

<p style="text-align: center;"><b>TOWNSHIP FIRE DEPARTMENT</b> <b>CHAPTER 2: SUGGESTED OPERATING GUIDELINES</b></p>
<p>Part 8: Strategic Guidelines Subject: Railroad Incidents Page 1 of 5 Effective Date: 07-01-95</p> <p style="text-align: right;">Section: 2-8-8 Revised Date:</p>

Part 8: Strategic Guidelines

Subject: Railroad Incidents

Page 1 of 5

Section: 2-8-8

Effective Date: 07-01-95

Revised Date:

- 8.01 Purpose. To identify items concerning railroad incidents which impact on fire response strategy.
- 8.02 Goal. Develop response strategies which recognize hazards and conditions associated with railroad incidents.
- 8.03 Special Problems.
- A) Life Loss Potential.
    - 1) Crew members and passengers.
    - 2) Residents living near rail line.
    - 3) Emergency personnel.
    - 4) Bystanders.
  - B) Access.
    - 1) Fields adjacent to rail lines.
    - 2) Debris/damage following derailment or explosions.
    - 3) Brush clogged right-of-ways.
  - C) Personnel Safety.
    - 1) Possible explosions.
    - 2) Hazardous materials.
    - 3) Prolonged operations.
  - D) Water Supply.
    - 1) 100% of operations will require tanker shuttle.
    - 2) Expect needed fire flow to tax available water.
  - E) Hazardous Materials.
    - 1) Identification may be a problem.
    - 2) Waybill carried in engine.
    - 3) Need for Haz-Mat team support.

**Subject: Railroad Incidents.**

**Date: 07-01-95**

**Page 2 of 5**

4) Technical assistance needed.

F) Resources.

- 1) Railroad company technical/material resources.
- 2) Owners of rail cars/contents.
- 3) Need for large quantities of foam.
- 4) Specialized equipment (lighting, rail car moving equipment, etc.).

G) Multi-Jurisdictional.

- 1) Accident may extend over community boundary.
- 2) Railroad/regulatory authority.
- 3) Owners of rail car/contents.
- 4) Environmental protection agencies.
- 5) Expect need for multiple liaison positions.

H) Incident Command.

- 1) Fire Department responsible for inner-perimeter of incident.
- 2) Law Enforcement is responsible for outer-perimeter.
- 3) Liaison will be critical.
  - a) Evacuation (if indicated).
  - b) National Transportation Safety Board (NTSB).
  - c) Environmental Protection Agency.
  - d) DNR.

I) Public.

- 1) Crowds will hinder movement of emergency equipment and operations.
- 2) Crowds can be in danger if too close to spilled liquids or other hazards.
- 3) Crowds may abandon vehicles in traffic and walk to scene to get better view - compounding traffic problems.
- 4) Use barrier tape to identify hazard areas. Law Enforcement is responsible for outer-perimeter.

8.04 Strategic Considerations.

A) Pre-Planning.

**Subject: Railroad Incidents**

**Date: 07-01-95**

**Page 3 of 5**

- 1) Maintain current contact list (telephone, etc.) for railroad companies.
- 2) Maintain map books.
- 3) Maintain command file of maps/aerial photos of railroad lines.
  - a) One-half mile evacuation distance from track.
  - b) Population estimates in one-half mile distance.
- 4) Monitor train lists to track types of materials being transported.
- 5) Monitor number of trains passing through area. Monitor schedules for time of regular trains.

**B) Inter-Agency.**

- 1) Fire department responsible for inner-perimeter.
- 2) Emergency Medical Service responsible for triage, treatment and transportation of the injured.
- 3) Law Enforcement is responsible for outer-perimeter.
- 4) Medical Examiner is responsible for collection, identification and disposition of the dead.
- 5) NTSB is responsible for accident investigation.
- 6) Red Cross is responsible for shelter and care of persons displaced by incident (damaged homes, evacuated areas).
- 7) DNR is responsible for environmental protection.

**C) Command Function.**

- 1) Need for visible, strong command.
- 2) Fill staff positions early - consider priority order of Liaison, Safety, Public Information.
- 3) Command post location must consider safety and possible long-term operation.
- 4) Collect situation and resource status information.
- 5) Consider reflex time to assemble and deploy resources.
- 6) Prepare written objectives to support prolonged operations.
- 7) Do not let guard down during clean-up operations.

**D) Operations Function.**

- 1) Anticipate need to address the following.
  - a) Evacuation.
    - 1) Relocation
    - 2) Protect-in-place.
    - 3) Provide evacuation area guideline for Law Enforcement.

**Subject: Railroad Incidents**

**Date: 07-01-95**

**Page 4 of 5**

- b) Fire control.
  - 1) Limited water supply.
  - 2) Need for foam operations.
  - 3) Hazardous materials.
- c) Rescue.
  - 1) Access.
  - 2) Extrication.
- d) Medical.
  - 1) Triage.
  - 2) Treatment.
  - 3) Transportation.

2) Rotate personnel on regular basis.

E) Logistics Function.

- 1) Supplies.
  - a) Anticipate supply shortages (foam concentrate, casualty bags, etc.).
    - 1) County FD resources.
    - 2) Private contractors.
  - b) Anticipate transport problems because of access.
- 2) Need for specialized equipment.
  - a) Lighting.
    - 1) FD lighting units.
    - 2) Construction lighting towers.
  - b) Heavy equipment (lifting, excavation, etc.).
  - c) Wreckers.
  - d) Rescue Tools.
    - 1) Hydraulic spreaders, cutters and rams.
    - 2) Non-sparking equipment.
    - 3) Cutting torches.
- 3) Maintenance/Support.
  - a) Fuel/Fluids for vehicles and equipment.
  - b) Mechanical service and repair.
  - c) Consider calling for repair specialties (rescue tools, etc.).
  - d) Acetylene, oxygen for torches, etc.
- 4) Personnel Support.
  - a) Food & fluids for many persons.
  - b) Sanitary facilities.
  - c) Shelter (weather extremes - hot and cold).

**Subject: Railroad Incidents**

**Date: 07-01-95**

**Page 5 of 5**

F) Planning Function.

- 1) Situation Status.
  - a) Use aerial photographs/maps to plot perimeter.
  - b) Monitor local television (views from live broadcast).
  - c) Video scene from helicopter view.
- 2) Resource Status.
- 3) Documentation.
  - a) Written log of activity.
  - b) Photographic log.
    - 1) Operations.
    - 2) Location of debris, injured, deceased.
- 4) Casualty log.
- 5) Responder log.
  - a) Exposure to hazardous materials.
  - b) Critical incident stress follow-up.

G) Finance Function.

- 1) Track cost of specialized equipment.
- 2) Track cost of contracted equipment (heavy equipment, buses, lighting, etc.)