

Rural Guide for Rail

- (1) Safety and Scene Size-Up:** Your safety and the safety of your community is a top priority. Approach with caution.
- Establish contact with the railroad and/or onboard crew.** Request a copy of the train consist list and use the “AskRail®” App.
 - Approach the incident from upwind, uphill, and upstream, while using air monitoring equipment.
 - Identify hazards of the incident, predict the behavior of released materials and identify areas at immediate risk and those downwind. Look for markers that indicate that the right-of-way contains buried transmission pipelines or communication conduits. Note any obvious sources of a spill and/or fire and immediately identify affected areas along with likely pathways of travel.
 - Employ a non-intervention strategy until you have the information and resources you need to engage in an offensive or defensive strategies. Establish Incident Command and initial location for the command post. Consult local Emergency Response Plan or establish priorities for citizens (i.e., evacuate or shelter-in-place).
- (2) Isolate Scene and Identify Product(s):** Railroad crossing markers should be located at each public and private highway-rail intersection, and they have a unique identifying (ID) number at each location to aid in reporting.
- Communicate rail crossing ID numbers and the railroad mile marker closest to the incident location to the rail company. You can also use the FRA’s “Rail Crossing Locator” app.
 - Utilize the “AskRail®” App to access updated train information on the affected rail cars and the products within.
 - Consult the U. S. DOT **Emergency Response Guidebook** (ERG) or contact **CHEMTREC** at 800-424-9300, and use PPE with SCBA that matches the hazard and air monitoring results.
 - i. For all **Ethanol (Polar Solvent) Flammable Liquid Alcohols and Blends, use Guide #127**; for **Crude Oil, use Guide #128** – Per the ERG, if tank car(s) is burning, the initial isolation and evacuation distance begins at ½ mile from the incident scene.
 - Establish Exclusion (Hot), Contamination Reduction (Warm), and Support (Cold) zones, sites for decon, and access points. Work with other responders to deny entry into the hazard area per the established rules and protocols. Allow railroad personnel immediate access (with proper ID and consideration for everyone’s safety).
 - Secure and monitor the tracks** from both ends of the incident site.
- (3) Work with the Rail:** Communications with the rail company is essential to a safe and effective response both on scene, but also before an incident. It is imperative that responders know the rail points of contact and the commodities transported in the area. All should be familiar with track safety procedures, rail terminology, and rail identification placards.
- Establish communications between on-scene Incident Command, Dispatch, Emergency Operations Center, and the rail company to assess status of all rail traffic near the incident site.
 - Ensure the rail has stopped service on this track, when necessary, to protect personnel.
 - Account for the safety of the train crew.**
 - Make sure to document everything so that the department can be reimbursed (use this guide, if necessary). Specify public resources and equipment that are on site and/or responding. Ensure ICS Forms are used and completed; the rail needs these forms at a minimum for reimbursement: ICS 202 “Incident Objectives”, 203 “Organization Assignment List”, 204 “Assignment List”, and 215 “Operational Planning Worksheet”. These forms and more can be found in FEMA’s Nation Incident System (NIMS) Incident Command System (ICS) Forms Booklet (Sept. 2010).
 - Advise the rail of any safety and protective measures in place (evacuations, traffic control and site access routes or points); and provide the location of the pre-determined staging area for their equipment and the location of the Incident Command Post.
- (4) Prepare and Implement the Work Plan:** Local or Regional response plans should be consulted and implemented.
- Implement the Incident Command System and establish Unified Command as additional stakeholders arrive.
 - Operate within the Unified Command Structure; establish roles, responsibilities and accountabilities. Set priorities for the first operational period.
 - Develop an initial Incident Action Plan (IAP) based on current available information and resources on scene. Consider unique hazards, such as tunnels or bridges, blocked railroads (may affect evacuation), or right of ways.
 - Rail tunnels are **not** typically equipped with ventilation systems or standpipes for firefighting water supply.
 - Railroad bridges may not have decks, walkways, or railing.
 - Implement the Emergency Response Plan and call on mutual aid partners or additional resources (i.e., public works, Hazmat Teams, law enforcement agencies).



Rail Incident Pre-Plan

Fire Department: _____

Rail Company(s) that use local tracks: _____

Emergency Contact Number (1): _____

Emergency Contact Number (2): _____

Emergency Contact Name: _____

Local Contact Name/Number (non-emergency): _____

Hazardous material shipments being moved through region: (highest hazard, most volume, etc.)

Item Name: _____ ERG Guide/Page: _____

UN Placard #: _____ DOT Placard ID: _____

Item Name: _____ ERG Number/Page: _____

UN Placard #: _____ DOT Placard ID: _____

Item Name: _____ ERG Number/Page: _____

UN Placard #: _____ DOT Placard ID: _____

Item Name: _____ ERG Number/Page: _____

UN Placard #: _____ DOT Placard ID: _____

Map of area:



National Association of
STATE FIRE MARSHALS

Railroad Incident Tactical Worksheet

CHEMTREC: 800-424-9300
 _____ Offensive Strategy
 _____ Defensive Strategy
 _____ Non-Intervention

Location: _____ Date: _____ Alarm#: _____
 Time of Alarm _____ Time Contained _____ Time Released _____
 Notes: _____

Rail Company: _____
 Name and Contact Number: _____

Weather:
 Time: _____ Wind Direction: _____ Speed: _____ Temp: _____
 Time: _____ Wind Direction: _____ Speed: _____ Temp: _____

Material Information:
 ID #: _____ Guide #: _____ Material Name: _____ Flash Point: _____
 Specific Gravity: _____ Other Hazards (i.e., toxic, corrosive, etc.): _____
 Evacuation Distance: _____

Units Responding

General Assignments

UNIT ID	ASSIGNED

Operations: _____
 Hazmat Team: _____
 Division / Group: _____
 Division / Group: _____
 Safety: _____
 Medical: _____
 Liaison: _____
 RIC: _____

Checklist

APPROACH CAUTIOUSLY FROM UPWIND, UPHILL OR UPSTREAM:

- Stay clear of vapor, fumes, smoke and spills
- Keep vehicle at a safe distance from the scene

SECURE THE SCENE & OBTAIN HELP:

- Isolate the area and protect yourself and others
- Contact train crew / railroad
- Advise your headquarters to notify responsible agencies and call for assistance from qualified personnel

IDENTIFY THE HAZARDS USING ANY OF THE FOLLOWING:

- Placards
- Container labels
- Shipping documents
- AskRail App
- Rail Car and Road Trailer Identification Chart
- Safety Data Sheets (SDS)
- Knowledge of persons on scene
- Consult applicable ERG guide page

ASSESS THE SITUATION:

- Is there a fire, a spill or a leak?
- What are the weather conditions?
- What is the terrain like?
- Who/what is at risk: people, property or the environment?
- What actions should be taken – evacuation, shelter in-place or dike?
- What resources (human and equipment) are required?
- What can be done immediately?

RESPOND:

- Establish a command post and lines of communications
- Rescue attempts and protecting property must be weighed against you becoming part of the problem
- Enter only when wearing appropriate protective gear with SCBA
- Continually reassess the situation and modify response accordingly
- Throughout the incident, consider safety of people in the immediate area first, including your own safety

ABOVE ALL: Do not assume that gases or vapors are harmless because of lack of a smell - odorless gases or vapors may be harmful - USE METERS.

SCENE SKETCH

SCENE DETAILS



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Extra Notes:

Important Resource and Contact Information



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