

SAFETY ALERT

Locally Fabricated Towing Device

The Army recently lost a DAC employee in an accident that occurred while repairing the railhead at a CONUS installation. A Centralized Accident Investigation Board is investigating to determine what lessons the Army as a whole can learn from this unfortunate incident as well as steps to assist local commanders in preventing similar incidents in the future.

The investigation is in its initial stages but the Board has identified concerns with the role of a locally fabricated towing device in the accident. While the board's conclusions are not final, there is sufficient reason to be concerned that similar tow bars in use across the Army may present an immediate risk to personnel and equipment. With no specific standard currently available to inspect these devices, I recommend the use of all improvised or non-certified towing devices be halted until the investigation is complete and the board can make recommendations that are more specific.

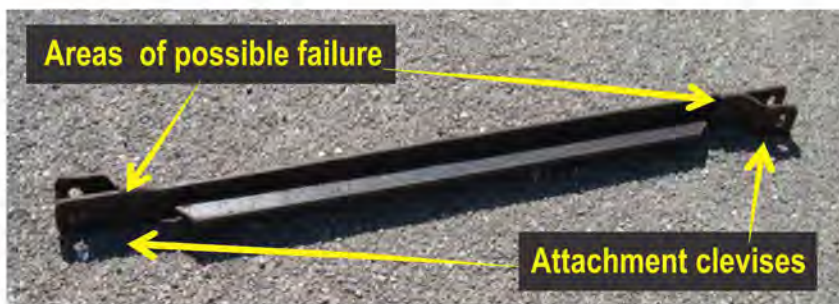
Once the investigation is complete, the USACR/Safety Center will forward specific recommendations to appropriate command and staff elements to address the issue. Below are pictures of the accident device as well as another device found among DPW rail maintenance tools.




Accident Tow Bar



End of accident Tow Bar



Sample of Improvised Tow Bar


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