



Command Action Guidelines

Managing the Response to a **METRO RAIL** Derailment/Collision

If any Fire/Rescue or EMS unit encounters a situation that appears to be a terrorist incident - evacuate the surrounding area at least 300 yards and call for specialized assistance. Refer to other WMD Metro protocols. Protect yourself against secondary devices and restrict entry to the area.

METRO RIGHT-OF-WAY & STATION RESPONSE ASSIGNMENTS AT-A- GLANCE

UNIT	POSITION R.O.W.	RESPONSIBILITY
1 st Due Engine Co.	Dispatched Entry Point	Fire Attack, Triage, and Contact OCC
2 nd Due Engine Co	Entry Point (Tower for Yard Incidents)	Assist 1 st Due (YCU for Yard Incidents)
3 rd Due Engine Co.	Position out of Way for Access	METRO RIC-
4 th & 5 th . Due Engine Co.	Dispatched Entry Point	Assemble the 2 nd . TF Fire Attack, Triage
1 st and 2 nd Due Truck Co.	Dispatched Entry Point	Safety Control Units –WSAD, FCDS, etc.
3 rd Due Truck Co.	Position out of Way for Access	WSAD to Adjacent Track, Ventilation
1 st Due Squad	Dispatched Entry Point	Obtain ETEC Cart, Search and Rescue
EMS Units	Position out of Way for Access	Report to the IC, Set up Triage, EMS Staging
1 st & 2 nd Command Officer	Dispatched Entry Point	Perform Command Functions
Additional Duty Officer	Report to OCC (Tower for Yard Incidents)	Coordinate Rail Resources with WMATA

FIRST ARRIVING UNITS

- ❑ Begin all Metro incidents with the proper level of PPE and equipment. Place required equipment in stokes baskets for ease of movement – one hand light for each firefighter/rescuer for underground incidents.
- ❑ Have responding units assemble at the nearest ENTRY POINT (kiosk, portal or ROW gate.) Proceed to the incident site as either one or two Task Forces. The first due Engine Officer is to immediately find a wayside phone in the kiosk or a Blue Light Box (BLB). Contact OCC by dialing “O” or **1652**.
 - Establish Command.
 - Determine the nature and location of the incident. **Shut down the THIRD RAIL** if not done by OCC.
 - Determine the status of the tunnel ventilation system. Examine station video monitors
 - Verify if all the trains stopped in the vicinity of the incident (including CSX).
 - Assign Truck crews to function as **Safety Control Units (SCU)**. Have Rescue Squad crews obtain the **ETEC** carts (located at the ends of platforms and in tunnel portals.)
 - Establish a conference line (**dial 2218**) Advise OCC and the IC that units are proceeding in the tunnel.
- ❑ Water Supply Units (WSU) are to charge the standpipe systems immediately. Advise the IC if the system does not charge within 10 minutes. WSU should not enter tunnel from shafts, but should advise the IC if tunnel fans are operational.
- ❑ Proceed to the tunnel incident site only have you have assembled a METRO Taskforce and the **THIRD RAIL IS CONFIRMED DOWN AND TESTED LOCALLY**. Stay together.
- ❑ Discharge electrical power in filter capacitors on 3000 and 4000 series Breda Cars by a discharge switch (FCDS) located under the middle of the car. This task is the Truck Co.’s (Safety Control Unit) responsibility.
- ❑ **Rail Yards** do not have Blue Light Boxes or wayside phones. The Yard Master must remove power in yard tower. Third rail power is controlled by this person, not OCC. The 2nd. **Due Engine** must go to the Yard Tower and ensure third rail power removal to incident area. This unit will be designated the **Yard Control Unit (YCU)**.
- ❑ The **Lead Track areas in the Rail Yards** are very dangerous in that the third rail power can be controlled by both OCC and the Yard Master in the rail yard. See Metro maps for this location of this section of track.

INCIDENT COMMANDER CHECK LIST

- Set up a Command Post (CP) at a kiosk or other safe location. Establish a direct phone link with OCC by dialing **1652**, and advise them the location of the CP. A WMATA police officer will respond to the CP to assist you. The first arriving Duty Officer should immediately:
 - Establish a **Command Conference Line** with the OCC supervisor. Dial **1652** to contact OCC supervisor to start this process.
 - Confirm the nature and location of incident.
 - Determine if this incident is the result of train a bombing. Prepare to quickly evacuate trains by bring them into stations. Stop above ground train before they enter tunnel.
 - Determine the exact distance and direction of 3rd.rail power outage.
 - Determine the status of passengers, type & amount of cars, and train movement in the area (incl. CSX).
 - Obtain and coordinate the status of the ventilation system. Assign this task to the 3rd. due Truck.
 - Ensure WSAD placement has occurred on all sides of the incident area.
 - Advise OCC before responders proceed in the track or tunnel right-of-way.
 - The 3rd. rail must be CONFIRMED de-energized before entering the track bed.
- Announce the location of the Invention Crew if IDLH is present. (3rd. due Eng. Co. has this function, and should be designated the **Metro RIC**). Position the **Metro RIC** at the end of the Station Platform.
- For tunnel incidents only, a second Metro Task Force will be dispatched to a secondary entry point. Establish an additional division at the second entry point and coordinate operations with that division commander.
- Restrict movement of responders and ensure accountability procedures are implemented.
- Tunnel communication systems will overload and degrade quickly. Designate alternative talk groups.
- Rapidly estimate the number of victims – one rail car can carry up to 200 patrons. Figure 1/2 of the total amount or riders (*directly involved in the collision*) will be non-ambulatory.
- Water Supply Units are at each shaft for a tunnel incident. These units may be deployed elsewhere if not needed for water supply.
- Divide the incident into manageable divisions (geographic and/or function).
- Request additional resources based on anticipated need. Order BIG and Order EARLY - command support vehicle, manpower, diesel locomotives, flatcars, rail expertise, more ETEC carts, air cylinders, rescue trains, buses, specialized rescue equipment, Medivac helicopters etc. Quickly setup an equipment staging area.
- Try to keep victims on the train. Keep patrons informed. Move injured from damaged rail cars to unaffected cars. Do not let patrons self-evacuate from the train. Put Metro Police on the train to control passengers if necessary. Consider a diesel rescue train on an adjacent track.
- Walking victims down the tracks is a rescue method of last resort. If this method must be performed, ensure that third rail power is removed and patrons disembark from end bulk-head doors. They should walk between the running rails. (*Figure an evacuation rate 150 per hour for this method of patron removal*).
- Quickly assign MCFRS Railroad Liaison Officers to the CP to coordinate media, rail, local, state, and federal agencies. They may also be used as safety officers.
- Draw a site plan and /or area map of the incident. Label the entire train 1,2,3 or A, B, C, etc. with spray paint. Keep the number of personnel to minimums that are on or around derailed cars.
- Assess the feasibility of safely “single tracking” around the incident. This action will reduce the regional magnitude of the incident.
- Terminate the incident properly. Restore power only after the Safe Control Units advises the IC when all personnel are out of the incident area and performs a final equipment sweep of the incident area. Perform an **accountability check** (PAR) of all rescuers that operated in the track bed. The WSAD should be the last piece of equipment removed from the incident area.