

Safety  
**RAIL OPERATIONS SAFETY REQUIREMENTS**

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**SUMMARY.** This regulation establishes safety directives for rail operations.

**APPLICABILITY.** This regulation applies to Army activities and units and tenant agencies assigned or attached to or under operational control of III Corps and Fort Hood who conduct rail operations at Fort Hood and other railheads.

**IMPACT ON NEW MANNING SYSTEM.** This regulation does not contain information that affects the new manning system.

**SUPPLEMENTATION.** Local supplementation of this regulation by subordinate headquarters is prohibited except upon approval by AFZF-GA-SAFE-G.

**INTERIM CHANGES.** Interim changes to this regulation are not official unless authenticated by the Directorate of Information Management. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

**SUGGESTED IMPROVEMENTS.** The proponent of this regulation is the III Corps and Fort Hood Safety Office. Users are invited to send comments and suggested improvements to Commander, III Corps and Fort Hood, ATTN: AFZF-GA-SAFE-G.

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**OVERVIEW**

		1
Purpose	This regulation provides standard safety requirements for rail operations to be followed by applicable units and activities who conduct rail operations at Fort Hood.  These requirements are to be followed by Fort Hood units and activities when conducting rail operations at non-Fort Hood railheads.  At railheads of other commands, Fort Hood units and personnel will comply with local safety requirements in addition to this regulation.  In case of conflicting standards, follow local procedures at non-Fort Hood railheads .	1a
Required References	DEH Handbook on Rail Movement (cited in block 3d) FM 10-69 Petroleum Supply Point Equipment and Operations (cited in block 3d)	1b
Explanation of Abbreviations	AAFES Army and Air Force Exchange Service DEH Directorate of Engineering and Housing DOL Directorate of Logistics mph miles per hour	1c

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**RESPONSIBILITIES**

2

Directorate of Logistics (DOL)    The Director of Logistics notifies the Safety Office concerning rail schedules for unit moves.

2a

Directorate of Engineering and Housing (DEH)    The Director of Engineering and Housing provides technical supervision to make sure of safe loading and unloading of railcars.

2b

Safety Office    The Safety Officer monitors rail operations as needed.

2c

Commanders    Commanders

- appoint a train commander responsible for overall supervision of the movement and coordination with
  - DOL Unit Movement Branch and
  - Rail Operations Center.
- are responsible for
  - medical coverage support.
  - designated break areas.
  - sufficient command and control to ensure safety is enforced, Class I is provided, personnel control, and trash is policed.
  - warm up facilities during cold weather and adequate potable water during warm and hot weather.

2d

Train Commander    Train Commander

- coordinates with DEH Plans and Mobilization Branch as soon as possible after being alerted for rail movement.
- obtains a copy of the DEH Handbook for Rail Movement.
- must become familiar with rail operations to include the safety requirements at blocks 3a through 3e.
- briefs unit personnel at the railhead on safety requirements to include, as a minimum, the items at blocks 3a through 3e.
- enforces safety requirements.

2e

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Unit Officers and Noncommissioned Officers      Unit officers and noncommissioned officers are responsible for immediately correcting unsafe acts.

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2f

## SAFETY REQUIREMENTS

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3

General      Conduct rail operations

- only during daylight hours or
- where adequate illumination is available at night.

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3a

Vehicle Movement

Operators

- start and drive only vehicles for which they are licensed.
- operate vehicles in all wheel drive in the lowest gear while moving on railcars to prevent vehicles from skidding and kicking up the spanners.

**NOTE:** Level and secure spanners with chains when used between railcars. When removing spanners, load them directly onto forklift, if possible, to move to next location.

- move a vehicle on a railcar only if being individually ground guided (includes double decker railcars).
- are familiar with standard hand signals and follow hand signals from only one guide. If visual contact is lost with the guide, stop the vehicle immediately.
- do not wear personal “walkman” type headphones or smoke while driving.
- place transmission in neutral or park (as appropriate according to operator’s manual) and engage handbrake before dismounting vehicles once spotted.
- wear available seatbelts.

Speed limit is

- 20 miles per hour (mph) between the rail ramps and the railhead staging areas.
- 3 mph on top of railcars.
- 10 mph between tracks (when personnel on foot are present).

Vehicles

- antennas are removed prior to loading vehicles onto railcars and are not erected during off loading.

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Vehicle  
Movement  
(Continued)

- are not started or operated without a licensed operator at the operator station.
- NOTE:** Only the operator is in the vehicle being driven on or off railcar. After a vehicle is unloaded, an assistant driver may enter the vehicle.

- are not moved forward or backward on railcars to tighten or loosen tie down chains.

Disabled vehicles

- with inoperative service brakes are not driven or pushed on or off railcars.
- are towed according to standard recovery procedures.
  - Use tow bars instead of chain and cables when descending a ramp.
  - Release emergency brakes of the vehicle.
- are not allowed to "coast" down a ramp.
- slaving is performed only with appropriate slave cables.
  - First unchain the vehicle.
  - Do not stand in front or behind disabled vehicles that are being slaved.

**NOTE:** Pre-positioned recovery teams must have appropriate recovery equipment on hand depending on the type of vehicles and equipment on the train.

Before moving from the railhead staging areas across post, connect trailer chains, lights, air lines, etc., if disconnected for rail movement.

3b

Ground Guiding Ground guides

- stop the vehicle being loaded or unloaded if the railcar moves. Railcar brakes are locked by rail personnel (not by drivers, ground guides, or other inexperienced personnel).
- must know standard hand signals used for guiding vehicles on or off railcars.
- do not walk backwards while guiding or run to a reposition area.
  - Stop vehicles before repositioning or handing off to another guide.
  - Do not guide vehicles while positioned more than one railcar length from the vehicle.
- have continuous eye-to-eye contact with the operators.
- do not stand between vehicles when guiding one vehicle up to another.
- when on a railcar and guiding a vehicle up to a stationary vehicle should stand to the side of the stationary vehicle and guide the other vehicle and position themselves to prevent being pinned between the vehicles.

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Ground Guiding  
(Continued)

- If there is no room between the stationary vehicle and the edge of the railcar, either
  - climb off the railcar and guide from the ground or
  - kneel, squat, or sit on top of the stationary vehicle.

**NOTE:** Vehicles normally too wide to stand beside are M1 tanks, M2/M3 Bradleys, M88s, M109 howitzers, large trailers, and trucks.

- Guiding from the ground is preferred to guiding from a vehicle top; however, if the operator cannot clearly see a ground guide on the ground, the guide mounts the stationary vehicle.
- While guiding from the ground or from a vehicle top, have another person check for proper vehicle alignment on the railcar.
- do not guide a vehicle onto the same railcar they are standing on (unless a stationary vehicle not in operation is on the same railcar).
  - Do not stand on a railcar from which a vehicle is being driven.
  - Do not mount railcars on which vehicles are moving or about to be moved.
- do not position themselves under, in front of, or behind a vehicle with its engine running to move spanners.
  - Stand to the side of the spanner and move it.
  - Before repositioning the spanner on a railcar, direct the operator backwards a few feet and have the operator shut off the engine.
- stand to the side when guiding a vehicle up or down a ramp (permanent or vehicular) to prevent being struck by a vehicle that might roll or skid.
- do not stand between a moving vehicle and the wall of a double decker railcar.

When backing a vehicle on a railcar, two guides on the ground are required (in addition to the guide on the railcar). One must be in front and one in the rear.

Vehicles to be loaded or unloaded require individual ground guides. Additionally, tracked vehicles must be ground guided in the entire railhead area (area that is barricaded to regular traffic).

3c

Personnel Safety Personnel

- maintain a 3-point contact while positioned or moving on top of vehicles.
- do not sleep or nap in vehicles with engines running. Check for compliance when an engine is running and operator is not in sight.

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- Personnel Safety • do not stand, work, or otherwise place themselves between or under any vehicles (wheeled or tracked) when the engine of one or both are operating.
- (Continued)
- Do not chain or unchain a vehicle if its engine or the engine of vehicle in front or behind is operating.
  - do not jump on or off railcars; use the steps located at each end of the railcar.
  - do not jump off vehicles that are on top of railcars.
  - do not sit under railcars for any reason.
  - must wear kevlar helmets or approved hard hats at all times when working on top of or next to railcars or between the tracks.
  - wear work gloves when
    - blocking, bracing, and tying down or untying equipment,
    - handling spanners, or
    - operators require protection for the hands and fingers.
  - do not ride on the outside of vehicles, cranes, forklifts, etc.
  - do not place any parts of their bodies between railcars. Climb across railcars, not between.

The train commander should designate safe break areas.

- The Army and Air Force Exchange Service (AAFES) snack truck may be allowed to enter the rail operations area as long as it is parked only by the break area.
- Units are responsible for maintaining adequate police of the break area at all times.

Smoking is prohibited except in designated areas.

Refuel vehicles (to include those on railcars) according to FM 10-69 with special emphasis on proper grounding and bonding.

- Do not use the rail tracks for grounding.
- Refuel prior to rail loading when possible.

If an electrical storm approaches the immediate railhead area (less than 1 mile)

- cease operations immediately.
- dismount from vehicle and railcar tops and seek shelter inside vehicles or buses.
- maintain a minimum of 10 feet between personnel and railcars and tracks.

**NOTE:** The train commander or senior unit representative in coordination with the Rail Operations Center decides when to cease or resume operations. On-site safety personnel recommends when operations should cease or resume.

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Personnel Safety Frequently police the area surrounding the helipad located immediately northwest of the main  
(Continued) railhead to avoid foreign object damage to aircraft.

- Do not park on the dirt road leading to or within 80 feet of the helipad.
- Park in designated areas only.

Open fires are prohibited in the railhead areas.

Tie down vehicles with chains according to the DEH Handbook on Rail Movement.

- Tighten and loosen chains only with proper tools.
- When a chain is particularly difficult to loosen, seek advice from DEH rail personnel.

**NOTE:** Vehicles may shift or move when a very tight chain is finally loosened. Block both sides of one of the wheels before removing chains.

3d

Staging Areas Applicable provisions in blocks 3a through 3d also pertain to vehicle staging areas.

3e

The proponent for this regulation is the III Corps Safety Office.

FOR THE COMMANDER:



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Brigadier General, GS  
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DOIM

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