

FORT SILL RAIL OPERATIONS CHECKLIST



PRE-OPERATIONAL PLANNING	
1. Risk assessment conducted and will be available on site.	
2. Soldiers are briefed on safety standards and procedures.	
3. Personal protective equipment is available?	
a. Kevlar or OSHA approved helmet.	
b. Leather work gloves.	
c. Hearing protection.	
d. Eye protection.	
4. Ground guides trained in proper hand and arm signals?	
5. Medical support available and knows the routes to medical facilities.	
6. Supervisory personnel available and trained?	
7. Rail head Safety Officer.	
8. Rail head Safety NCO.	
9. Protection from cold inclement weather provided?	
a. Warming tent.	
b. Hot drinks available.	
10. Toilet facilities available?	
SAFETY BRIEFING	
1. Wear kevlar while on rail head.	
2. Wear leather gloves while handling chains, tools, etc.	
3. Be equipped with reflective vests and flashlights during hours of darkness.	
4. Only drivers are allowed in the vehicles when moving on the railcars.	
5. Do not stand on the same railcar that a vehicle is being loaded, moves, or vehicle is running	
6. No running/ horseplay while on railhead.	
7. No cell phone use while on railhead.	
8. Brief soldiers on possible safety hazards/procedures.	
9. Brief soldiers on location of smoking, break, warming, hard hats, medical areas, and latrine as appropriate.	
Continued	

POC's

Movements Officer 442-6612 Scheduling

RISK MANAGEMENT

- Step 1. Identify hazards**
- Step 2. Assess hazards to determine risks.**
- Step 3. Develop controls and make risk decisions.**
- Step 4. Implement controls.**
- Step 5. Supervise and evaluate.**

SAFETY BRIEFING		UNIT SAFETY OFFICER AND SUPERVISORS	
10. Brief soldiers on possible safety hazards and/or procedures		1. Coordinate operations with responsible rail personnel. Keep unit informed of changes.	
11. Inform the soldiers on whom the supervisors in charge are.		2. An officer and NCO should be appointed whose only duties are safety.	
12. Ensure the ground guides know proper hand and arm signals.		3. Ensure vehicles are inspected. (brakes, lights, turn signals, and fire extinguishers)	
13. Ensure nobody walks backwards on railcars, No Exceptions! Stop the vehicle. Turn around. Walk to the next position you want to ground guide from. Turn around. Continue.		4. Ensure a risk assessment is conducted prior to beginning operations. Recognize the hazards and implement controls to reduce the hazard. Brief personnel on unsafe conditions.	
14. Do not work in a pinch zone (area between two vehicles) or other tight places.		5. Conduct the safety briefing with all personnel involved.	
15. Ground guides are used when moving any vehicle on the railhead. (minimum two guides are required for vehicle movement)		6. Ensure that medical support has arrived on site, they know the route to the hospital, and they have the necessary medical equipment.	
16. Drivers keep ground guides in view at all times.			
17. Vehicles will not be mounted or dismounted while in motion.			
18. Safety guides on the ground, watch the spanners as the vehicles cross. If the spanner tries to slip out, give the signal to the ground guide to stop the vehicle. Reposition the spanner then continue operations.			
19. Mount and dismount at the ends of the railcars where the appropriate handholds are available. If you must dismount from the middle of the railcar, sit down on the side, grab hold and swing down so you still have hold of the railcar (three points contact).			
20. NO RIDING ON ANY MOVING RAILCAR!			
21. Tie-down crews: Do not work between vehicles on the same railcar if one of them is not spotted by railcrew. A vehicle is spotted when the engine is off, parking brake set, and operator is out of the vehicle. Note: Tie-down crews will tie down unit equipment regardless of which battery or company the equipment belongs to. Do not cause delays.			
22. Maintain good housekeeping; do not leave tools or equipment lying around.			
23. No POV's allowed at the railhead, MP's will ticket.			
24. No smoking within 50 feet of the railcars.			