

Chapter 14-6

Standard Operating Guideline for Train Derailment Incidents

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1. Purpose

This SOG details how PVFD will organize and control train derailment incidents. This does not include vehicle vs. train accidents if there is no derailment involved.

2. Response

The first alarm assignment will consist of 2 engine companies, 1 aerial truck or quint, 1 foam unit (8467) and 3 command officers, at a minimum. All other PVFD units shall be staffed and respond as available. If the minimum units are not readily available from PVFD, mutual aid shall be requested from Middletown and South Oldham as needed.

The first engine company and the command officers shall respond to the dispatch location. All other units shall stage in the area of Hwy 146 & Foley Avenue, and prepare to move where needed. This will be the level 1 staging location. The command officers shall send units to each side of the incident to evaluate the situation, and determine the size of the scene. If the scene cannot be immediately accessed on all sides by PVFD units due to blocked crossings, consideration shall be given to requesting mutual aid companies to respond to the inaccessible area(s) as needed.

3. Size-Up

The first arriving unit shall give a radio report detailing what the situation appears to be. This size-up should include the following details:

- Geographic description of the derailment location
- Brief description of approximately how many rail cars are involved, and if any are tank cars or the engines
- Brief description of rescue possibility
- Brief description of fire possibility
- Brief description of smoke or plumes present, and possibility of a Haz-Mat
- Initial location of command
- Who is in command

4. Resources Needed

As soon as the IC completes the size-up, the following agencies should be requested by OCD to respond to the command post location. These people will form the Unified Command, and begin forming an action plan for mitigating the incident. They will also gather any additional agencies and resources as needed.

- CSX representatives, including Railroad Police
- Oldham County EMA supervisor
- Oldham County Police supervisor
- Oldham County EMS supervisor

The train crew and all shipping papers, including the train consist should be brought to the command post as soon as possible. These papers should be in the possession of the conductor, who rides in the engine with the engineer.

5. Incident Command Considerations

Command of the incident shall be governed by the principles of the Incident Command System. As soon as possible, the IC shall appoint a safety officer and division leader to manage each geographic area of the incident. They shall be assigned ICS titles that reflect their area of control, such as "West Division Operations" or "West

Division Safety" or "Ash Avenue Division Operations", etc. Each division leader shall conduct a scene survey as outlined in section 6, and report it to the IC.

While PVFD is waiting for the Unified Command to be established, the IC shall appoint a safety officer to oversee the whole scene (Safety). The IC and Safety will determine the immediate rescue and evacuation needs and assign units to handle this via the appropriate division leaders. An overall scene operations officer (Operations) and Accountability officers will be appointed as soon as staffing becomes available.

Accountability officers shall be appointed by each division leader to monitor their area if the overall Accountability officer cannot gain immediate access to that area to oversee it. As the incident escalates, the IC will appoint personnel to fill additional ICS staff roles as needed.

Second Alarm and Level 2 Staging

If the scene survey shows the incident to be larger than can be handled with the first alarm assignment, the IC shall request a second alarm to be dispatched. The department(s) sending second alarm units should be chosen based upon best access to the scene and special resources needed.

The second alarm units should be directed to a level 2 staging area away from the immediate area of the scene. If units in level 2 staging cannot access all divisions, a level 2 staging area shall be established for each division. If more than one level 2 staging location is used, the locations will be referenced by the division in which they are established. The first arriving officer to the staging area shall become the staging officer. All further units responding to the incident shall first report to level 2 staging, then move up as assigned. Each staging officer shall keep at least one engine company, one rescue or truck company, and one command officer available at level 2 staging until the incident is declared controlled. As resources are used, the staging officer should contact OCD (or Jefferson County MetroSafe as appropriate) directly to request additional units.

Command Post and PIO

The IC shall determine a suitable location for a command post based on the location of the incident, wind direction, and need for prolonged operations. Consideration should be given to establishing an Emergency Operations Center at the PVFD firehouse if possible. The IC shall appoint a Public Information Officer (PIO) and establish a media response location as soon as practical to relay information to the news media.

6. Scene Survey

The IC and division leaders shall survey the scene from their location and try to determine the following:

- Which crossings are blocked, and what is the best access route to this area
- Where are the train engines and the crew
- Are any people in immediate danger due to extrication or Haz-Mat
- Is there a fire or Haz-Mat obviously present
- Based on what is seen, what is the potential for a Haz-Mat release
- Considering the wind direction and hazards present, is this area safe for F.D. operations
- What is the best way to divert traffic and provide an escape route for civilians
- What areas downwind need immediate evacuation or protection
- What responder resources are needed at this site

7. Strategy & Tactics

Due to the vast number of possibilities that can occur during a derailment, it is impossible to pre-plan exactly how each incident will be handled. The following are the general steps that will be taken to control the incident.

Establish scene safety

- Determine the safe areas of operation for F.D. crews, and establish perimeter control zones and access check points.
- Prevent further exposure of civilians to hazardous areas of the scene.

Perform immediate rescue and first aid

- Determine who needs rescue, and prioritize their removal from the scene.
- Remove the worst injured and greatest number of patients from the scene to a safe area as quickly as possible
- Establish triage area(s) and move injured or contaminated patients to these locations.
- Render first aid and/or field decontamination to patients based on their triage priority.

Protect people in exposure areas

- Evacuate down wind or exposure areas based on the hazards at the scene.
- Determine the need to protect civilians in place.
- Provide staffing to control access of civilians to exposure areas.

Perform extended operations

- Extricate badly entrapped patients.
- Deploy fire control teams as needed.
- Organize a Haz-Mat team response
- Assess the rest of the people removed from the scene for haz-mat exposure or injury and treat as necessary.
- Create a roster of civilians affected by the incident, and their disposition from the scene.
- Establish a shelter location for evacuated civilians.
- When possible, perform a secondary search of the evacuated/protected areas to verify all civilians are gone/indoors as required.
- Provide updates to the media about what is going on, and what the F.D. needs the public to do in order to stay safe.
- Prepare to turn over control and responsibility for clean up to the railroad

8. Disposition of the Incident

The Unified Command will determine short term and long term objectives for controlling the incident, and relay this information to all responders and the news media. Once the goals and a time frame have been established, PVFD command staff shall begin making arrangements for continued staffing and their needs.

The railroad should make necessary arrangements for clean up and support of extended operations. The role of PVFD will then become an assisting agency, while railroad personnel execute operations to control the incident. PVFD command personnel shall be present during any decision making process that involves PVFD personnel. PVFD shall relinquish overall command of the incident only after consultation with the rest of the members of the Unified Command, and another agency formally assumes responsibility for the incident. Regardless, PVFD command staff shall maintain authority and control over any PVFD resources used, including personnel.