

## PURPOSE

To establish safe operating procedures for incidents involving heavy rail emergencies.

## PROCEDURE

### 1. Communication

- A. Report to railroad (via dispatch).
- B. Report incident type.
  - i. Use of right-of-way.
  - ii. Fire on right-of-way.
  - iii. Fire equipment/personnel within 25' of rails.
  - iv. Hazardous materials incident.
  - v. Fire in railroad equipment/buildings.
  - vi. Railroad bridge or support structure damage.
  - vii. Collision/derailment/grade crossing accident.
- C. Report incident location.
  - i. Specific track direction.
  - ii. Railroad milepost.
  - iii. Nearest street intersection.
  - iv. Indicate which side of the tracks you will be operating from.
- D. Report train information.
  - i. Direction of travel.
  - ii. Railroad and number of lead locomotive.
  - iii. Letters/numbers (left hand side) of affected rail car(s).
  - iv. Description/Type of car.
  - v. Location of train crew.
    - a. "Head-end Crew" consists of the conductor and engineer.
    - b. "Helper or Pusher" locomotives on the back end may also have a crew of two.

### 2. Response

- A. Establish Unified Command.
- B. Consider mutual-aid IMT
- C. Call adequate resources.
  - i. HazMat.
  - ii. Heavy extrication equipment/cranes.
  - iii. Medical Resources/ambulances.
  - iv. Buses for mass evacuation.

- v. Light Brush apparatus for remote access and suppression.
  - vi. Contact OERS, the FRA, and request ODOT response.
  - vii. Local Law Enforcement.
- D. Request railroad representatives.
- Two minimum.
- i. One on site.
  - ii. One at the Incident Command post.
- E. Request train list (Wheel Report).
- Obtain from “Head-end” crew or Locomotive Cab.
- F. Control train movement.
- i. Railroad dispatch notification.
  - ii. Flag/set flares (2 miles in each direction).
  - iii. Post on-site lookout.
- G. Control access.
- i. Establish Command and require all resources to be checked into the incident through staging and placed within the Command structure.
  - ii. Access should be controlled for the entire length of the involved train.
- H. Control hazards.
- i. Electrical.
    - a. P&W Freight/Amtrak Locomotives (3,000 volts stored charge).
    - b. Passenger equipment has additional 480 volt AC line through train and emergency batteries on each car.
    - c. 72 volt DC battery power on both DC and AC locomotives.
    - d. Buried utilities: electrical, gas, telephone and fiber optic.
  - ii. Chemical.
    - a. Hazardous cargo.
    - b. Each locomotive contains:
      - 1) Battery acid (50 gallons).
      - 2) Engine coolant (250 gallons).
      - 3) Crankcase oil (250 gallons).
      - 4) Diesel fuel (5,000 gallons).
      - 5) Human waste (toilet)
    - c. Each passenger car contains:
      - 1) Battery acid.
      - 2) Human waste (toilet).

- iii. High pressure air.  
Air lines contain up to 90 PSI.
- iv. Extrication.
  - a. Locomotive is a confined space.
  - b. Largest opening is through side sliding window.
  - c. Nose door and back door are very narrow (no backboard access).
  - d. Toilets are in the nose of the locomotive and behind the back cab wall of passenger cars.
- v. Fire.
  - a. Locomotive fires: handle as an electrical fire, use BC extinguishers for small fires, avoid water and foam application.
  - b. Turbocharger and Brake Grids are red hot metal.
  - c. Drive Motors on axles, generators, electrical cabinets, and capacitors retain high voltage after shutdown.
- vi. Crush injuries.
  - a. Train cars may roll when pressure is lost to the air brakes.
  - b. Trucks (wheels) are not attached to all train cars; lifting may cause detachment and present a rolling crush hazard.

### 3. Administrative

Cost recovery.

- A. State HazMat reimbursement documentation.
- B. Fire Recovery forms.

#### KEY CONSIDERATIONS

- Communicate Incident access and divide the incident if necessary. The length of the train may block several intersections or key access points.
- Recognize the many hazards.
- Ensure adequate resources.

