

Railroad Emergency Plan

Introduction

A minor rail accident in or near Louisville could involve blocked tracks, vehicle traffic disruption, personal injuries or death, and concerns about hazardous cargos. A major rail disaster could include massive wreckage, deaths and the uncontrolled release of hazardous cargo.

The purposes of this document are to present a comprehensive plan for law enforcement, rescue, medical and firefighting operations to combat the effects of a major rail disaster occurring within Louisville, to establish procedures designed to protect life and property in the event of a rail disaster within or near Louisville, to protect the emergency scene, and to preserve evidence for further investigation

Louisville officials are in command of disaster operations. State and local response units, while under direct supervision of their own superiors, should coordinate their activities with this municipality. However, a major event could easily overtax local resources and Louisville authorities should be prepared to accept guidance and assistance from agencies trained, staffed, and equipped to handle mass disasters.

Environment and Assumption

Environment

Rail carriers utilize about 3 miles of track in Louisville and most of that track borders residential and commercial property.

Rail carriers send freight trains through Louisville 24-hours a day, seven days a week traveling at speeds of between 10 and 45MPH.

The mere presence of rail traffic poses a potential hazard to Louisville.

The current local economy does not rely on the commercial value of rail traffic, but a rail emergency could create local economic hardships.

There are impediments to emergency response for rail emergencies including: accessibility, limited water supply, and seasonal impacts.

Assumptions

A rail emergency or other large scale catastrophe will probably create a situation that taxes the normal resources of Louisville and surrounding communities.



Louisville and its surrounding communities would be vulnerable to a rail emergency. Probably no one community has sufficient law enforcement, fire, medical, rescue, and other trained personnel to cope with a major rail emergency. In recognition of this mutual need for support, personnel and material resources are identified for response and assistance.

The severity of the disaster may be of such magnitude that additional assistance may be required from Boulder County, Colorado and/or Federal resources.

A 911 call center or the railroad dispatcher will be the first to be alerted to an impending or actual emergency through their normal communications network.

Depending on the location of the emergency and the materials involved, there may be a need to implement other emergency response plans, i.e. Hazardous Materials.

A rail emergency recovery operation will involve multiple agencies for days or weeks.

Organization

Under the Incident Command System, a Louisville Fire Command Officer at the scene has the initial authority to direct and control emergency actions. Unified Command will be employed to facilitate a coordinated response by all local, state and federal agencies.

While the Incident Commander assumes operational authority, the Mayor shall have the power to declare that a state of emergency exists, when such an event has occurred or the threat of such event is imminent.

The Boulder County Emergency Operations Center (EOC) will be activated for incidents that could overwhelm Louisville's resources or for incidents impacting multiple communities. The activities of the EOC will be coordinated by the Boulder County Office of Emergency Management.

The Incident Commander will establish a Command Post from which to direct and oversee all emergency operations. The Incident Commander will have the emergency site secured by the Louisville Police. (Mutual aid may be requested from other available law enforcement agencies.)

The Incident Commander will designate a Joint Information Center (JIC) for the press/media representatives.

The EMS Branch Director shall be the first qualified person on scene from the responding agencies. This person shall retain EMS command until the command is passed to a superior from the Director's agency, or the Director relinquishes command to someone else. The EMS Director shall appoint Supervisors to EMS Divisions/Groups.

Law Enforcement has responsibility to secure and control access to the scene for the duration of the incident. Law Enforcement officials shall assume Incident Command, as appropriate, during the course of the incident.

The National Transportation Safety Board (NTSB) is one of the lead agencies responsible for investigating, determining probable cause, and reporting of all rail accidents within the United States.

Concept of Operations

A. Preparedness

Preparedness involves actions designed to save lives and minimize damage. It is planning and training prior to a rail disaster for appropriate response when an emergency occurs. All responders should:

Maintain a resource inventory of equipment and manpower which could be utilized.

Train personnel in the responsibilities and emergency duties required under this Plan.

Conduct periodic exercises that will test the effectiveness of this Plan.

Review and update the Plan as needed based on exercises, emergency response or changes in policy.

Follow the established communications network identified in this Plan.

B. Emergency Response

Emergency Response begins as soon a rail emergency is identified or reported. When 911 is notified of a rail emergency they will immediately make notifications per Boulder Communications Center protocols.

The first responder on scene makes a preliminary assessment and notifies the dispatcher with all information available. The 911 dispatcher will immediately notify agencies according to the established protocol.

The first arriving Louisville Fire Command Officer becomes the Incident Commander and will command and direct all emergency response actions until relieved as the I.C.

The Incident Commander assesses the need for additional resources.



The Incident Commander will establish a Command Post and request agency representatives from law enforcement and EMS and appoint Command and General Staff as appropriate.

In conjunction with the Incident Commander, law enforcement will set up security and establishes access and traffic control.

The first qualified EMS provider at the scene shall assume EMS command and in conjunction with the Incident Commander, set-up the EMS incident command structure, in accordance with the Mass Casualty Incident (M.C.I.) Plan. The EMS Branch Director shall appoint supervisors to EMS Divisions/Groups.

The Incident Commander will instruct emergency response personnel to not move property and debris associated with the wreckage unless there is imminent danger of items being destroyed, or unless they inhibit access to passenger rescue.

The Coroner is responsible for the identification, movement and/or removal of the dead. In the event a body has been moved prior to the Coroner's approval, personnel moving the body shall make careful note of the location and condition of the body for the Coroner.

The National Transportation Safety Board (NTSB), Railroad Police, the Federal Railroad Administration (FRA), the owner of the train, the owner of the tracks and other officials shall contact the EOC established by the Louisville Mayor. The EOC will be in constant communication with the Command Post.

Municipal department heads, Fire, Law Enforcement, EMS, or their designees will direct the activities of their respective response forces from the Command Post and/or the Operations Section. The Incident Commander may request other personnel to report directly to the Command Post.

The Incident Commander can request the closure of airspace around the incident by asking the dispatcher or EOC to relay this request to the air control tower. If a temporary closure is granted, the Federal Aviation Administration (FAA) will be responsible for air traffic in proximity to the scene, with immediate regulatory control of airspace around the area. They will keep the airspace clear of intrusive air traffic, to the limits of the regulations.

The 911 Dispatcher will notify the owner of the tracks to stop all rail traffic in the affected area.

C. Recovery

Recovery immediately follows emergency response. It involves direction from the Louisville Mayor to restore the community to normal conditions and may include:

The Chief Elected Official requesting a Presidential Disaster Declaration through the Office of Emergency Management (OEM) to the Governor.

Maintaining access control.

Clearing debris.

Restoring public utilities.

Removing wreckage.

Providing interment services.

Processing insurance claims.

Providing emergency social services (shelter, clothing, food, etc.).

Rebuilding homes and buildings.

Investigating the accident.

Demobilizing emergency personnel and resources, which may include emergency worker counseling.

Adjusting traffic control perimeters.

Continuing public information - general and health.

Maintaining security in restricted areas.

Providing for resident long-term counseling.

Economics/industry continuation.

D. Direction and Control

The Incident Commander will control and direct all activities at the scene in accordance with the Incident Command System.

If a disaster is declared, the Mayor will exercise Executive Authority over all disaster operations in Louisville in accordance with mission assignments contained in this plan.

The Command Post will be established in a location near the scene. This is the center from which all emergency operations will be directed. Staffing for the Command Post,

as directed by the Incident Commander, should be limited to primary responders: fire, law enforcement, EMS, Communications, and others who may be appointed by the Incident Commander.

The news media will assemble at the Joint Information Center (JIC) and when the Incident Commander deems the site accessible, be escorted to the scene staging area (designated by the Incident Commander). The EOC Public Information Officer will disseminate information in conjunction with the Incident Command PIO staff.

Lines of succession within the command structure will follow standard Incident Command System practices.

Mission Assignments

A. Mayor of Louisville

If a State of Emergency is declared, the Mayor of Louisville is responsible for, but not limited to, performing the following functions:

Participating with the Boulder County Emergency Operations Center which coordinates the efforts of volunteer agencies, state and federal authorities, public utilities and other support agencies during emergency response, and the recovery/re-entry phase.

Briefing municipal officials about the nature of the emergency.

Designating a municipal spokesperson who is authorized to discuss the emergency with the media. The municipal spokesperson and the Incident Command Public Information Officer shall make joint news releases as appropriate and coordinate media requests for information.

Requesting state aid through the Office of Emergency Management if the emergency is beyond local capability.

Maintaining communications and supporting the Incident Commander regarding all on scene operations.

B. The Incident Commander is responsible for:

Assessing the magnitude of the scene and reporting this to the 911 Dispatcher.

Directing and controlling all tactical operations.

Assigning Command and General Staff as required.

Assessing the need for additional resources.

Establishing and staffing a Command Post/Operations Post as needed.

Designating the inner and outer perimeter (emergency site boundary).

Conferring with the Louisville Mayor as requested.

Evacuating the vulnerable population from the emergency site.

Requesting utility shut-offs.

Designating a staging area for media representatives.

Lighting the emergency scene in coordination with public utilities and Public Works.

Assessing the need to incorporate other response plans in the emergency response.

Assuming responsibility for the safety of all emergency responders.

C. The Louisville Fire Department is responsible for:

Establishing initial Incident Command in accordance with the Incident Management System and Unified Command.

Establishing operational control of fire and rescue operations.

Conducting and coordinating evacuation as necessary.

Conducting search and rescue operations.

Assuming responsibility for the safety and well-being of all involved firefighters.

Assisting in body recovery as needed or requested by the Coroner.

Assisting in removing mail and cargo from the wreckage.

Staffing both the Command Post and the EOC.

Identifying, securing, and managing necessary resources.

Utilizing technical representatives and resources available from other agencies.

Providing assistance and support services to state and federal agencies for the duration of the incident.

D. Law Enforcement is responsible for:

The Louisville Police Department will be the lead police agent and will work in conjunction with other law enforcement agencies as appropriate.

Initiating preliminary incident investigation, evidence preservation and collection, and incident documentation.

Limiting access of unauthorized persons to the emergency scene.

Establishing an inner and outer perimeter in conjunction with the Incident Commander.

Activating traffic and crowd control systems.

Establishing emergency vehicle ingress and egress.

Coordinating activities with the Incident Commander at the Command Post.

Maintaining law and order.

Assisting with evacuation.

Assisting with rescue operations.

If it is necessary to remove mail and cargo from the wreckage to protect it from further damage, law enforcement will designate a secure area for these items.

Assisting with body recovery and identification as needed or requested by the Coroner.

Staffing the Law Enforcement Branch of the EOC.

Coordinating security of the emergency site with the National Transportation Safety Board (NTSB).

Assuming Incident Command, as appropriate, during the course of the incident.

Initiating the required actions for a post-accident alcohol/drug test when required by US Dept. of Transportation for those possessing a commercial vehicle license.

Acting as lead agency and coordinating responsibilities when railroad personnel report a criminal act. In accordance with Federal Law, if the act occurred on the train, the crime occurred in the jurisdiction where the train stops.

Law Enforcement response may include the railroad police.

E. Emergency Medical Services is responsible for:

Responding to the scene and establishing an EMS Branch in coordination with the Incident Commander.

Coordinating all activities with the Incident Commander, and staffing the Command Post and the EOC.

Designating Supervisors, and establishing appropriate Divisions/Groups (triage, treatment, transportation, etc.).

Declaring an MCI in conjunction with the Incident Commander to activate the MCI Plan.

Establishing on-site Advanced Life Support consistent with regional EMS and hospital plans and protocols.

Establishing communication with hospitals regarding the number of incoming injured, severity of injuries, estimated time of arrival, and termination of patient flow.

Keeping the Incident Commander informed of all operations.

Maintaining all medical supplies and re-supply.

Coordinating hospital destination for patients (transportation sector).

Communicating and coordinating with the Coroner.

Coordinating with Health officials.

Assuming responsibility for the safety and well-being of all EMS providers involved with the incident.

F. The OEM Administrator / Emergency Manager is responsible for:

Establishing an EOC, at the direction of the Louisville Mayor.

Coordinating staffing and functions of the EOC.

Alerting departments, agencies and individuals assigned responsibilities under this plan.

Establishing and coordinating communications with the Command Post to inform the Incident Commander of all operations.

Coordinating with the State Emergency Management Office regarding support from State and Federal Agencies.

Coordinating support from private agencies and volunteer groups.

Collecting, displaying and disseminating emergency information in the EOC.

Directing volunteer civil preparedness forces.

Keeping the Louisville Mayor fully informed of all operations.

Supporting emergency response forces to the fullest extent.

Designating an on-scene liaison to facilitate response.

G. The Command Post will function as:

Direction and control of all tactical operations at the scene of the emergency, under the supervision of the Incident Commander.

The on-site headquarters for the Incident Commander and other key personnel at the direction of the Incident Commander.

Site communications link with the EOC.

The central communications center within the crash scene perimeter.

Control for use of on-scene resources.

H. The Emergency Operations Center is responsible for:

Maintaining communication with the Incident Commander at the scene for coordination and support.

Coordinating public information.

Coordinating State and Federal support through the State Emergency Management Office.

Verifying identification of appropriate EOC response personnel as required.

Collecting, analyzing and disseminating all emergency information.

Administering record keeping procedures required during the response and recovery phase.

I. 911 / Dispatch is responsible for:

Activating the dispatch/notification protocol for appropriate responders.

Requesting stoppage of all rail traffic in the affected area.



Maintaining communication with the Incident Commander.

Relaying critical information to responders on their tactical channels.

Maintaining 911 communication services for the duration of the incident.

J. Public Safety Communications will:

Respond to the scene and establish a remote communications center as necessary.

Support communication needs.

Integrate communications for local, state, and federal agencies as necessary.

K. The Louisville Public Works Department is responsible for:

Providing and setting traffic control barriers and cones.

Clearing debris upon authorization of the Louisville Mayor.

Maintaining potable water systems.

Maintaining sewage disposal systems and storm drains.

Coordinating the use of private contractors, equipment supplies and staffing as they pertain to Public Works.

Assisting fire and rescue forces at the direction of the Incident Commander.

Assisting emergency transportation.

L. The Red Cross will provide:

Responder and victim assistance as needed.

Assistance with rehabilitation of families.

Assistance as required in triage operations.

Assistance in handling inquiries from the public on where to contact missing or injured residents, shelters, or social services.

Assistance with Human Services (Social Services).

M. The Public Information Officer is responsible for:

All agency Public Information Officers will be notified of the Joint Information Center (JIC) location, and they will be encouraged to participate with the JIC.

N. The National Transportation Safety Board (NTSB) has federal mandates:

Investigate a rail incident including any accident involving a passenger or employee fatality, or any accident in which damage exceeds \$150,000.00.

Investigate such accidents and report the facts, conditions, and circumstances relating to each accident and the probable cause thereof.

May dispatch a "Go-Team" to assist in the investigation.

Provide an Investigator-in Charge (IIC), who organizes, conducts, and controls the field phase of investigation. The IIC, "Shall assume responsibility for the supervision and coordination of all resources and of the activities of all personnel, both NTSB and non-NTSB, involved in the onsite investigation." (Title 49 - Transportation, Chapter VIII - NTSB, Part 831.8).

Release the wreckage, records, mail, and cargo.

Release the remains of victims.

Release information during the field investigation, limited to factual developments, through NTSB members present at the accident scene, the representative of NTSB's Public Affairs Office, or the Investigator-in-Charge.

Provide the official Accident Report.

Provide assistance to the local community as necessary.

O. The Carrier will:

Designate a representative(s) to report to the Emergency Operations Center for a briefing on the incident.

From this location, representative(s) will be escorted to the scene.

Designate a spokesperson to coordinate with Joint Incident Command.

Designate a telephone number as a point-of-contact for inquiries from the public.

P. The Federal Railroad Administration:

Was created pursuant to section 3(e) (1) of the Department of Transportation Act of 1966 (49 U.S.C. app. 1652).

Its purpose includes, "to promulgate and enforce rail safety regulations. . . and consolidate government support of rail transportation activities."

It administers and enforces the Federal laws and related regulations designed to promote safety on railroads.

It exercises jurisdiction over all areas of rail safety under the Rail Safety Act of 1970, such as track maintenance, inspection standards, equipment standards, and operating practices.

It also administers and enforces regulations resulting from railroad safety legislation for locomotives, signals, safety appliances, power brakes, hours of service, transportation of explosives and other dangerous articles, and reporting and investigation of railroad accidents.

Railroad and related industry equipment, facilities, and records are inspected and required reports reviewed.

SUPPORT

Emergency response operations will be principally by local forces supported by State forces and, as needed, by federal forces. The Federal Railroad Administration, National Transportation Safety Board, and other Federal agencies will play key investigatory roles and, depending upon the magnitude of the disaster, provide assistance in the recovery phase.

Glossary

EOC Emergency Operations Center

FRA Federal Railroad Administration

JIC Joint Information Center - A Joint Information Center is a designated location to receive information from agency/departments public information officers about the emergency and to issue public news releases to the media about the emergency.

NTSB National Transportation Safety Board - The NTSB is responsible for investigating, determining probable cause, and reporting of all railway accidents within the U.S.

OEM Boulder County Office of Emergency Management

911/Dispatch Boulder County Communications Center operated by the Boulder County Sheriff's Department.

Rail Emergency Information Checklist

- **Location on Incident**
- **Train direction of travel**
 - **Railroad milepost**
- **Train Information**
 - **Direction of Travel**
 - **Railroad**
 - **Number of locomotive**
 - **Description and type of car(s) involved**
 - **Letters & numbers on affected car(s) – on left side**
 - **Location of train crew**
 - **Head End Crew will have train list**
 - **Pusher or helper locomotives may have separate crew**
 - **Mid-train locomotives usually have no crew**
- **Report to Railroad**
 - **Advise Boulder Comm Center to have railroad stop / divert all rail traffic**
 - **Burlington Northern Santa Fe
(800) 832-5452 (Fort Worth, Texas)**
 - **Request railroad representatives respond to scene**
 - **Have Railroad fax train list**

Rail Emergency Hazard Considerations Checklist

- **Electrical Hazards**
 - **AC Freight / Amtrak Locomotives (3000 volts stored charge)**
 - **Passenger equipment has additional 480 volt AC line through train and emergency batteries on each car**
 - **72 Volt DC battery power on both DC and AC Locomotives**
- **Hazardous cargo on train**

- **Each locomotive contains**
 - **Battery acid (50 gallons)**
 - **Engine coolant [hot, dyed water] (250 gallons)**
 - **Crankcase oil (250 gallons)**
 - **Diesel fuel (5000 gallons)**
 - **Human waste (toilet)**
 - **Drive motors on axles, generators, electrical cabinets, and capacitors retain high voltage after shutdown**
 - **Turbocharger and Brake Grids are red hot metal**
- **Fire**
 - **Locomotive fires need ABC extinguisher**
 - **Avoid water - handle as electrical fire**
- **Buried Utilities (electrical, gas, cable) ripped up by accident)**
- **Extrication**
 - **Locomotive is confined space**
 - **Largest opening through side sliding window**
 - **Nose door and back door very narrow**
 - **Toilet in nose of locomotive behind back cab wall**

For More Information

The American Red Cross

303.772.7474

www.redcross.org

Federal Emergency Management Agency

202.646.4500

www.fema.gov/areyouready

Colorado Division of Emergency Management

720.852.6600

<http://www.dola.state.co.us/dem/index.html>

Office of Emergency Management – Boulder County Sheriff's Department

303.441.3884

<http://www.bouldercounty.org/sheriff/oem/plan.htm>

University of Colorado Emergency Response Plan

<http://www.colorado.edu/safety/response.html>

Boulder Valley School District

303.448.1010

www.bvsvd.org

Louisville Police Department

303.666.8633

<http://www.louisvilleco.gov/SERVICES/Police/tabid/184/Default.aspx>

Louisville Fire Protection District

303.666.6595

www.louisvillefire.com

World Health Organization (WHO)

www.who.int