Chapter 1

Rail Transport Operations

There are four primary functions of rail transport operations for military and commercial railways. These functions include the following:

- Train operation.
- Maintenance of way.
- Maintenance of equipment.
- Train control.

SECTION I – Operations

1-1. NATO and US war plans involves extensive rail use. Rail transport operations in Europe is a HN-provided service.

RAILWAY SERVICE IN THE THEATER

1-2. Each potential HN in NATO (with emphasis on Germany, the Netherlands, Belgium, and France) operates a sophisticated, modern railway system. The western area of Europe offers multiple routing possibilities, plenty of marshaling yards, and discharge/loading terminals. Rail line repair and equipment maintenance facilities are dispersed throughout the system. The European railway system poses the following potential limiting factors:

- Primary dependence on electrified train operations.
- Civilian dependence on uninterrupted rail support.
- Improbability of civilian rail personnel being used in the CZ (corps and division).

1-3. Personnel should consult and comply with AMovP2 before moving trains across NATO borders. The Army uses the area's existing rail structure as much as possible to support the TA. The following provides the support needed to operate the rail system without extensive rail construction or major engineer reconstruction.

- Existing tracks.
- Locomotives and rolling stock.
- Switching modes.
- Marshaling yards.

Extensive rail construction is beyond the capabilities of a military force, except during a prolonged war when a civilian work force would be employed to operate the railroad.

1-4. In the past, US Army transportation railway brigades, groups, battalions, and so forth; operated the theater rail system. Rail units now supplement existing HN rail systems or control and operate a contingency area's rail system. In some cases, the service organization is much smaller than was needed in the past.

ESTABLISHMENT OF RAIL OPERATIONS

1-5. There are many similarities between military and commercial railways. Military railroads operate on the same basic principles as commercial railroads. These principles are:

- Locomotives pull railcars loaded with freight and passengers over miles of track.
- Train movements are controlled by schedule or signal communication.
- Some trains have superiority over others.

1-6. Rail operations in a theater may consist of a broad initial or preinvasion plan based on limited available intelligence data. As more detailed data becomes available, the initial plan is modified. Initial or preinvasion planning provides general estimates of the potential movement capability of a particular railway system in the theater.

PHASES OF OPERATION

1-7. Military railway operations are accomplished in three phases. These phases are normally conducted in sequence. However, depending on military requirements, a phase II or phase III operation may be initiated without progression through the preceding phases or regress to a previous phase. These phases aim to reduce requirements for military units and personnel for railway operations. Therefore, skilled local labor and HNS is a prime consideration in initiating phase II and phase III operations. In discussing these phases, the terms "civilian labor" and "host nation support" are not synonymous terms, as HNS can be other than civilian labor.

PHASE I

1-8. Only military personnel conduct phase I operations. Personnel use this phase during the early stages of a military operation. Phase I is used in or near the CZ where there is a need for the military and where security restricts the employment of civilians.

PHASE II

1-9. This phase is a joint civilian-military operation under direct military supervision. In this phase, military and local civilian railway personnel operate and maintain the railway lines.

PHASE III

1-10. A phase III operation is normally used in the rear areas of the COMMZ. Local civilian railway personnel operate and maintain rail lines under the direction and supervision of the highest military railway echelon in the theater. The operation is established as soon as practical. Under this operation, military railway personnel may be released for duty in more critical areas.

METHODS OF OPERATION

1-11. Existing railway facilities support military operations in a theater. Communications and railway signal facilities may be damaged, destroyed, or inoperative. This may include any form of centralized traffic control, electrically-operated interlocking plants, and automatic block signal systems. Rail transport operations uses the following four methods of train operations in a theater.

FLEET OPERATION

1-12. This operation (Figure 1-1) is an emergency measure and is discontinued as soon as possible because it limits railway capacity. Upon entry into a theater, communications may not exist. There may be only a single stretch of track with no sidings or passing tracks. Loaded trains are run forward until the tracks at the railhead are full. Trains are then unloaded and returned to the port or point of origin. Grouped trains also make good targets for the enemy.

BLOCK OPERATION

1-13. This operation (Figure 1-2) permits the train to operate from one block to the next in a station. The train operates from one block station to another under authority of the train-movement operator or station agent. The two types of block operations used are positive and permissive.

Positive Block Operation

1-14. In this operation, the use of the block is limited to one train at a time. The train can stop if it is attacked or if the line is obstructed. It can also back up to the last station passed or to a safe place and wait until the track is secure before proceeding. This operation has definite security advantages, but the permissive operation is more efficient.

Permissive Block Operation

1-15. In this operation, more than one train is moving in the same direction. Therefore, the trains may occupy the same block at the same time.

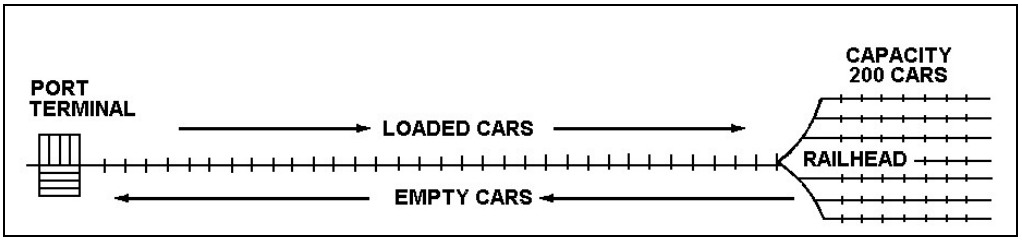

Figure 1-1. Fleet Operation

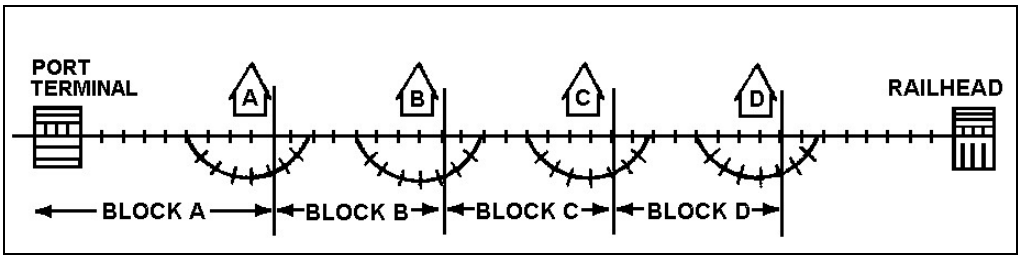

Figure 1-2. Block Operation

TRAIN ORDER OPERATION

1-16. During this operation, the communications system must be adequate and dependable. Sufficient sidings and passing tracks must also be available. The dispatcher issues train orders and controls movement. A train order remains in effect until it is fulfilled, superseded, or annulled. A train order authorizes movement of trains when not provided for by timetable. Chapter 4 describes a train order operation.

TIMETABLE OPERATION

1-17. Use the timetable operation in the theater when traffic is stabilized. The timetable contains schedules and special instructions relating to train operation. It is also the authority for movement of trains. Since military train operations usually consist of extra trains not shown in the timetable, use the train order operation in conjunction with a timetable for maximum effect. See Chapter 4 for more discussion on timetable operation.

Note: The four methods of train operation are generally used in the order discussed and progress to the more flexible and precise timetable operation in stabilized rear areas.

USE OF EXISTING FACILITIES

1-18. Use existing tracks and facilities as much as possible as the theater of operations expands. Captured track is rehabilitated as needed. If possible, avoid new track construction because of the manpower required. However, when new construction would take less time and manpower than rehabilitation, it may be advisable to construct new track and facilities. You can use panel track for quick repairs and new construction in the theater. They can be built ahead of time and stored until needed. The following are those facilities that may require rehabilitation or new construction.

MAIN LINES, YARDS, AND SIDINGS

1-19. When new construction is required, plans for the location and layout of tracks should consider current and future requirements. For rehabilitation, the general track surface must be good enough to meet immediate requirements. Track improvement is undertaken only as necessary to meet minimum requirements for safe operation.

SERVICE FACILITIES

1-20. Adequate service facilities (for example fuel, sand, and water servicing facilities) are of vital importance in railway operations. Normally, railway cars spend over half of their useful life in terminals. If proper facilities do not exist or are not fully used, congestion can occur.

SIGNAL SYSTEMS

1-21. On newly constructed or rehabilitated lines, signals of the simplest kind are installed. Automatic block signals and interlocking switches are maintained and used only if they exist. If used, they require tight security since they are highly vulnerable to sabotage.

TELEPHONE AND TELEGRAPH LINES

1-22. The most dependable and fastest method of dispatching trains is by telephone. Existing telegraph lines are easily converted for telephone operations. If sidings are equipped with telephone boxes, train crews help the train dispatcher to move trains in emergencies.

ENGINEHOUSES

1-23. Roundhouses and turntables are easily recognizable from the air. In an area subject to enemy attack, enginehouse facilities may have to be avoided. If roundhouses and turntables do exist, precautions should be taken to ensure that locomotives would not become useless if the facilities were disabled. Newly constructed enginehouses should be simple frame structures without complicated windows and doors.

SECTION II – Responsibilities

1-24. Rail units are responsible for the security of railway installations, equipment, and rail shipments. Security measures of railway installations, equipment, and rail shipments at all levels of rail transport operations are command responsibilities. However, commanders of rail units do not have adequate organic personnel to provide necessary active security along rail lines or to guard bridges, tunnels, yards, and so forth without hampering the primary rail mission of maintaining and operating a military railroad.

SECURITY

1-25. Commanders must take all active and passive security measures that are within their capabilities. Commanders of rail units must then cooperate and coordinate with area commanders and local security agencies to the maximum extent consistent with performance of the rail mission.

BATTLEFIELD SECURITY

1-26. Army operations will be fought deep, close-in, and in the rear. The enemy will attack on the entire depth and width of the battlefield to obtain victory. These attacks will introduce threat forces with tremendous destructive capabilities in a rear battlefield composed mostly of CS and CSS units. Main targets for enemy forces are the rail lines and facilities. Units must protect against attempts to disrupt their operations. Since supporting combat operations is the primary requirement for all CSS operations, units must not divert assets to security and defense that would significantly reduce their support capability.

ENEMY DETECTION

1-27. Detecting the enemy is the responsibility of every soldier in the rear area. Detection is achieved by observation, reconnaissance, and surveillance. It is performed during all weather and light conditions and on any terrain throughout the rear area. Report any unusual or suspected activity. Use active and passive measures to stop the enemy. Detection efforts include the following:

- Use of day and night observation devices.
- Communications and intelligence.
- Radar.
- Remote sensor.
- Chemical and radiological detection equipment.

These efforts provide early warning of enemy infiltration attempts or the use of chemical or nuclear weapons. They also aid in preventing reactions to false alarms (such as movements by friendly persons, defectors, or refugees).

TRAIN SECURITY

1-28. You may use armored trains to patrol track where sabotage is expected. Locomotives are preceded by two or more cars loaded with sandbags or hard-packed dirt for protection against mines and obstructions. On a single-tracked rail division subject to attack, employ the positive block method of operation. This method allows the train to move forward or backward if the track is blocked. If the train is unable to move or complete its mission, the escort commander must defend the train with all available personnel. If there is no escort, the senior occupant (who is appointed before departure) must defend the train.

SHIPMENT SECURITY

1-29. The consignor (shipper) must ensure that carload freight is secure until the car is coupled to a locomotive and leaving the loading site. Personnel must inform shippers of their responsibilities. Before loading a car, the shipper should thoroughly inspect it to see that it meets security requirements. The shipper must properly stow and brace the load and close and seal boxcars and closed cars. Improperly braced or stowed loads are susceptible to damage by train movement and pilferage. For best protection when sealing closed cars, the shipper will tightly twist 10-inch lengths of number 8- or 10-gauge wire through the locking eyes and closely snub off the wire ends. Numbered seals add no additional protection, but do indicate tampering if broken. Use securely fastened tarpaulins to cover shipments in open-top cars when protection is required. Small items shipped on flatcars should be securely fastened to the car deck. Personnel will inspect open-top carloads before movement to ensure that they are properly loaded and that the loads meet clearance requirements.

1-30. Personnel are responsible for security of shipments from point of origin to destination consignee delivery. Personnel must document rail shipments to effect prompt movement and prevent cars from going astray. When operationally feasible, group cars containing security shipments or freight (subject to pilferage) together in trains and/or yards to reduce the number of guard personnel required. Yardmasters and chief dispatchers must coordinate with yard or train crews when the escort or guard personnel ride in or on cars containing sensitive material. Guard crews check car seals or door fastenings at every stop. They must also keep a trip record (by car number and lading) of all cars guarded. They should record deficiencies or events that occur en route. Relief guards take over and sign this record, which also serves as a delivery receipt. The trip record is transmitted through MP channels to the unit at the end of the trip or when the record is completed. When a car containing critical or pilferable supplies is set off en route, one or more of the train guard crew must be detailed to remain with the car. MP units will provide proper security for freight in transit. Based on assets available, MP units may provide security for freight in railway yards.

1-31. Consignees assume responsibility for the security of loaded freight cars at the time they are placed at the designated depot or other unloading track. Unload cars as quickly as possible to reduce the chance of pilferage. Use care when removing wire or seals from closed cars to avoid breaking the car door latches.

COMMUNICATIONS AND AUTOMATIC DATA PROCESSING

1-32. The TA is responsible for reconstruction and rehabilitation of railway communications landlines. Use cable as the primary means of communication for train operations. However, you may use a radio as a backup or as a primary means of communication when construction and/or rehabilitation of landlines are not feasible. Rail units must perform the following:

- Operate and maintain railway communications circuits used only for operation and administration of the transportation railway system. Rail units are not responsible for maintenance of ADP equipment.
- Install organizational communications (such as local switchboards, telephones, radios, and teletypewriters in yards, way stations, shops, and dispatch offices) for normal administrative and operational communications.

The transportation railway battalion installs, operates, and maintains organizational communications for administrative use.

WIRE COMMUNICATIONS SYSTEM

1-33. The railway battalion uses wire facilities as one of its primary means of communication to dispatch trains in a theater of operations. The following are the three communication circuits provided for operations within each railway division.

- Dispatcher's circuit.
- Message circuit (station-to-station circuit).
- Teletypewriter circuit.

Dispatcher's Circuit

1-34. Use this exclusively to control train movements by train order and to control trains through towermen and station agents within a division. The division dispatcher may call each way station independently or all stations simultaneously. The division dispatcher monitors the line at all times. Way station personnel may talk to the dispatcher on this circuit without signaling.

Message Circuit (Station-to-Station Circuit)

1-35. Use this with the block system operation within a division. Also use this for the following:

- Operational supervision and control.
- Daily and special reports.
- Car distribution.
- Distribution of movement orders to operating personnel.
- Operational matters between stations.

Way stations are connected to each other and to the division dispatcher. Any station may contact another station through code signaling.

Teletypewriter Circuit

1-36. This joins a division dispatcher with the adjacent division dispatcher. Use this for written transmission of train consists, operational orders, movement programs, general instructions, and miscellaneous messages. This circuit may be superimposed upon the message circuit.

RADIO COMMUNICATIONS

1-37. Mobile and fixed radio communications increase efficiency, control, coordination, and safety of train movements. Radio equipment is organic to railway operating units and its use is a normal part of rail operations. Use radio communications in yards, main track, and other operations. As an insecure means of communication, radio is subject to exploitation by hostile communications intelligence and EW activities. Radio communications in yard operations have the following advantages:

- Yard crews can notify the yardmaster when assignments are complete and immediately receive new assignments.
- Delays at the interlocking plant can be eliminated by knowledge of train location.
- Special movements (such as hospital trains) can be expedited.
- Delays caused by derailment or damage to cars or cargo can be reported immediately.
- Arrival time can be determined more accurately through communication with incoming trains.
- Changes in train movements or orders can be rapidly dispersed.

1-38. Radio communication equipment mounted in road engines and in way stations extends communications from the way station to the moving train. This is not intended to take the place of any communications systems for which C-E units are responsible on a planned project basis. Main track radio communications furnish contact between trains and the dispatcher, between trains and way stations, and between stations. Using this equipment has the following advantages:

- The train engineer, in an emergency, can call the way station operator. If the train has to stop, other trains within range of the radio frequency can be advised to take necessary precautions.
- Train speeds can be regulated to ensure proper meetings at passing points.
- Derailments can be reported immediately and repair crews can be quickly dispatched.
- Crossing accidents can be reported and MP and medical assistance can be expedited.
- Train crews, to reduce time at stops, can request fuel or other supplies before arrival.

- The train engineer can be informed of the condition of the tracks as a result of snow and rock slides, flash floods, and bridge washouts.
- Train crews can promptly report guerrilla operations, sabotage attempts, and air attacks.

AUTOMATIC DATA PROCESSING SYSTEM

1-39. If an ADP system is to be used in a theater, and if the system is available, it will be employed by the railway service. The type of ADP system used is of small importance to the railway operators, as long as it is responsive to the railroad's needs. However, the communications system must be able to provide uninterrupted service 24 hours a day. The failure of the communications system to provide this service will completely destroy its value for railway operations.

SECTION III – Organization

1-40. The Transportation Railway Battalion commands and controls all railway units assigned or attached to a major transportation organization (a TRANSCOM or Transportation Group (Composite)) in the TA. The TRANSCOM may include groups, battalions, companies, or transportation teams.

TRANSPORT UNITS

1-41. The TRB is composed of command and control sections, railway operating companies, railway engineer companies, and railway equipment maintenance companies. Supervisory, operating, and maintenance units ensure that rail lines and equipment are operated and maintained. Those units are shown in Table 1-1.

1-42. The Transportation Railway Battalion is responsible for the reconnaissance of captured or liberated rail lines. This reconnaissance is conducted as soon as practicable to obtain information essential to estimating rail capabilities.

HEADQUARTERS AND HEADQUARTERS DETACHMENT, TRANSPORTATION RAILWAY BATTALION (TOE 55916L)

1-43. The HHD (Figure 1-3) is normally located at a main terminal area within the operating area. The HHD dispatches trains and supervises all railway operations. The HHD is responsible for maintaining and operating approximately 90 to 150 miles of track.

Table 1-1. Supervisory/Command and Operating Maintenance Units

ORGANIZATION	TOE	TYPE/UNIT
Headquarters and Headquarters Detachment, Transportation Railway Battalion	55916L	Supervisory/Command
Transportation Railway Operating Company	55917L	Operate/Maintain
Transportation Railway Engineering Company	55918L	Maintain
Transportation Railway Equipment Maintenance Company	55919L	Maintain

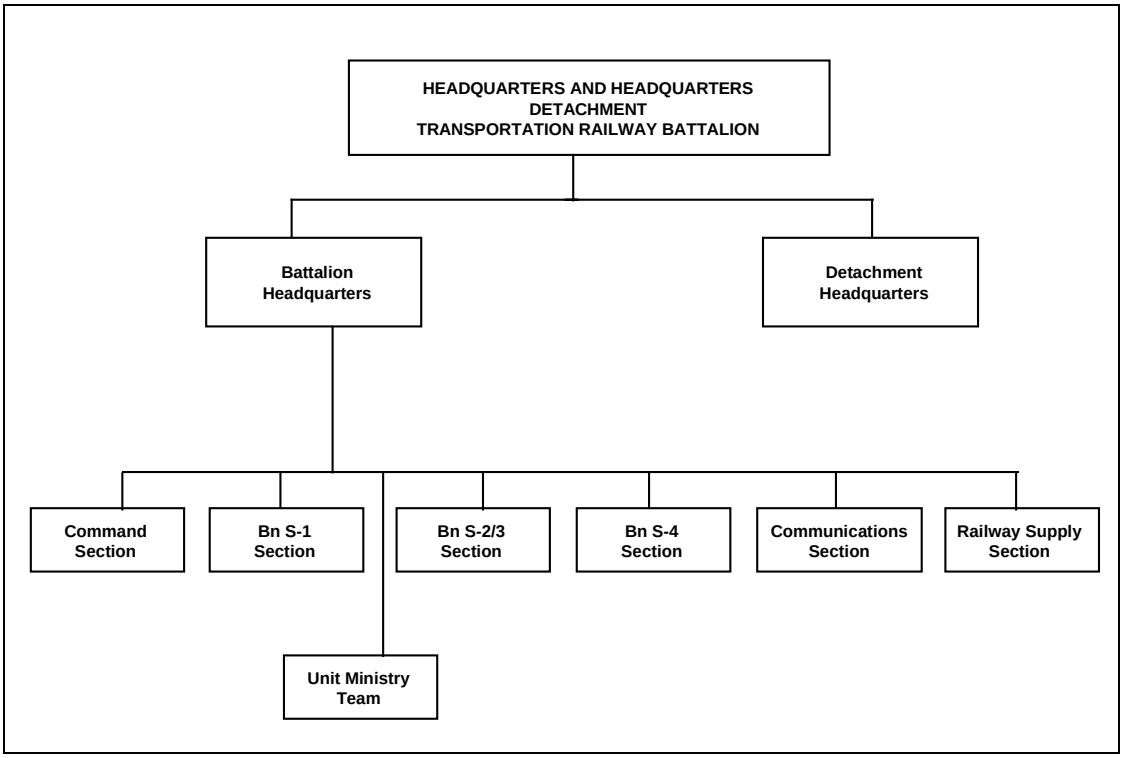

Figure 1-3. Headquarters and Headquarters Detachment Transportation Railway Battalion

MISSION

1-44. The mission of the HHD is to command, control, and supervise railway operating companies, railway engineer companies, and railway equipment maintenance companies.

ASSIGNMENT

1-45. The HHD is assigned to a Transportation Command (TOE 55601L) and normally attached to a Transportation Group (Composite) (TOE 55622L).

CAPABILITIES

1-46. At level 1 , the detachment performs the following:

- Commands, controls, and provides staff planning and technical supervision of three to seven assigned or attached transportation rail companies (TOE 55917L, 55918L, and 55919L).
- Maintains a consolidated property book.
- Provides one cook to supporting unit for food service support.

CHARACTERISTICS

1-47. The battalion depends on TA elements for transportation, health services, finance, personnel, and administrative services support. It depends on subordinate units for food service and unit maintenance of organic wheeled vehicles.

ORGANIZATION

1-48. The organization of this unit is shown in Figure 1-4, page 1-13. It has a command section, S-1, S-2, S-3, S-4 sections, a communications section, a railway supply section, a detachment HQ section, and unit ministry team. Duties and responsibilities for these sections follow.

Command Section

1-49. Provides command and control for the operations of all rail units in theater. Advises the theater commander on rail operations.

Battalion S-1 Section

1-50. Provides administrative services, personnel actions, mail distribution, and awards support to the battalion.

Battalion S-2/3 Section

1-51. Provides planning, coordination, and supervision for rail companies. Collects and processes combat intelligence.

Battalion S-4 Section

1-52. Plans, coordinates, and supervises all unit logistical activities. Maintains the consolidated property book.

Communications Section

1-53. Responsible for internal communications between the HQ and subordinate units. Also operates the unit switchboard.

Railway Supply Section

1-54. Responsible for receiving, storing, and issuing rail repair parts to units assigned or attached to the battalion.

Detachment HQ Section

1-55. Responsible for the administrative and tactical element of a battalion or larger unit.

Unit Ministry Team

1-56. Provides religious support to all personnel assigned or attached to the battalion. Provides non-denominational and denominational coverage and ministry to mass casualties and hospitalized members of the battalion. The chaplain advises the commander on religious, morale, and welfare issues and establishes liaison with higher and adjacent UMTs.

TRANSPORTATION RAILWAY OPERATING COMPANY (TOE 55917L)

1-57. The transportation railway operating company (Figure 1-4, page 1-14) operates railway locomotives and trains.

MISSION

1-58. This unit maintains and repairs railway track, performs running inspections on rolling stock and diesel-electric locomotives, and performs unit maintenance on rolling stock and diesel-electric locomotives.

ASSIGNMENT

1-59. This unit is assigned to a TRANSCOM (TOE 55601L) and normally attached to a Transportation Railway Battalion (TOE 55916L).

CAPABILITIES

1-60. At level 1, this unit has the following capabilities:

- Operates a rail division of approximately 40 to 60 miles (65 to 96 kilometers) long.
- Dispatches all trains, supervises on-line operations, and operates railway stations and signal towers within its railway division.
- Operates trains and locomotives for yard, road, and incidental switching service.
- Provides eight train crews for road service, terminal operations or port clearance (to include switching, classifying, and making up trains for the road).

- Maintains and repairs track and roadbeds.
- Repairs major track damage.
- Performs maintenance on diesel-electric locomotives and railway cars. Completes, on an annual basis, running repairs on sixteen diesel-electric locomotives and 320 railway cars.
- Provides wrecked train support.
- Provides railway equipment maintenance contact teams.
- Provides direct support maintenance.

CHARACTERISTICS

1-61. This unit depends on appropriate TA elements for religious, legal, combat health support, finance, and personnel and administrative services.

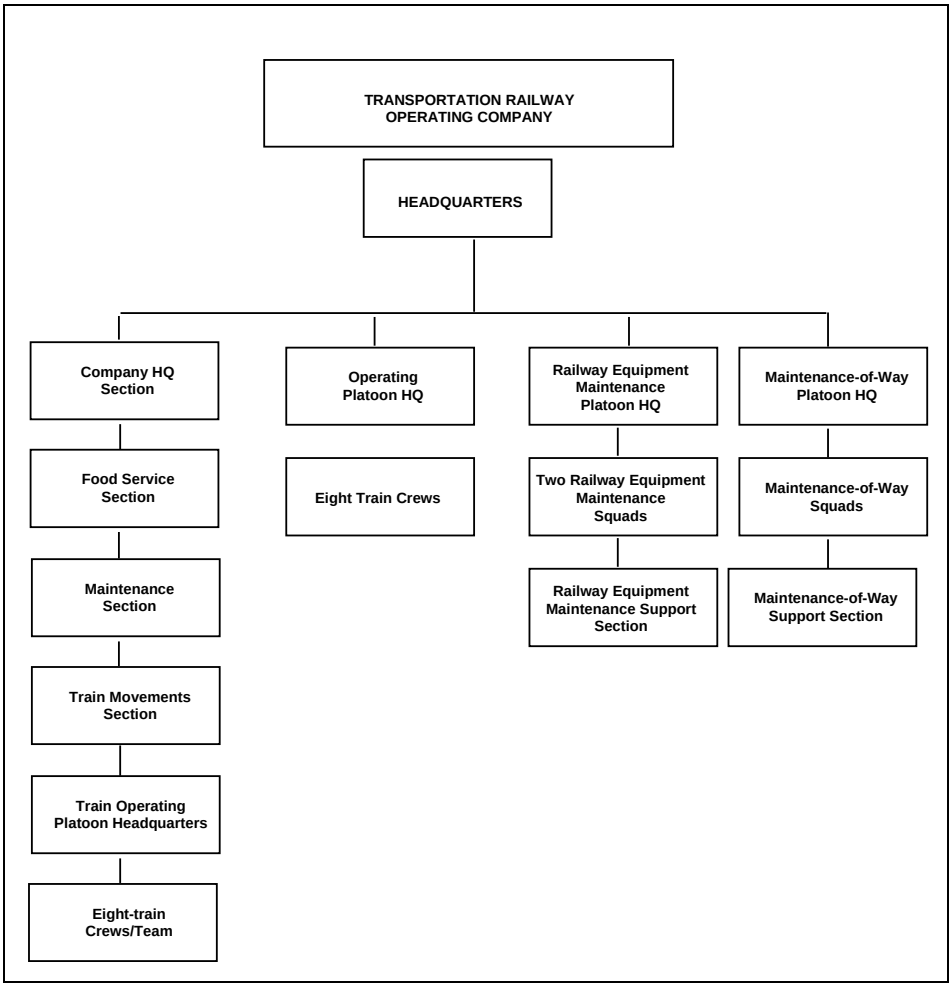

Figure 1-4. Transportation Railway Operating Battalion

ORGANIZATION

1-62. This company consists of a company HQ, a transportation operating platoon, a railway equipment maintenance platoon, and a maintenance-of-way platoon. Personnel assignments and duties peculiar to this unit are as follows.

Company Headquarters

1-63. The company HQ provides command, control, supervision, and administrative functions for the unit.

Food Service Section

1-64. When tasked, provides food service support for the Transportation Railway Operating Battalion (TOE 55916L).

Maintenance Section

1-65. Provides organic vehicle maintenance and vehicle recovery. When tasked, this section provides vehicle maintenance and recovery support to the Transportation Railway Operating Battalion (TOE 55916L).

Train Movements Section

1-66. Directs the movement of all trains, reroutes rail traffic in emergencies, determines rail line capacity, and directs railcar setouts and pickups within the rail division. It also establishes train movement priorities, develops train makeup and train departures, and distributes motive power and train crews over the railway division. It provides personnel for the operation of one yard area and the operation of one tower. This section also operates the net control station.

Train Operating Platoon Headquarters

1-67. Provides personnel for mainline and yard operations. The platoon leader also serves as the trainmaster and is responsible for the safe and efficient operation of the trains. He prescribes a special timetable of instructions, rules, and regulations for yard and road service.

Eight-train Crews/Teams

1-68. The train crews operate main freight and passenger trains, performs switching in yards and terminals, and provides personnel to operate four trains on a 24-hour basis.

Railway Equipment Maintenance Platoon

1-69. Coordinates, inspects, and supervises the work of subordinate sections. The platoon leader also serves as the maintenance superintendent-rail equipment and is responsible for maintaining records as to the condition and availability of locomotives and rail cars.

Railway Equipment Maintenance Squads

1-70. The squad is responsible for the maintenance and running repairs to locomotives and rail cars. It performs running inspection for defects on rail cars as they pass through the rail division. The squad provides wreck crews to operate equipment assigned to the wreck train and assists in clearing of wrecks and other obstructions. The squad also provides contact maintenance teams within the rail division.

Railway Equipment Maintenance Support Section

1-71. This section provides organic support for the platoon. It also provides an air compressor operator, crane operators, a fork lift operator, and welders.

Maintenance-of-Way Platoon Headquarters

1-72. This platoon HQ supervises and coordinates the activities of the maintenance-of-way squads. This platoon HQ also distributes tools and materials and prepares and forwards supply requests and inspection reports.

Maintenance-of-Way Squads

1-73. This squad is responsible for all maintenance-of-way within its assigned territory. Maintenance-of-way includes inspection of tracks, roadbeds, bridges, culverts, station grounds, tunnels, milepost signs, and highway grade crossings.

Maintenance-of-Way Support Section

1-74. This section provides organic support of the platoon. It also provides an air compressor operator, a construction equipment operator, a fork lift operator, a vehicle driver and welders.

TRANSPORTATION RAILWAY ENGINEERING COMPANY (TOE 55918L)

1-75. The transportation railway engineering company (Figure 1-5) maintains and repairs tracks, bridges, buildings, and structures within a railway division.

MISSION

1-76. This unit repairs and maintains railway track, bridges, buildings, and structures.

ASSIGNMENT

1-77. This unit is assigned to a TRANSCOM (TOE 55601L) which is normally attached to a Headquarters and Headquarters Detachment, Transportation Railway Battalion (TOE 55916L).

CAPABILITIES

1-78. At level 1, this unit does the following:

- Performs maintenance and repairs of track, bridges, buildings, and structures of a railway division of approximately 90 to 150 miles (145 to 240 kilometers) long.
- Performs vehicular maintenance for Headquarters and Headquarters Detachment, Transportation Railway Battalion (TOE 55916L) and Transportation Train Operating Company (TOE 55927L).

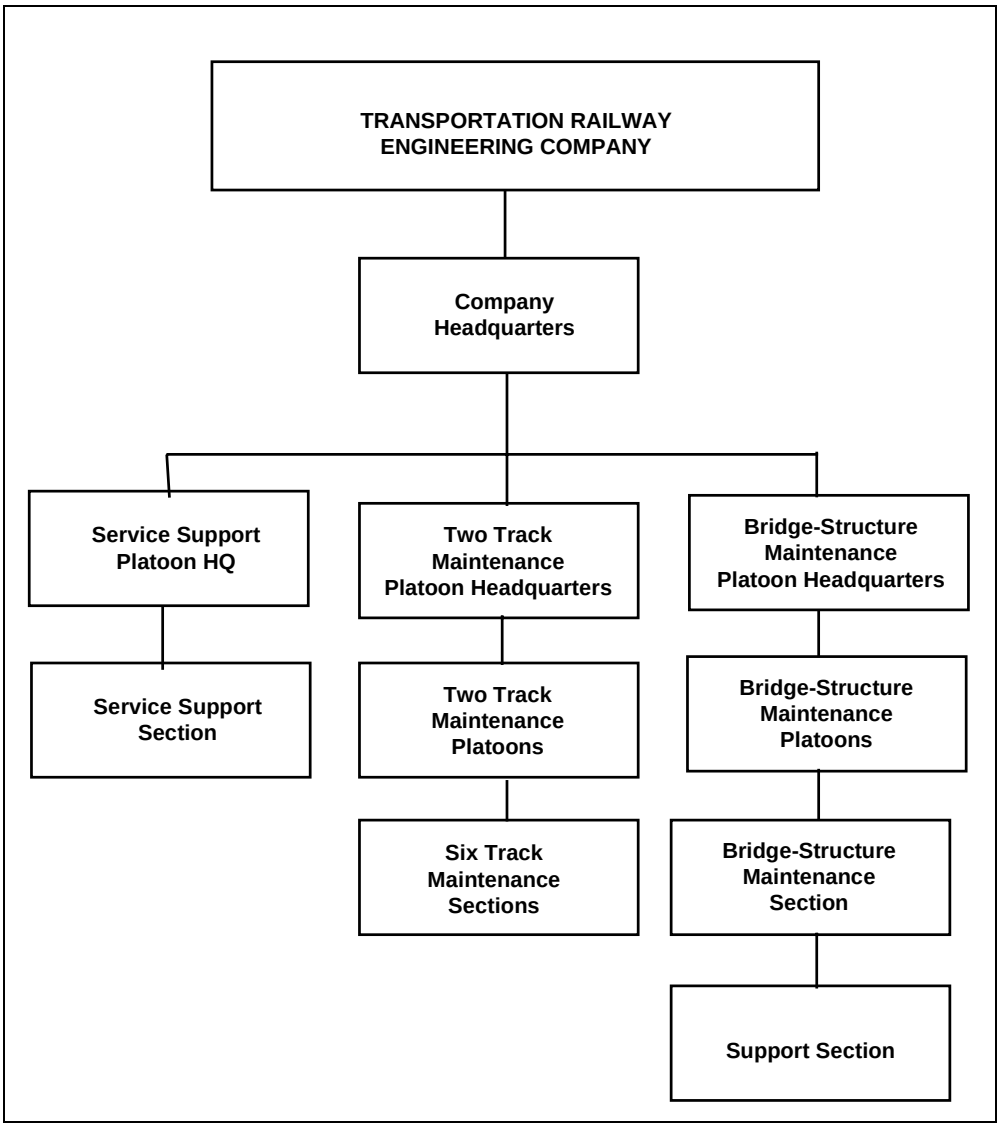

Figure 1-5. Transportation Railway Engineering Company

CHARACTERISTICS

1-79. This unit depends on appropriate TA elements for legal, health services support, finance, personnel and administrative services, and supplemental transportation support.

ORGANIZATION

1-80. The company consists of a company HQ, two track maintenance platoons, a bridge maintenance platoon, and a service support platoon.

Company Headquarters

1-81. Provides command, control, supervision, and administrative functions for the unit and for the operating element of the unit in the performance of mission tasks.

Track Maintenance Platoons

1-82. Responsible for the safe condition and proper maintenance of the roadbed, track tunnels, right-of-way, station grounds, driveways, crossings, and line-of-road markers within the limits of the railway division.

Track Maintenance Platoon Headquarters

1-83. Supervises and coordinates the activities of the track maintenance sections. It also distributes tools and materials and prepares and forwards supply requests and other routine inspection reports.

Track Maintenance Sections

1-84. Responsible for all maintenance-of-way within its assigned territory. They also inspect tracks, roadways, bridges, culverts, station grounds, tunnels, milepost signs, and highway grade crossings.

Bridge-Structure Maintenance Platoon

1-85. Responsible for inspecting bridges, culverts, tunnels, fueling and watering facilities, and buildings to determine maintenance requirements.

Bridge-Structure Maintenance Platoon Headquarters

1-86. Furnishes technical supervision and coordinates and inspects the work of the bridge and structure maintenance sections.

Support Section

1-87. Provides support to the platoons. Also provides engineering and survey services, furnishes heavy hauling equipment, and provides maintenance services for the company.

Bridge-Structure Maintenance Section

1-88. Responsible for maintaining all bridges, buildings, and structures.

TRANSPORTATION RAILWAY EQUIPMENT MAINTENANCE COMPANY (TOE 55919L)

1-89. The Transportation Railway Equipment Maintenance Company (Figure 1-6, page 1-20) inspects, services, and makes rolling repairs.

MISSION

1-90. The Transportation Railway Equipment Maintenance Company inspects, services, and makes running repairs to diesel-electric locomotives and rolling stock.

ASSIGNMENT

1-91. This unit is assigned to a Transportation Railway Battalion. It may also operate separately under the supervision of appropriate transportation element.

CAPABILITIES

1-92. At level 1, this unit does the following:

- Services 40 diesel-electric locomotives and daily performs running inspections on 200 railway cars.
- Makes running repairs on 40 diesel-electric locomotives and 800 railway cars annually.
- Performs light repairs to tools. Also makes limited repairs to special mechanical equipment within the battalion.
- Provides wreck train support to the battalion.

CHARACTERISTICS

1-93. This unit depends on appropriate TA elements for health services, legal, finance, religious, personnel and administrative services, and transportation support.

ORGANIZATION

1-94. The company consists of a company HQ, car repair platoon, and a diesel-electric locomotive repair platoon.

Company Headquarters

1-95. Provides command, control, supervision, and administrative functions for the unit and for the operating element of the unit in the performance of mission tasks. Personnel assignments and duties peculiar to this unit are as follows.

Car Repair Platoon

1-96. Responsible for maintenance, repair, and inspection of cars. Performs light car repairs and inspects cars, passing over the division, for defects.

Diesel-Electric Locomotive Repair Platoon

1-97. Responsible for the operation of enginehouses, maintenance and running repairs to locomotives, cranes, and other allied equipment. Also responsible for the fuel and lubrication facilities.

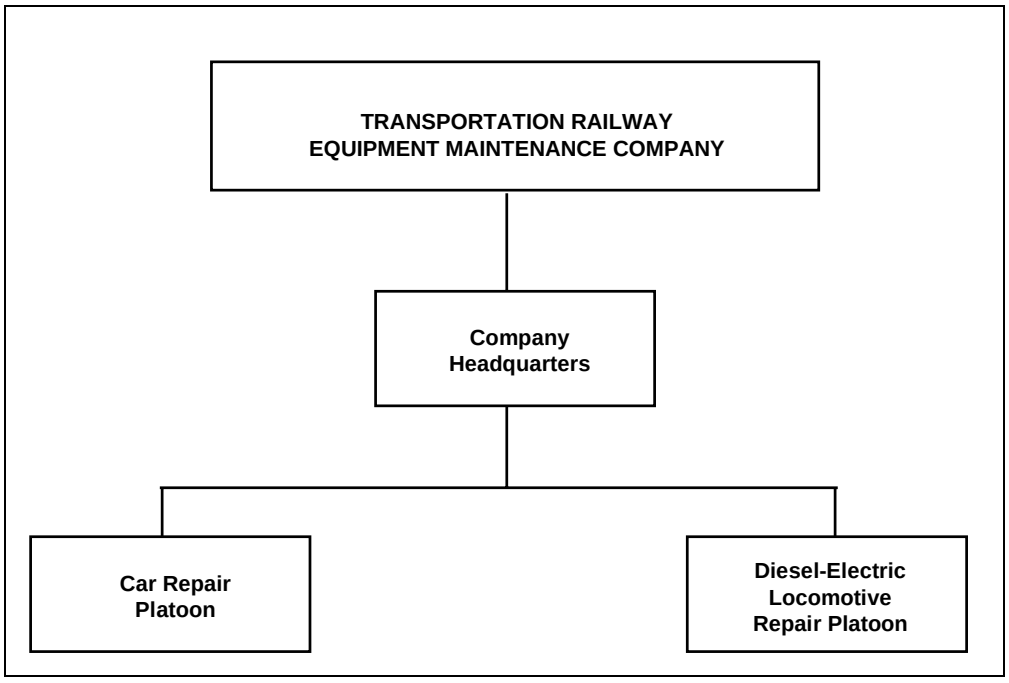

Figure 1-6. Transportation Railway Equipment Maintenance Company