



MONTGOMER COUNTY FIRE AND RESCUE SERVICE
MONTGOMERY COUNTY, MD.

DIRECTIVE

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TO: All MCFRS Personnel

FROM: Chief David S. Dwyer, Division of Volunteer Fire and Rescue Services
Chief Roger W. Strock, Division of Fire and Rescue Services

SUBJECT: Response Guidelines for Rail Officers

Attached you will find the newly developed Response Guidelines for Rail Officers to Heavy Rail Incidents and Metro Incidents. With concurrence of the FRC Operations Committee, these two guidelines have been established to guide the MCFRS Rail Officers on desired response levels to heavy rail and metro incidents and how they are to assist at the scene. All MCFRS personnel should review these guidelines so that they will understand the capabilities and responsibilities of our MCFRS Rail Officers.

We would like to thank Deputy Chief James Master, Captain Eric Jacobs and Captain Michael Nelson for their assistance and guidance in the development of these guidelines.

Any questions should be forwarded to one of the aforementioned officers.

RWS/DSD/ld

Attachment

RESPONSE GUIDELINES FOR RAIL OFFICERS

HEAVY RAIL INCIDENTS

I. MCFRS RAIL Officer Response

- A. Available RAIL Officers should respond on all incidents involving CSX, MARC, and/or AMTRAK facilities and/or equipment.
- B. RAIL Officers whose continued response would create a staffing problem should go in service if a fire/rescue unit on the scene reports that the incident is minor and localized, and does not require coordination of the emergency response.
- C. RAIL Officers should normally assume neither group/division, nor the IC position, but may be assigned to staff positions under the ICS.

II. **Safety Considerations.** RAIL Officers should assist the IC in developing the appropriate strategy and tactical plans.

- A. MCFRS personnel must protect themselves against unanticipated train movements by placing blue flags, red tags, and/or by using MCFRS personnel as actual guards to prevent railroad personnel from moving equipment while fire/rescue operations are in progress. Because a heavy train can require more than one mile to stop, flagmen (if required) must be placed a sufficient distance from the incident to allow a train to safely stop.
- B. The IC must determine the need to stop all rail movements in the area of the emergency, and confirm that this has been done by CSX.
- C. The IC must determine if METRO's right of way is affected by the emergency. If so, the IC must ensure that METRO has been notified.
- D. Consider the possibility that hazardous materials may be present.
- E. If passenger cars are involved, consider whether the head end power generator should remain on to provide light and heating/cooling power to the passenger cars. If this is not possible, evacuation centers may be needed.

III. **Incident Coordination.** When assigned as staff under the ICS, the RAIL Officer should contact the rail service(s) below, as appropriate.

A. **CSX INCIDENTS**

- 1. CSX owns the tracks, and its dispatchers and operators control the movement of all freight and passenger trains that run through Montgomery County. A CSX representative must be called to all

heavy rail incidents occurring in the County. The CSX contact number is (800) 232-0144.

2. A RAIL Officer should provide the IC with the name, title, and ETA of the CSX representative who is expected to arrive first. The RAIL Officer should escort the CSX representative to the command post, if possible, and identify the representative to the IC. If AMTRAK or MARC trains are also involved, the RAIL Officer should attempt to get any uninjured conductor(s) to the command post.
3. If required, a RAIL Officer should obtain the consist information from the locomotive cab of any freight train involved, and/or check on the status of the crew members in the cab.
4. A RAIL Officer should provide the coordination required (e.g., police escorts) to expedite the arrival of specialized equipment if the IC indicates that heavy equipment is needed from CSX.

B. AMTRAK INCIDENTS

AMTRAK runs long distance passenger trains daily that may carry high value, time-sensitive materials in freight cars at the rear of the train; its contact numbers are:

Police (800) 331-0008
Operations (215) 349-2251

C. MARC INCIDENTS

MARC operates the local commuter trains; its contact numbers are:

Police (410) 333-1971
Operations (410) 859-7418

IV. Post-Incident Responsibilities of RAIL Officers

- A. Meet with the IC on the scene to review any operational questions.
- B. Assist with any post-incident investigations, as requested.
- C. Prepare any written reports requested by the IC, MCFRS, or regulatory agencies.

RESPONSE GUIDELINES FOR RAIL OFFICERS

METRO INCIDENTS

I. MCFRS RAIL Officer Response

- A. METRO Incidents-Classified as Level 1, 2, or 3, based on the criteria below
- Level 1:** The incident is one of limited complexity and limited geographic area, e.g., one trapped under a train in a station, or a smoking insulator in a yard.
RAIL Officer Response: One RAIL Officer should respond.
 - Level 2:** The incident is one of unknown complexity at the time of dispatch; one to which access will be difficult or time consuming; or one involving a larger geographic area, e.g., a report of a fire in a tunnel.
RAIL Officer Response: Two RAIL Officers should respond.
 - Level 3:** This is a major incident, e.g., a collision, a derailment, a major fire, an MCI, or one presenting unusual hazards.
RAIL Officer Response: All available RAIL Officers should respond.
- B. RAIL Officers should not respond to a Level 1 or Level 2 incident if the appropriate number of RAIL Officers have responded, and/or if their response would create staffing problems.
- C. After checking on the air as responding, the RAIL Officers should normally assume neither group/division officer positions, nor the IC position, but may be assigned to staff positions under the ICS.

II. METRO Incident Responsibilities of the RAIL Officer

- A. RAIL Officers Responsibilities at the Command Post
- Assist in determining the actual incident location and incident conditions.
 - Provide the IC with the necessary METRO maps, and assist in locating necessary information on those maps.
 - Provide the IC with suggestions on strategy and tactics, based upon knowledge of METRO.

4. Assist in establishing the Command Conference Line.
5. If requested, assist the IC in determining the status of:
 - a. the third rail;
 - b. the train;
 - c. the ventilation system; and
 - d. water supply standpipes.
6. Provide a rundown of the available dispatched units.

B. RAIL Officers Responsibilities at the Entry Point

1. Assist in establishing the Command Conference Line.
2. Assist the Operations Division Officer to ensure that:
 - a. entry will be made by a Task Force, and not by individual companies;
 - b. third rail testing is being done properly;
 - c. the ETEC Cart is properly deployed and working;
 - d. the proper equipment is being staged, including a thermal imager; and
 - e. the METRO RIC is in place.

C. RAIL Officers Responsibilities at the Incident Scene

1. Assist with monitoring the WSADs, and ensure that the units are being deployed properly.
2. Assist with monitoring that third rail testing is being done correctly.
3. Verify that the filter capacitor discharge switches have been activated.
4. Assist in making a recommendation to the Division Commander regarding whether to evacuate the train, and if so, how.
5. Check the performance of the standpipe system, and advise appropriate Command of its status.
6. Assist with the operation of the conference line, if communications problems occur.

7. Monitor the effectiveness of the ventilation system, and advise the Division Commander of its status.
 8. Determine whether METRO can single-track around the incident, and advise Command.
- D. RAIL Officers Responsibilities- Post Emergency
1. Ensure that the command structure is left in place until all fire/rescue personnel and equipment are safely returned to the platforms.
 2. Meet with the IC on scene to review any operational problems.
 3. Prepare a written report for review by the METRO Committee, and submit a copy of this report to the IC.
 4. Assist with any post incident investigations as requested.

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