will account for, track maintenance, and report readiness of the DFRIF in accordance with AR 750–1.

j. The CG, SDDC will report readiness of the DFRIF within the Defense Readiness Reporting System-Army (DRRS–A).

8–4. Capacity determination and acquisition

a. DFRIF general purpose railcars are necessary to supplement commercial railcar capacity in meeting DoD needs.

b. To ensure adequate rail equipment capacity is available to meet requirements, the Commander, USTRANSCOM, in collaboration with the DoD Components, periodically assesses the sufficiency of the combined DFRIF and commercial fleets to meet peacetime, contingency, and wartime requirements based on analysis of relevant OPLANs.

c. Based on the capacity assessment, additional DFRIF railcars may be required to—

(1) Increase the pool of available railcars to meet contingency deployment requirements that exceed the current combined commercial and DFRIF fleet capability.

(2) Replace retiring commercial and DFRIF flatcar capacity when commercial industry deems replacement of its flatcars is not economically viable, leading to a possible capability shortfall.

8–5. Defense Freight Railway Interchange Fleet maintenance

a. DoD component rail equipment moving in interchange service over commercial railroads are subject to the maintenance standards established by the AAR and FRA.

b. The CG, SDDC is responsible for maintenance of all DFRIF interchange rail equipment used by the Services and will maintain interchange cars through preventative and periodic inspection and maintenance (program manager standards) according to SDDC policies conforming to AAR recommendations.

c. DFRIF cars are inspected prior to use per the DFRIF users' internal rules and the GCOR.

d. DFRIF maintenance is paid for by mileage earnings revenue paid into the TWCF by the railroads upon use of DODX cars.

e. The CG, SDDC contracts with AAR M1003 certified repair shops for preventative maintenance and repairs needed to the general purpose fleet that cannot be accomplished by the railroads and funds unscheduled maintenance and repairs through the TWCF. Running repairs are performed by the handling railroad under provisions of the AAR Interchange Rules. Bills and supporting papers applicable to equipment assigned to the DFRIF are rendered by the railroads to SDDC for payment. The CG, SDDC monitors field and sustainment level maintenance costs regularly and implements protocols intended to reduce maintenance and repair costs accordingly.

f. The CG, SDDC and the Military Service owner schedules DFRIF railcars for overhaul and preventative maintenance as required by established SDDC preventative maintenance and FRA and AAR standards.

8–6. Defense Freight Railway Interchange Fleet readiness

a. The CG, SDDC manages DFRIF maintenance using the rail management support contractor's fleet management system which captures information on repairs made to DFRIF cars by commercial railroads or SDDC contracted shops.

b. The CG, SDDC reports DFRIF readiness on a monthly basis via the DRRS–A using data by model and type.

Chapter 9
Rail Safety

9–1. General

a. All installation personnel (Government service civilians, Soldiers, and contractors) share joint responsibility for ensuring safety procedures and policies are followed during the execution of the rail operations.

b. Existing hazards during rail operations include human error, mechanical failures, and unsafe track conditions. Safe operating rules are developed to mitigate these dangers.

c. The rules in the following publications have been prepared in accordance with 49 CFR, Chapter II. Refer to the policies and procedures contained in these references for detailed safety information.

(1) TM 4–14.21 and ATP 4–14 provide authoritative safety information for rail operations conducted by Army rail operating personnel within the United States and at overseas duty stations. They describe both general safety guidelines and procedural rules for conducting operations in a safe manner.

(2) AR 385–10 and DA Pam 385–40 prescribe DA policy, responsibilities, and procedures to safeguard and preserve Army resources worldwide (to include Soldiers, DA Civilians, and Army property) against accidental loss. They establish risk management as the Army's principal risk reduction methodology and ensure regulatory and statutory compliance.

(3) UFC 4–860–03 provides maintenance standards for each possible type of deficiency addressed in the FRA Track Safety Standards. DoD policy is to maintain its railroad track at a standard that exceeds FRA Class 2 safety standards and adhere to additional DoD speed restrictions as stated in this UFC.

9–2. Rail safety responsibilities

a. The primary contact for Army rail safety is the CASCOM Rail Safety Office. The Manager, Army Rail Safety Office is responsible for rail safety training, policy development, accident investigations, and compliance with Federal rules and regulations.

b. The CG, TRADOC is the proponent for TM 4–14.21 and ATP 4–14.

c. All commanders will—

(1) Ensure the safety condition for cars permanently domiciled on their installations.

(2) Ensure TDA-authorized crews are manned, equipped, trained, and funded to conduct rail operations.

(3) Ensure installation rail safety, training, operations procedures (rules and standard operating procedures), timetables, and bulletins are reviewed at least annually.

(4) Investigate safety violations, mishaps, and incidents appropriately (see TM 4–14.21).

(5) Participate in any accident investigation where notification of the Army rail safety office is required.

(6) Ensure that track speed limits are in accordance with UFC 4–860–03.

(7) Appoint a railhead safety officer and safety noncommissioned officer.

(8) Implement a railhead qualification program for units assigned to rail loading operations, with assistance of local movement control or rail personnel.

d. ITOs and TOs will—

(1) Exercise overall staff supervision and management of the installation rail operations, including training and safety.

(2) Ensure rail equipment that is operated or passed over the interchange system (off post) for any reason (loan, transfer, and so forth) complies with FRA and AAR safety rules and regulations.

(3) Publish and update an installation RSOP annually, ensuring it is incorporated into the IDSP. Ensure installation railroad safety, training, operations procedures, ROBs, and timetables are reviewed and updated annually.

e. Installation rail personnel.

(1) Army soldiers, civilians, and contract personnel conducting rail operations on Army installations must be trained and licensed as required and comply with the most current GCOR, Rail Safety Rules, Maintenance of Way Rules, the local installation timetable and rail general operating orders, and TC 55–88–1.

(2) Personnel are responsible for their personal safety and are accountable for their behavior. Personnel will take every precaution to prevent injury to themselves, other personnel, and the public. They will challenge any dangerous condition or unsafe practice. They will challenge any directive to violate a safety rule and promptly notify a supervisor or manager when the safety provisions applied at the jobsite do not comply with the safety rules.

(3) Conduct rail load operations per AAR Open Top Loading Rules which cover the regulatory requirements regarding the proper loading of railcars.

9–3. Rail safety training

a. Rail safety training must be conducted every 3 years for all Soldiers, civilians, and contract personnel conducting railroad operations on Army installations other than those certified and licensed under 49 CFR 240 and 49 CFR 242 (see chap 5 of this regulation).

b. The Rail Safety for Safety Professionals Course hosted by the CASCOM Rail Safety Office (2.5-day course) is recommended for all personnel involved with rail operations. Attending this course satisfies the Annual Roadway Worker Protection training required by 49 CFR.

9–4. Rail safety surveys

a. The Manager, CASCOM Rail Safety Office will conduct rail safety surveys at installations with Army rail every 3 years.

b. A written report will be furnished to the responsible command following each survey with corrective action plans and status due back to the CASCOM Rail Safety Office within 90 days.

c. The Manager, CASCOM Rail Safety Office will maintain records of corrective actions for 10 years. Results of all inspections and status of corrective action plans will be briefed at the annual ILCCMC Army Rail Summit.

9–5. Rail accident reporting

a. Report any Army rail mishaps and incidents through organization's reporting channels to AMC and CASCOM Rail Safety Office within 24 hours or immediately if within Army Accident Class A through Class D or any injury occurs. Report all derails of locomotives, locomotive cranes, or rolling stock through command channels to AMC and SDDC G3. All costs are the responsibility of the responsible party in control of the movement of the equipment.

b. All Army rail mishaps and incidents must be reported within 24 hours of occurrence to the CASCOM Rail Safety Office (2221 Adams Ave, Fort Gregg-Adams, VA 23801, Defense Switched Network (312) 539–7467/7574 or commercial (804) 765–7467/7574, usarmy.gregg-adams.tradoc.mbx.rail-safety@army.mil), per CASCOM Rail Safety Office mishap and incident reporting policy. If the accident involves a commercial locomotive, FRA will investigate.

c. In addition to the normal procedures required for investigating Army mishaps outlined in AR 385–10 and DA Pam 385–40, when rail mishap investigations require a copy of the data event recorder information, the DGRC must be notified and the data event recorder or a copy of its contents forwarded to DGRC, Anniston Army Depot, Emergency Operations Center (Building 363), 7 Frankford Ave, Anniston, AL 36201, normal duty hours: (256) 235–4711, after duty hours: (256) 235–6222, usarmy.anad.tacom.mbx.anad-operations-center@army.mil, within 48 hours of recovery of the data recorder.

d. Personnel from the CASCOM Rail Safety Office may investigate all rail mishaps and incidents to determine the cause of the mishap or incident.

Appendix A

References

Section I

Required Publications

Except where otherwise indicated, the following references are available on the Army Publishing Directorate website (https://armypubs.army.mil/).

AR 71–32
Force Development and Documentation Consolidated Policies (Cited in para 3–4*a*.)

AR 210–14
Installation Status Report Program (Cited in para 6–7*a*.)

AR 385–10
The Army Safety and Occupational Health Program (Cited in para 9–1*c*(2).)

AR 405–45
Real Property Inventory Management (Cited in para 1–14*ee*(10).)

AR 415–28
Real Property Category Codes (Cited in para 1–14*ee*(10).)

AR 420–1
Army Facilities Management (Cited in para 1–11*e*.)

AR 735–5
Relief of Responsibility and Accountability (Cited in the glossary of terms.)

AR 750–1
Army Materiel Maintenance Policy (Cited in para 1–10*g*.)

AR 750–10
Army Modification Program (Cited in para 7–4*a*.)

ATP 4–14
Expeditionary Railway Center Operations (Cited in para 9–1*c*(1).)

DA Pam 385–40
Army Mishap Investigations and Reporting (Cited in para 9–1*c*(2).)

DoDI 4000.19
Support Agreements (Available at https://www.esd.whs.mil/dd/.) (Cited in para 6–1*a*(7).)

DoDI 4500.57
Transportation and Traffic Management (Available at https://www.esd.whs.mil/dd/.) (Cited in the title page.)

TC 55–88–1
Rail Handbook for Air Brake and Train Handling Rules (Cited in para 5–1*b*.)

TM 4–14.21
Rail Safety (Cited in para 5–1*b*.)

49 CFR
Transportation (Available at https://www.ecfr.gov/.) (Cited in para 1–15*f*.)

Section II

Prescribed Forms

Unless otherwise indicated, DD forms are available on the Executive Services Directorate (ESD), Washington Headquarters Services (WHS) website (https://www.esd.whs.mil/directives/forms/).

DD Form 862
Daily Inspection Worksheet for Diesel Electric Locomotives and Locomotive Cranes (Prescribed in para 6–4*c*.)

Appendix B

Internal Control Evaluation

B–1. Function
The function covered by this evaluation is the management of ARO.

B–2. Purpose
The purpose of this evaluation is to assist Army rail managers and senior commanders in evaluating the key internal controls outlined. It is intended as a guide and does not cover all controls.

B–3. Instructions
Answers must be based on the actual testing of key management internal controls (for example, document analysis, direct observation, or simulation, or other). Answers that indicate deficiencies must be explained and the corrective action identified in supporting documentation. These internal controls must be evaluated at least once every 5 years. Certification that the evaluation has been conducted must be accomplished on DA Form 11–2 (Internal Control Evaluation Certification).

B–4. Test questions
a. Have all locomotives crews received annual training and qualification?

b. Does each installation requiring ARO have an updated ARO business model at least every 2 years or following publication of DoD or DA strategic documents?

c. Does each installation requiring ARO have an annually updated installation RSOP and general operating orders?

d. Have all CLEs received one annual check ride and one annual unannounced monitoring session in accordance with 49 CFR 240?

e. Have all personnel conducting railroad operations on Army installations (other than those certified and licensed under 49 CFR 240 and 49 CFR 242) received rail safety training every 3 years?

f. Have the required periodic rail equipment inspections occurred according to the CFR and the inspection results entered in GCSS–Army?

B–5. Supersession
Not applicable.

B–6. Comments
Help make this a better tool for evaluating management controls by submitting comments to the Deputy Chief of Staff, G–4 (DALO–OPM), 500 Army Pentagon, Washington, DC 20310–0500.

Glossary of Terms

Accountability
The obligation imposed by law, lawful order, or regulation on an officer or other person for keeping an accurate record of property, documents, or funds. Includes identification data, gains, losses, dues-in, dues-out, and balances on hand or in use. The person having this obligation may or may not have actual possession of the property, documents, or funds (see AR 735–5 for additional information).

Army property
All property under DA control, except property accounted for as owned by a nonappropriated fund activity. Government property and Army property are used synonymously with property (see AR 735–5 for additional information).

Contractor
A private company that produces goods or services under contract for the Government (see AR 735–5).

Damage
A condition that impairs either the value or use of an article; may occur in varying degrees. Property may be damaged in appearance or in expected useful life without rendering it unserviceable or less useful. Damage also shows partial unserviceability. Usually implies that damage is the result of some act or omission (see AR 735–5).

Destroyed
Equipment damaged to the point of complete loss of identity or beyond the prospect of future restoration. Major weapon systems and systems with classified components and sensitive items will not be considered destroyed without a technical inspection of the residue (see AR 735–5).

Equipment
Articles needed to outfit an individual or organization. Clothing, tools, utensils, vehicles, weapons, and similar items are articles of equipment. It is synonymous with supplies and materiel (see AR 735–5).

Federal Acquisition Regulation
a. This system consists of sets of regulations issued by agencies of the Federal Government of the United States to govern what is called the acquisition process; this is the process through which the Government purchases and acquires goods and services. That process consists of three phases—
(1) Need recognition and acquisition planning.
(2) Contract formation.
(3) Contract administration.
b. The FAR System regulates the activities of Government personnel in carrying out that process. It does not regulate the purchasing activities of private sector firms, except to the extent those parts of it are incorporated into Government solicitations and contracts by reference (see AR 735–5).

Government-furnished property
Government-owned property furnished to a contractor for the performance of a contract. Property in the possession of or directly acquired by the Government and subsequently furnished to the contractor (includes subcontractors and alternate locations) for performance of a contract. Also known as Government-furnished material and Government-furnished equipment per FAR 45.1, it is defined as—
a. Equipment.
b. Material.
c. Special tooling.
d. Special test equipment.
e. Real property.

Loss
Loss of, damage to, or destruction of property of the Government under control of the Army. Includes loss from Government accountability. Property is considered lost when it cannot be accounted for by the person responsible for it (see AR 735–5).