



Amtrak Passenger Train Emergency Response Handbook

**AMTRAK SYSTEM (OFF CORRIDOR)
AUGUST 2021**



D. Samuel Dotson
Vice President Corporate Security and Chief of Police
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PROMULGATION STATEMENT

The Amtrak Passenger Train Emergency Response Handbook (PTER-H) provides material included in the Passenger Train Emergency Response training course and information to familiarize first responders with the railroad territory, train frequency, passenger and crew characteristics and locomotive and passenger car safety features and floorplans. The PTER-H provides a framework for on-line first responders to plan for, respond to and manage passenger train emergencies. In addition, lessons learned from prior passenger train emergencies outline the depth and type of response resources and Incident Management System required to efficiently manage passenger train incidents.

This Amtrak Passenger Train Emergency Management (PTER-H) Handbook was prepared in accordance Code of Federal Regulations (CFR) Title 49 (Department of Transportation), Part 239 Passenger Train Emergency Preparedness and guidance from the following sources:

- Public Law 110-53, Implementing the Recommendations of the 9/11 Commission Act of 2007
- Title 49 United States Code, Section 114
- Homeland Security Presidential Policy Directive 5-Management of Domestic Incidents
- Federal Emergency Management Agency
- United States Fire Administration
- Subject matter expert knowledge gained from Amtrak incidents and lesson learned

Recipients are requested to advise the Amtrak Regional Emergency Manager of any changes to the PTER-H which might result in its improvement, or an increase in its effectiveness.

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FOREWORD

Dear Public Safety Partner,

On behalf of Amtrak, its nearly 20,000 employees and our millions of passengers I thank you for joining us as Amtrak First Responders and extend our sincerest appreciation for all that you do for your communities each day. The Regional Emergency Managers of the Amtrak Police Department are here to support your efforts, and this new Passenger Train Emergency Response Handbook is an example of our commitment to help you prepare your communities for emergency incidents involving passenger trains, railroad equipment and facilities, while safely working within the railroad Right-of-Way.

Amtrak operates a nationwide rail passenger service on 21,400 miles of track primarily owned by freight railroads connecting more than 500 destinations in 46 states, the District of Columbia, and three Canadian provinces (Ontario, Quebec, and British Columbia). It is the nation's only high-speed intercity passenger rail provider, operating trains at speeds as fast as 150 mph over current infrastructure. More than half of Amtrak trains operate at speeds of 100 mph, along a national network with routes ranging in length from 764 miles to 2,438 miles. Amtrak serves up to 32 million passengers per year across our system and is working with State transportation leaders to expand inter-city train services.

Amtrak's primary concern during all phases of rail operations is to provide for the safety of our customers, employees, first responders, and the public, especially during the response to a passenger train emergency. Every Amtrak employee and train crew member are trained, to assist injured passengers and employees, and support first responders on the scene of a critical incident.

On behalf of the Amtrak Police Department, thank you for all you do, and we remain committed to your safety and success and look forward to strengthening our inter-agency partnership.

Warmest Regards,

D. Samuel Dotson
Vice President Corporate Security and Chief of Police
Amtrak Police Department

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RECORD OF CHANGES

Date	Page(s)	Revision Description(s)
8/25/21	Original	Version1 presented for distribution to on line first responders

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TABLE OF CONTENTS

1.	THE RAILROAD ENVIRONMENT AND FIRST RESPONDER SAFETY -RISK PROFILE.....	6
2.	EMERGENCY NOTIFICATION AND ON-BOARD COMMUNICATIONS.....	9
3.	EMERGENCY RESPONSE, INCIDENT MANAGEMENT, MASS CASUALTY INCIDENT MANAGEMENT	13
4.	AMTRAK INCIDENT RESPONSE / UNIFIED COMMAND AND INCIDENT RESPONSE TEAM	20
6.	SPECIAL CIRCUMSTANCES	26
7.	PLANNING FOR RAILROAD EMERGENCIES	28
	APPENDIX A. DEFINITIONS, ACRONYMS, AND ABBREVIATIONS	30
	APPENDIX B. RAILROAD DESCRIPTION, AND TERRITORY IN YOUR AREA OF RESPONSIBILITY	37
	APPENDIX C. TRAIN EQUIPMENT USED IN YOUR AREA OF RESPONSIBILITY.....	46
	APPENDIX D. AMTRAK HOST RAIL TERRITORY	110
	APPENDIX E. AMTRAK EMERGENCY RESPONSE TRAINING FOR FIRST RESPONDERS	111

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HANDBOOK OBJECTIVE

The Amtrak Passenger Train Emergency Response Handbook is developed and maintained by experienced first responders and is designed to sequence the reader through the information required to plan for, respond to, and safely mitigate both minor incidents and major train emergencies.

Handbook Objectives:

- 1) Communications-Knowledge in critical notification and communications with railroad dispatcher and Amtrak Police National Communications.
- 2) Safety- Familiarize first responders with the railroad environment, hazard recognition, safe practices and how railroads operate.
- 3) Pre-Planning-How to pre-plan for passenger train incidents in your area of responsibility
- 4) Hazard Zones- How to access railroad emergencies, equipment placement, how to avoid hazardous contact zones.
- 5) Unified Command- Scope and scale of Railroad Incident Management, preparing for a Federal, State, and local Unified Command, associated logistical needs.
- 6) Railroad equipment primer for first responders.

1. THE RAILROAD ENVIRONMENT AND FIRST RESPONDER SAFETY -RISK PROFILE

First responders are familiar with conducting a scene assessment that includes the associated risk profile based on the hazards present. The railroad environment requires the same degree of knowledge, assessment, and mitigations to reduce potential risk to first responders.

First responder risk profile:

Train movement	Death or injury due to electric shock, catenary and train set	Slippery rail head and ties
High pressure pneumatics	Loose ballast-unstable footing	Engine lube, diesel fuel
Track switch points	Welded rail under tension	Septic systems
Tunnel-slips, trips, falls, close clearance, impacts to radio comms, poor lighting	Bridges-slips, trips, falls, no area refuge, open deck, height	Nickel cadmium batteries
Steep embankments	Structure fire in proximity to track	Natural hazards-flooding snow, ice

Railroad Right-Of-Way

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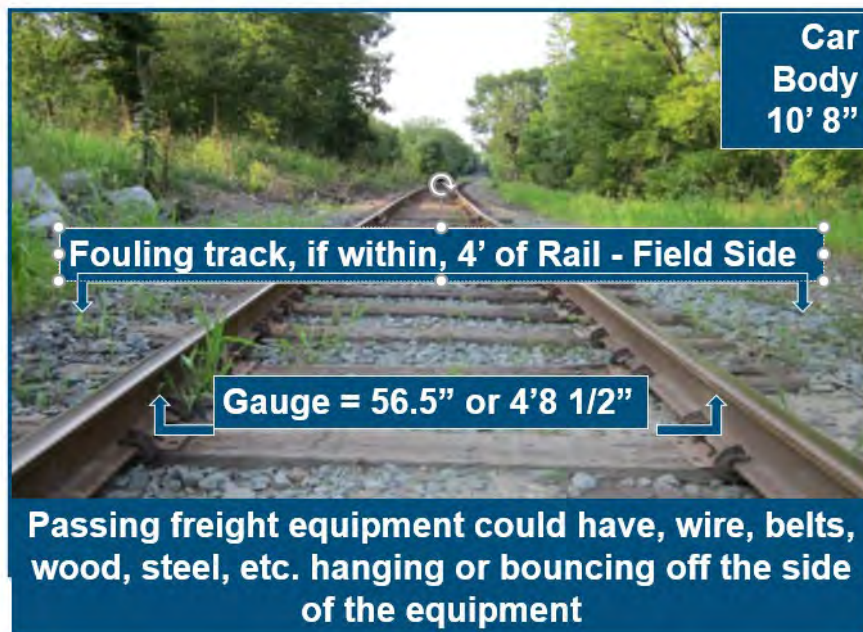
The Railroad Right-Of-Way is the land owned by the railroad for its track and related equipment. As **private property**, it is trespassing for anyone to enter the property without proper permission. First responders do not need permission from the railroad to respond to emergency situations, but it is important that **first responders notify the railroad prior to entering or when near railroad property.**

THE RAILROAD RIGHT-OF-WAY IS A DANGEROUS ENVIRONMENT.
Always expect a train in any direction, on any track at any time.

Fouling Railroad Tracks

When on or near the railroad use a safety buffer of 15 feet from the field side of the rail. The FRA considers someone within 4' of the tracks as fouling the track/trespassing. As an extra measure of safety, and because many times emergency responders have something in their hands, which acts as an extension of their body outward. First responders prior to operating within 15 feet of the railroad tracks should request a hold on train movement and wait for confirmation that the hold on train movement is in place. (Citation-49 CFR 220.5 Fouling Track)

A person or item within 4' of the field side of the running rail



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Post a safety watch person (preferably in teams of two, manpower permitting) with a radio, hand light and safety vest a half mile in either direction to warn on track first responders of an approaching train. Never use fire apparatus, police cars or ambulances to block the railroad.



Place a lighted flare between the rails, on ballast, out about 2 miles in both directions from the incident location. Use caution if there is debris or brush in the area.



Move a lighted flare or hand light back & forth horizontally, at knee to hip level, at the approaching train.

Power Switches

Keep personnel and response equipment clear of track switches, they contain movable parts that can trap feet, and response equipment. Track switches are controlled remotely by the train dispatcher, we recommend crossing tracks above switch points, plan your route especially when moving equipment and injured passengers.



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2. EMERGENCY NOTIFICATION AND ON-BOARD COMMUNICATIONS

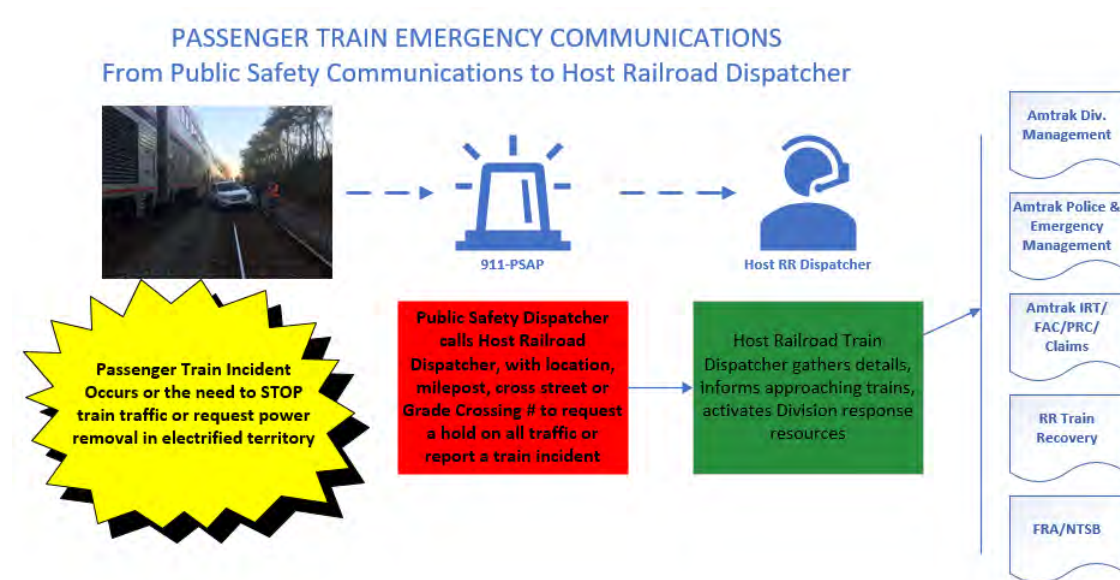
Emergency notification is a critical process for railroad employees, passengers and local first responders, and is the first step to reduce risk associated with working on or near live railroad tracks. Passenger railroad emergency notification follows the FRA regulatory requirements established in the Train Dispatcher Manual and Railroad Employee Service Standards Manual.

The Train Engineer and or Train Conductor contacts the appropriate Railroad dispatcher who is responsible for dispatching train movement on the railroad territory. The Rail dispatcher collects the details of the emergency, stops local train operations on the effected or adjacent track and contacts local public safety 911 communications center to alert first responders

The Train Emergency Notification Process functions two ways.

1. Train crew experiencing an on-board train emergency notifies the Rail Dispatcher who then calls local Public Safety Communications Center.
2. Local first responders or citizens notify Public Safety Communications Center of a train emergency, grade crossing collision, electrical condition, or car on the tracks, then the Public Safety Communications Center contacts the Rail Dispatcher

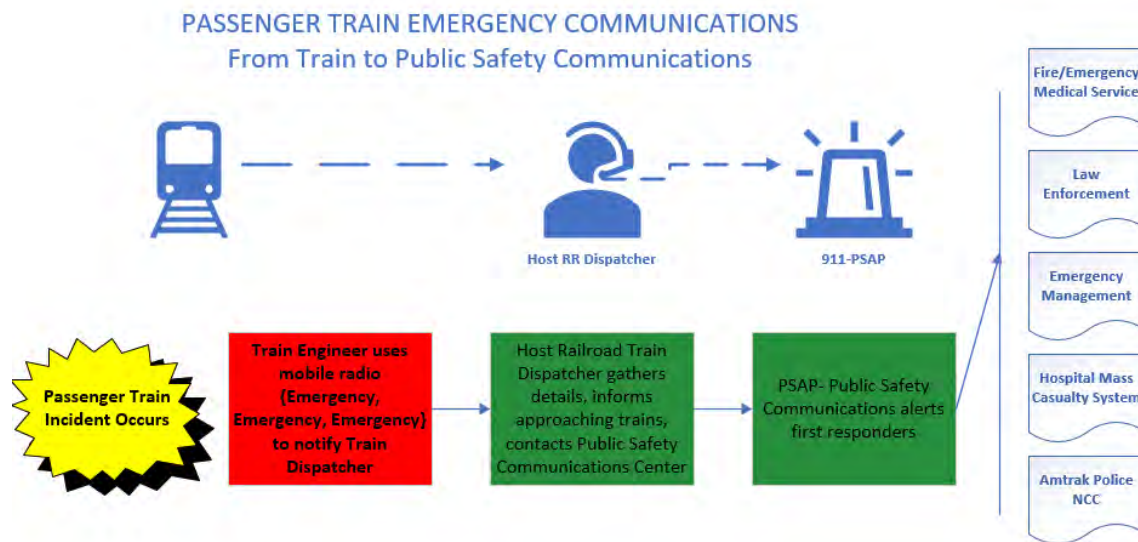
Graphic 1. Passenger Train to Public Safety Communications Center



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Graphic 2. Public Safety Communication Center to Host Railroad Dispatcher



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Table 1. Off-corridor Train Dispatch Control Centers (See Host Map Appendix D)

STOP TRAIN MOVEMENT/CALL TRAIN DISPATCHER	Call Host Rail Dispatcher	Call Amtrak Police	Control/Operations Center Covers the following State/Counties	Train Dispatch Area of Responsibility (AOR)
	Central Chicago Control Center 312-655-2241	National Communications Center 1-800-331-0008	Illinois: Chicago Union Station, Cook County	Amtrak CUS to W 23rd Street (2 miles)
	Central Chicago Control Center 312-655-2242	National Communications Center 1-800-331-0008	Louisiana: New Orleans Union Terminal	New Orleans Union Station Passenger Terminal to East City Junction (3.8 miles)
	Central Chicago Control Center 312-655-2241	National Comms. Center 800-331-0008	Michigan: Counties	Michigan Service BO Property Line to NS CP482 Property Line (212 miles)
	BNSF 800-832-5452	National Comms. Center 800-331-0008	Illinois, Iowa, Missouri, Minnesota, North Dakota, Nebraska, Kansas, Colorado, New Mexico, Montana, Idaho, Washington, Oregon, Arizona, California, Texas, Oklahoma, Louisiana	BNSF Territory (See Appendix B)
	CSX 800-232-0144	National Comms. Center 800-331-0008	Illinois, Indiana, Ohio, Pennsylvania, Michigan, Kentucky, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, New York, Massachusetts	CSX Territory (See Appendix B)
	CN 800-465-9239	National Comms. Center 800-331-0008	Illinois, Kentucky, Tennessee, Mississippi, Louisiana, Michigan, (Quebec Province and Ontario Province Canada)	CN Territory (See Appendix B)
	CP 800-716-9132	National Comms. Center 800-331-0008	Illinois, Wisconsin, Minnesota, New York	CP Territory (See Appendix B)
	NS 800-453-2530	National Comms. Center 800-331-0008	Illinois, Indiana, Ohio, Pennsylvania, Virginia, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Louisiana	NS Territory (See Appendix B)
	UP 888-877-7267	National Comms. Center 800-331-0008	Illinois, Missouri, Arkansas, Texas, New Mexico, Colorado, Utah, Arizona, Nevada, California, Oregon	UP Territory (See Appendix B)

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	Call Host Rail Dispatcher	Call Amtrak Police	Control/Operations Center Covers the following State/Counties	Train Dispatch Area of Responsibility (AOR)
	Trinity Railway Express 972-399-0244	National Comms. Center 800-331-0008	Texas	Texas Eagle: Dallas, TX to Ft. Worth, TX
STOP TRAIN MOVEMENT/CALL TRAIN DISPATCHER	CFRC 877-235-7245	National Comms. Center 800-331-0008	Florida	Auto Train, Silver Meteor and Silver Star: Tavares, FL to Orlando, FL
	TRRA of St. Louis 888-784- 8772	National Comms. Center 800-331-0008	Illinois	Lincoln Service; Texas Eagle: Venice, IL through East St. Louis, IL to St. Louis, MO
	New Mexico DOT 866-874- 6679	National Comms. Center 800-331-0008	New Mexico	Southwest Chief: Lamy, NM to Isleta, NM
	Belt Railway of Chicago 708-728-2259	National Comms. Center 800-331-0008	Illinois	Cardinal: Chicago, IL South side connection
	Metrolink Rail Authority 800-396-2166	National Comms. Center 800-331-0008	California	Coast Starlight and Pacific Surfliner: Anaheim to San Diego California and Los Angeles to Moorpark California
	KCS Railway 877-527-9464	National Comms. Center 800-331-0008	Texas	Sunset Limited: Beaumont, TX
	Buckingham Branch 866-244-4529	National Comms. Center 800-331-0008	Virginia	Cardinal: Staunton, VA to Charlottesville, VA
	Southern Florida RTA 800-232-0144	National Comms. Center 800-331-0008	Florida	Silver Meteor and Silver Star: West Palm Beach to Miami Florida
	METRA 877-349-4283	National Comms. Center 800-331-0008	Illinois	Hiawatha and Empire Builder: CUS to Rondout, IL

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3. EMERGENCY RESPONSE, INCIDENT MANAGEMENT, MASS CASUALTY INCIDENT MANAGEMENT

When responding to a passenger railroad incident, follow the same priorities that you would use when responding to a similar, non-railroad emergency incident, preservation of life, incident stabilization, and environmental conservation. Response to passenger railroad emergencies requires an initial and ongoing scene assessment to reduce the risk to first responders. Use suitable incident objectives that meet the scale and scope of the emergency and use the National Incident Management System.

Preparing for railroad emergencies is vital to a successful outcome, advanced planning will provide the Incident Commander with detailed knowledge of his or her Area of Responsibility (AOR) and provide an opportunity to work with your Amtrak Regional Emergency Manager. Resources such as the FRA GIS Mapping site provide desktop tools to support your planning and local response discussion.

Link FRA – Safety Map: <https://fragis.fra.dot.gov/gisfrasafety/>

Location, Location, Location

The railroad has a system of identifying features that include Division and sub-division names, mile posts, grade crossing signs with a unique crossing number and phone number, signs associated with signal huts, electrical cabinets, and catenary structures.

Access

Access is the first step in your planning process, followed by the Incident Command Post location options, equipment and personnel staging options, treatment, triage, and establishing a victim removal corridor/patient tracking and transport options.

AAR's affirm the need for a staging location to manage incoming resources. Tracks at grade level are easier to access than tracks below grade or above grade. You will need to assess the difficulty of moving personnel and equipment across these distances. What is the reflex time? What is the working capability time of the first responders once they arrive on scene?

Railroad incidents are labor intensive and require a developed response matrix that considers all variables. A review of passenger rail incidents affirms the need to request additional personnel to a staging area to support an extended operation. In some AOR's the track is behind railroad or private landowners and may require preparations to create sufficient openings to move first responders onto the scene and injured and uninjured rail passengers off the incident site (a victim removal corridor).

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Evacuation

When considering the evacuation of passengers, the hazard they face by remaining on the passenger car must outweigh the hazard they face climbing down from the train. Stopping other train movement and navigating the track, unstable ballast, and terrain to a location of refuge also need to be considered when evacuating passengers.

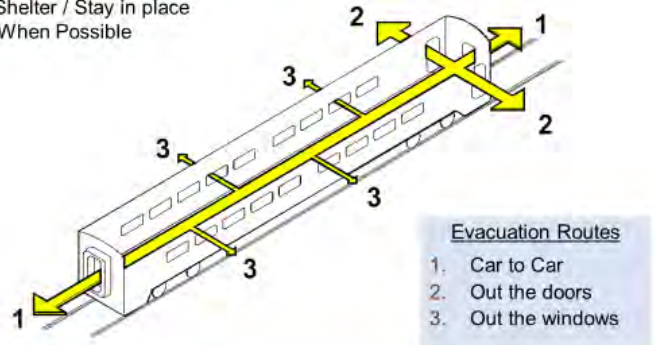
When conditions allow the safest practice is to leave passengers on board the train and when possible move the train to a designated platform to evacuate passengers. Evacuating passengers to the right-of-way is a last resort and must include sufficient personnel to aid and assist the number of passengers on scene. Another option is to move the passengers to remaining coaches within the same consist or pull another passenger train alongside the train for a passenger transfer.



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Passenger Car Evacuation

- Moving Passengers Off The Train Is The Last Resort!
- Shelter / Stay in place When Possible



Passenger Car Windows – All Coach Car windows are FRA safety rated Emergency Exit Windows, they are ½ inch Lexan Glass, and weigh 25 – 35 pounds. Do not attempt to Break glass with sledgehammer, the hammer will bounce back. Window removal from the inside is initiated using an Emergency Exit Pull Handle or from the exterior using a hand tool to gap and remove the entire window frame. Unless we have a major disaster, we prefer to remove the window from the interior, this allows us to restore the windows for train movement.

Doors – Interior & Exterior - Doors are automatic or manually operated, or pneumatically controlled and electrically operated. The doors are made from stainless steel and the typical width is 28 1/2” – 32” – car type dependent. Most passenger cars have steps, some can serve both high and low platforms and others serve only low platforms. Amtrak passenger trains cars do not employ Emergency Roof Hatches.



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Interior Emergency Exit Window Pull Handles

All Cars Have Interior Emergency Exit Window Pull Handles



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First Responder Tip- The Amtrak Conductor is your best asset when managing a train emergency, they understand the hazards and are trained to protect the passengers and crew, working together you will arrive at the best solution. The Amtrak conductor is the initial railroad Incident Commander.

Passengers with Disabilities

Amtrak employees are trained to assist passengers with disabilities including action to take in an emergency to assist disabled passengers. The plan for a passenger train emergency should anticipate disabled riders and the steps required to safely evacuate and care for those passengers. First responders may encounter service animals with disabled passengers that require support during a passenger train evacuation.

- Amtrak train crews will include in their initial assessment the number of passengers with disabilities, the type of disability and inform Tower/ Dispatchers, emergency response agencies, and the Incident Commander of the location and condition of passengers with disabilities.
- Amtrak train crews will provide, and Tower/ Dispatchers or Control Center, and Amtrak emergency response personnel will request additional information to determine if special equipment or supplies are required to assist passengers with disabilities and relay the information to emergency response agencies.
- In the event of a train evacuation, an alternate evacuation route will be designated by train crews if the original route cannot be used by passengers with disabilities.

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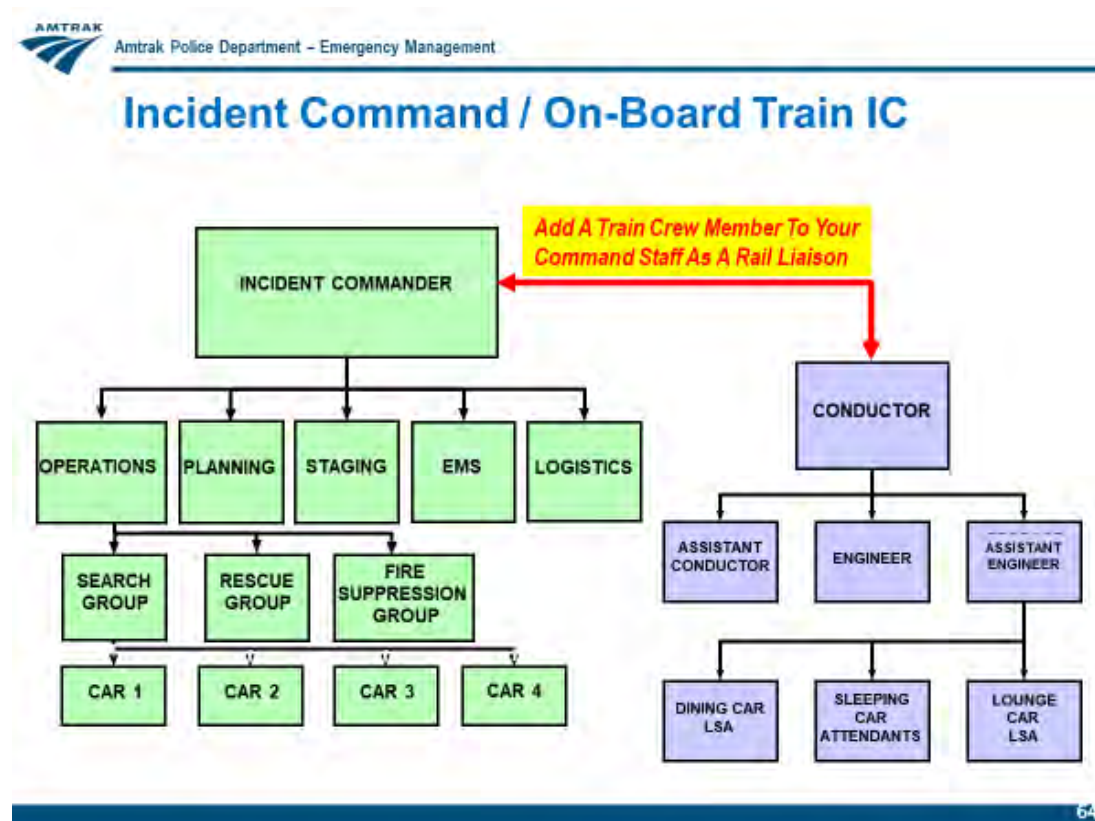
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Incident Management

Rail emergencies can present first responders with operational, jurisdictional, and logistical challenges to overcome. The use of the Incident Command System will help to establish the structure to best coordinate the response, inform responding personnel/agencies of the incident priorities and manage resources efficiently. The use of incident management processes helps you recognize the risk associated with railroad emergencies and provides a process to mitigate risk using sector officers, Incident Scene Safety Officers, and Rehab Teams. In most jurisdictions rail emergencies require multi-agency response and is best supported using a unified command structure. In reviewing after action reporting the common recommendations include: the use of Pre-incident planning, mutual and automatic aid plans, a developed response matrix that aligns resources to the hazards, and the use of tabletop and full-scale exercises.


Amtrak Train Conductors possess critical information such as the conditions of crew members, the conditions of passengers and the number and location of passengers with disabilities. Train Conductors are responsible for train movement, communications with passengers, communication with Train Dispatchers and Amtrak managers. The Train conductor possess an electronic train manifest and are trained to act during passenger train emergencies and act as the initial on-train railroad Incident Commander.

Graphic 3. Sample Incident Command System



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	<p><i>First Responder Tip-</i> Include the Amtrak Train Conductor in your Incident Command Post as the initial railroad I.C./ Liaison, they have relevant and timely information that will support the incident objectives.</p>
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Mass Casualty Incident (MCI's)

Passenger train cars are designed to vigorous safety standards, and even when an incident appears severe, train passengers and crew members are often uninjured. Your initial scene size-up and our train crew's assessment will identify the severity and number of injured passengers.

Successful mass casualty incidents flow from effective scene triage and application of initial resources to the most critical patients. Using a process like START (Simple Triage and Rapid Transport) makes the best use of available resources and places Police, Fire and EMS first responders on the same page using a common language.

MCI's require medical supplies and the personnel needed to move the supplies into position and retrieve the patients inbound to the Transport Sector. Local incident commanders require knowledge of the railroad Right-of Way and functioning plan. The location and terrain at the incident scene can have a major impact on the mode of transportation used to get personnel to the accident/incident scene and remove the victims to medical facilities.

As is noted in several past passenger rail accidents access to the incident site and designation and control of a medical transport or multiple medical transport locations is critical to moving patients to definitive medical care. The rapid influx of police, fire and EMS vehicles can create traffic challenges and delay transporting the injured. Traffic should be coordinated through a staging area until directed to the emergency scene.

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Fire Suppression

When responding to fires involving Locomotives, Passenger cars and Track Maintenance Equipment the following protocols apply: 1-Request to have train movement stopped, wait for Train Dispatcher confirmation before working within the track limits, 2- If in catenary territory, do not operate within 15 feet of the catenary until you receive confirmation that the catenary is de-energized and grounded. 3- Make sure the Engine is shut down. If the crew is not present, use one of the emergency fuels shut offs on either side of the locomotive, and make sure the hand brakes in the coaches have been applied (non-Acela equipment). 4-Confer with the train crew (Conductor & Engineer) whenever possible.

Photos 1-5 - Recommended Fire Suppression Operations

Stretch a foam line (Class B Foam) to the rear door.



SAFETY NOTE: In catenary territory **DO NOT** place a ladder against the side of the train until you receive confirmation that the catenary system is de-energized and grounded.

If this door is locked, have the train crew unlock the door. If there is no one on the scene with a key (in a yard, for example) place a ladder against the locomotive, remove the gasket from around the window, remove the window, reach in and open the door.

Recommended Fire Suppression Operations

If necessary, stretch a handline(s) to protect the fuel tanks and extinguish burning paint on the side(s) of the locomotive.



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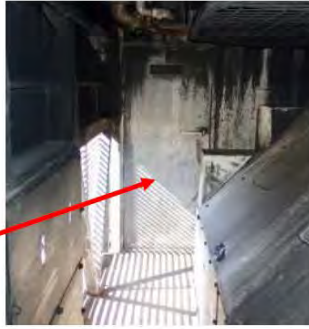
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Don your face piece, enter the rear door, and stay low



Operate the foam line from this door into the engine compartment.

NOTE – There is more equipment in this area on a dual mode locomotive, making it a “tighter” area to operate in.



With a hook, push the door handle down, and push the door into open.



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Passenger Car Truck Fires

Leaves and debris can collect under the truck and ignite. Use the reach of the stream of an ABC multi-purpose dry chemical extinguisher to extinguish a fire in this area.



Do Not Go Under The Train To Extinguish A Fire

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4. AMTRAK INCIDENT RESPONSE / UNIFIED COMMAND AND INCIDENT RESPONSE TEAM

The Homeland Security Act of 2002 requires the implementation of the National Incident Management System (NIMS) as the standard across first responder agencies such as APD, and critical infrastructure owners and operators such as Amtrak and our host rail partners. Homeland Security Presidential Directive -5 identifies NIMS as the nation's single comprehensive incident management system. NIMS provides a shared vocabulary, systems, and processes to successfully deliver the capabilities outlined in the National Preparedness System. APD and the Emergency Management Team have validated front line National Incident Management experience to quickly resolve routine and complex incidents for the corporation.

Amtrak due to its nationwide presence, can expect to experience complex or novel incidents. Whatever the cause a unified and coordinated response is critical to our success. Our initial response must align with those response partners we rely upon at the onset of an incident and those whom we will engage for a longer duration event. Amtrak relies on first responders to aid customers and employees, and APD Regional Emergency Managers serve as Amtrak's point of contact to the local Incident Commander, during minor passenger train incidents they are positioned to support the local incident objectives and to ensure quick execution and safe operations for local first responders when operating on our equipment and around the right-of-way. In addition, Amtrak Division police officers, Regional Detectives and Amtrak Road Foreman are ready to support local first responders.

Amtrak Inter-Agency Liaison to Passenger Train Incidents

In addition to a train's Conductor, APD and APD Regional Emergency Managers are the first line of response to Amtrak System incidents, and is positioned to integrate with federal, state, and local public safety officials in all phases of law enforcement and Emergency Management. APD has deep knowledge and practice in the activities that occur before a response, which is preparing for and mitigating risk to the enterprise. APD utilizes FEMA Planning guidance to inform operational alignment with federal, state, and local first responders. Amtrak as a national critical infrastructure owner, is an industry leader in infrastructure protection, risk mitigation and mitigating identified threats to Amtrak customers, employees, and IT networks.

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Amtrak Unified Command Team

The Amtrak Unified Command Team is an immediate deployable response team consisting of a Senior Railroad Transportation Official, Amtrak Police Department Command Staff Representative, Amtrak Regional Emergency Manager and Amtrak Regional Detective. The UCT may immediately deploy to a major Amtrak train incident or projected disaster, which involves loss of life of an Amtrak employee, passenger, major equipment damage, or major rail infrastructure damage. The Amtrak Unified Command Team seamlessly integrates with the local incident command and is supported by additional APD capabilities such as our National Communications Center, Intelligence, Public Information Officer, and Ops Support/Logistics.

Passenger Reception Center

Local first responders are familiar with mass casualty operations and the need to establish a Passenger Reception Center. Passenger rail accidents require the need to establish and manage and care for passengers with minor injuries who are treated and released on scene and uninjured passengers. Amtrak will require your support to establish a Passenger Reception Center (PRC) suitable to accept the remaining uninjured passengers.

The PRC is like Community Shelter or reunification center and may leverage your existing shelter plan. Logistic requirements include the need to move passengers to the PRC, and should include locations with heat, or air conditioning suitable for the season, lavatories, seating, and tables if available. During the initial stages it is helpful to have a Basic Life Support/EMT unit staffing the PRC as well as the American Red Cross assisting at the PRC. Amtrak management will coordinate with your staff to assume responsibility for passenger care and begin the process to set up a bus operation to recover our passengers.

Amtrak Incident Response Team (IRT)

The Amtrak Incident Response Team (IRT) is a deployable response team designed to effectively organize and manage passenger rail incidents that occur on the Amtrak system and provides Amtrak resource availability, customer, and employee support services.

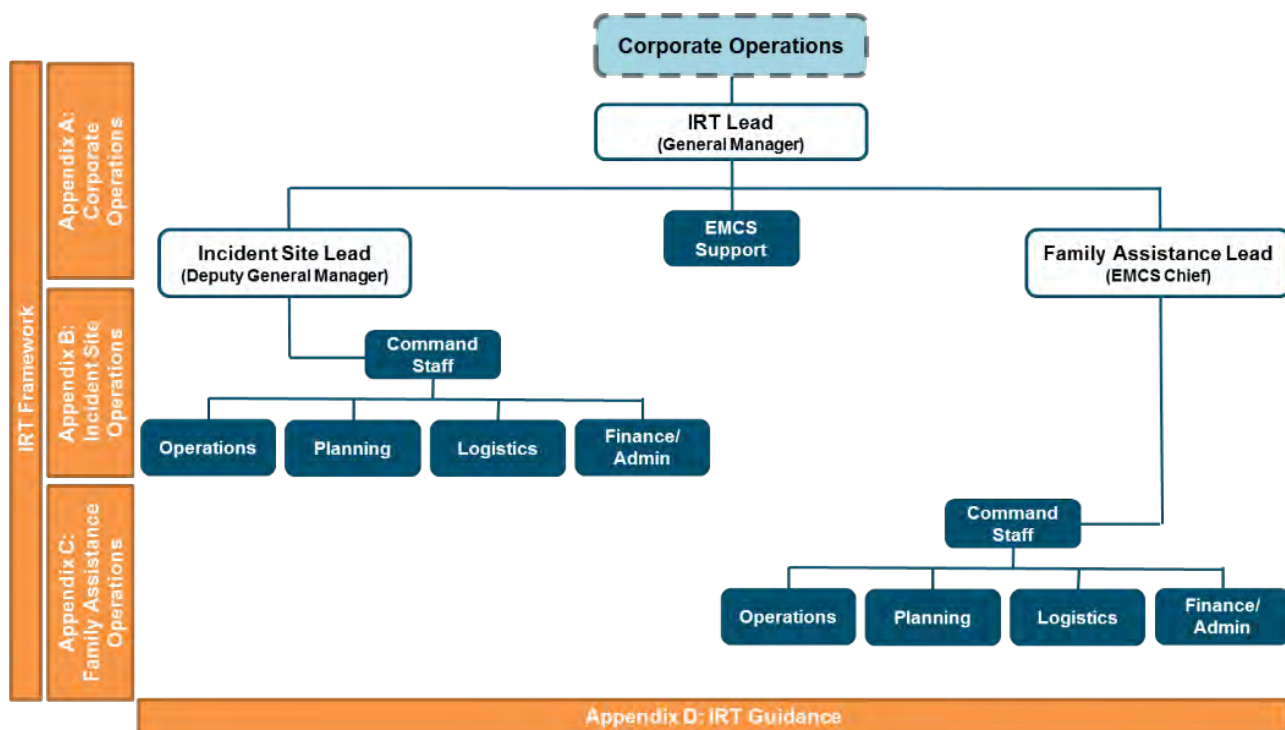
The goal of the IRT is to enhance Amtrak's response and recovery efforts to ensure the safety and security of Amtrak's passengers and employees. The IRT's objectives are to effectively coordinate incident response and support investigation activities with external agencies as part of a Unified Command (UC) at the Incident Site, as well as provide family assistance services and information to injured or otherwise impacted passengers, employees, and their friends and/or families.

The full IRT will arrive 12-24 hours after the initial incident and will transition work in progress by the Unified Command Team. Amtrak will require local Emergency Management support to locate a suitable location to serve as the Family Assistance Center. Once operational the IRT will manage the incident through the Incident Site Lead and the Family Assistance Lead.

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Graphic #. IRT Framework Organization



5. RAILROAD SECURITY AND INFRASTRUCTURE PROTECTION

Amtrak Police Department protects a nation in transit from 30 location in 46 states including riding passenger trains across the national system every day. APD relies on Federal, State, and local law enforcement partners to provide safe passage for our employees and passengers and protect the nations critical infrastructure.

Terrorism

Terrorism remains an everyday focus for Amtrak Police, we are part of the national intelligence network and have employees embedded in transportation security partnerships. *Research provides a clear analysis of various plots against surface transportation across the globe and terrorists' knowledge of transportation system vulnerabilities- Mineta Transportation Institute*

Suspicious Activity

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Passenger railroad by design is open systems that are challenging to protect and secure. In addition, Amtrak Police protects critical infrastructure across 46 states, some elements are known internationally. Local public safety partners are vital to our efforts to secure railroad infrastructure and because they are familiar with the local conditions, they are also the first to recognize suspicious activity such as:

- People in an unauthorized or restricted area.
- on Amtrak property without proper ID, uniform, or safety gear.
- loitering, staring, or watching employees and customers.
- conducting unusual, repeated, and/or prolonged observation of a building (e.g., with binoculars or video camera).
- taking notes or measurements.
- counting paces.
- sketching floor plans; and
- questioning individuals at a level beyond curiosity about a building's purpose, operations, security procedures and/or personnel, shift changes, etc.

Report suspicious items, persons, or activity, and unattended bags or objects immediately to the Amtrak Police Department by calling (800) 331-0008, sending a text to APD11 (27311), or calling 911.

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Grade Crossing Incidents

In 2020 there were over 250,000 grade crossing incidents that resulted in more than 300 deaths involving freight and passenger rail trains. Local public safety personnel can help Amtrak reduce these incidents by educating drivers to comply with railroad crossing indicators, provide crossing protection during peak traffic periods that increase risk of vehicles remaining within the crossing and positive outreach events in partnership with railroad law enforcement partners.



First Responder Tip- Trains are not “vehicles” as in motor vehicle law. Only the Engineer can move the train. The only time an engineer can leave his/her train is when in danger or relieved of duty by a qualified railroad employee. Employees will cooperate as much as possible, and will be available for interview at the first opportunity when passengers and equipment are safe

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Trespassing Incidents

Amtrak on average experiences more than 100 fatal trespasser strikes per year, which are the result of negligent or criminal trespass. On some occasions trespassers are taking photographs, exploring railroad property, or attempting to take shortcuts. In other cases, fatalities are the result of an intent to commit suicide. Local public safety personnel can help Amtrak reduce the incidents by educating people to stay clear of the railroad and remain vigilant for signs that someone is experiencing a mental health emergency



First Responder Tip- RAILSAFE was developed in partnership by the Amtrak Police Department, New York City Police Department, and the Transportation Security Administration (TSA). Amtrak Police, TSA personnel and law enforcement officers from federal, state, local, rail and transit agencies deploy at passenger rail and transit stations, and along the right-of-way, to exercise counterterrorism and incident response capabilities. This coordinated effort involves activities such as heightened station and right-of-way patrols, increased security presence onboard trains, explosives detection canine sweeps, random passenger bag inspections, and counter-surveillance.

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6. SPECIAL CIRCUMSTANCES

Tunnel Operations

Railroad tunnels present a unique set of conditions that require specialized response procedures, and effective and practiced Unified Command process that includes first responder and transportation decision makers.

Tunnel incidents include debris and tie fires, derailments, 3rd rail and catenary electrical emergencies, fires involving train equipment, disabled occupied trains in the tunnel, and trespassers. Tunnel risks include close clearances between the train and tunnel walls, poor ventilation systems and challenges to public safety radio communication.



First Responder Tip- Working with Amtrak identify access and staging location, assign Amtrak liaisons to first arriving responders, in advance develop a Tunnel Response Plan that includes required equipment to operate inside the tunnel, dedicated personnel to move equipment in and dedicated fresh personnel to move patients out of the tunnel. Identify access to hi-rail vehicles that can support tunnel events. Develop and communicate established sectors including a numbering system for passenger rail cars

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Elevated Structures: Bridges:

Elevated Structures: Bridges:

It is important that you know the railroad bridges and the hazards that are associated with them, in your response area. Amtrak tries not to stop or evacuate trains on bridges.

Hazards:

- All bridges have close clearance, tight working areas, limited space between trains and the side of the bridge. Make sure that you receive confirmation that train movement is stopped on the adjoining track(s), prior to operating on a bridge.
- Open deck bridges (you can see the area below the bridge, through the ties). Trip hazard, stepping between the ties could cause injury to an ankle, leg, hip, etc.



First Responder Tip- Working with Amtrak identify access and staging location, assign Amtrak liaisons to first arriving responders, in advance develop an Elevated Structure Response Plan that includes required equipment to access bridge, dedicated personnel to move equipment onto the bridge deck, and a process to move patients to a transfer point for EMS transport. Identify access to hi-rail vehicles that can support elevated structures. Develop and communicate established sectors including a numbering system for passenger rail cars

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7. PLANNING FOR RAILROAD EMERGENCIES

APD Planning Guideline for Railroad Emergencies	
Pre-Incident Planning	<ol style="list-style-type: none"> 1. Railroad incidents require the same planning effort that is used for natural disasters and hazardous materials incidents. 2. Include a mass casualty incident and regional disaster medical response planning effort. 3. Involve key partners in the planning process including the host railroad. 4. Host tabletop discussion to review and improve the plan.
Railroad location, and ownership	<ol style="list-style-type: none"> 1. Identify all railroad owners and the type and frequency of train services associated with the railroad. Identify Train Dispatcher Center emergency phone numbers and the contact information for key local railroad officials. 2. Review Passenger Train Emergency Preparedness Plans and other emergency response resources. 3. List the rail companies that operate equipment on the rail line(s) within your jurisdiction, some lines have multiple users. 4. Ensure that notification is prompt, to the proper train dispatch center and includes the necessary information to the National Response Center (NRC) (1 800 424-8802) is contacted to report an event.
Access points/landmarks, mileposts, and maps	<ol style="list-style-type: none"> 1. Identify and map the access points to the right of way, bridges in your response area. Below grade areas, stairs, shafts, tunnels. 2. Include in the description and the map landmarks that correspond to access points. 3. List the milepost markers which indicate access points and where railroad mileposts are in your response area. 4. Check that you have an easily understood map of the right-of-way and track area. 5. Determine whether these maps should be carried on response equipment. 6. Conduct training using the map.
Access to specialized resources	<ol style="list-style-type: none"> 1. Leverage local shelter plans to support a Passenger Reception Center. 2. Develop traffic diversion plans for grade crossing and other primary highways. 3. Find out where to obtain a large supply of light towers, electric generators, and consider requesting 2-4 mobile command posts. 4. List suppliers of mobile food, shelters, and portable restrooms.
National Incident Management System	<ol style="list-style-type: none"> 1. In advance, develop your Incident Action Plan, draft Incident Objectives, and create Command and General Staff assignments for a notional rail emergency. 2. Build on this effort during Tabletop Training, Company Training and Unified Command training scenarios.

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- **First Responder Tip-** Multiple agencies will be arriving on scene utilize the ICS Command structure.
- Conduct regular meetings and planning sessions with mutual aid providers.
- Do not let the event be the first time you meet Amtrak representatives.
- Consider pre-identifying command locations and potential staging areas.
- Develop a Mass Casualty Incident plan that includes regional hospital systems and Emergency Management.
- Host training for local first responders to include anyone that may respond to a rail incident.

Debriefing and Critique

Amtrak desires to learn from each passenger train emergency that results in injuries or death to passengers or crew members and when the passenger train is evacuated to the right-of-way due to an emergency incident. APD Regional Emergency Managers lead the debrief process (within 60 days) and will invite local first responder to an interview. It is helpful for local first responders to share a closed incident report that includes time stamps and incident actions. The following procedures are from the Passenger Train Emergency Preparedness Plan:

The purpose of the debrief and critique session is to determine.

- (1) Whether the on-board communications equipment functioned properly.
- (2) How much time elapsed between the occurrence of the emergency, full-scale simulation and notification to the emergency responders involved.
- (3) Whether the control center promptly initiated the required notifications.

The final debrief report informs changes to Amtrak's Passenger Train Emergency Preparedness Plans, employee training and is reviewed by the Federal Railroad Administration. In addition, the data is analyzed by Amtrak Safety and will inform changes to Transportation Bulletins and Service Standards Manual.

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APPENDIX A. DEFINITIONS, ACRONYMS, AND ABBREVIATIONS

Automatic External Defibrillator (AED): A portable automatic device used to restore normal heart rhythm to people in cardiac arrest.

Ballast: Selected material placed on the track roadbed to support and hold the track in alignment. Ballast preferably consists of sized hard particles easily handled in tamping that distribute the load of trains, drain well and resist plant growth. Ballast is normally made of large stones and is sometimes called “Rock.”

Café Car: A rail car or area in a railcar designated as the food dispensing area in a train. Most café cars provide light meals, snacks, and beverages. Sometimes called a snack car.

Catenary: A system of wires suspended between poles and bridges supporting overhead contact wires normally energized at 12,000 to 25,000 volts.

Catenary System: A system of high-voltage electrical wires suspended above railroad tracks by poles, bridges, and other structures. Catenary provides propulsion power for electric locomotives and cars. On Amtrak’s Northeast Corridor between Washington D.C. and Boston MA, as well as between Philadelphia and Harrisburg, PA has catenary. Railroad right of ways having catenary are referred to as electrified territory.

1. **Messenger Wire:** A stranded cable attached to supporting structures from which the Auxiliary and Contact wires are suspended.
2. **Auxiliary Wire:** A solid wire suspended from the messenger wire and to which the contact wire is attached.
3. **Contact Wire:** The overhead wire in the catenary system from which the pantograph shoe collects current. Sometimes called the “Trolley Wire”

Centralized Electrification and Traffic Control (CETC)

A rail traffic control system of switches and signals, by which train movements are directed via remote control by electricity, from a single central control point where the operator sees the track on a computer display. CETC also monitors and controls electric power in electrified territory. There are three CETC facilities at Amtrak controlling all train traffic and electrification on the northeast corridor. Each CETC facility is staffed around the clock with train dispatchers, a C&S trouble desk, and power directors.

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Conductor: Onboard crewmember in charge of the entire operation of the train, including the collection of tickets, the safety of passengers, and the proper accommodation of travelers.

Consist: The combination of railroad cars and locomotives, which together comprise a particular train.

Consolidated National Operations Center (CNOC): Located in Wilmington, Delaware, CNOC is Amtrak's system operations center.

Control Center: Traffic control and dispatching function for a specific terminal.

Crossing - Grade (HIGHWAY)

A crossing or intersection of a railroad and a highway at the same level or grade.

Crossing - Grade (TRACK)

A structure, used where one-track crosses another at grade, which consists of four connected frogs.

De-energized (DANGEROUS TO LIFE)

Disconnected from the power source; electrical apparatus such as overhead wires, transformers, switches, motors, third rail, pantographs, etc., this apparatus is dangerous to life until properly grounded, or approved protection is provided.

Derailment: When a train car or locomotive's wheels come off the head of a rail. Trains or equipment that derails is also said to be "on the ground."

Dispatcher: The railroad employee who controls train movements and operations over a designated territory of railroad. Train dispatchers usually work at a site far removed from a particular railroad location such as CETC. Switches and signals are controlled by computer-driven electronics, and radio transmissions are generally incorporated into voice over IP systems or other similar electronic media. In some railroad operations, dispatchers may direct train movement through locally controlled tower operators who have direct control over local train movement, switches, and signals.

Diesel Electric Locomotive: A locomotive which uses a diesel-powered engine to generate electricity to operate electric traction motors mounted on locomotive wheel axles. These traction motors provide propulsion for the locomotive to move, and generally operate at 600 volts DC. Both passenger and freight locomotives can be diesel-electric locomotives. Some freight locomotives operate with AC traction motors

DOT Identification Number: All public and some private crossings are identified with a Department of Transportation (DOT) identification number. Most of these crossings have

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this number on a metal plate (like a license plate) installed on a pole or other structure immediately adjacent to the crossing. Most U.S. railroads have placed signs or stencils on structures at the crossing, telling which railroad owns the tracks, the location of the crossing by milepost, and a telephone number to be called in the event of an emergency.

Dual Mode Locomotive: A locomotive that is designed to utilize propulsion from at least two different types of power, usually electric power, and diesel power. The locomotive is capable of switching from diesel to electric power by using a third rail shoe or pantograph. Diesel engines cannot normally operate in underground environments due to exhaust gases so dual mode locomotives are used in these areas.

Electric Locomotives: Locomotives propelled by electric traction motors mounted on wheel axles. Electric locomotives are found in both Amtrak and commuter railroad operations. Electric locomotives employ pantographs to draw propulsion power from overhead catenary. They may also employ metal paddles on truck assemblies to receive propulsion power from Third Rail.

Electric Traction: Department on the railroad responsible for the installation and maintenance of the catenary and third rail systems.

Electrically Locked Switch: A hand-operated switch equipped with an electrically controlled device that restricts the movement of the switch.

Electrification: The installation of overhead wire (catenary) or third rail power distribution facilities to enable operation of trains hauled by electric locomotives.

Electrified Territory: That portion of the railroad consisting of main tracks, secondary tracks, sidings, yards, and industrial tracks equipped for electric train operation by catenary system or by third rail and necessary substations, transmission and signal power lines located above or adjacent to the tracks.

Emergency Responder: A member of the police, fire, rescue or emergency medical service or other public safety agency providing and/or coordinating emergency services.

Emergency: An unexpected event related to the operation of passenger train service involving a significant threat to the safety or health of one or more people and requiring immediate action, including:

- Derailment
- Fatality at a grade crossing
- Passenger or employee fatality, or serious illness or injury to one or more passengers or crewmembers requiring hospitalization

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- Evacuation of a passenger train
- Security situation

Energized Live (DANGEROUS TO LIFE): Electric apparatus, such as overhead wires, substation conductors, cables, third rail, transformers, circuit breakers, disconnect switches, motors, pantographs, etc., is energized when connected to a power source.

Engineer: Short for locomotive engineer. A railroad employee assigned to operate railroad locomotives also known as engines.

Family Assistance Center (FAC): The family assistance center is a location near the incident site designed for friends and relatives of injured or missing/deceased Amtrak passengers or employees to receive information regarding the incident, the status of their family member, and emotional and mental support services.

Federal Railroad Administration (FRA): An agency of the Department of Transportation that develops and enforces rail safety regulations, investigates, and analyzes railroad accidents, and conducts safety assessments of railroads.

Foul or Fouling: An obstruction (Debris, equipment, and/or employees) that prohibits the safe passage of On-Track Equipment or Trains.

Fusee: A red flare used for flagging purposes. A cardboard tube filled with a combustible mixture of chemicals that when ignited is used as a warning device. It burns brightly when ignited for varying lengths of time according to size.

Host Railroad: The operating railroad that owns the property upon which train service is conducted is the host railroad. The host railroad may provide control services and related functions to ensure the safe and efficient movement of passenger and freight trains. The railroad may provide passenger train service using its own equipment and/or it may allow other entities' trains to provide passenger service on its property.

Grade Crossing: A location on the railroad where a road designed to be traversed by motor vehicles crosses railroad tracks at the same grade. Grade crossings may be public or private. Private grade crossings are generally driveways, access roads, or farm roads leading to a private residence, farm, industry, or other similar location. Private crossings may not be equipped with either highway markings or signs designating it as a railroad crossing. Public crossings are required to be equipped with highway markings and signs. Public crossings may also be equipped with audible or visual devices to warn of an approaching train. Any crossing that is used by the general motoring public is a public crossing. (This term is sometimes referred to as "On Grade Crossing").

Hand Brake: A device installed at one end of each rail car and locomotive (freight or passenger) by which a railroad employee can manually apply brakes to a car without the

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use of the air brake system. Generally, this device is a spoked wheel or ratchet handle, and is deployed to prevent unintentional movement of a parked or stopped rail car. When applied, the hand brake operates a chain and cable assembly that forces brake shoes against each wheel. If a spoked wheel is present, brake shoes are released by turning the wheel in the opposite direction from which brakes were applied. If a ratchet lever is present, brake shoes are released by pulling a “D-Ring” on the lever.

Head End Power (HEP): Refers to the 480-volt AC electrical power that is employed on passenger trains to provide power for on-board systems such as lighting, heating, air conditioning, electrically operated doors, ovens, grills, dishwashers, and wall outlets. HEP is provided by an engine-driven 3-phase motor alternator on the locomotive. The power operates at 1200 amps. HEP is generated on commuter rail cars by diverting some of the catenary or Third Rail power to a motor alternator. The motor alternator is sometimes referred to as MA. All of Amtrak’s cars and locomotives employ HEP. Neither petroleum nor LP gas products are employed to generate electric power for on-board systems. Controls to operate and shut down the HEP are generally found in the operating cab of locomotives and cab cars.

Host Railroad: The railroad that owns the track right of way

Incident Command Post (ICP): The primary on-scene control point of operations during initial response actions and subsequent investigative activities.

Incident Response Team (IRT): A deployable response team designed to effectively organize and manage large-scale, emergency incidents that occur on the Amtrak system and to provide customer and employee support services (some of which are required by Federal statute, including the Rail Passenger Disaster Family Assistance Act of 2008, regulations and in accordance with Amtrak Standard Operating Procedures).

Manifest: Report that displays the number of passengers riding on a passenger train on a specific date and includes other pertinent information such as boarding and destination cities, contact information, and payment record.

Milepost (MP): A point of reference located on one side of the railroad right-of-way used to indicate the distance on the railroad’s geographical territory. Mileposts come in a variety of designs but are generally white posts marked with the distance from a fixed point in miles. When more than one railroad company’s tracks occupy a common right-of-way corridor, mileposts with different numbers may occupy the same physical location. The numbers on signals or bridges can also be used to determine railroad location. A bridge or signal marked 98.27, for instance, is located at MP 98.27. In electrified territory with catenary, the poles supporting the catenary structure may be marked with numbers to designate their location. In electrified territory, catenary poles are usually spaced approximately 264 feet apart, making 20 catenary poles per mile however this may not be a constant.

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National Communications Center (NCC): Coordination center for the Amtrak Police Department. The NCC operates the same as all other centralized emergency dispatch centers. As an emergency dispatch center (or "911 center"), the NCC receives emergency calls from several sources. The NCC is responsible for ensuring initial or follow-up notification of local emergency response agencies anywhere in the country and ensures adequate Amtrak Police support if necessary. The NCC performs the functions of an "Emergency Response Coordination Center."

National Incident Management System (NIMS): A structured framework used nationwide for both governmental and nongovernmental agencies to respond to natural disasters and or terrorist attacks at the local, state, and federal levels of government.

National Response Center (NRC): The 24-hour regulatory office operated by the United States Coast Guard (USCG) for the notification by all railroads of major train emergencies.

National Transportation Safety Board (NTSB): An independent federal agency that reports directly to Congress. It investigates and analyzes major transportation accidents (railroad, aviation, highway, marine, and pipeline) and prepares a public report on its findings, conclusions, and recommendations.

Pantograph: The scissors-type device found atop of electric rail equipment consisting of a jointed frame operated by springs or compressed air. The pantograph utilizes an overhead contact shoe to collect electric current from the catenary and feeds it to the locomotive/equipment for propulsion and power.

Passenger Cars: Any rail car that is designed to carry passengers or is used strictly in passenger service and supports passenger operations. A baggage car, while not capable of transporting passengers, is used to carry the checked baggage of passengers on the train. Passenger cars can be self-propelled or moved by locomotives.

Power Car: Usually referred to as an engine in a permanently coupled car train set. Acela trains have two power cars usually described as the lead and trailing powers cars.

Power Director: The Power Directors are in a CETC and monitor and oversee the catenary power system within their assigned territory.

Private Crossing: A grade crossing not open to the general public. Normally it consists of farm roads, private and industrial driveways, etc.

Regional Emergency Manager (REMS): Amtrak department whose mission is to provide for the safety and security of our customers and employees through a multi-hazard planning and risk management process that involves implementing emergency

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preparedness and protection activities, coordinating response and recovery efforts, and mitigating threats and vulnerabilities across the rail network and directing resources to ensure the company has an organizational management structure to protect critical assets and infrastructure

Rescue Train: Train used to remove passengers from a disabled train or train set.

Substation: A location where power is received at high voltage and changed to require voltages and characteristics for distribution to the catenary system, third rail, and other electrical apparatus. It may contain transformers, rotating machinery, circuit breakers, sectionalizing switches, rectifiers, etc.

Third Rail: An electrically energized steel rail installed just above one of the running rails of tracks in electrified territory. This third rail is generally energized between 600- and 750-volts DC. The metal paddle on Dual-Mode locomotives and commuter rail cars rides on the Third Rail, transferring power to the train. A fiberglass board covers the top of the Third Rail in order to prevent unintentional contact with the energized rail.

Third Rail Shoe: An insulated metallic sliding contact, mounted on the truck of an electric locomotive for collecting current from an insulated third rail located alongside the running rails. Positive contact between shoes and rail is maintained by gravity, a spring or by pneumatic pressure

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APPENDIX B. RAILROAD DESCRIPTION, AND TERRITORY IN YOUR AREA OF RESPONSIBILITY

Amtrak Service operating on the CN South Suburban lines in the Chicago area runs parallel to Metra and South Shore Lines Service lines that operate using a 1500 Volts catenary power source. (1500 Volts)

Amtrak Service operating on the CN Southwest Suburban lines in the Chicago area runs parallel to Chicago Transit Authority Service lines (Orange Line) that operate using a 600 Volts third rail power source. (600 Volts)

Amtrak Service operating on the BNSF lines between the Denver Airport and Denver Union Station run parallel to the Regional Transportation District (RTD) – Denver that operates using 25,000 Volts catenary power source. (25,000 Volts)

Amtrak Service Operating on Terminal Railroad Association through the St. Louis Intermodal Station operates near the St. Louis MetroLink Service lines that operate using a 750 Volts catenary power source. (750 Volts)

Amtrak Service Operating on Trinity Railway Express from the Dallas Union Station to Medical/Market Center operates parallel to the Dallas Area Regional Transit (DART) Service lines that operate using an 845 Volts catenary power source. (845 Volts)

Amtrak Service at the Sacramento Valley Station, the Sacramento Regional Transit (Sac RT) has overhead contact system (OCS) uses a blend of trolley wire and catenary. Trolley wire, found downtown, is a single electrical contact wire used by both light rail and historic streetcars. Catenary, a more complex OCS that maintains the wire tension necessary for high speeds, is not currently compatible with the historic streetcars.

Division (Territory) Identification (From PTEPP 1/3/20 with updates to train plan due to COVID 19 return to service):

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Purpose: The Passenger Train Emergency Preparedness Plan is the controlling document to be used during any emergency situation that may occur during normal operating conditions where Amtrak is the *host railroad*. For purposes of this plan Amtrak is the host railroad for the North East Corridor (NEC) and Chicago Union Station, New Orleans, and Michigan Line. In the remaining territory the Host Rail Passenger Train Emergency Preparedness Plan will guide operations.

While the overall objective is to comply with 49 CFR 239, as required, this plan may establish additional, more stringent provisions where the need is indicated. The primary objectives of this plan can be summarized as follows:

1. Preservation of life
2. Injury reduction and control
3. Expeditious restoration of train service
4. Asset protection against loss
5. Assist in any subsequent accident investigation process conducted by the National Transportation Safety Board (NTSB), the Federal Railroad Administration (FRA) and/or other federal or state agencies.

Railroad Description: This Plan is applicable to Amtrak employees and operations in the Amtrak controlled rail-operating areas within the territory known as the Amtrak Northeast Corridor (NEC), Chicago Union Station, New Orleans, and the Amtrak Michigan Line. For Amtrak operations throughout the country, two emergency scenarios are probable depending upon the location of an emergency. Emergencies can occur on Amtrak-owned property where Amtrak is the *host railroad*, or, in territory where Amtrak is the *carrier/operator only*. This Plan establishes specific requirements and actions that must be taken on Amtrak's Northeast Corridor, Chicago Union Station, New Orleans, and Michigan Line, where Amtrak is the *host railroad*. When Amtrak is the operating railroad only, operating on host freight railroad territory, the joint passenger train emergency preparedness plan developed by the host freight railroad in cooperation with Amtrak is in effect. In the event of an incident occurring on host commuter railroad territory where Amtrak operates, the applicable portions of commuter railroad's passenger train emergency preparedness plan and this Plan will be initiated. Adherence to these requirements is mandatory.

Host Railroad Division (Territory) Identification for non-Amtrak controlled territory:

(1) Burlington Northern Santa Fe

This Plan is applicable to BNSF and Amtrak employees and operations in the BNSF controlled rail-operating territory outlined below. For Amtrak operations throughout the country, two emergency scenarios are probable depending upon the location of an emergency event. Emergencies can occur on Amtrak-owned property where Amtrak is the *host railroad*, or, in territory where Amtrak is the *carrier/operator only*. This Plan establishes specific requirements and actions that must be taken on the territory operated below where *Amtrak is the operating railroad* and *BNSF is the host railroad*.

Scope:

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BNSF's Train Dispatchers are located at (a) Fort Worth, TX, (b) San Bernardino, CA, (c) Spring, TX and, (d) Kansas City, KS.

Division/Territory Identification:

Intercity Amtrak Operations over BNSF territory as outlined below:

Route – Southwest Chief, Total Route Miles – 2,265, Frequency – 1 x per day in each direction between Chicago and Los Angeles

Route – California Zephyr, Total Route Miles – 1,038, Frequency – 1 x per day in each direction between Chicago and Denver

Route – Illinois Zephyr, Total Route Miles – 258,

Route – Empire Builder, Total Route Miles – 1,787, Frequency – 1 x per day in each direction between St. Paul/ Minneapolis, MN and Portland/Seattle, WA

Route – Coast Starlight, Total Route Miles – 187, Frequency – 1 x per day in each direction between Portland and Seattle

Route – Cascades, Total Route Miles – 187, Frequency – 3 x per day in each direction between Vancouver, BC and Portland, OR

Route – San Joaquin, Total Route Miles – 238, Frequency – 5 x per day each direction between Bakersfield and Martinez, CA, 2 x per day each direction between Bakersfield and Stockton, CA

Route – Pacific Surfliner, Total Route Miles – 22, Frequency – 11 x per day in each direction between Los Angeles and Fullerton

Route – Heartland Flyer, Total Route Miles – 206, Frequency – 1 x per day in each direction between Oklahoma City, OK and Fort Worth, TX

Route – Texas Eagle, Total Route Miles – 128, Frequency – 1x per day in each direction between Fort Worth, TX and Temple, TX

Route – Sunset limited, Total Route Miles – 219, Frequency – 1 train in each direction 3 days per week between New Orleans, LA and Lake Charles, LA. (westbound train operates M, W, F and the eastbound train operates Tu, F, Su).

The maximum authorized operating speed is 79 miles per hour.

(2) Canadian Pacific

Railroad Description: This Plan is applicable to Amtrak and Canadian Pacific Railway employees and operations in the Canadian Pacific Railway controlled rail-operating territory outlined below. For Amtrak operations throughout the country, two emergency scenarios are probable depending upon the location of an emergency event. Emergencies can occur on Amtrak-owned property where Amtrak is the host railroad, or, in territory where Amtrak is the carrier/operator only. This Plan establishes specific requirements and actions that must be taken on the territory operated below where Amtrak is the operating railroad and Canadian Pacific Railway is the host railroad. Scope: There is one (1) CP Dispatching Center responsible for handling of approximately 20 Amtrak trains per day. Territory Identification: The desk names and territories they are responsible for are listed below. The desks are all located in the Minneapolis operation center.

D&H Rouses Point, NY to Schenectady, NY

River St. Paul, MN to LaCrosse WI Wisconsin

LaCrosse, WI to Milwaukee, WI

C&M Milwaukee, WI to Chicago Union Station, IL

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(3) Canadian National

Railroad Description: This Plan is applicable to Amtrak and CN employees and operations in the CN controlled rail-operating territory outlined below. For Amtrak operations throughout the country, two emergency scenarios are probable depending upon the location of an emergency event. Emergencies can occur on Amtrak-owned property where Amtrak is the host railroad, or, in territory where Amtrak is the carrier/operator only. This Plan establishes specific requirements and actions that must be taken on the territory operated below where Amtrak is the operating railroad and CN is the host railroad.

Scope: CN has one control center in Homewood, IL handling all operations in the US which includes 24 Amtrak trains daily.

Chicago Division: 16th St (Chicago Sub MP 1.5) to South Port Jct (McComb Sub MP 908.6) 21st St (Freeport Sub MP 2.7) to Jackson St (Joliet Sub MP 36.7)

Michigan Division: Gord (South Bend Sub MP 175.5) to Port Huron (Flint Sub MP 329) West Detroit (Shore Line Sub MP 50.2) to M.A.L. Jct (Holly Sub MP 25.5)

Gulf Division: Rane (Chicago Sub MP 61.6) to South Port Jct 9McComb Sub MP 908.8)

(4) CSXT

Railroad Description: This Plan is applicable to CSXT and Amtrak employees and operations in the CSXT controlled rail-operating territory outlined below. For Amtrak operations throughout the country, two emergency scenarios are probable depending upon the location of an emergency event. Emergencies can occur on Amtrak-owned property where Amtrak is the host railroad, or, in territory where Amtrak is the carrier/operator only. This Plan establishes specific requirements and actions that must be taken on the territory operated below where Amtrak is the operating railroad and CSXT is the host railroad. **Scope:** There are nine (9) CSXT Dispatching Centers responsible for handling of approximately 46 Amtrak trains per day.

Division (Territory) Identification:

Selkirk:

Worcester, MA (QB 45) to QB 181 on CSXT Berkshire Subdivision

Hoffmans, NY (QC 169) to North Evans, NY (QD 15.5)

Buffalo, NY (QC 437.2) to Niagara Falls NY (QDN 28.0)

Indianapolis:

Ames IN (QSC 46.1) to Indianapolis, IN (BD 113.5)

Cleveland, OH (QD 181.0) to North Evans, NY (QD 15.5)

Chicago:

Thornton JCT, IL (DG 25) to Ames, IN (QSC 46.1)

Porter, IN (CG 136) to Grand Rapids, MI (CGE 2.2)

Baltimore:

Washington, DC (BA 2.1) to Pittsburgh, PA (BG 0.6)

Washington, DC (CFP 112.2) to Richmond VA (CFP 4.8)

Huntington:

AM Junction, VA (CA 85.5) to Newport News, VA (CAE 14.2)

JD Cabin (CA 276) to Melbourne, KY (CA 650)

Florence:

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Richmond, VA (CFP 4.8) to Savannah, GA (A 490.4) - A Line

Raleigh, NC (S 157) to Savannah, GA (S 497.3) - S Line

Jacksonville:

Savannah, GA (A 490.4) to Deland, FL (A 749.6)

Poinciana, FL (A 813) to Dyer, FL (SX 964)

Auburndale, FL (SX 820) to Tampa, FL (A 881)

Jacksonville, FL (A 639.7) to Pensacola FL (00K645)

Louisville:

Julietta, IN (BD 113.5) to Hamilton, OH (BE 25.4)

Hamilton, OH (BE 25.4) to Melbourne, KY (CA 650)

(5) Norfolk Southern

Railroad Description: This Plan is applicable to Amtrak and Norfolk Southern Railway employees and operations in the Norfolk Southern Railway controlled rail-operating territory outlined below. For Amtrak operations throughout the country, two emergency scenarios are probable depending upon the location of an emergency event. Emergencies can occur on Amtrak-owned property where Amtrak is the host railroad, or, in territory where Amtrak is the carrier/operator only. This Plan establishes specific requirements and actions that must be taken on the territory operated below where Amtrak is the operating railroad and Norfolk Southern Railway is the host railroad.

Division (Territory) Identification:

Piedmont Division – Alexandria, VA (CR Tower) to Norcross, GA (CP Ray) Selma, NC –

Raleigh, NC – Greensboro, NC: Chief Dispatcher, Greenville, SC: (864) 255-4202

Pocahontas Division – Poe, VA to Norfolk, VA. Chief Dispatcher, Roanoke, VA – (540) 524-4476

Georgia Division – Atlanta, GA (CP Ray) to Austell, GA: Chief Dispatcher, Atlanta, GA: (404) 877-9631

Alabama Division – Austell, GA to New Orleans, LA (NOUPT/Passenger Station) Chief Dispatcher, Birmingham, Ala.: (205) 951-4788

Harrisburg Division – Harrisburg, PA (Passenger Station) to CP Cannon (MP 119.2): Chief Dispatcher, Harrisburg, PA: (717) 541-2111/2158/2140

Pittsburgh Division – CP Cannon/Harrisburg, PA (MP 119.2) to Pittsburgh, PA: Pittsburgh, PA to Alliance, Ohio: Rochester, PA/CP Rochester (MP 97.2) to Youngstown, Ohio/CP 75 (MP 75.8): Chief Dispatcher, Pittsburgh, PA: (412) 893-7207

Dearborn Division - CP Hudson (MP 94.8)/Cleveland, Ohio/CP 181 (MP 181.2) to 21st St/Chicago, IL (MP521.1/Amtrak Connection): CP Town Line (MP 7.4)/Detroit, MI – Kalamazoo (MP 143.1)/Connection with Amtrak Line:

(6) Union Pacific

Railroad Description: Territory where Amtrak operates trains on Union Pacific trackage: (All data in this section reflects only UPRR portion of stated route.)

California Zephyr Subdivisions: Moffat Tunnel, Glenwood Springs, Green River, Provo, Shafter, Lakeside, Elko, Nevada, Roseville and Martinez Route: Denver, CO to Emeryville, CA
Total Route Miles: 1,392 miles Frequency: 1 x daily in each direction

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Capitol Corridor Subdivisions: Martinez, Coast, Niles, and Roseville Route: Roseville, CA to San Jose, CA Total Route Miles: 168 miles Frequency: 15 x daily in each direction during the weekday; 11 x daily in each direction on weekends

Cardinal Subdivisions: Villa Grove Route: Dyer, IN to Chicago, IL Total Route Miles: 11 miles Frequency: 1 x daily 3 days/wk on Sunday, Wednesday, and Friday 1 x daily 3 days/wk on Tuesday, Thursday, and Saturday

Cascades Service Subdivisions: Brooklyn Subdivision Route: Portland, OR to Eugene, OR Total Route Miles: 124 miles Frequency: 2 x daily in each direction

Coast Starlight Subdivisions: Santa Barbara, Coast, Niles, Martinez, Sacramento, Valley, Black Butte, Cascade and Brooklyn Route: Portland, OR to Moorpark, CA Total Route Miles: 1,143 miles Frequency: 1 x daily in each direction

Lincoln Service Subdivisions: Joliet and Springfield Route: Joliet, IL to St Louis, MO Total Route Miles: 225 miles Frequency: 4 x daily in each direction

Missouri River Runner Subdivisions: Jefferson City and Sedalia Route: Kansas City, MO to St. Louis, MO Total Route Miles : 275 miles Frequency: 2 x daily in each direction

Pacific Surfliner Subdivisions: Santa Barbara Route: San Luis Obispo, CA to Moorpark, CA Total Route Miles: 175 Frequency: 5x daily in each direction

San Joaquins Subdivisions: Tracy, Niles, and Martinez Route: Bakersfield, CA to Oakland, CA Total Route Miles: 39 miles Frequency: 5 x daily in each direction

Subdivisions: Fresno and Martinez Route: Bakersfield, CA to Sacramento, CA Total Route Miles: 49 miles Frequency: 2 x daily in each direction

Sunset Limited Subdivisions: Alhambra, Yuma, Gila, Lordsburg, Valentine, Sanderson, Del Rio, Glidden, Houston/Beaumont and Lafayette 13 Route: Lake Charles, LA to Los Angeles, CA Total Route Miles: 1,775 miles Frequency: 1 x daily 3 days/wk on Tuesday, Friday, and Sunday 1 x daily 3 days/wk on Monday, Thursday, and Saturday

Texas Eagle Subdivisions: Joliet, Springfield, Desoto, Hoxie, Little Rock, Mineola, Waco and Austin Route: Joliet, IL to Dallas, TX and Temple, TX to Los Angeles, CA. Total Route Miles: 1,085 miles Frequency: 1 x daily in each direction

Winter Park Express *seasonal Subdivisions: Route: Denver, CO to Winter Park, CO Total Route Miles: 62 Frequency: Saturday & Sunday only from January 7th to March 26th 1x daily in each direction (*also runs on Martin Luther King Day and President's Day)

Maximum Authorized Speed – on most Host railroads is 79 MPH with the exception of areas of High-Speed upgrades 110 MPH (Joliet, IL to Alton, IL on Union Pacific)

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Summer 2021				
Service Line	Route	Frequency Daily	Frequency Weekend	Frequency Other
LD	Texas Eagle	2		
LD	Sunset Limited			3x weekly
LD	Lake Shore Limited	2		
LD	Pennsylvanian	2		
LD	Crescent	2		
LD	Palmetto	2		
LD	Silver Meteor	2		
LD	Silver Star	2		
LD	Empire Builder	2		
LD	Coast Starlight	2		
LD	City of New Orleans	2		
LD	Cardinal			3x weekly
LD	Capitol Limited	2		
LD	California Zephyr	2		
LD	Auto Train	2		
SS	San Joaquin	10		
SS	Pacific Surfliner	18		
SS	Carolinian	2		
SS	Vermont	2		
SS	Cascades	6		
SS	Capitol Corridor	22	18	
SS	Piedmont	6		
SS	Hartland Flyer	2		
SS	Wolverine	4		
SS	Pete Marquette	2		
SS	Missouri River Runner	4		
SS	Lincoln Service	8		
SS	Illinois Service	4		
SS	Illini	2		
SS	Hiawatha	14		
SS	Blue Water	2		
SS	Hartford Line		Sa-8, Su-10	14 Weekday
SS	Maple Leaf	2		
SS	Ethan Allen	2		

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Parallel Operations:

In the event of an emergency situation on any parallel route(s) of operations, the Tower/Dispatcher or Control Center must take specific actions to ensure proper notification to users of adjacent rail modes of transportation. In general, the Control Tower/Dispatcher or Center or the Michigan Line Train Director will take the following actions:

Once notified by the Train Conductor or designated representative that an emergency situation has occurred where parallel operations take place, they must make immediate notification to the adjacent users to ensure proper re-routing and to minimize the likelihood of further complications at the emergency location. If practical, they may request assistance from adjacent rail modes of transportation with regard to evacuation procedures and/or passenger safety concerns.

For specific information and locations on parallel operations, Amtrak has System Operations Duty Officers (SODOs) available 24/7. The SODOs operate out of CNOC and divide territory geographically with the Mississippi River serving as the dividing line. SODOs maintain current maps, timetables and contact information for all commuter and freight railroads operating adjacent or parallel to Amtrak operations. In addition, Amtrak has several electronic software programs that allow real time viewing of train movement and infrastructure to include parallel operations.

On-Board Emergency Equipment

General: A list of standard on-board emergency equipment per passenger car includes at a minimum, the following:

1. One fire extinguisher per passenger car (Type ABC/ref SMP 38603)
2. One pry bar per passenger car (AMMS # 45 450 03007)
3. One flashlight per on-board crewmember
4. One standard equipped first aid kit per each passenger train that is accessible to crew members and includes, at a minimum;
 - 2 small gauze pads (at least 4×4 inches);
 - 2 large gauze pads (at least 8×10 inches);
 - 2 adhesive bandages;
 - 2 triangular bandages;
 - 1 package of gauge roller bandage that is at least two inches wide;
 - Wound cleaning agent, such as sealed moistened towelettes;
 - 1 pair of scissors;
 - 1 set of tweezers;
 - 1 roll of adhesive tape;
 - 2 pairs of latex gloves; and
 - 1 resuscitation mask.
5. 30 ea. Cyalume Emergency Light Sticks.

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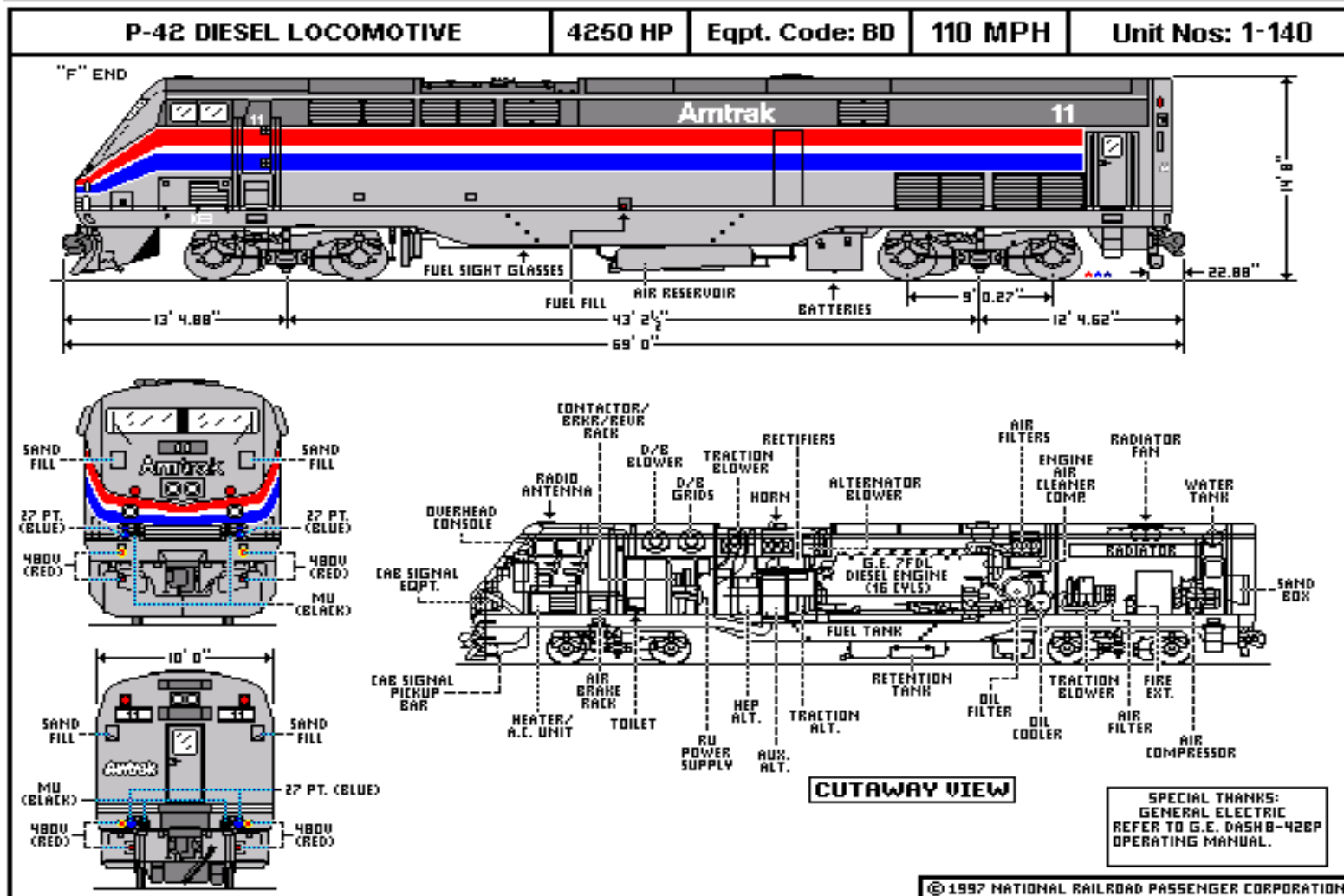
On-Board Emergency Lighting: Auxiliary lighting (i.e., handheld flashlights) shall be provided to each on-board crewmember for use during emergency situations, as required. Each flashlight shall be capable of functioning continuously for a period of not less than 15 minutes, and intermittently for not less than 60 minutes.

Each on-board crewmember shall verify the proper operation of their auxiliary lighting equipment at the beginning of each assigned shift. In the event replaceable power cells are used, spare batteries shall always be made available. Rechargeable flashlights shall Always remain fully charged and ready for use.

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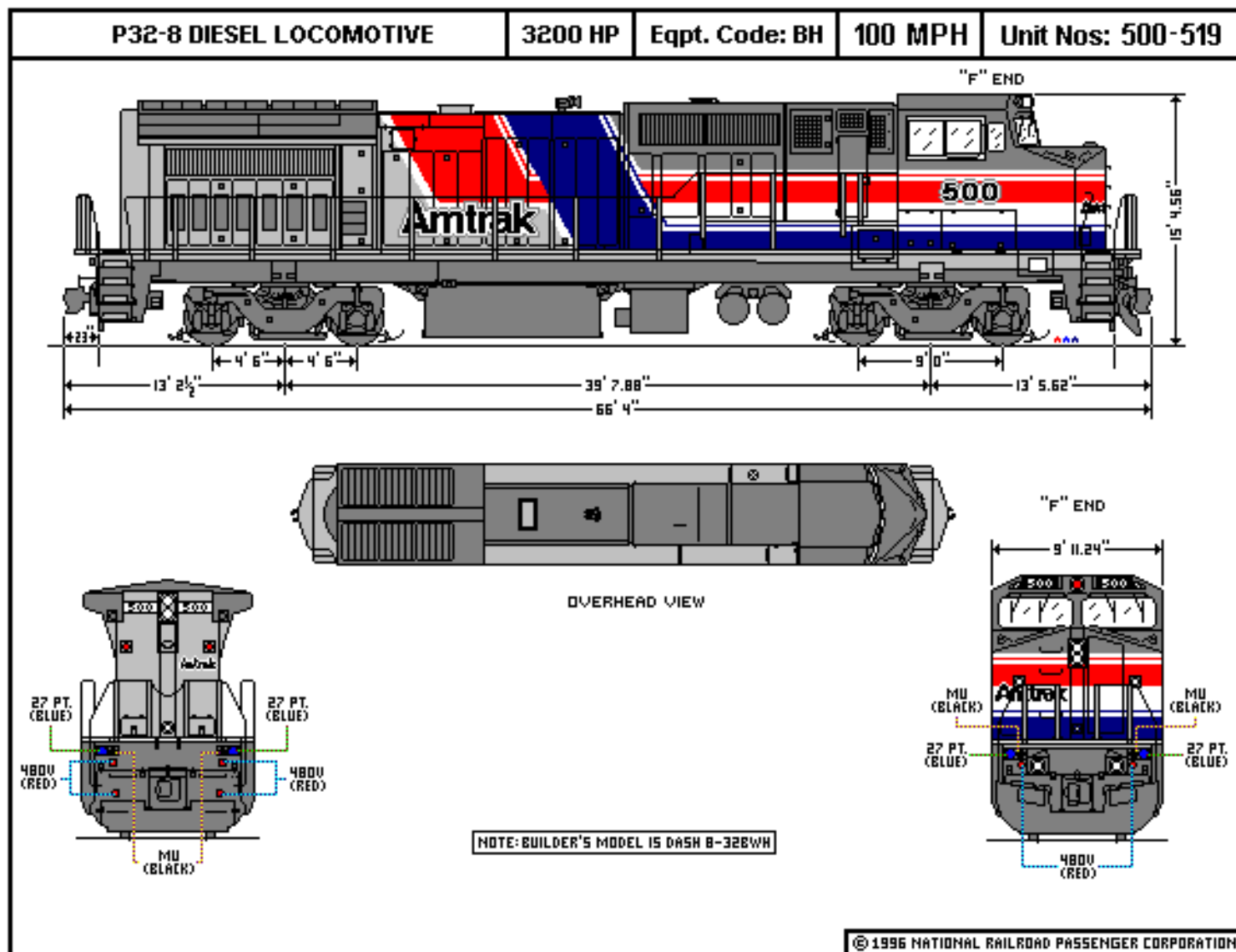
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APPENDIX C. TRAIN EQUIPMENT USED IN YOUR AREA OF RESPONSIBILITY



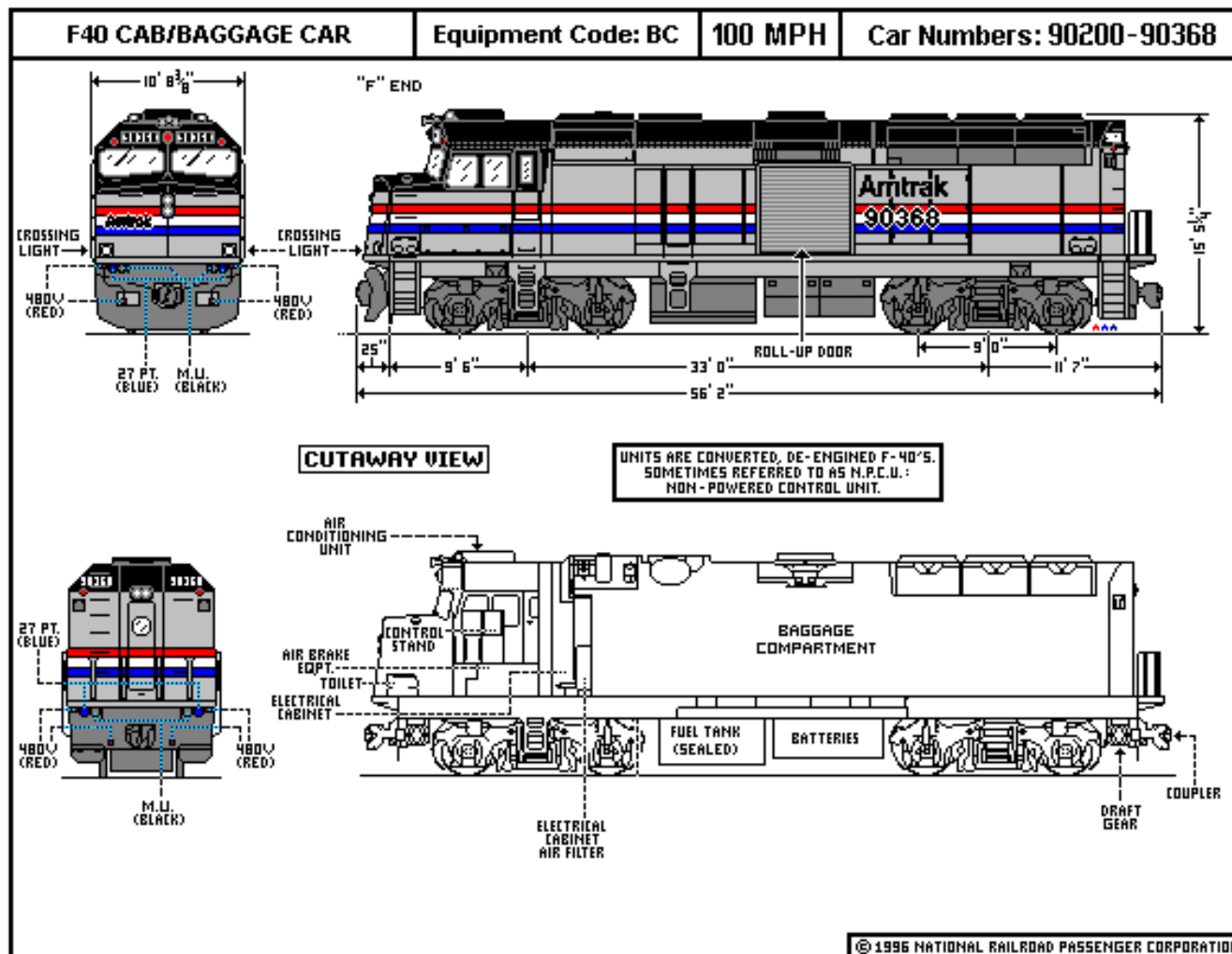
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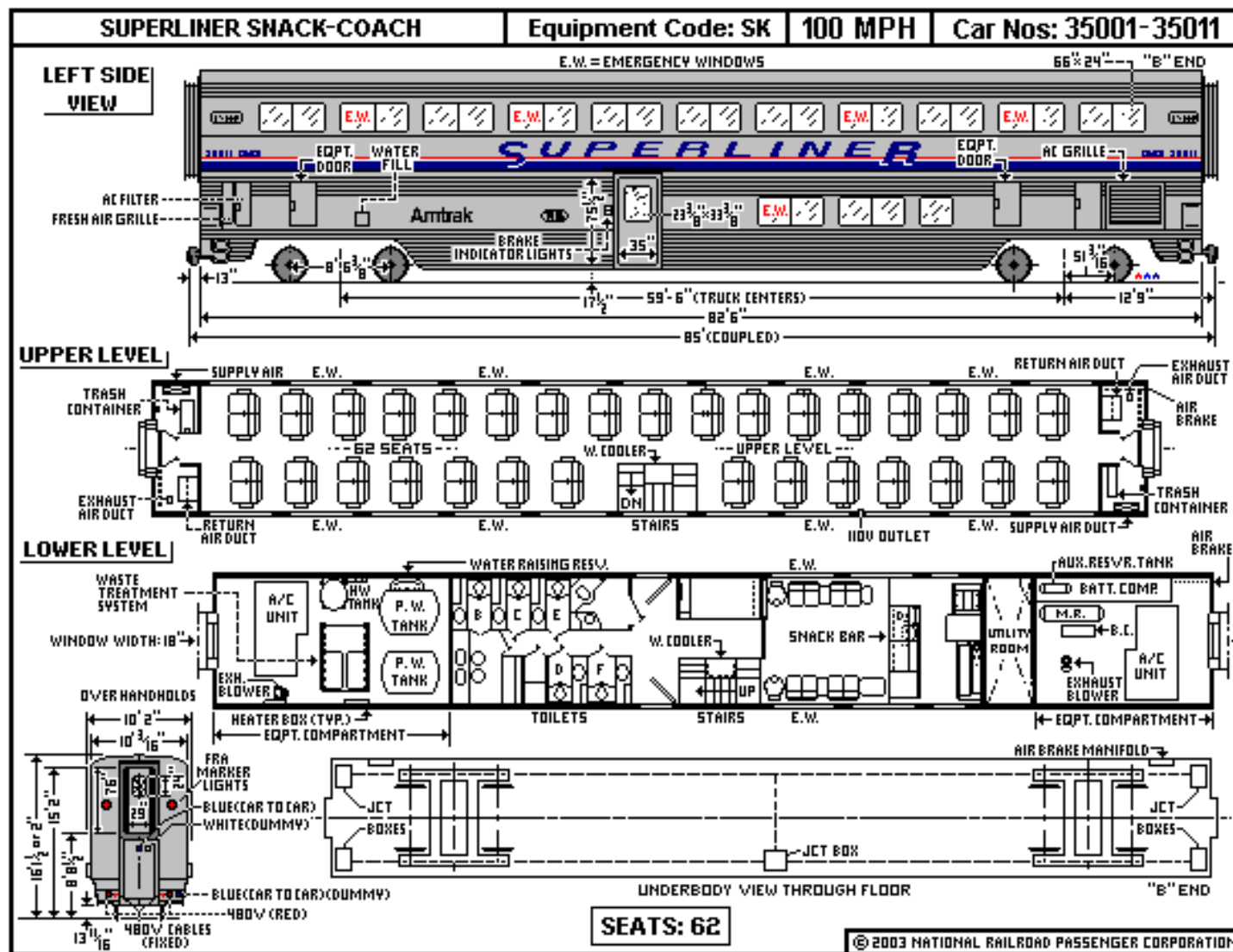
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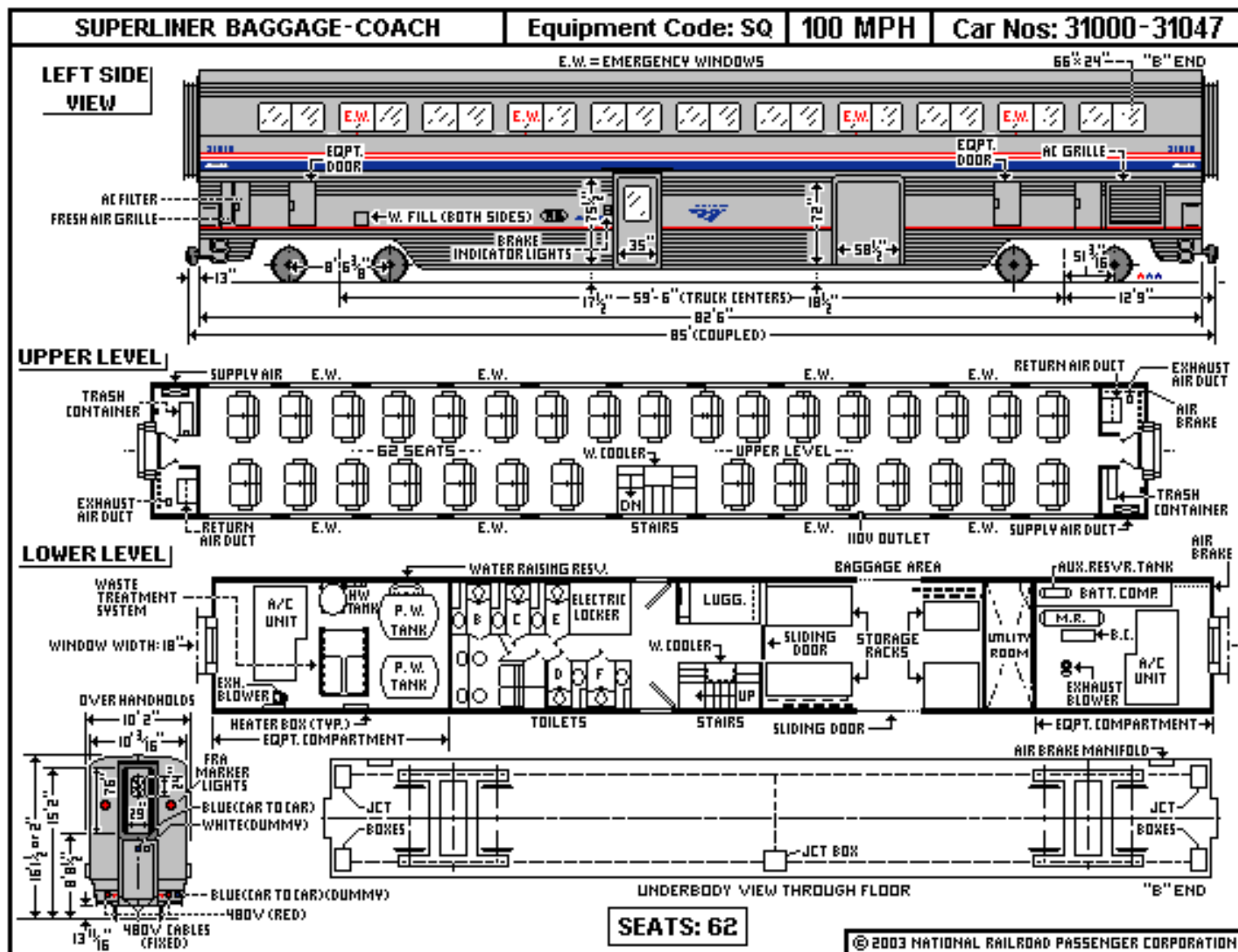
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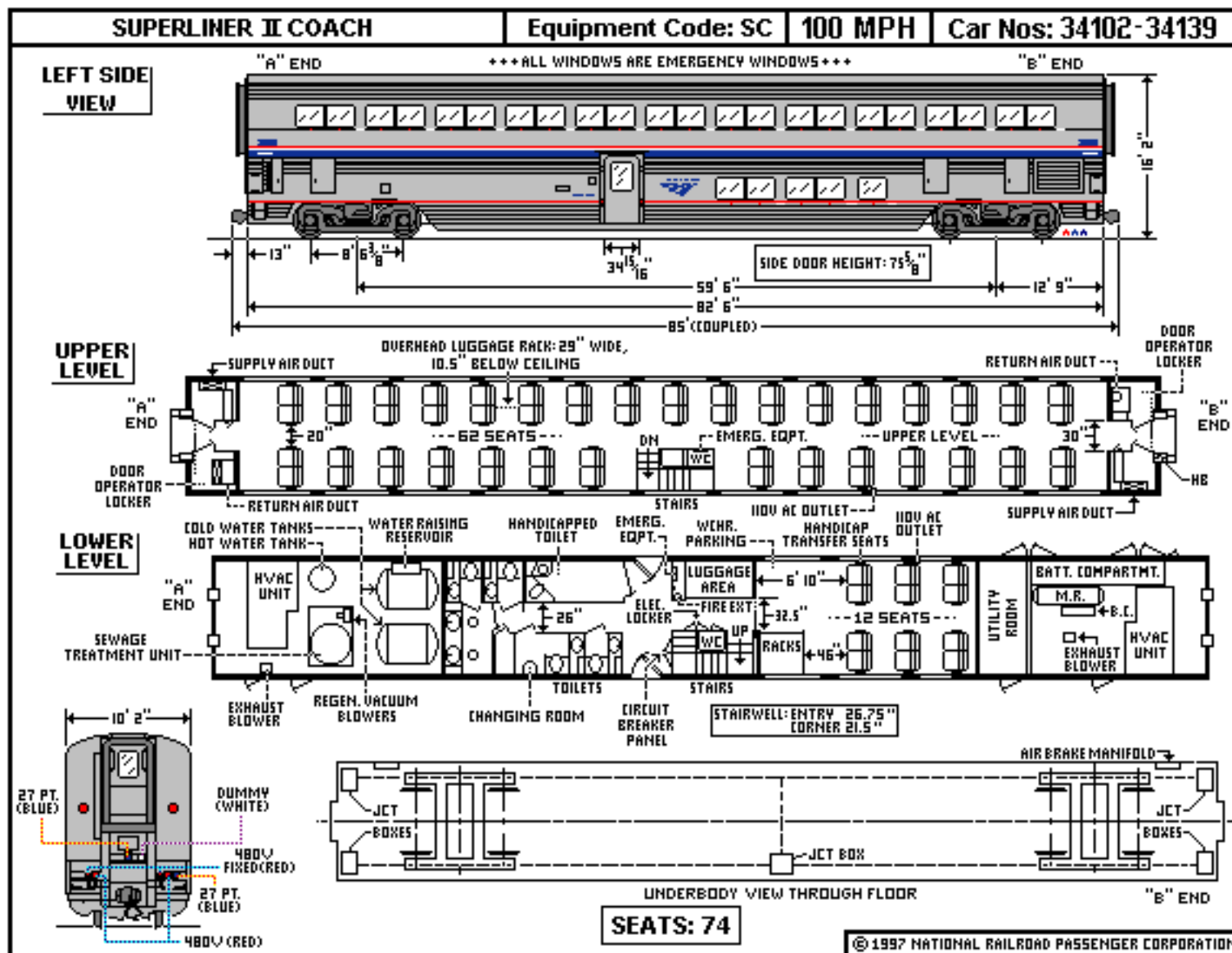
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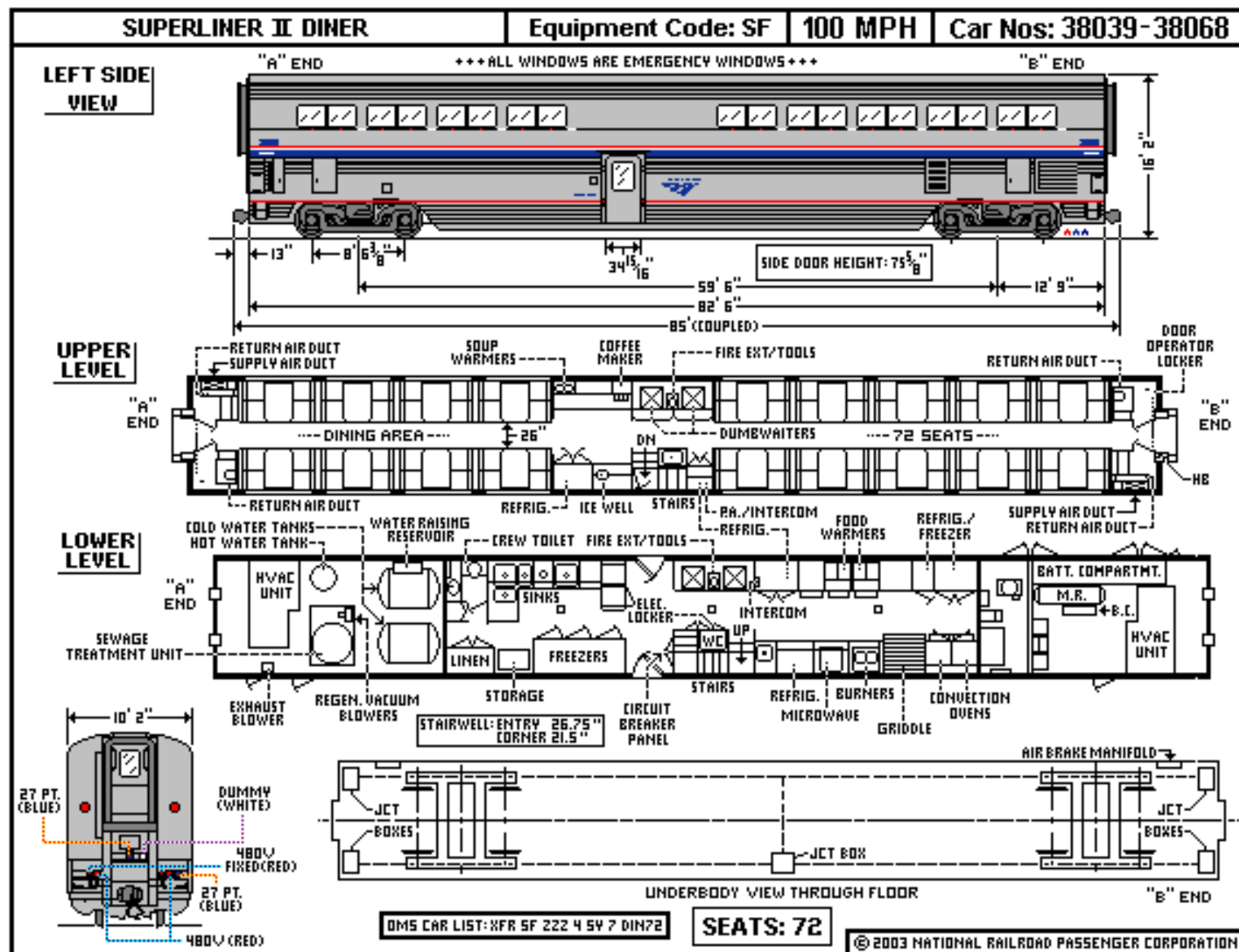
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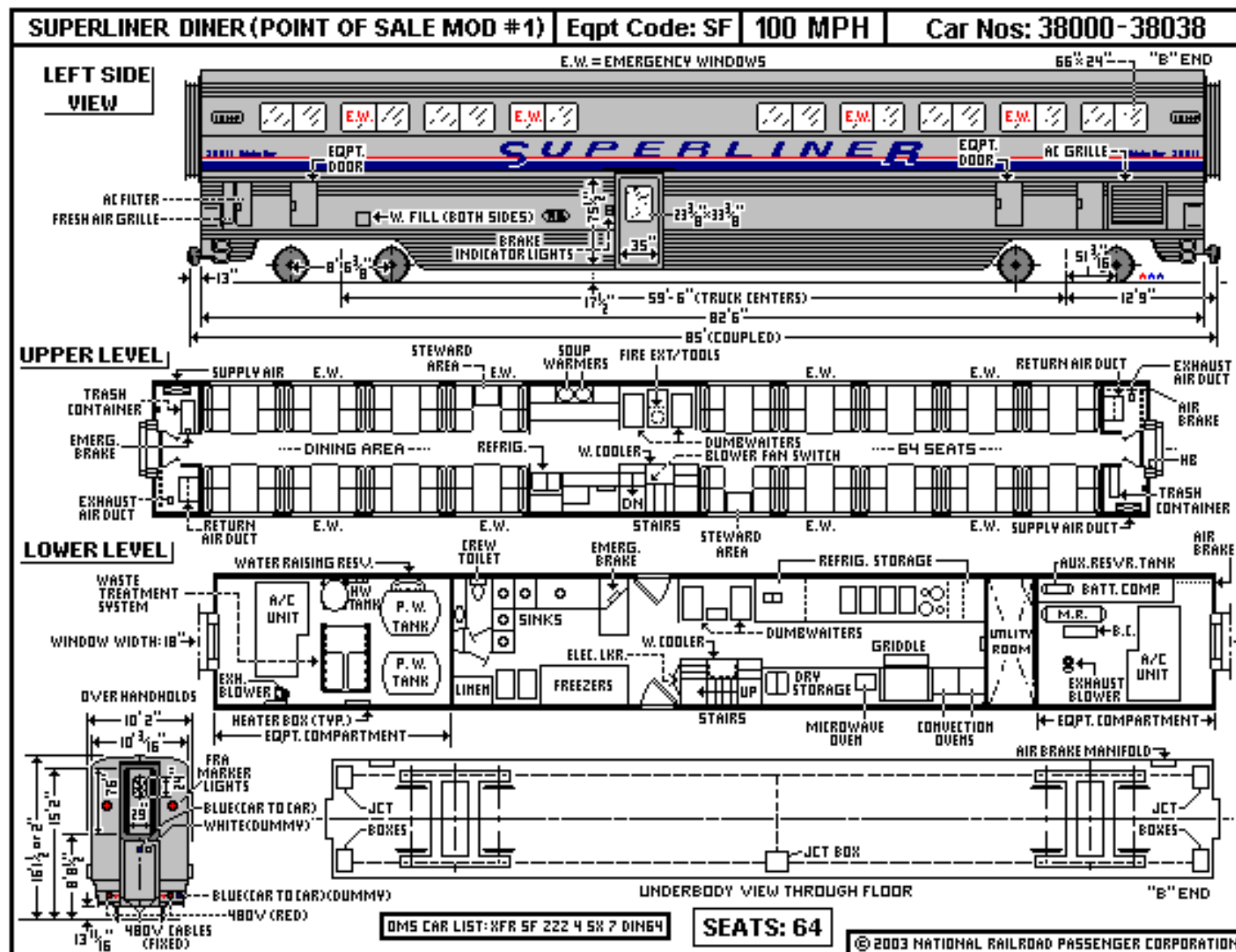
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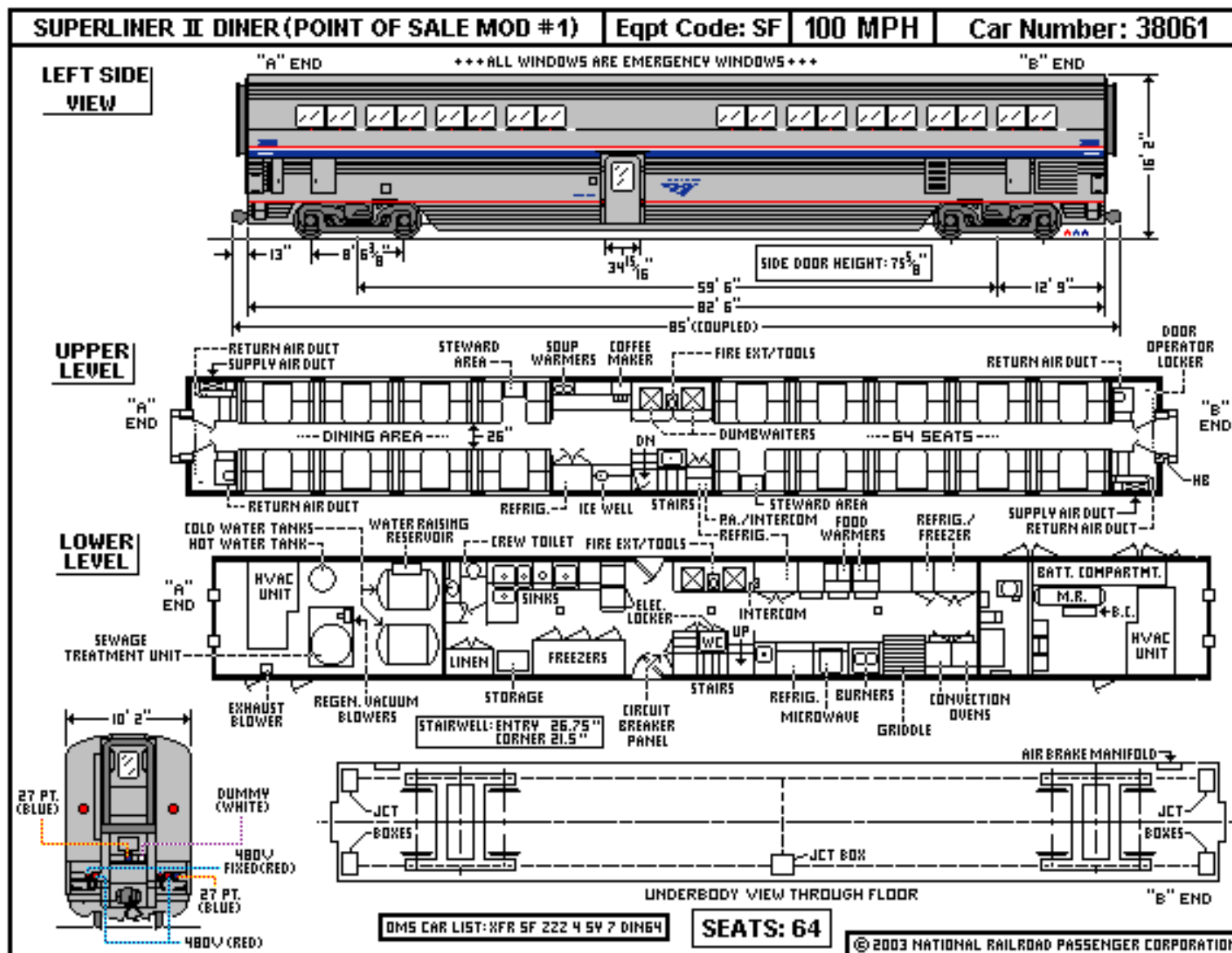
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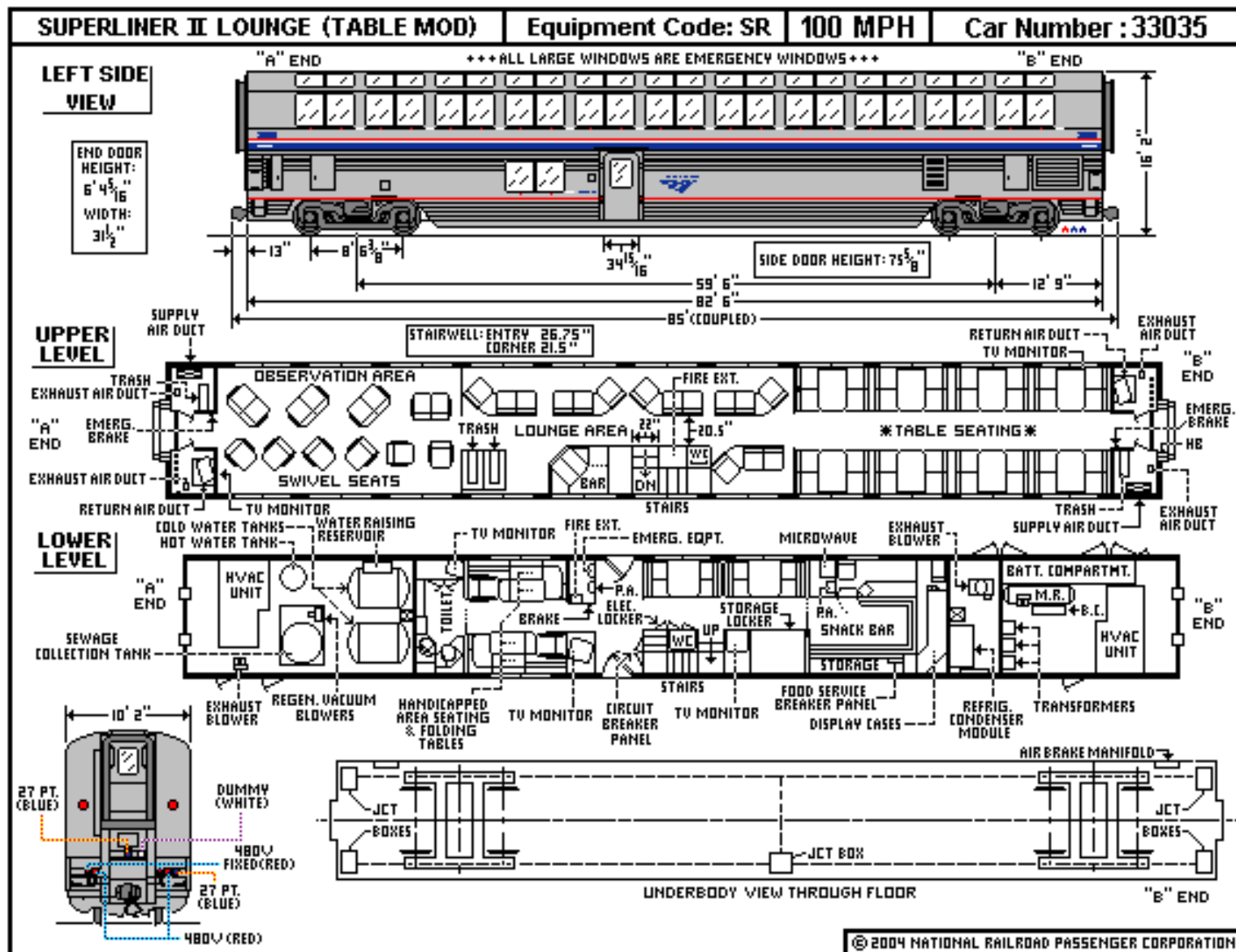
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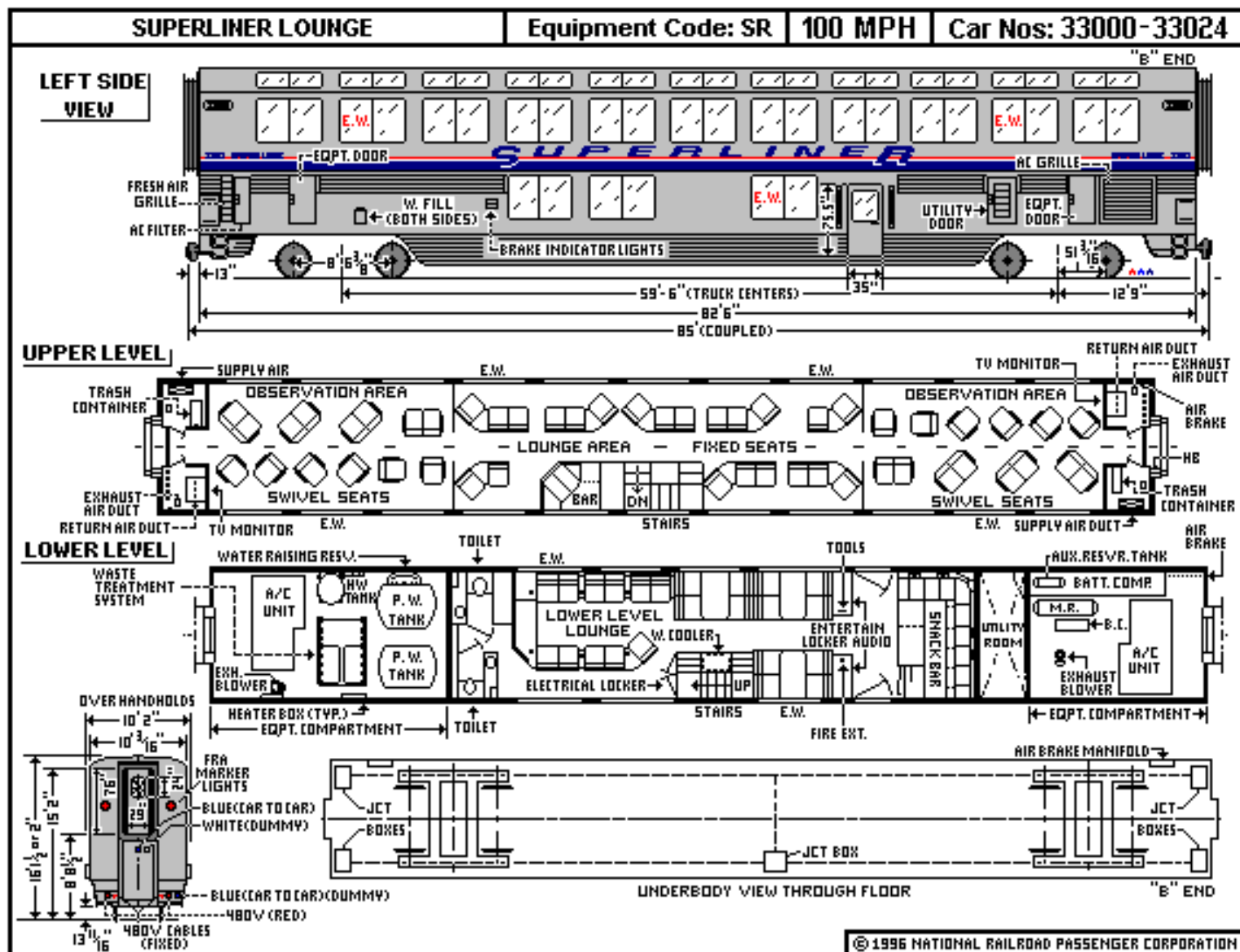
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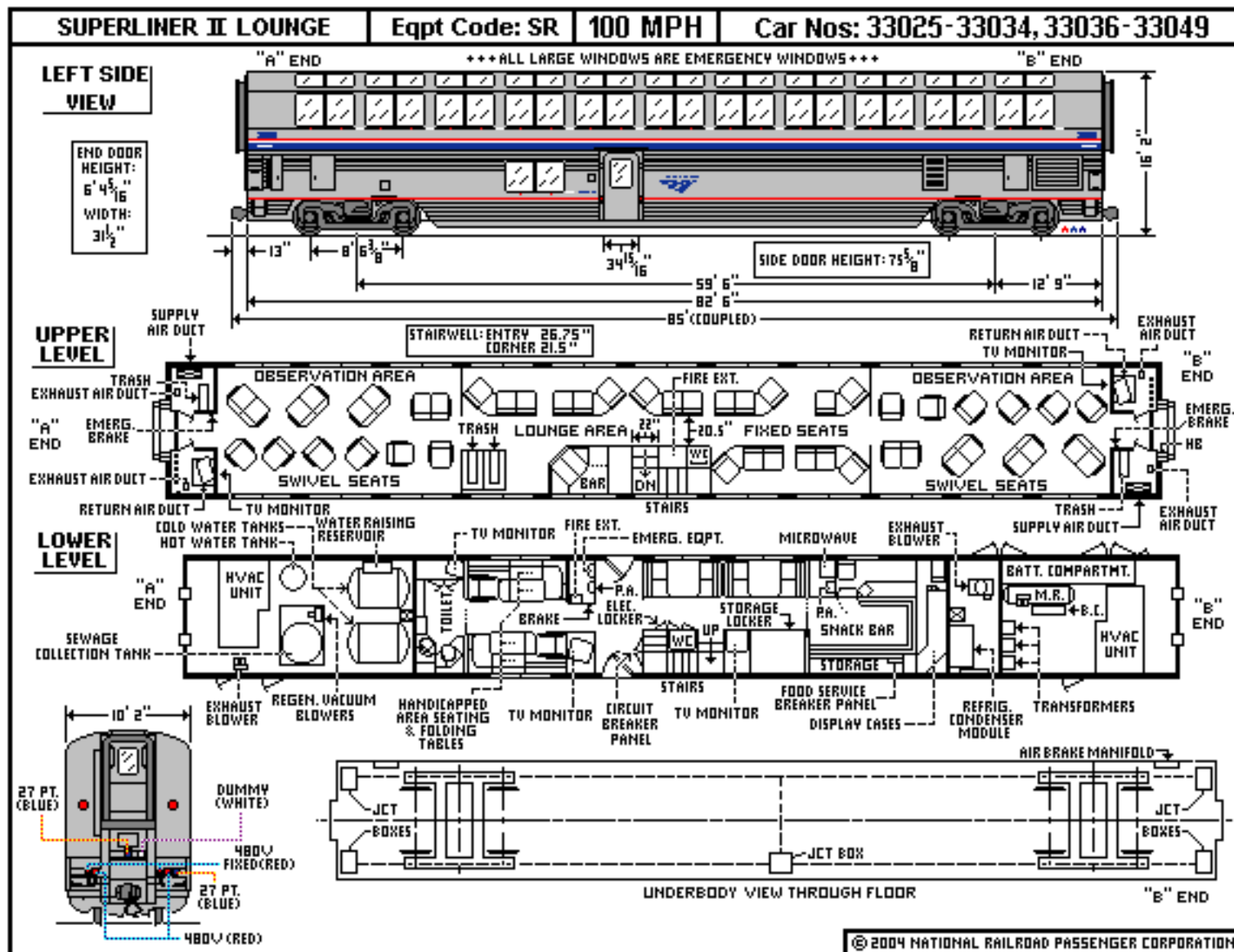
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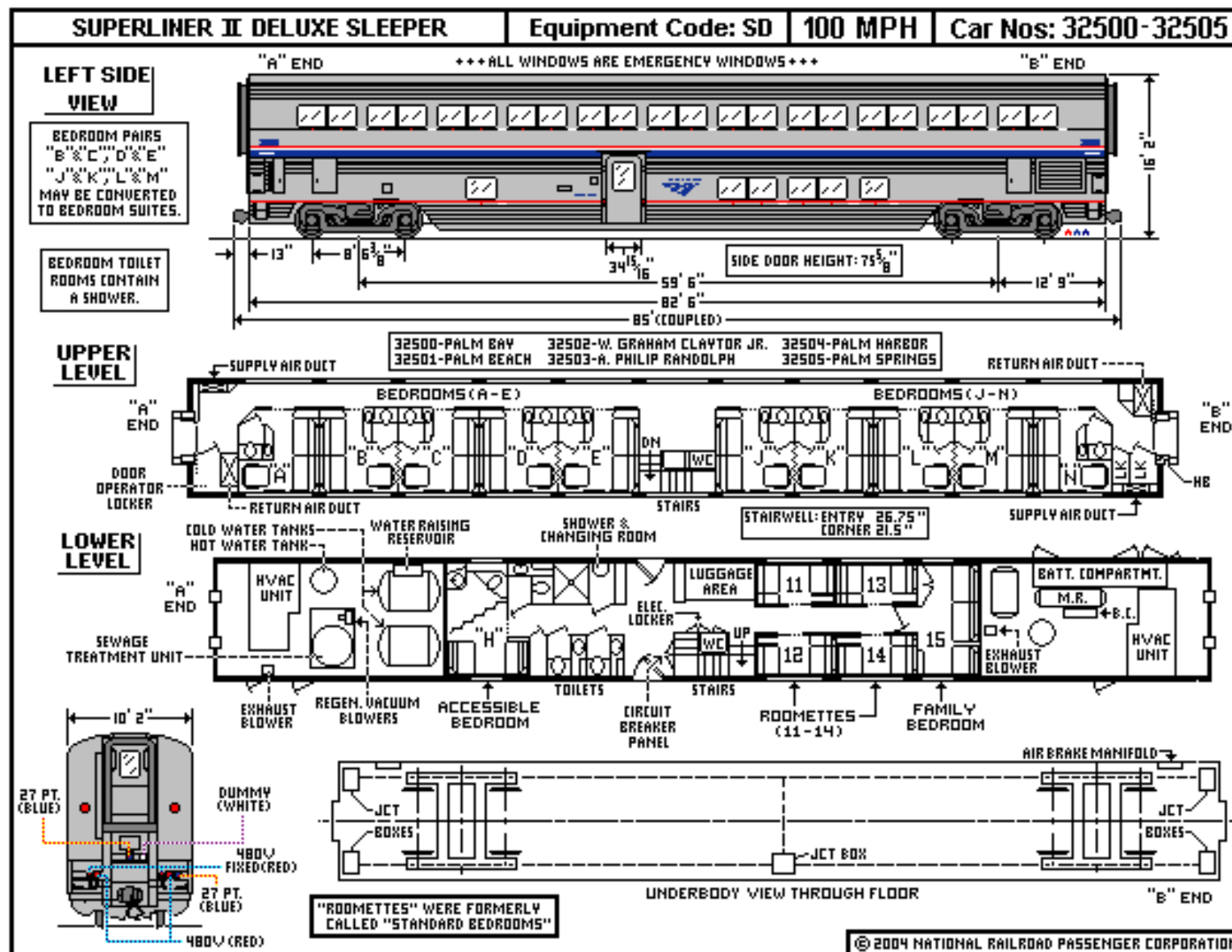
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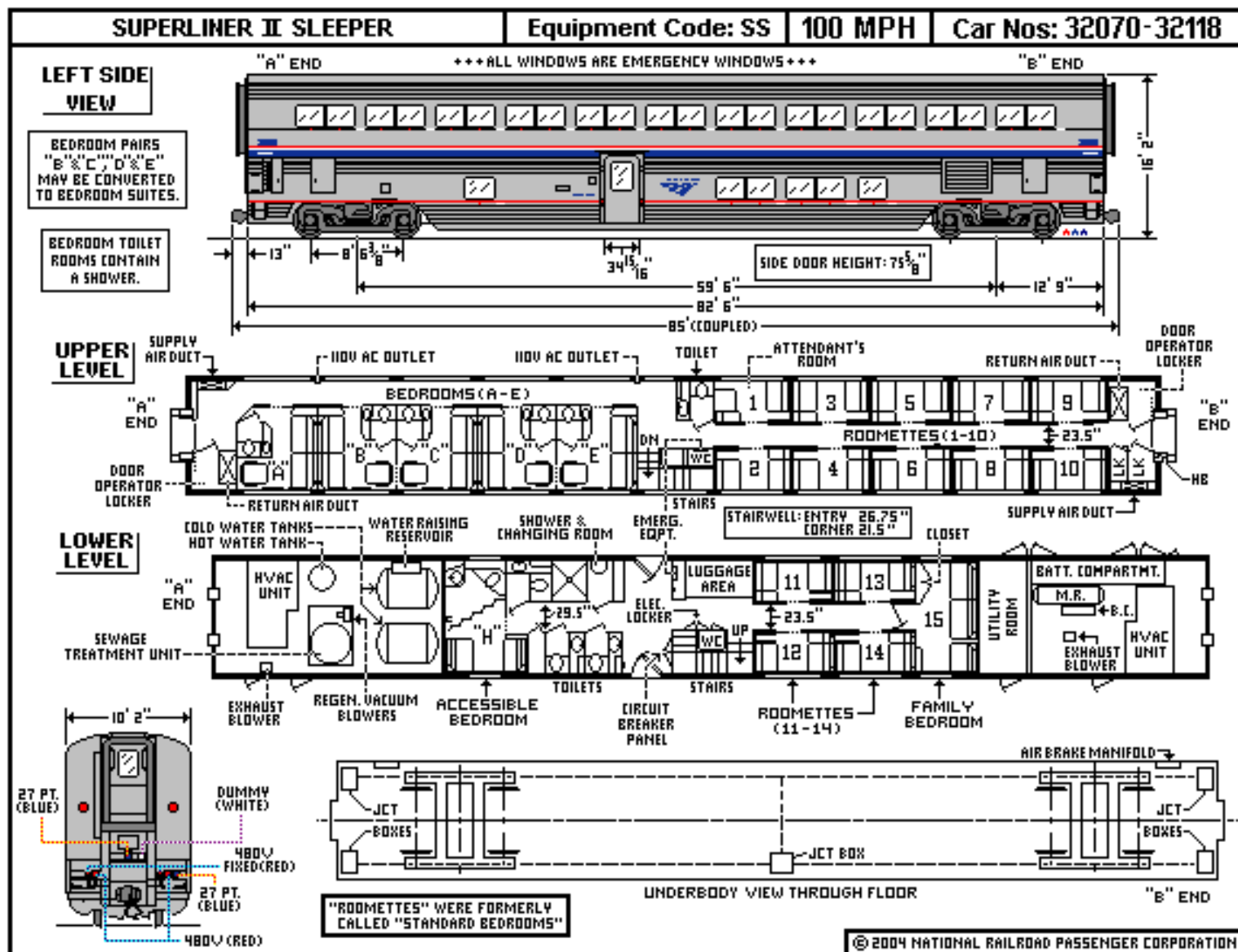
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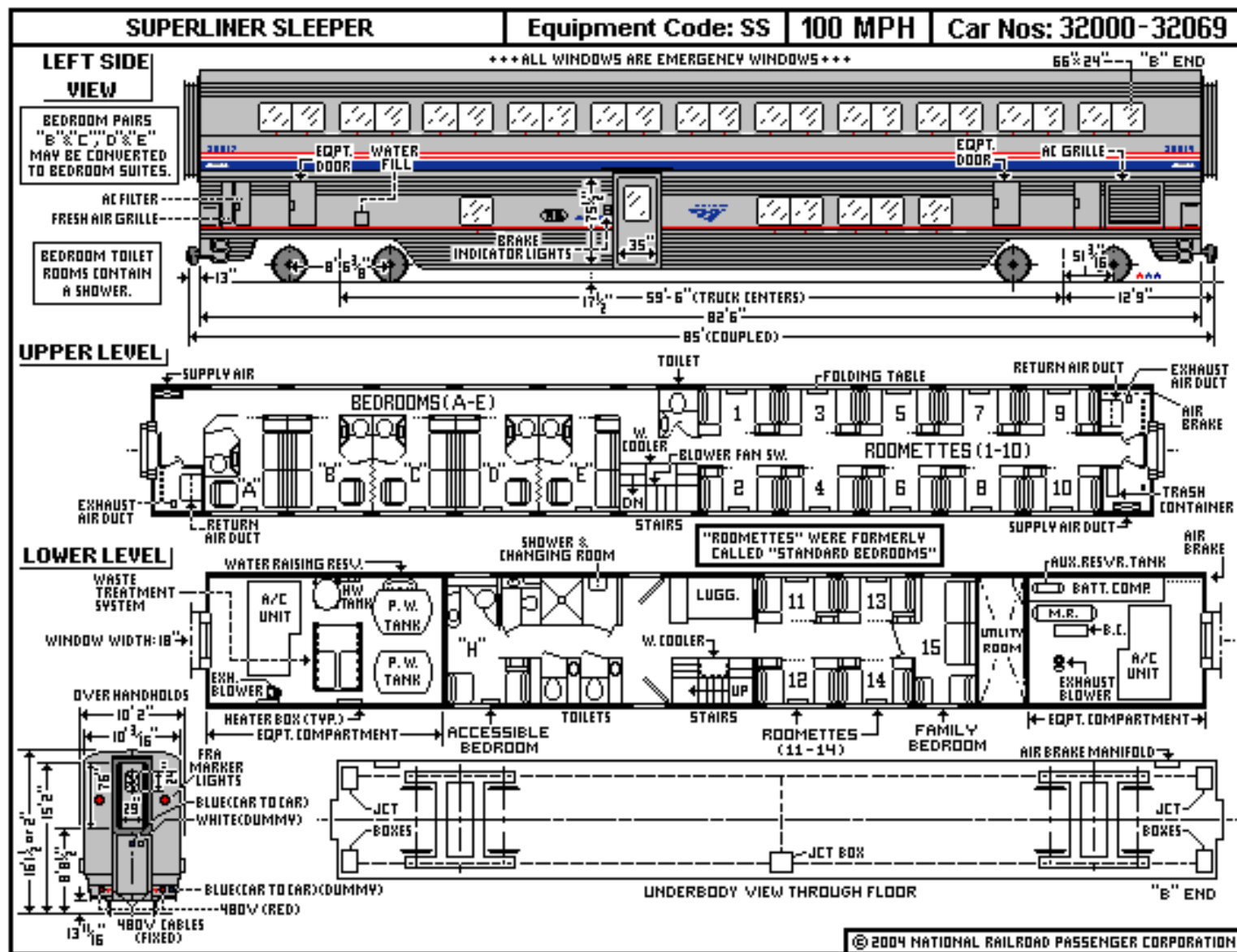
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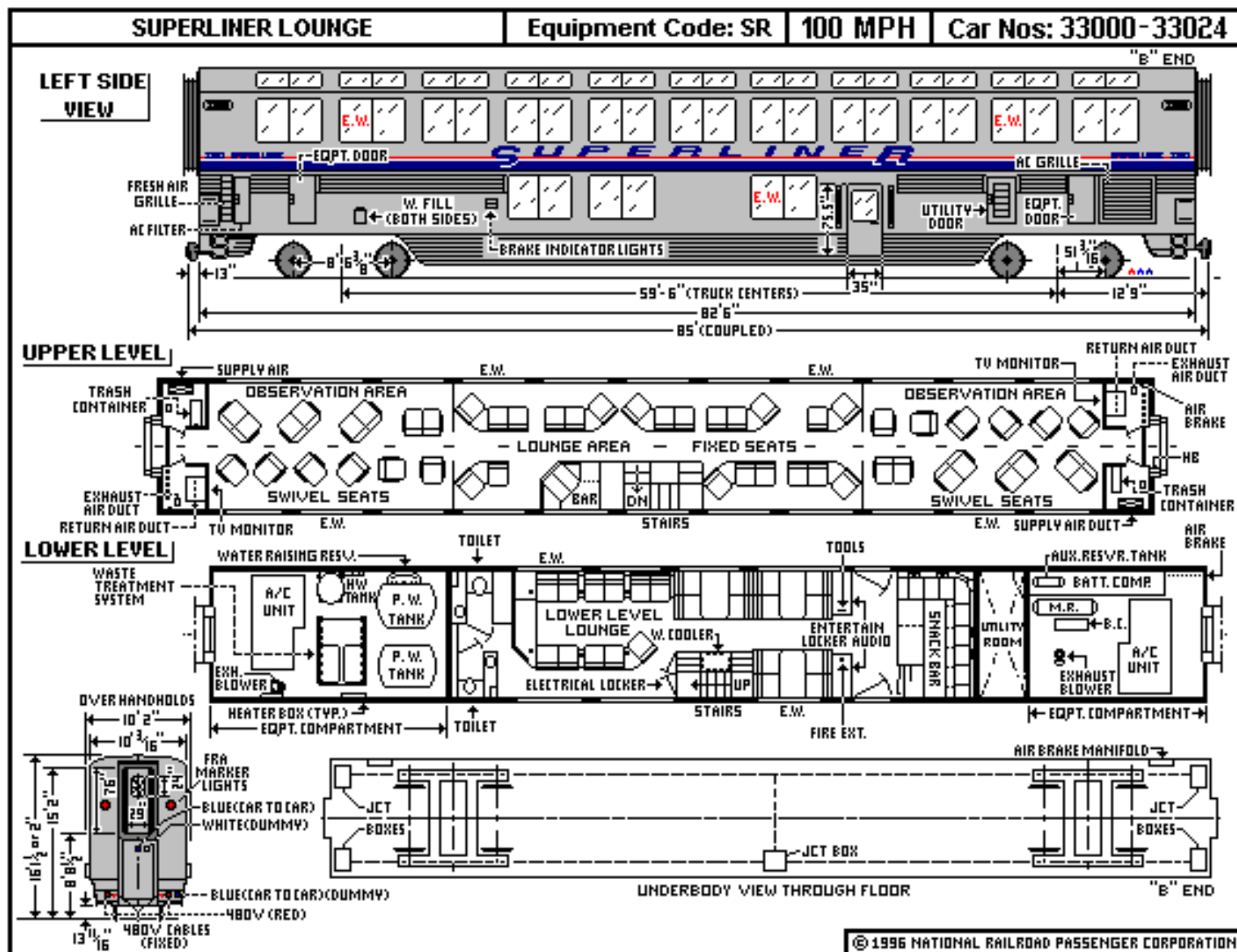
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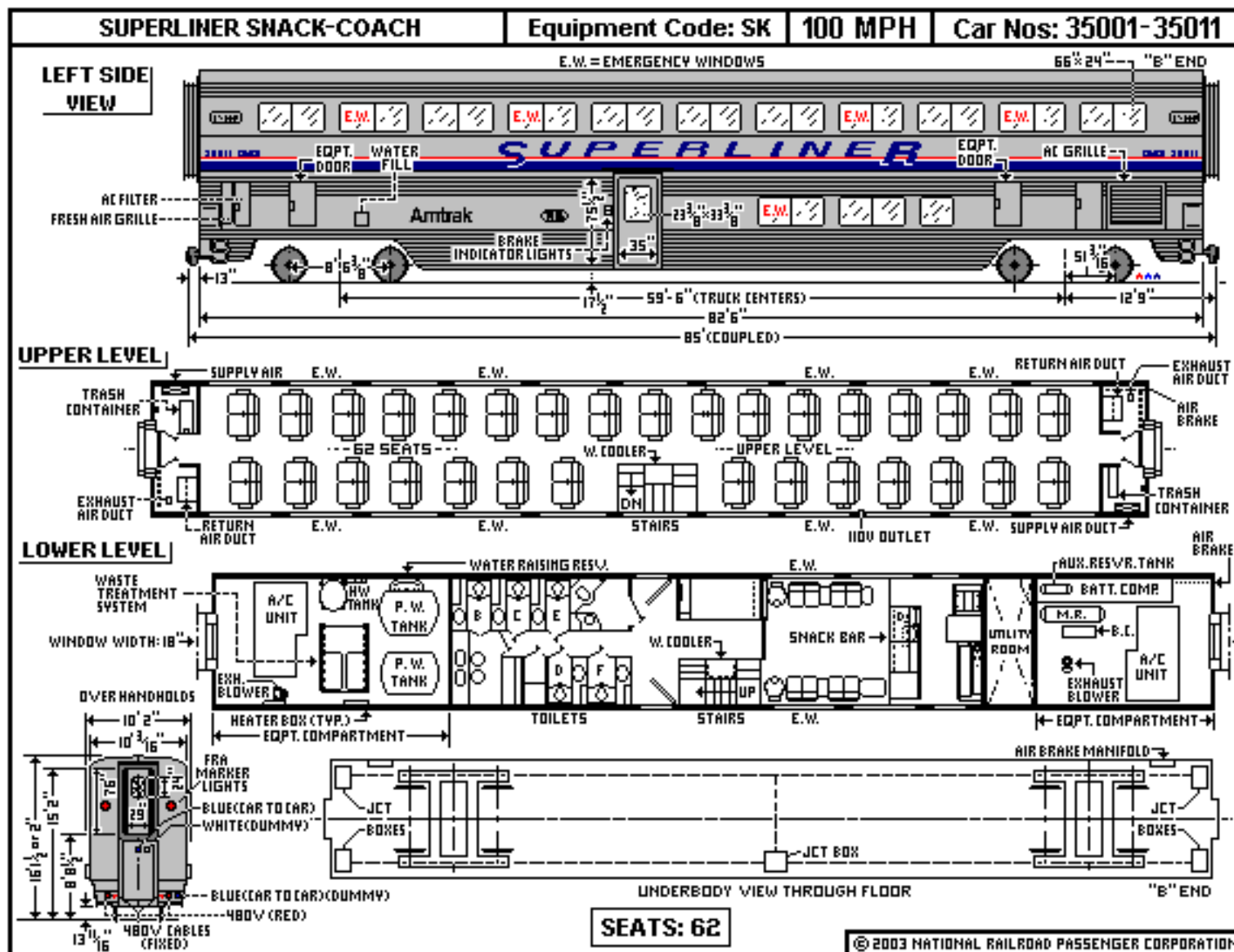
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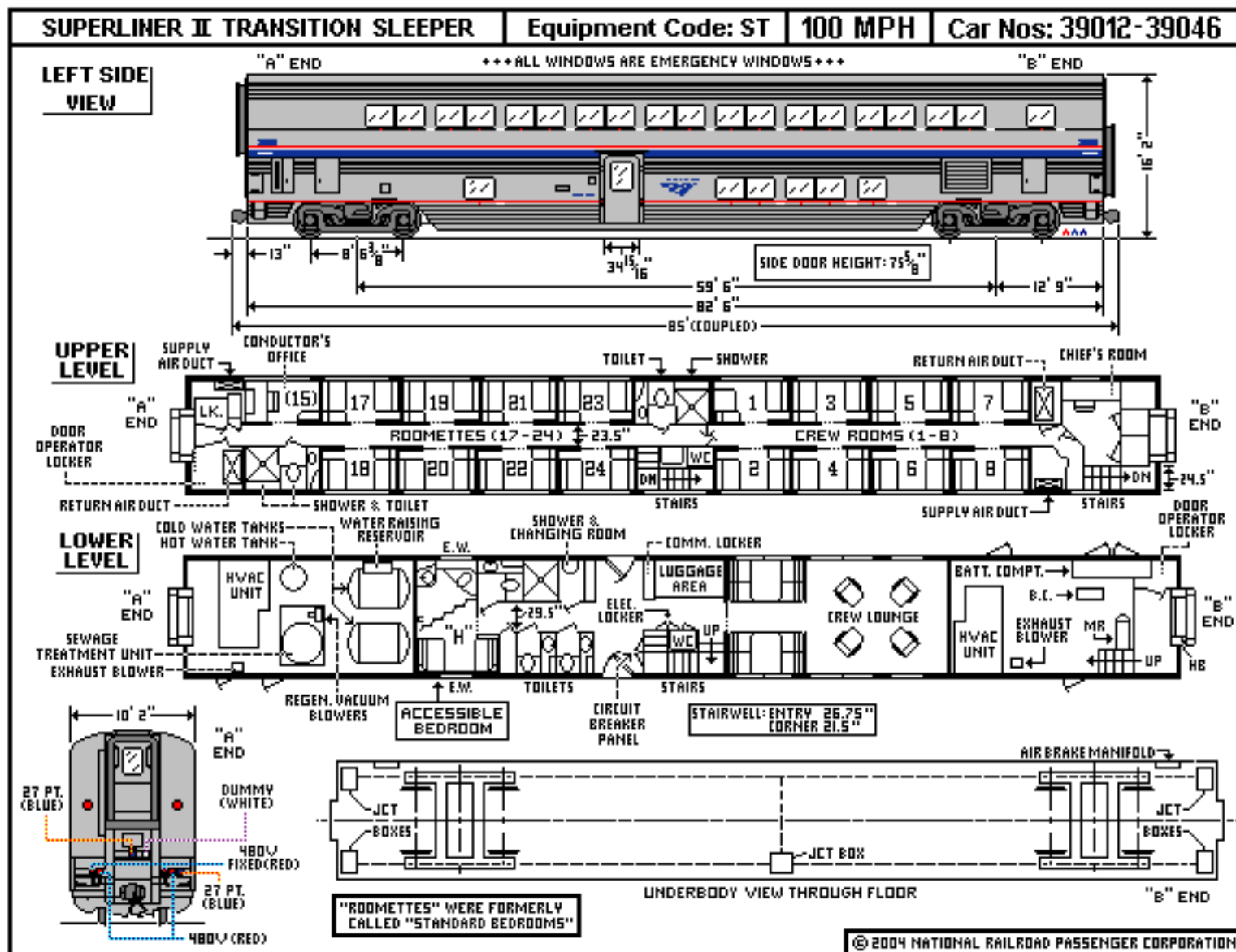
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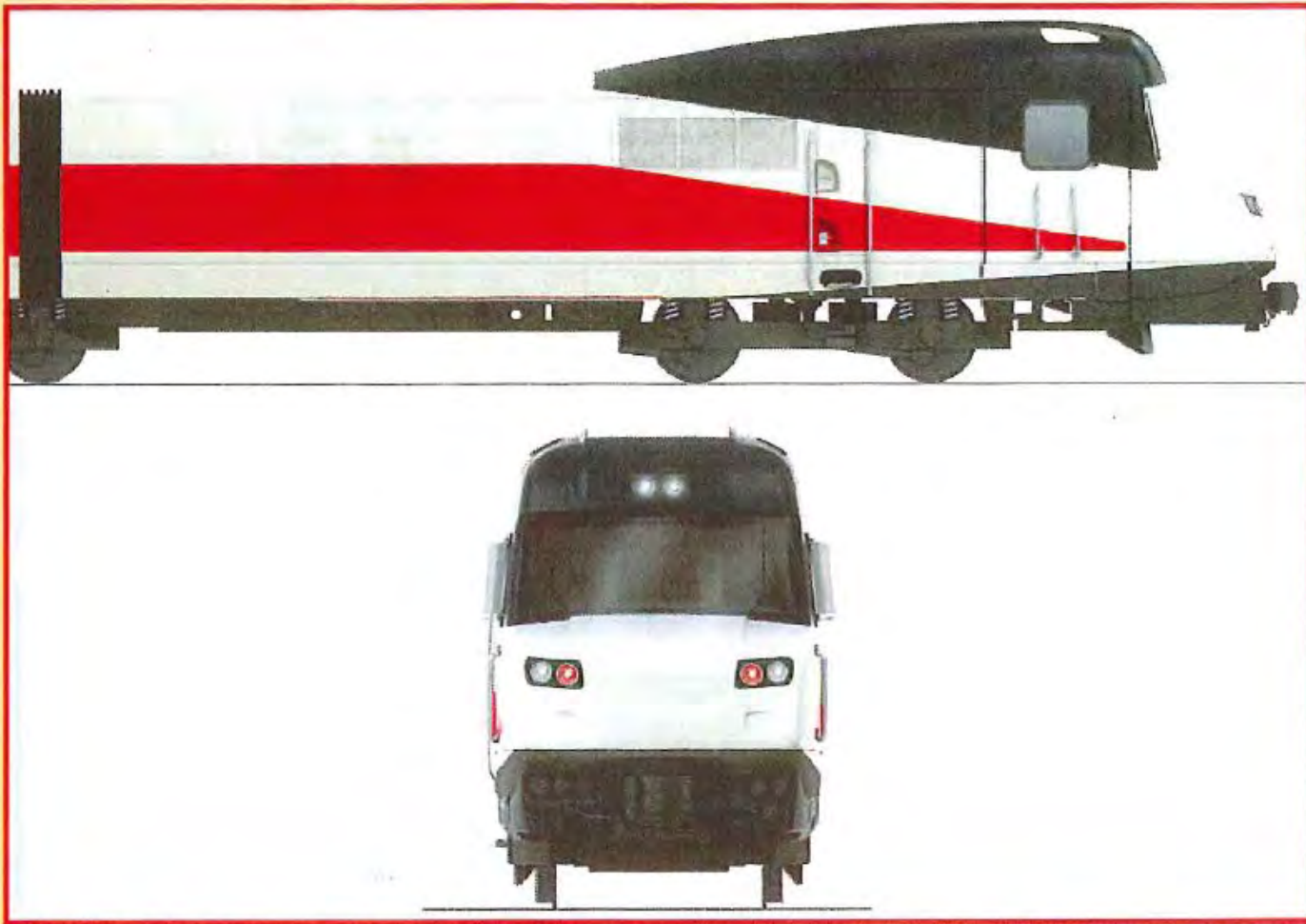
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CAB CAR

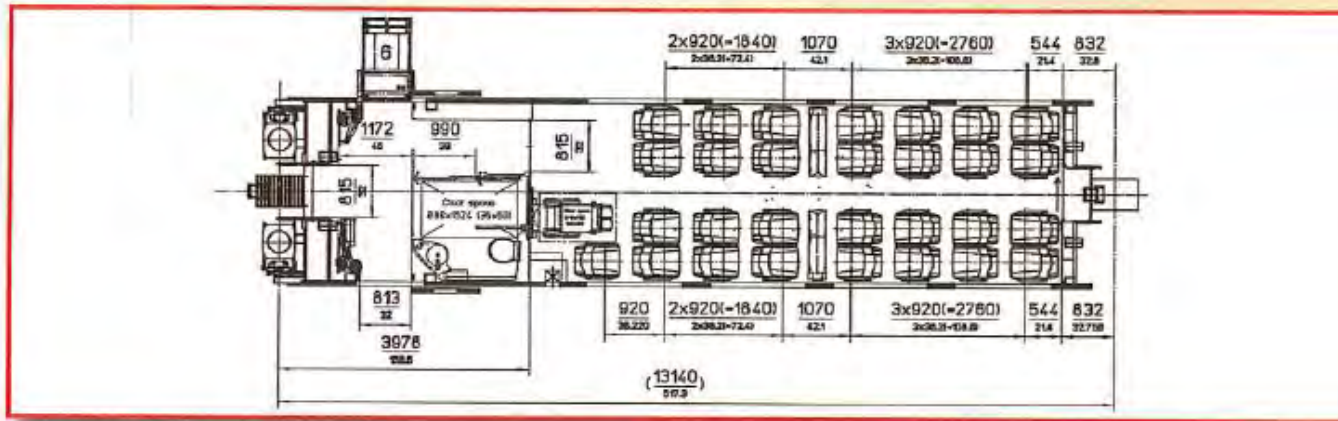


Talgo

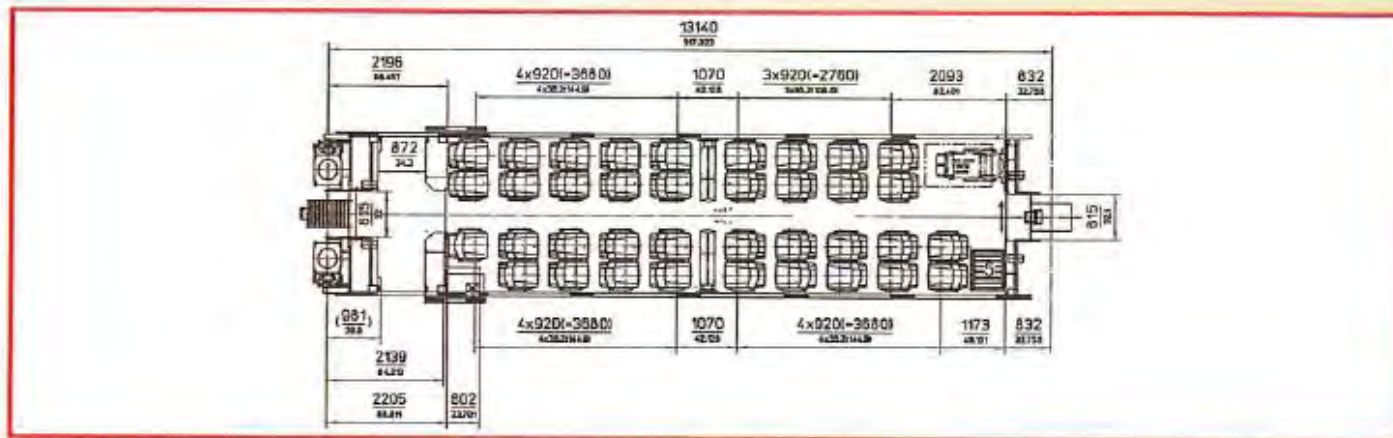
SERIES 8 CAB AND AUXILIARY POWER CAR

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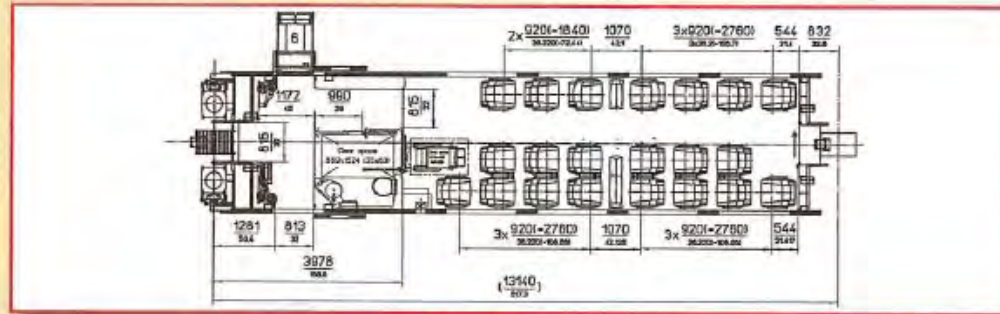
Coach with restroom



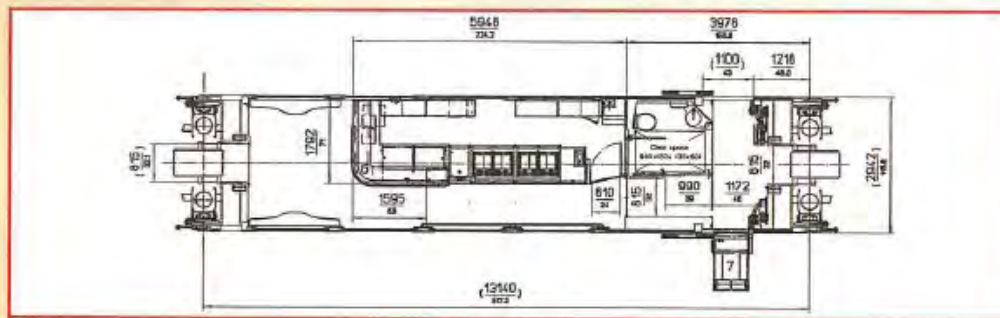
Coach without restroom

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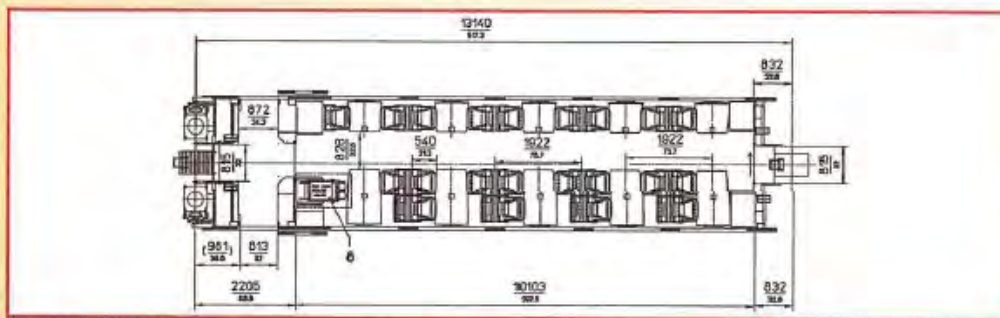
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Business Class Car with restroom



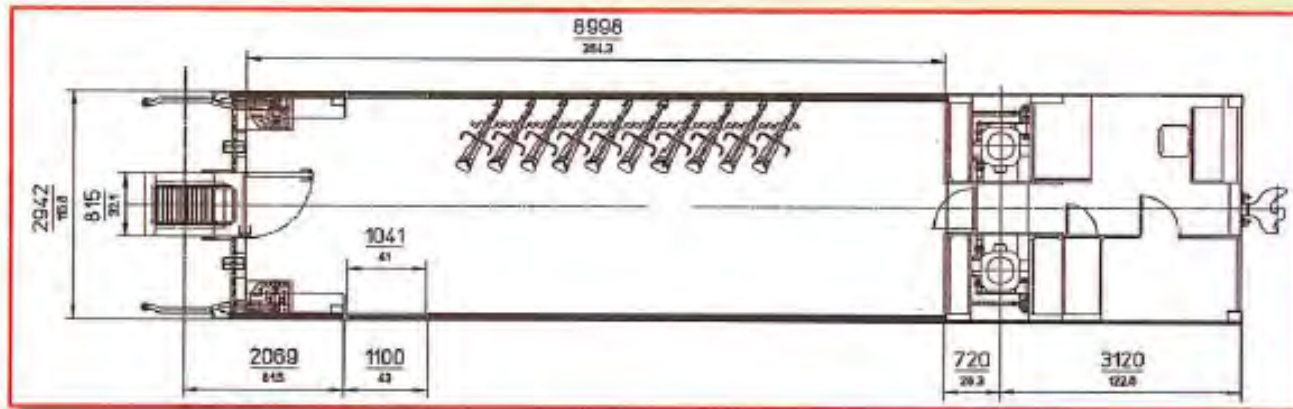
Bistro



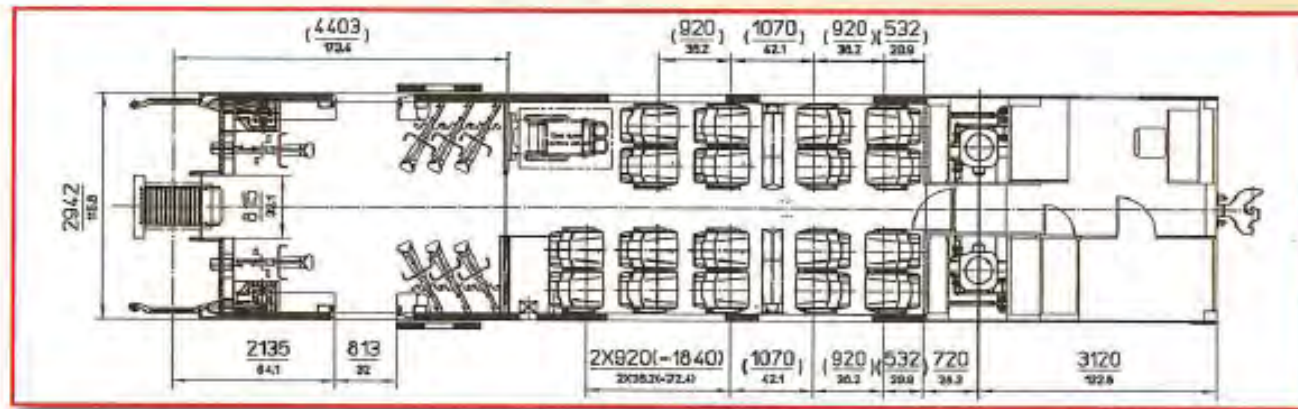
Diner

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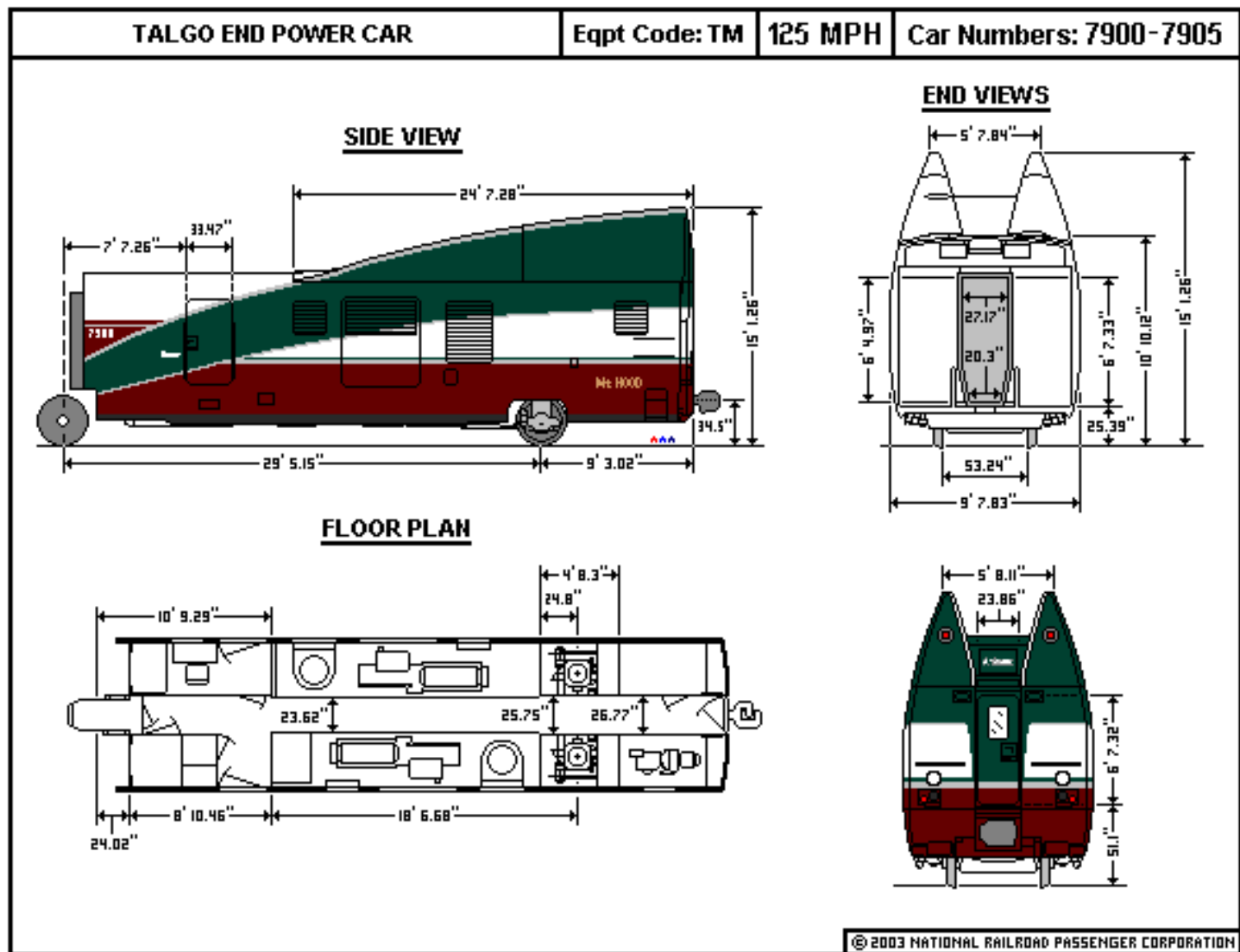
End Baggage Car



End Coach

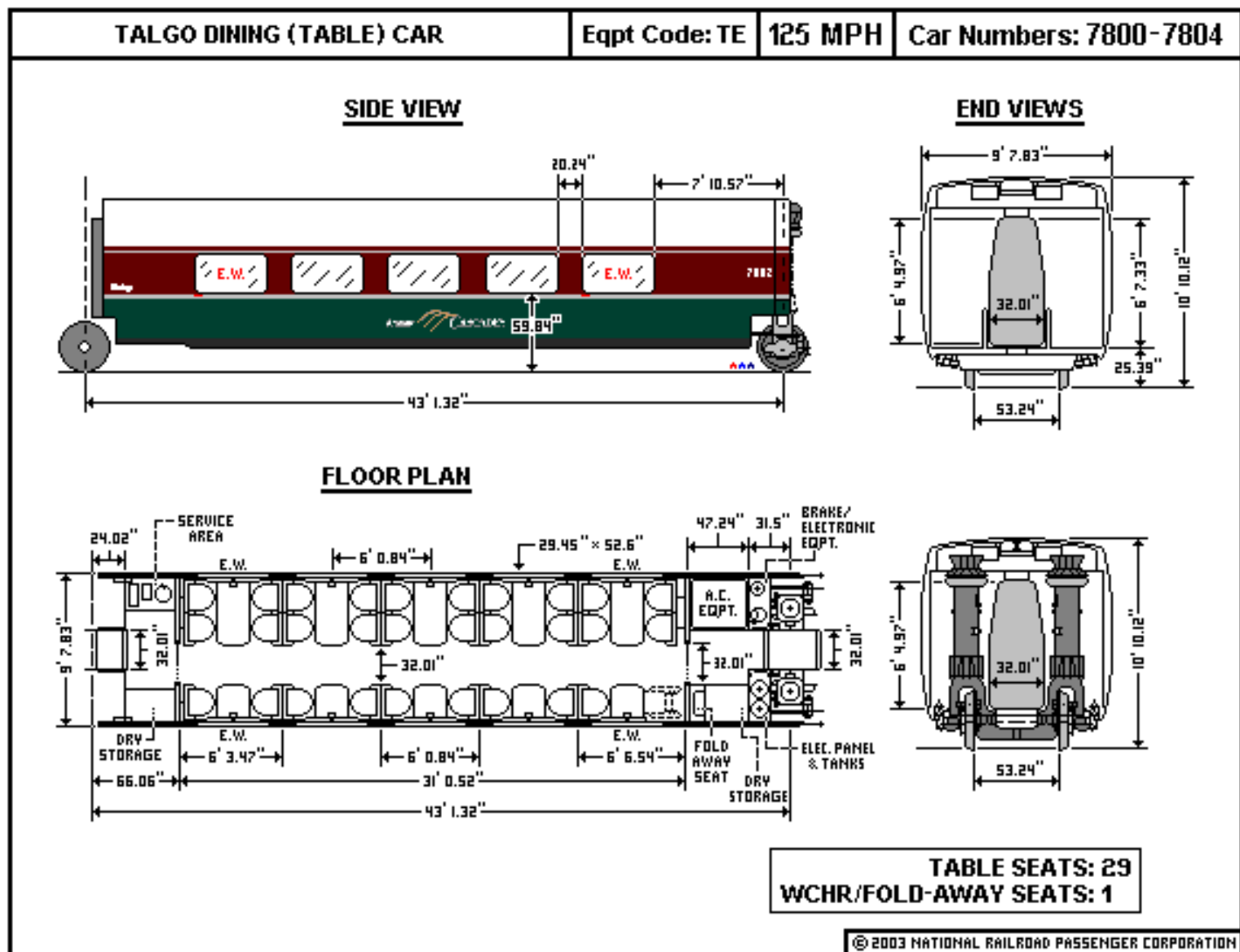
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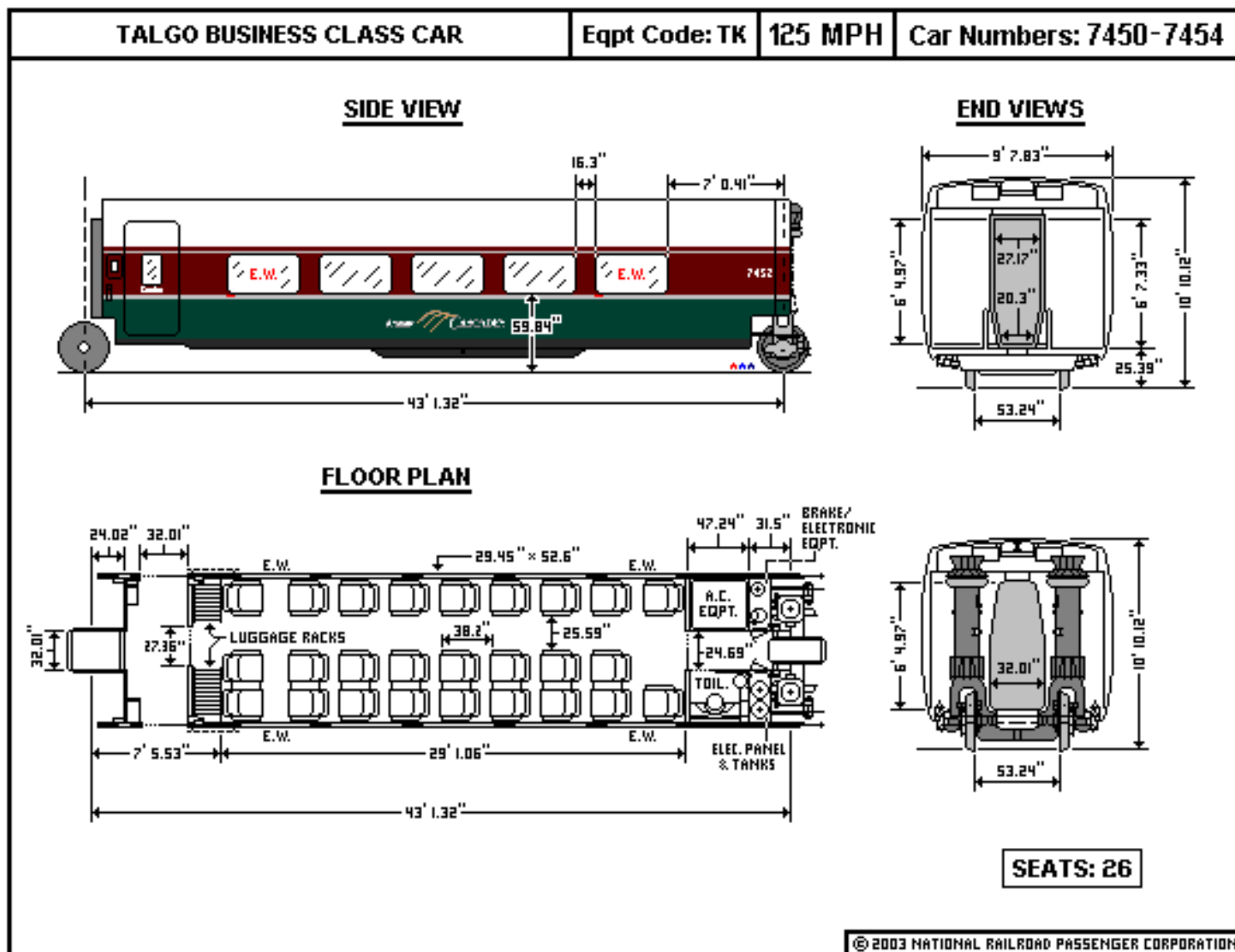
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TALGO CONSIST INFORMATION	AS OF 5/2003
<p><u>"Mt. Baker", "Mt. Rainier" Sets</u></p> <p>1 - Power Car (no psgrs) 1 - Business Class (26 seats) 1 - Business Class ADA (18 seats) 1 - Dining (Table) Car 1 - Bistro Car 1 - Coach ADA (19 seats) 1 - End Coach ADA (25 seats) 5 - Coach (36 seats) 1 - Baggage/Bike Car (no psgrs)</p> <p>TOTAL: 13 CARS</p>	<p><u>"Mt. Hood", "Mt. Olympus" Sets</u></p> <p>1 - Power Car (no psgrs) 1 - Business Class (26 seats) 1 - Business Class ADA (18 seats) 1 - Dining (Table) Car 1 - Bistro Car 1 - Coach ADA (19 seats) 5 - Coach (36 seats) 1 - Baggage/Bike Car (no psgrs)</p> <p>TOTAL: 12 CARS</p>
<p><u>"Las Vegas" Set</u></p> <p>1 - Power Car (no psgrs) 1 - Business Class (26 seats) 1 - Business Class ADA (18 Seats) 1 - Dining (Table) Car 1 - Bistro Car 1 - Coach ADA (19 seats) 1 - End Coach ADA (25 seats) 6 - Coach (36 seats) 1 - Baggage/Bike Car (no psgrs)</p> <p>TOTAL: 14 CARS</p>	

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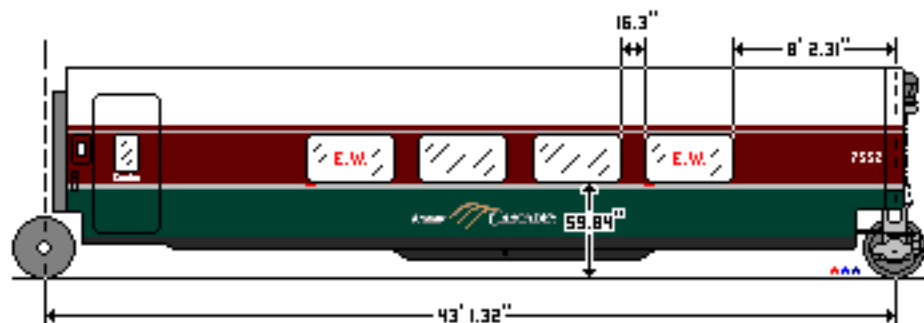
TALGO BUSINESS CLASS CAR (ACCESSIBLE)

Eqpt Code: TN

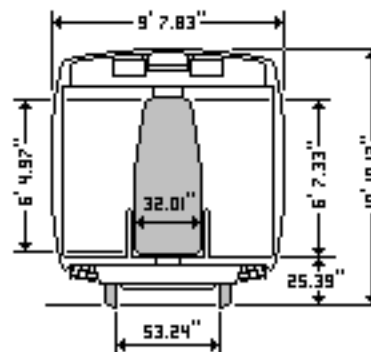
125 MPH

Car Numbers: 7550-7554

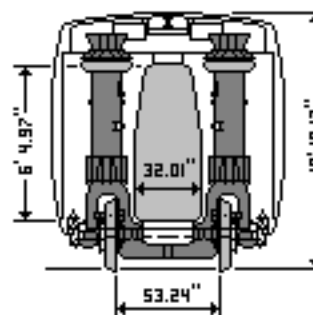
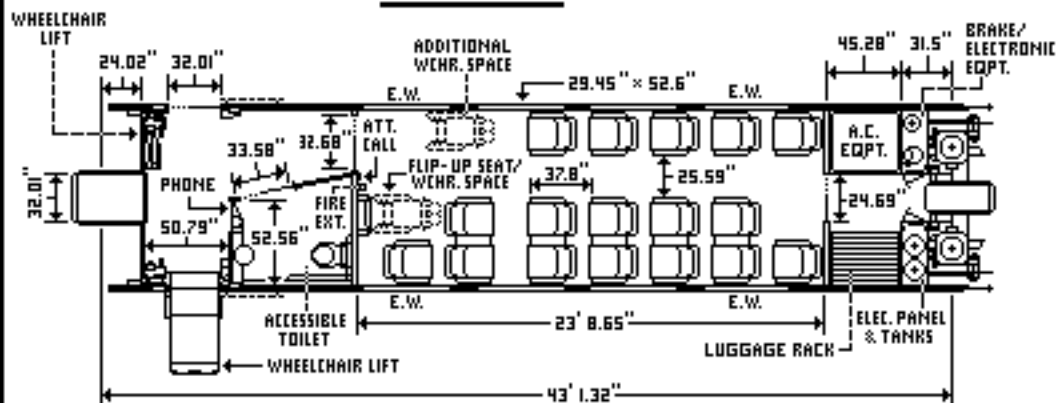
SIDE VIEW



END VIEWS



FLOOR PLAN

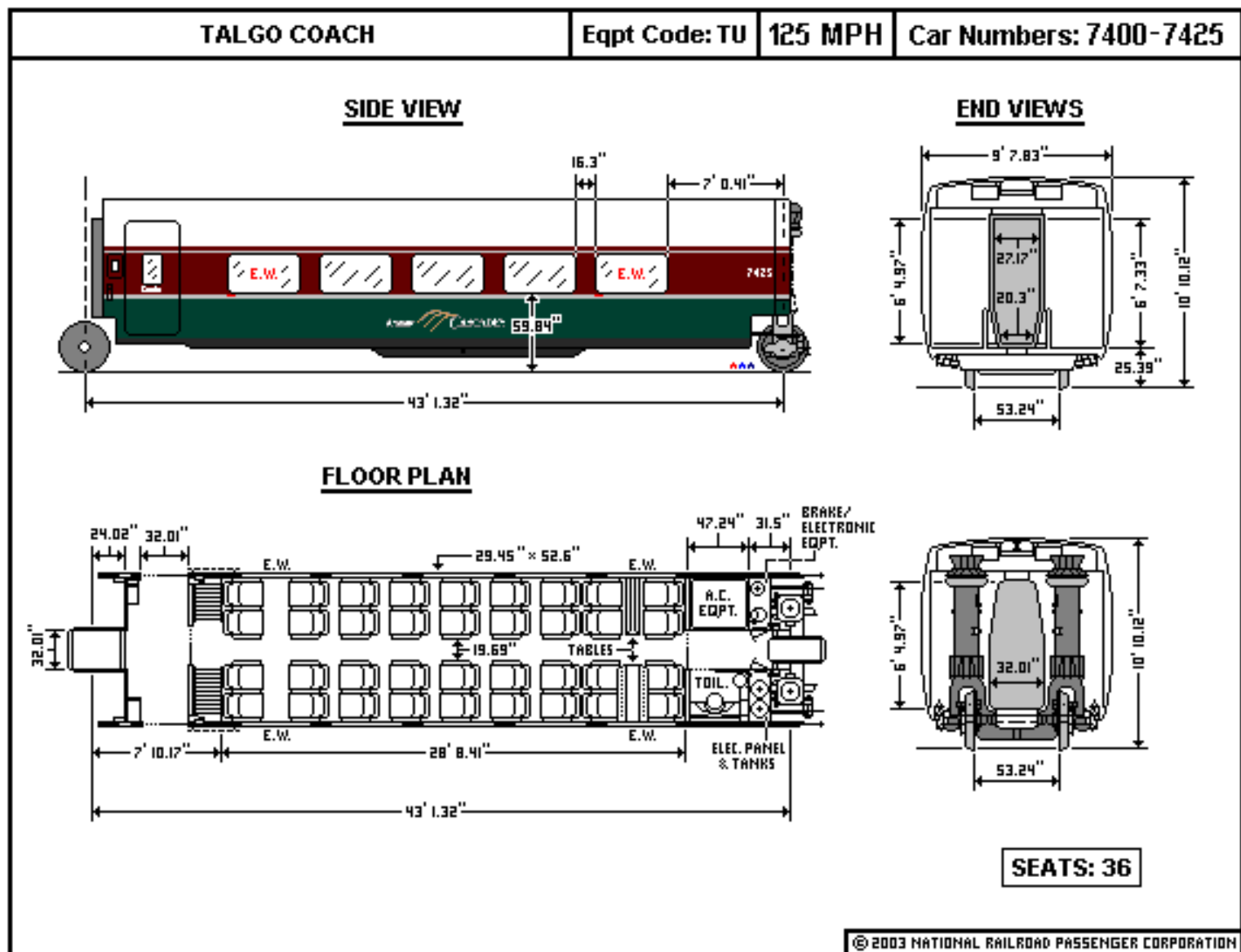


**FIXED SEATS: 17
WCHR/FLIP-UP SEATS: 1**

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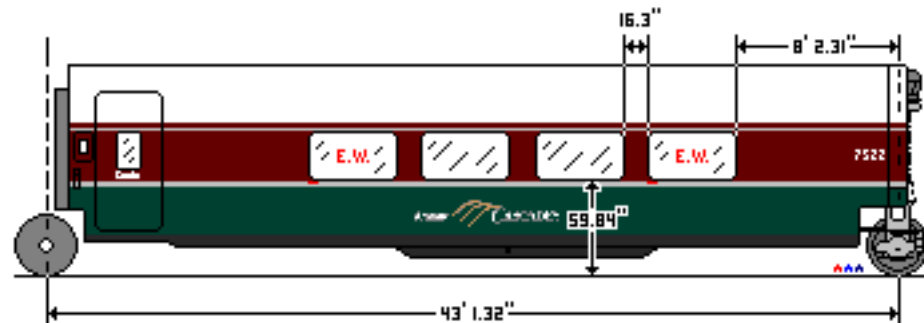
TALGO "SPARE" COACH (ACCESSIBLE)

Eqpt Code: TO

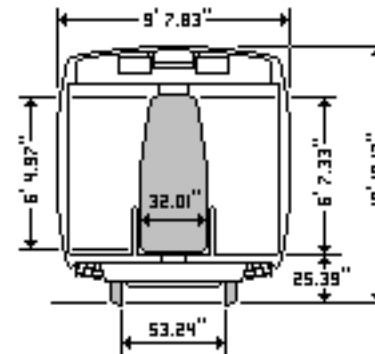
125 MPH

Car Numbers: 7520-7522

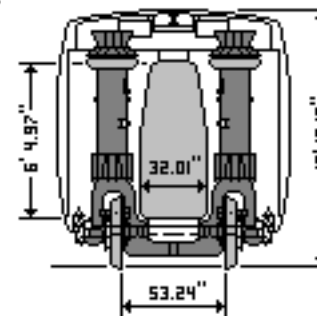
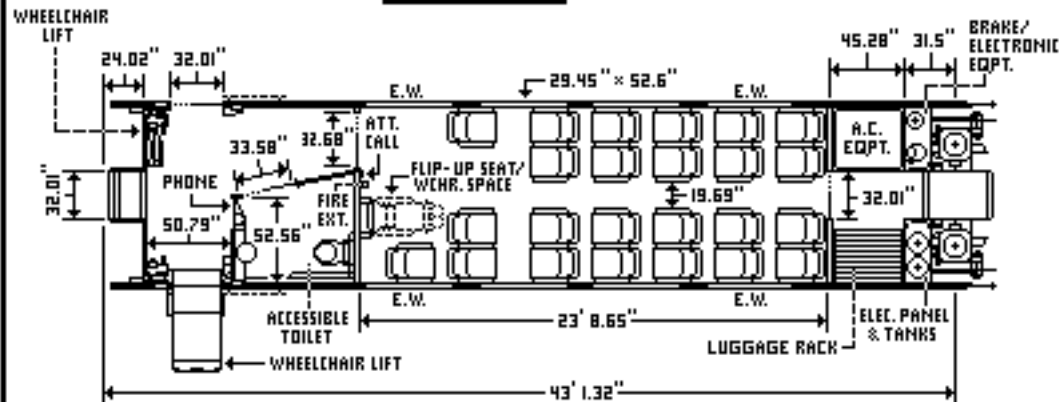
SIDE VIEW



END VIEWS



FLOOR PLAN

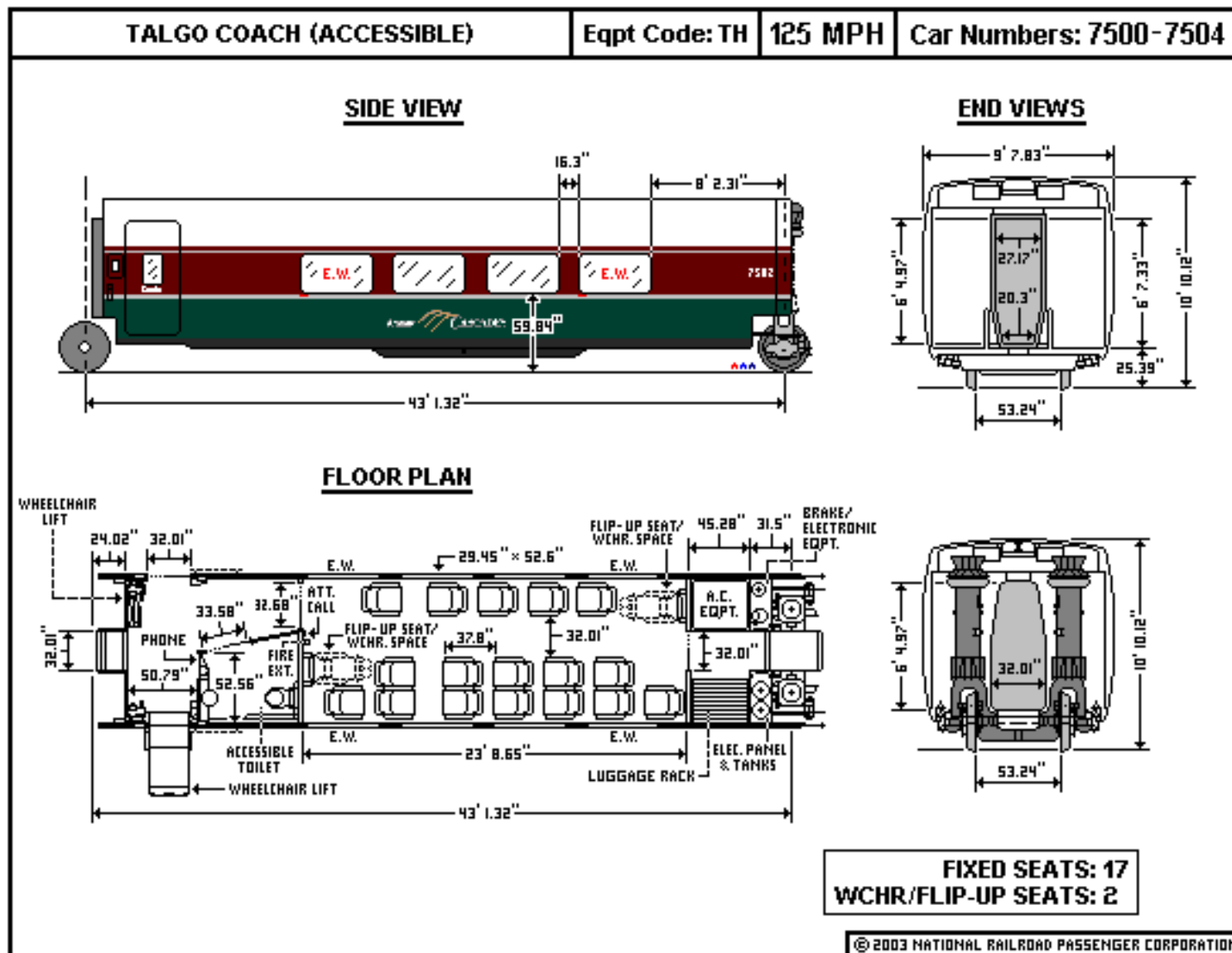


**FIXED SEATS: 24
WCHR/FLIP-UP SEATS: 1**

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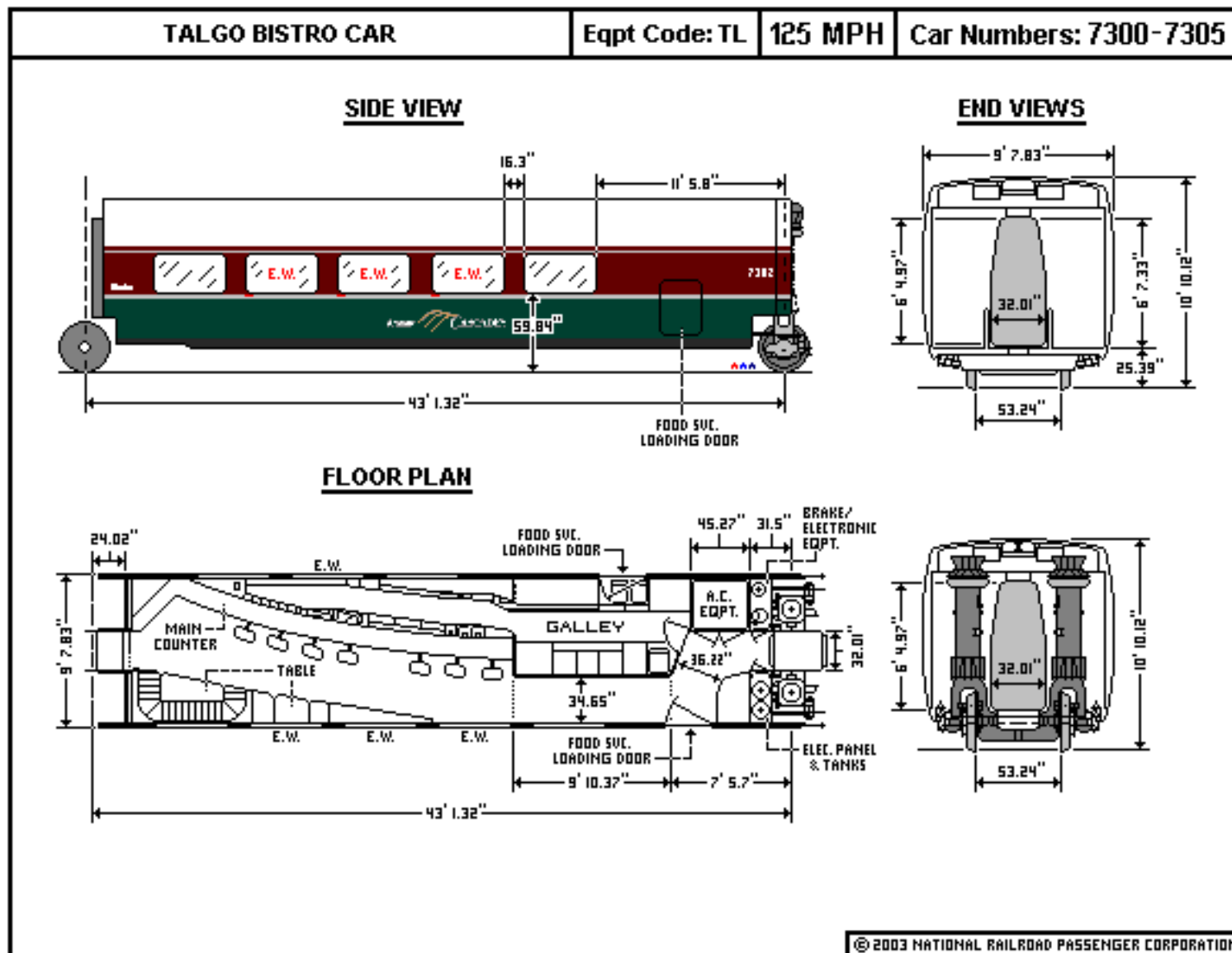
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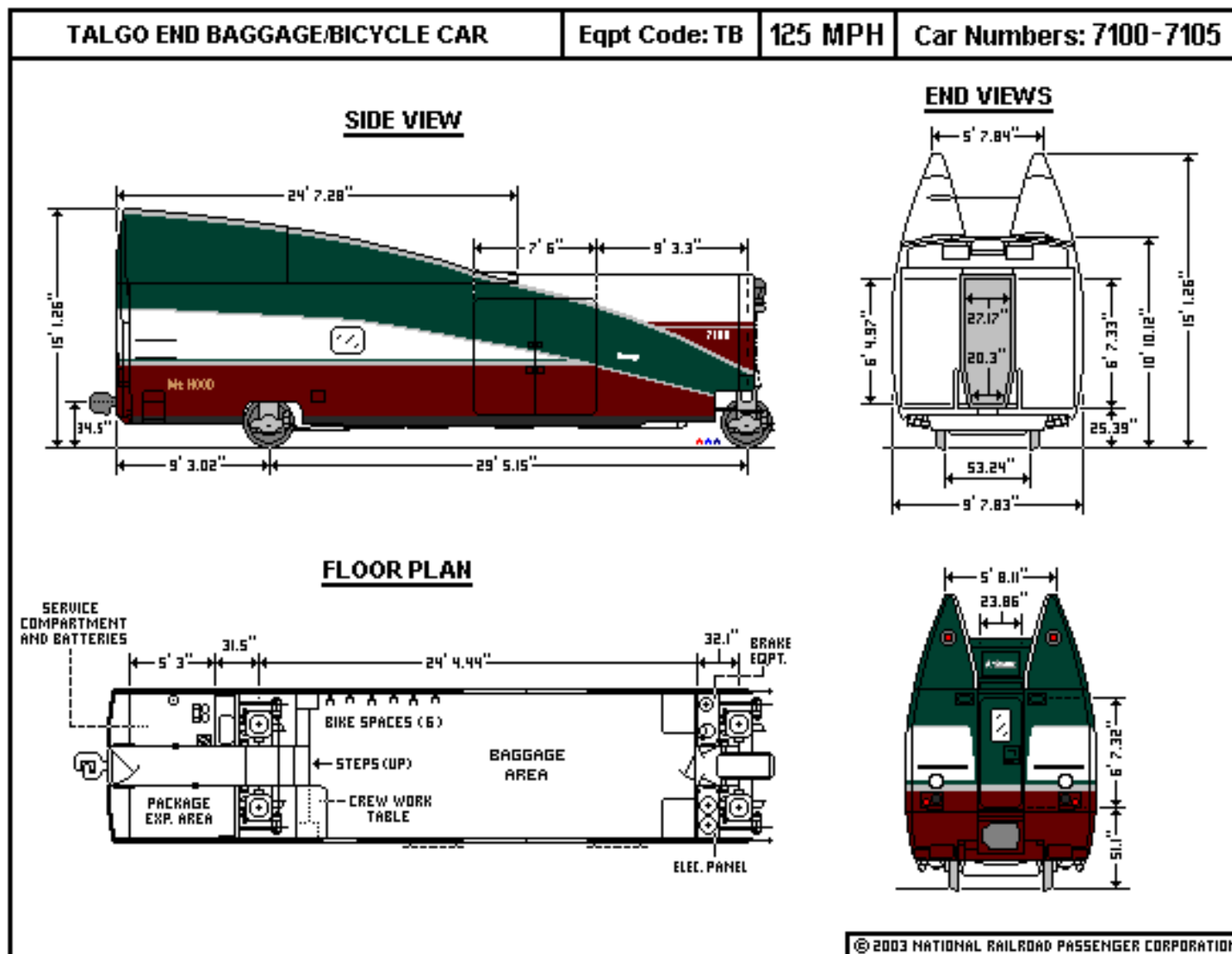
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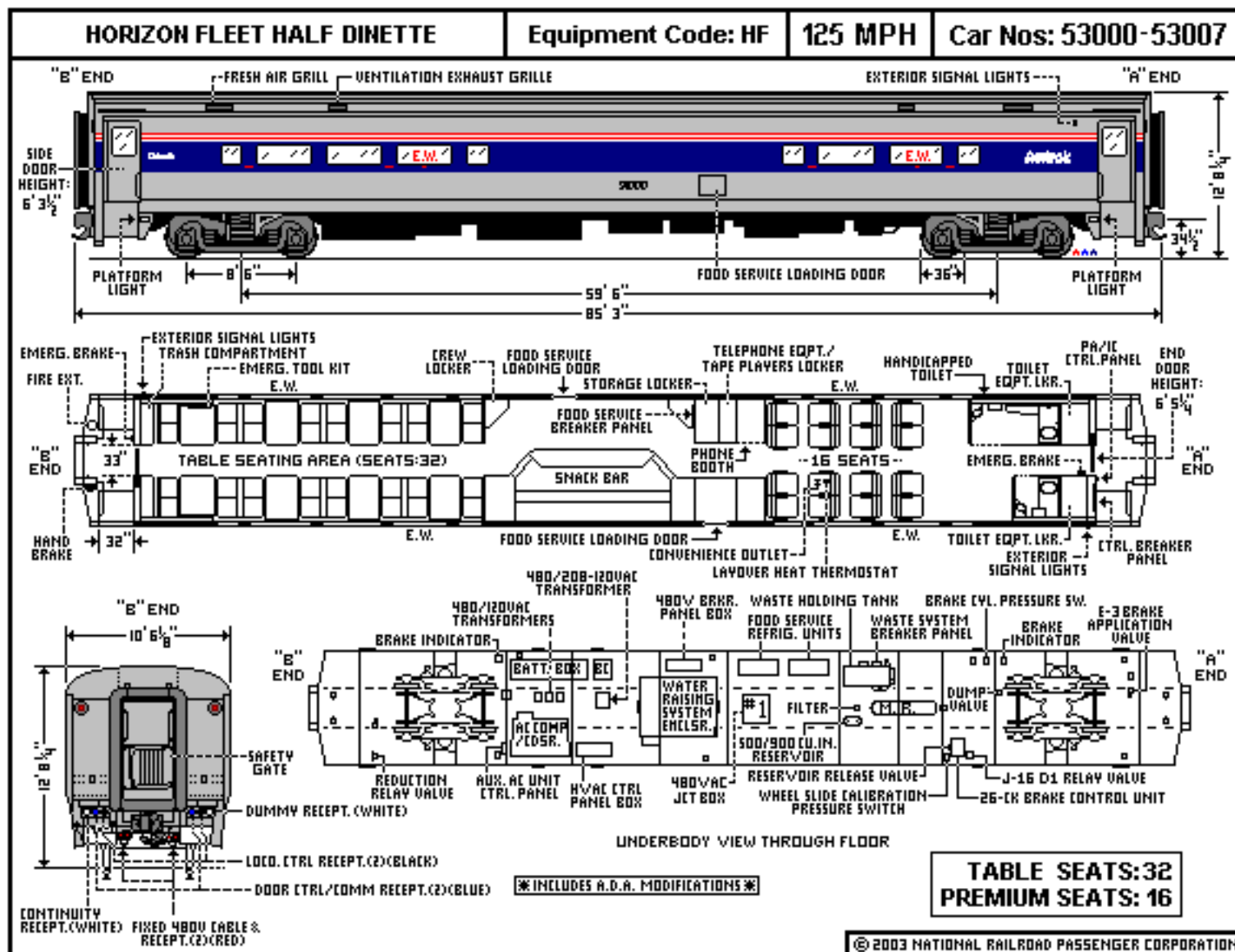
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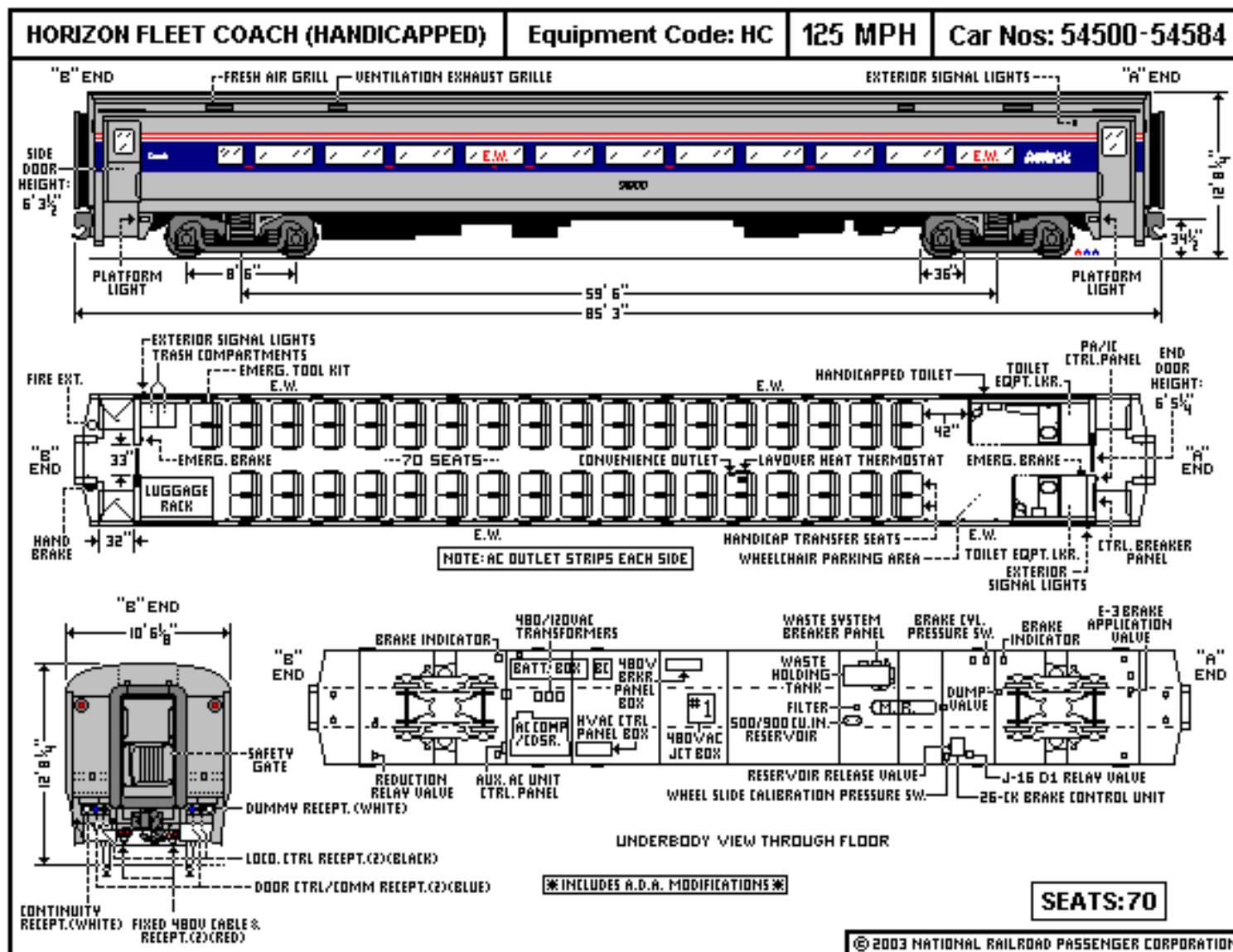
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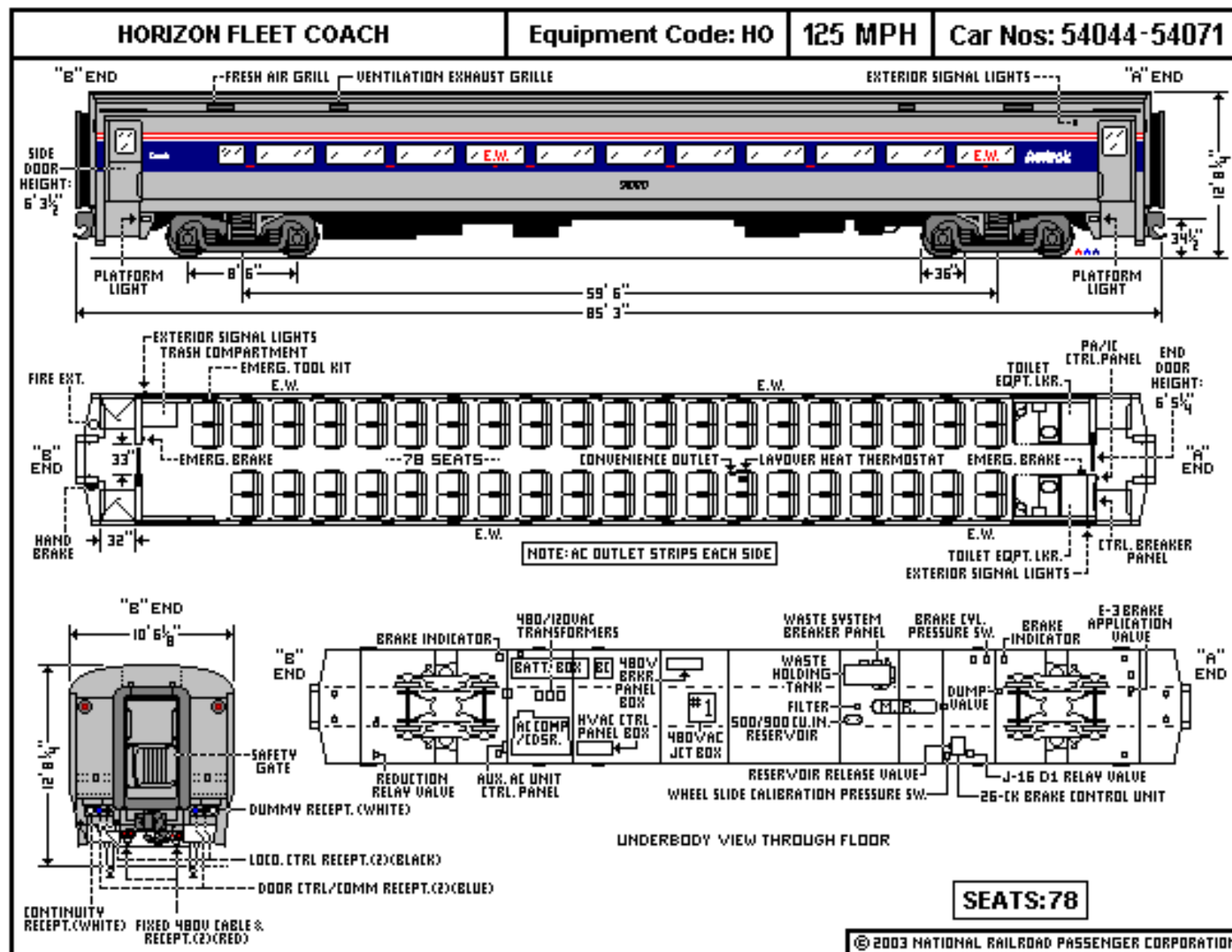
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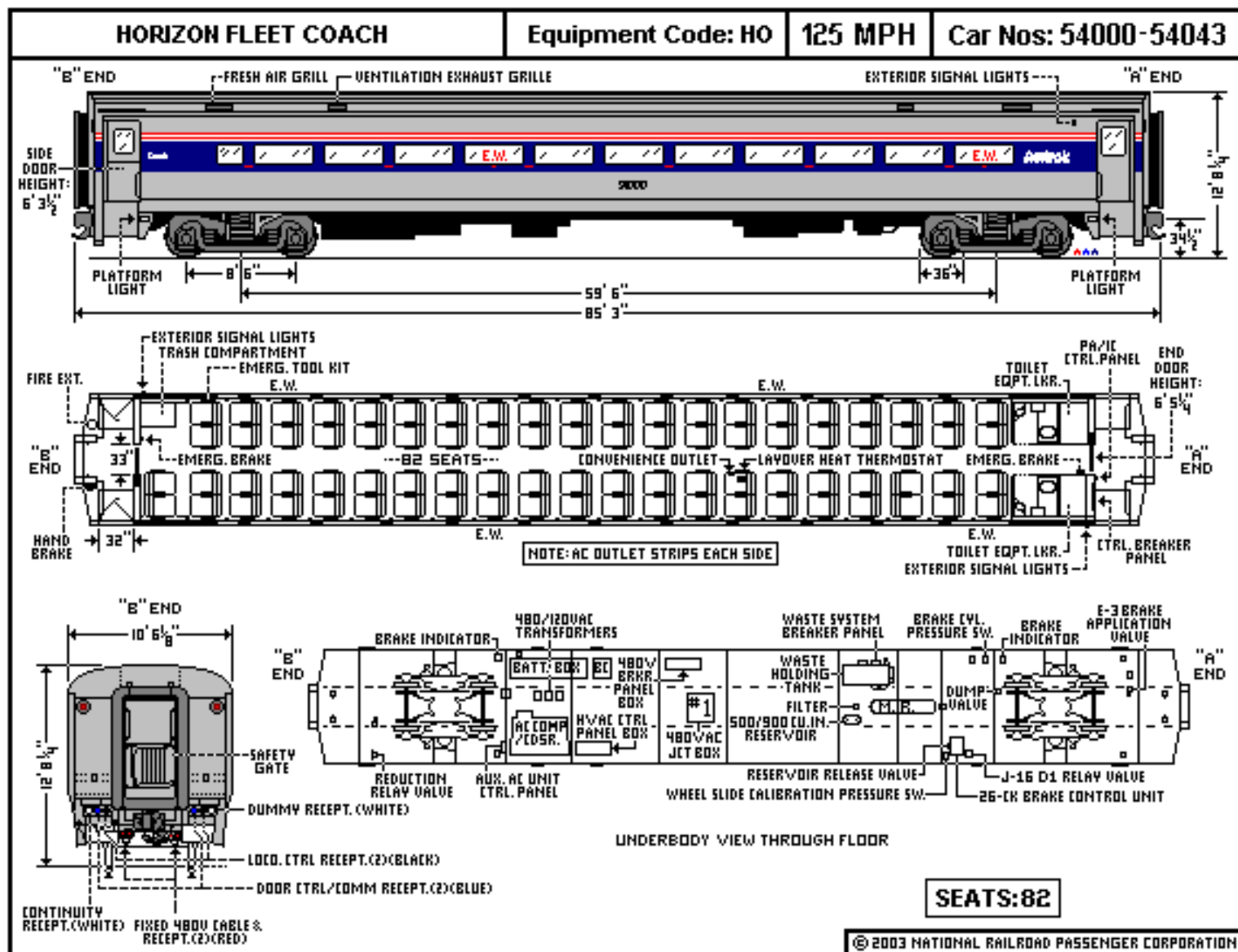
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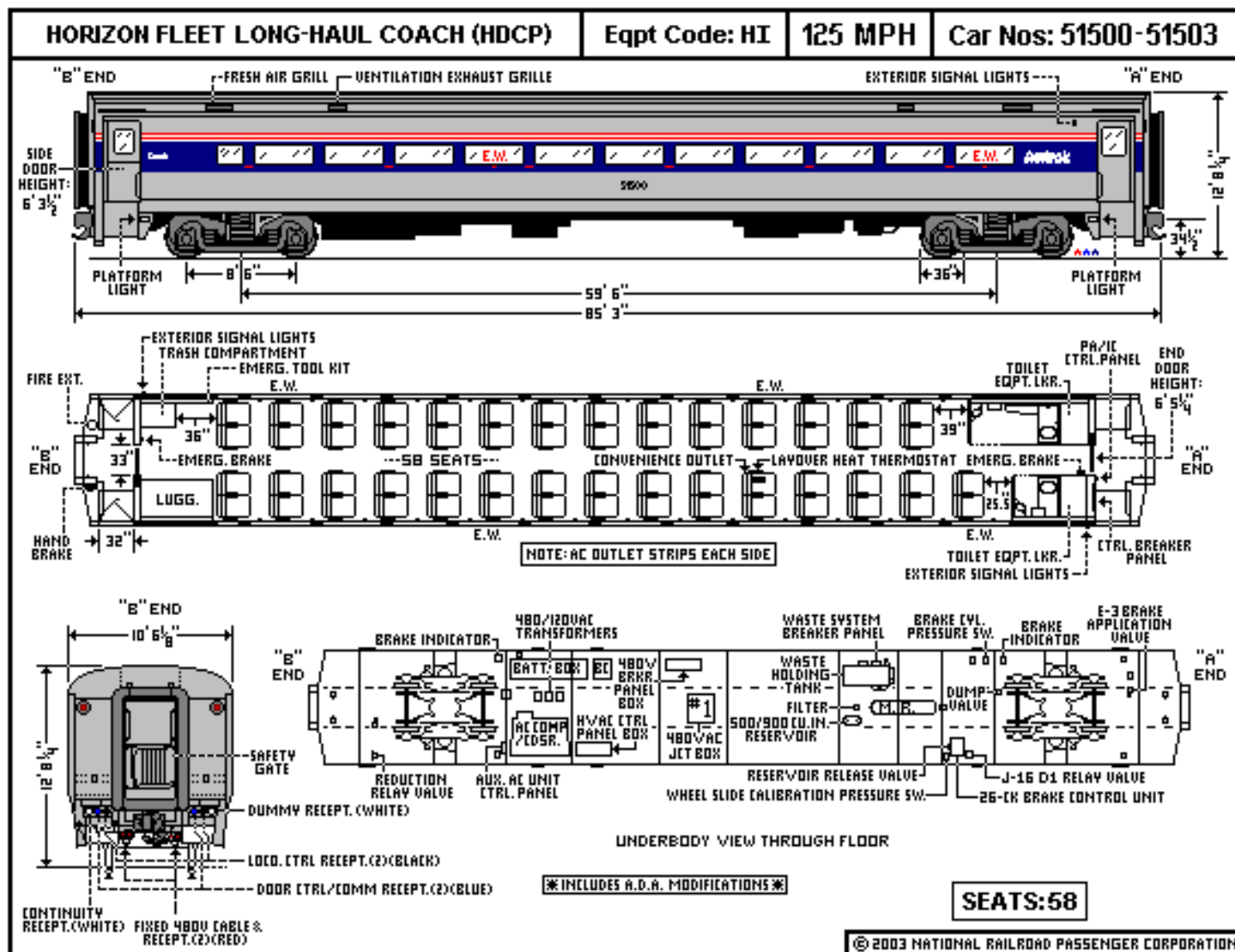
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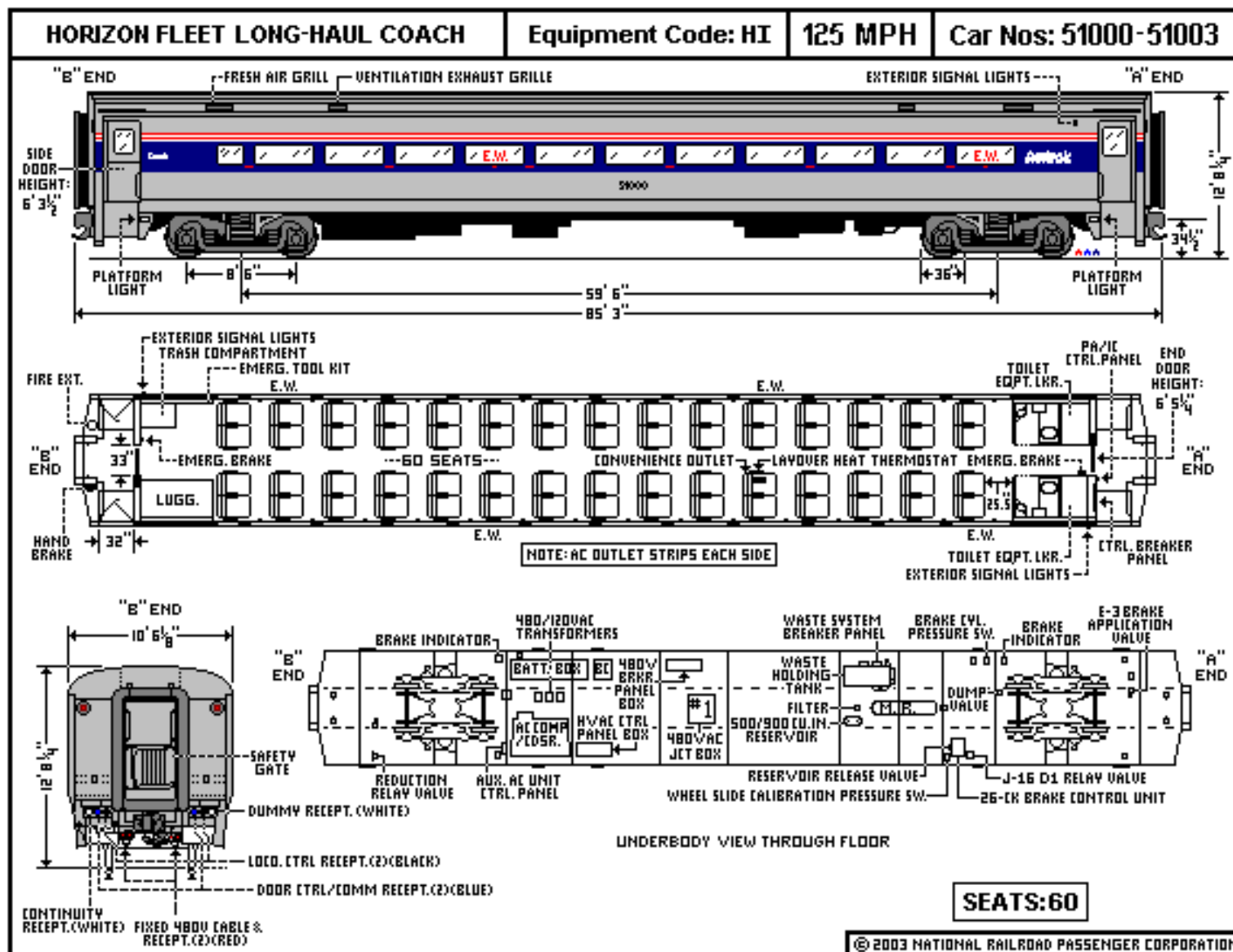
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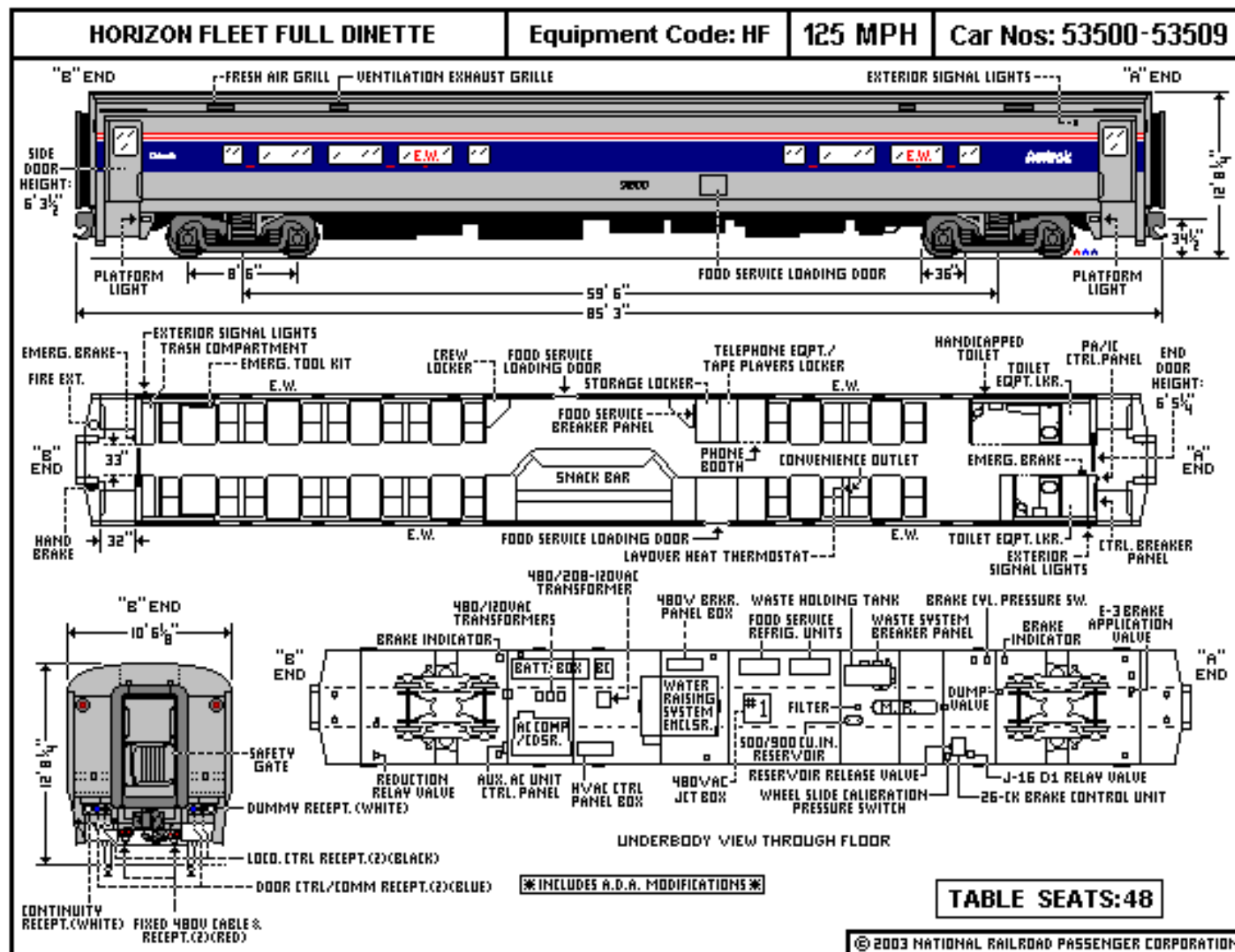
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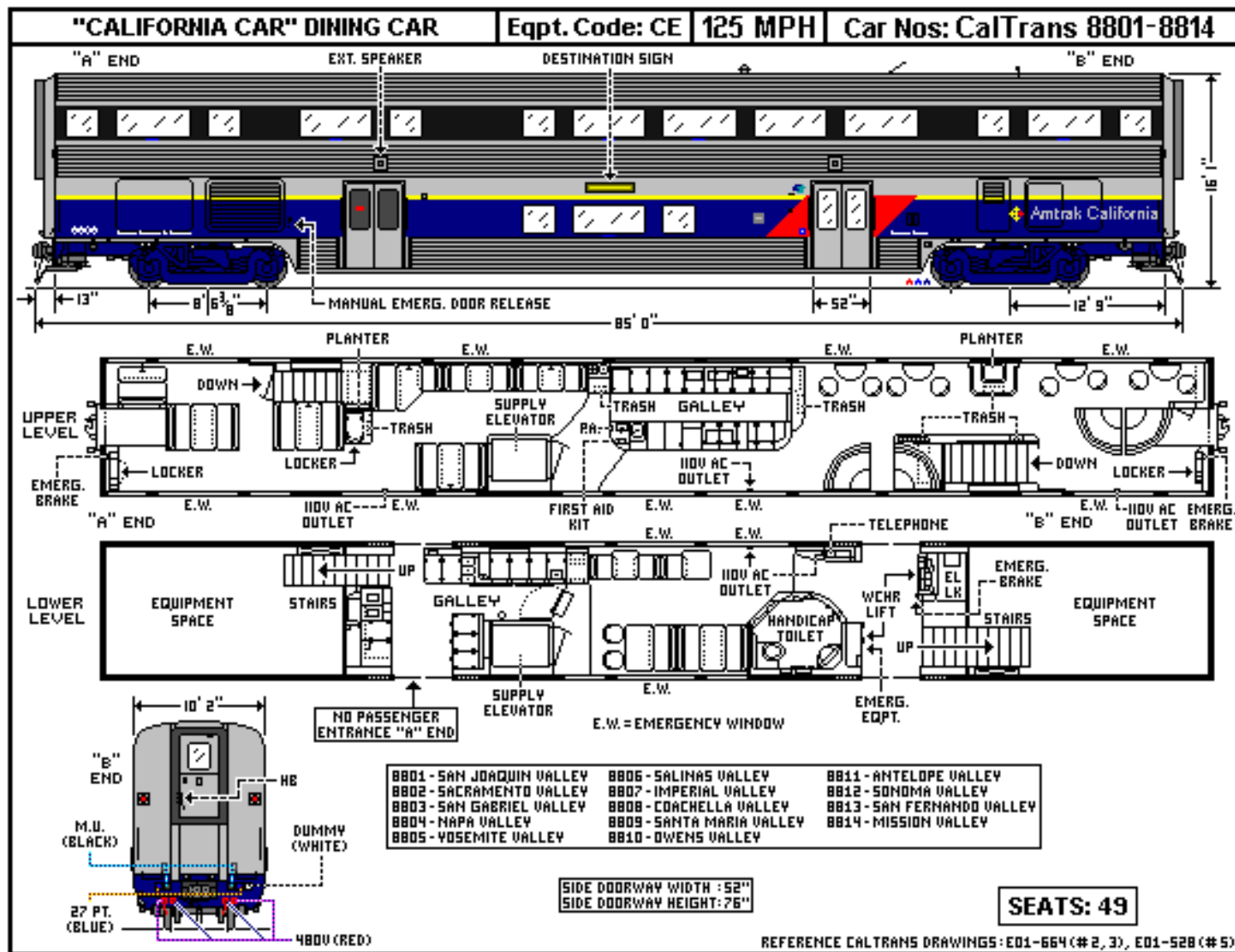
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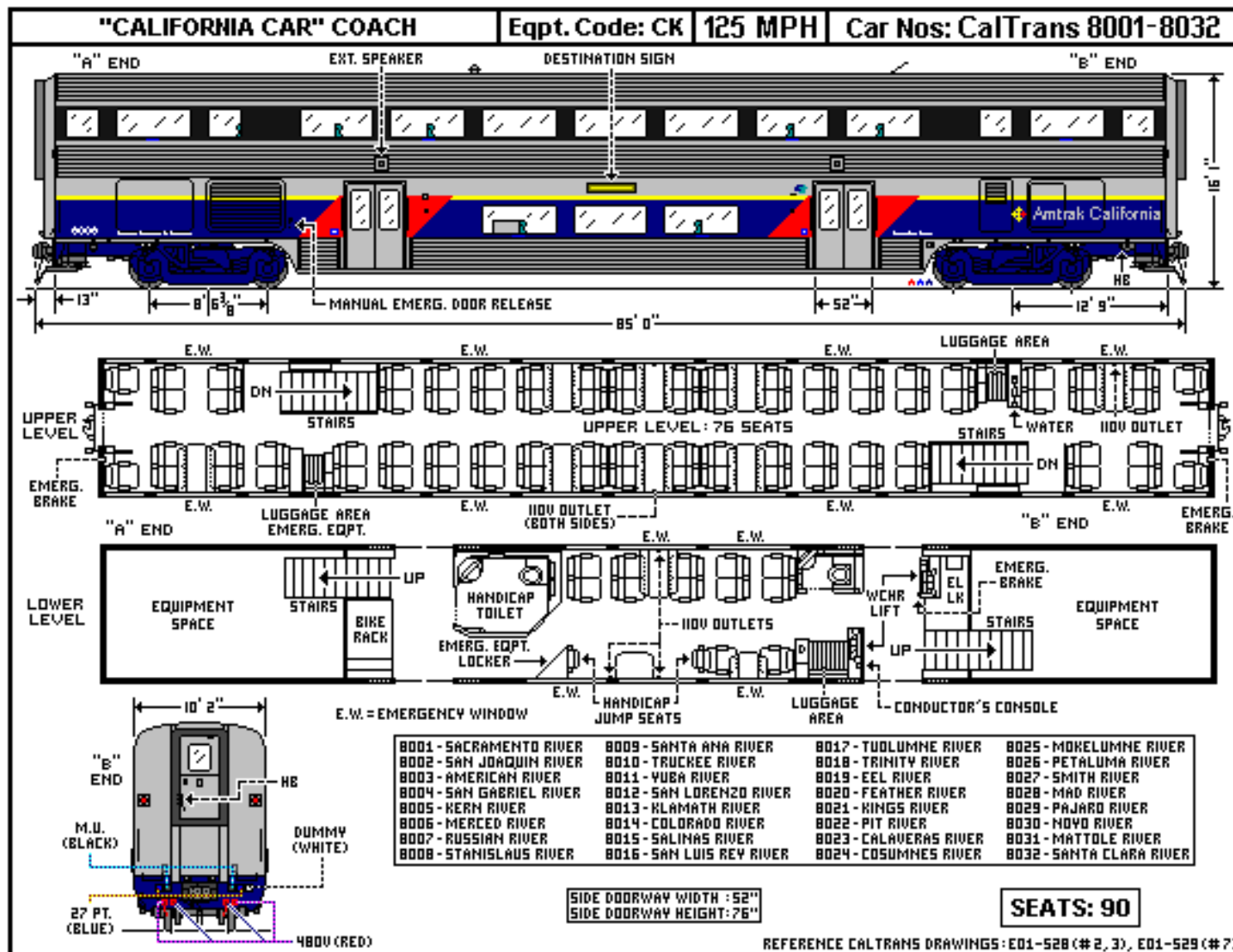
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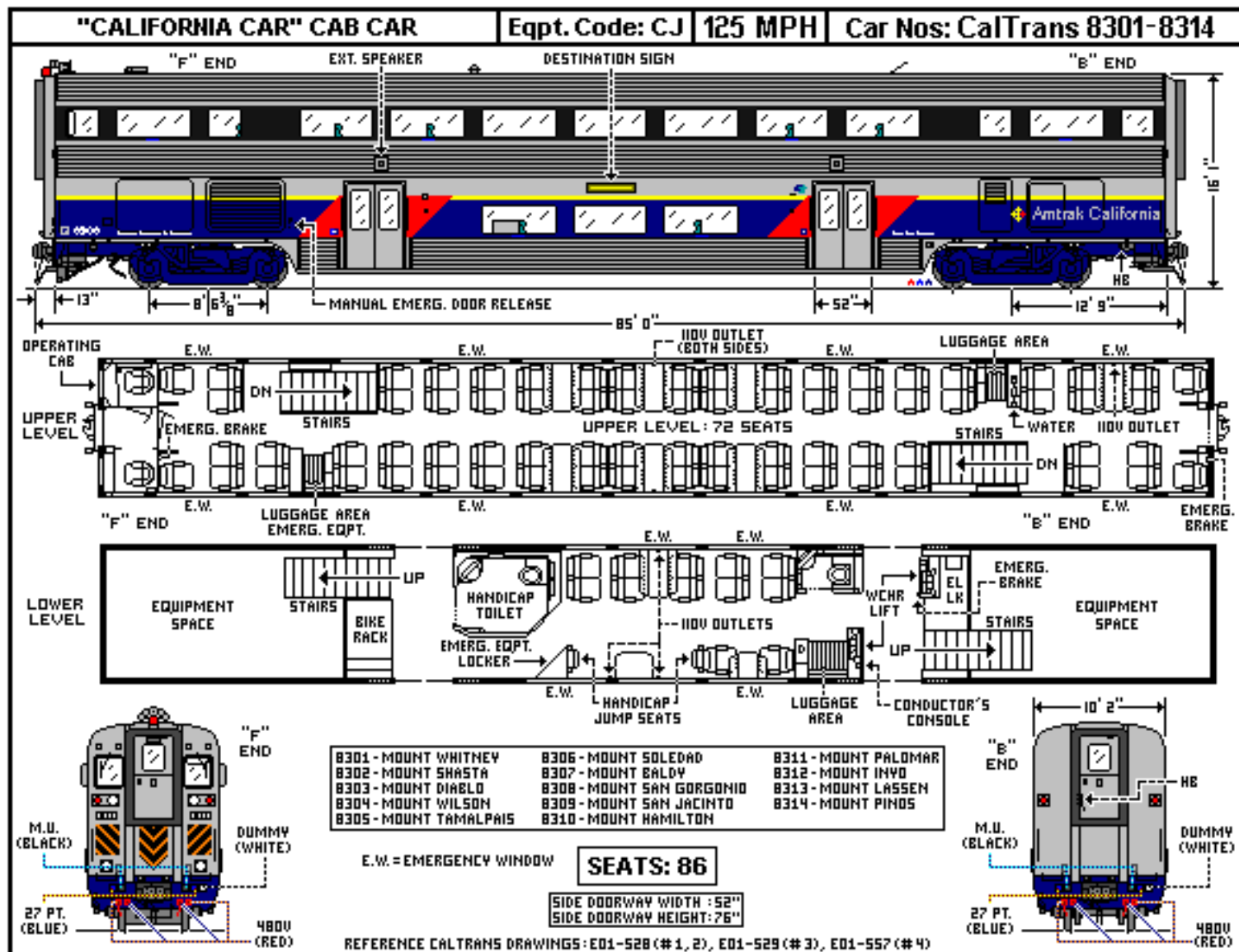
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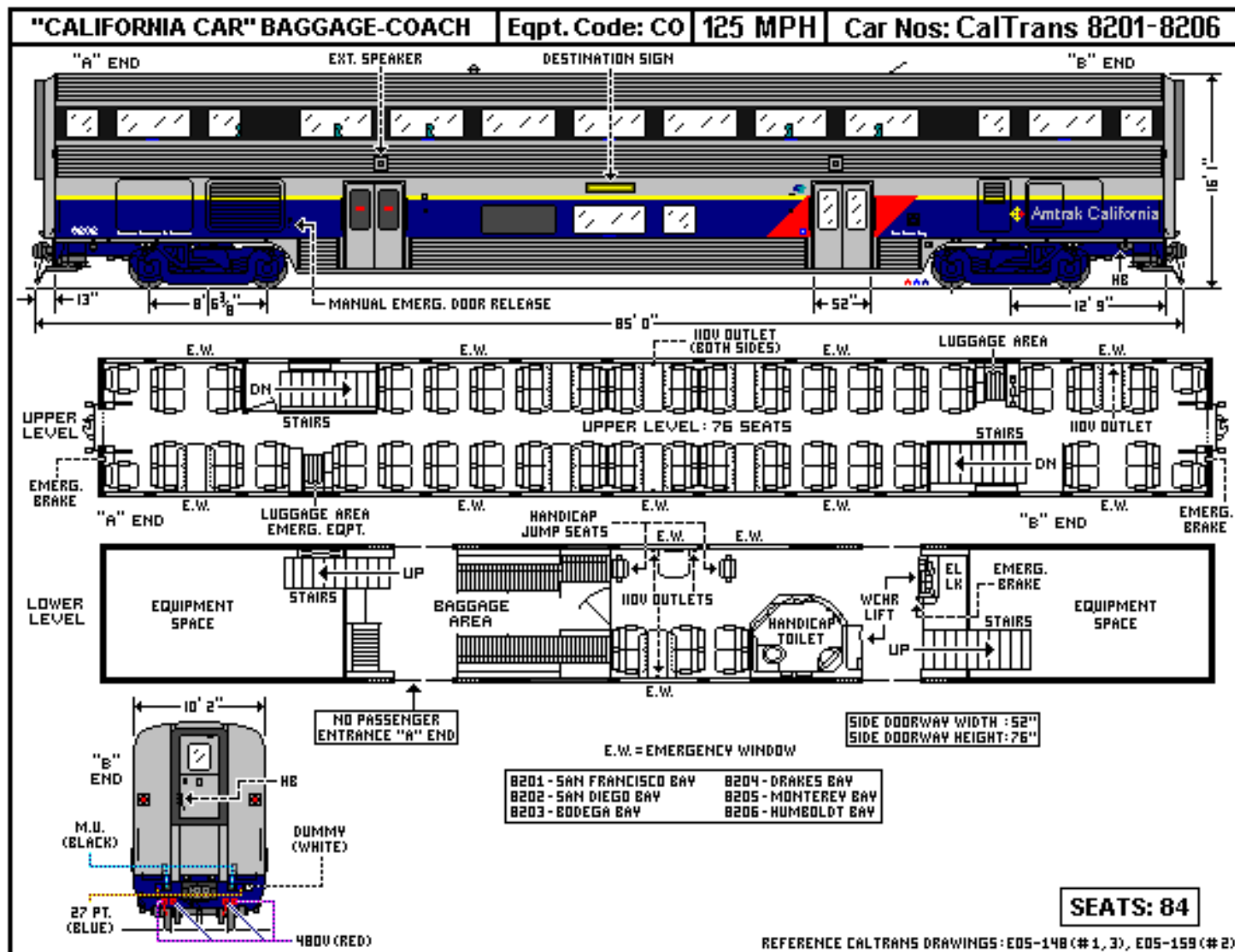
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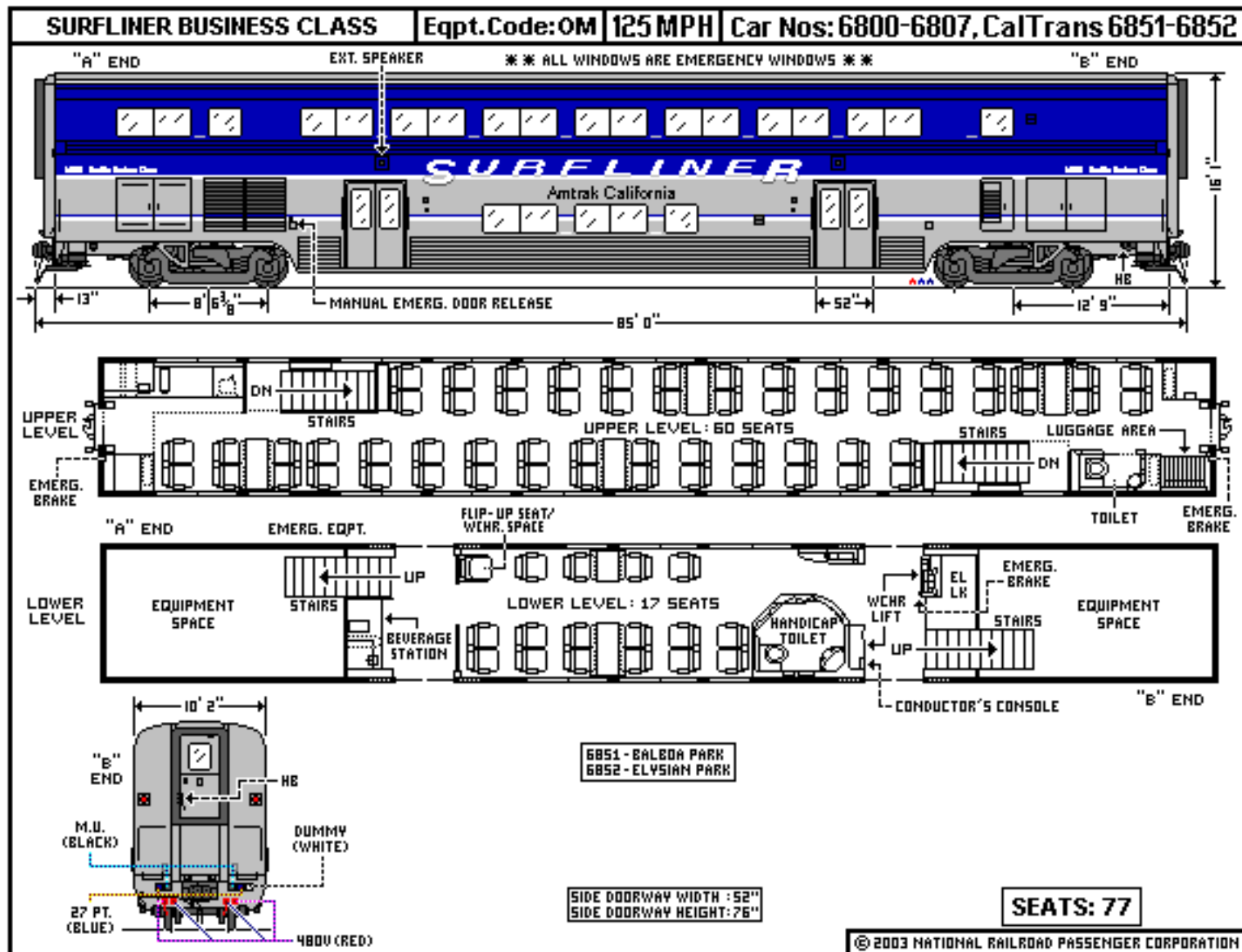
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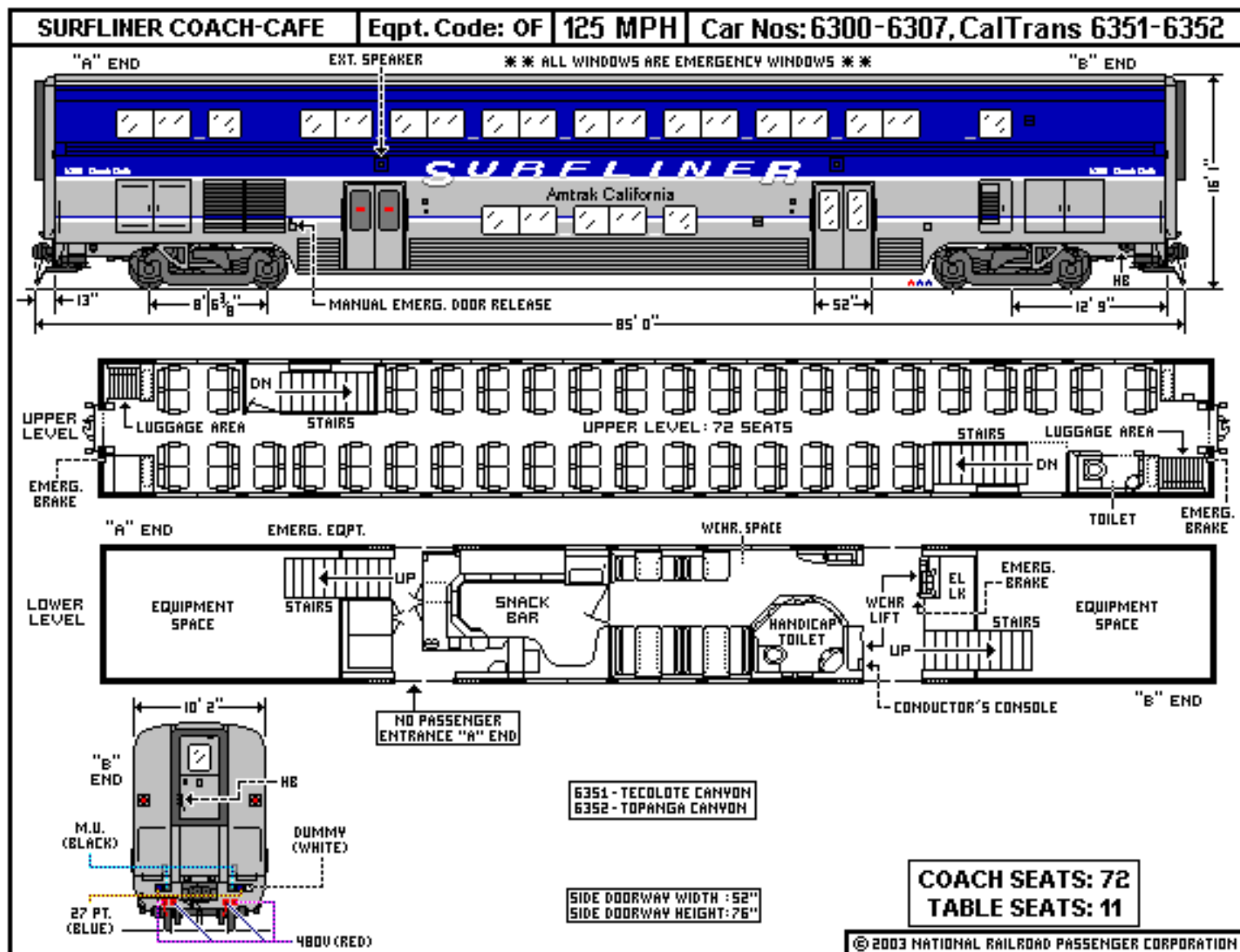
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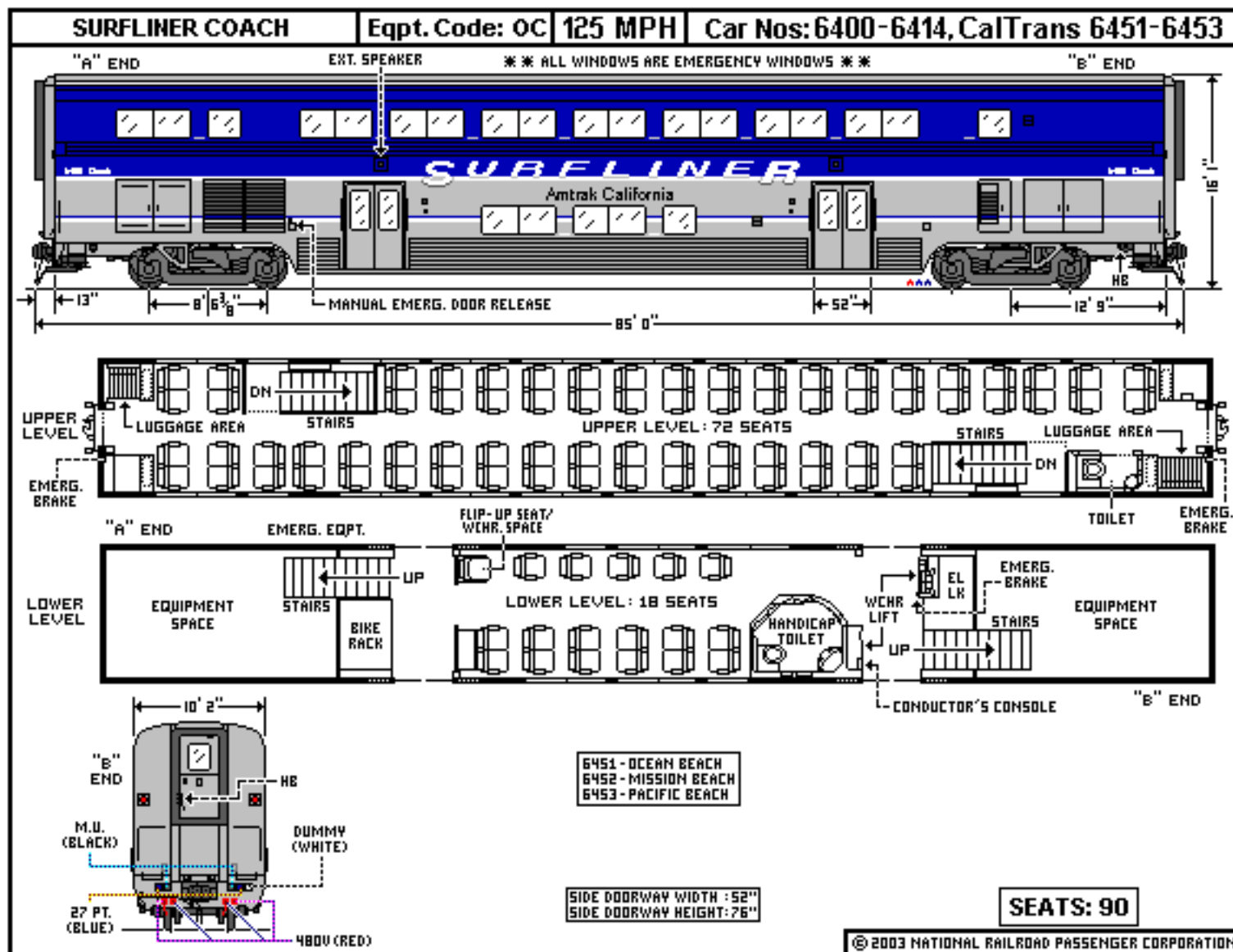
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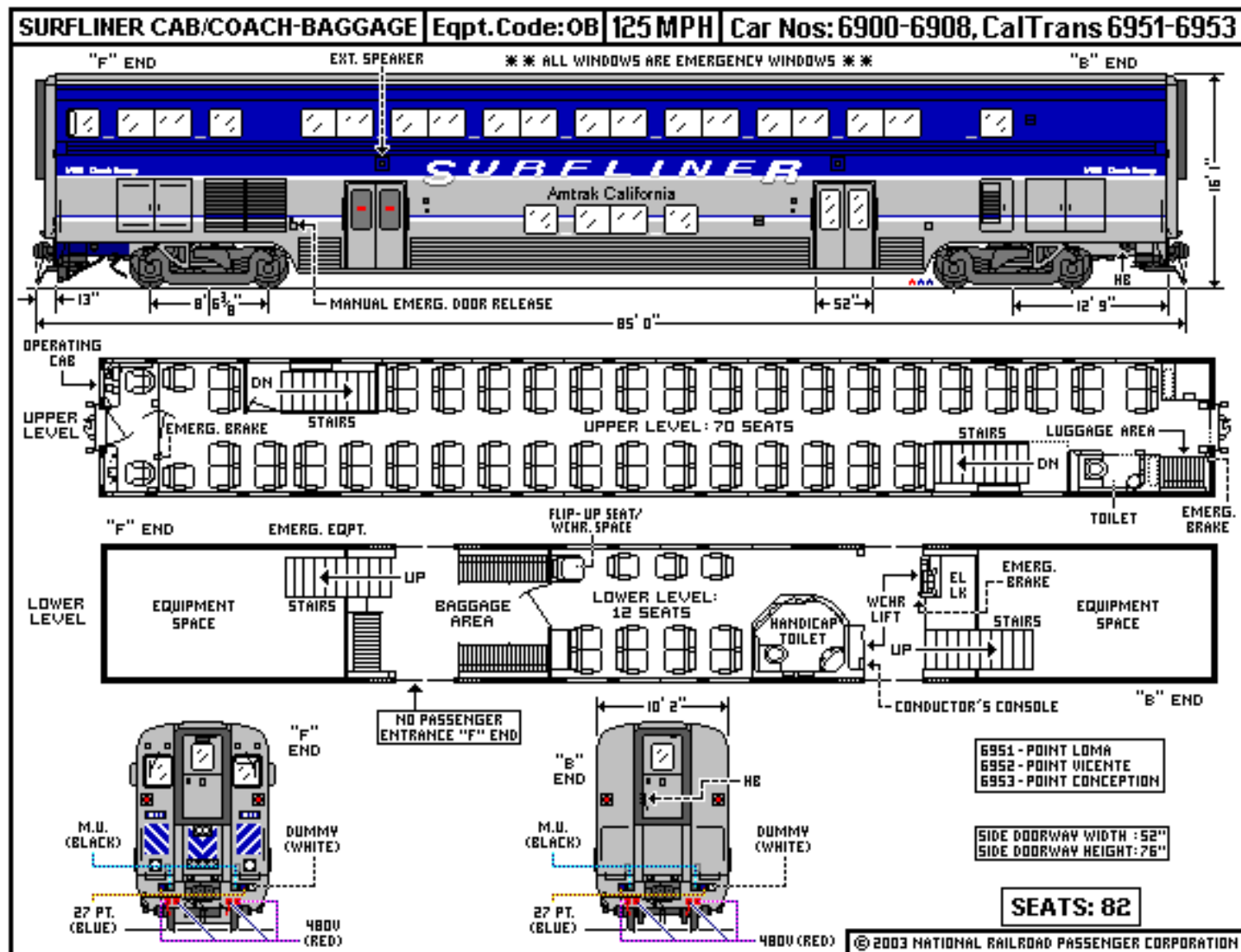
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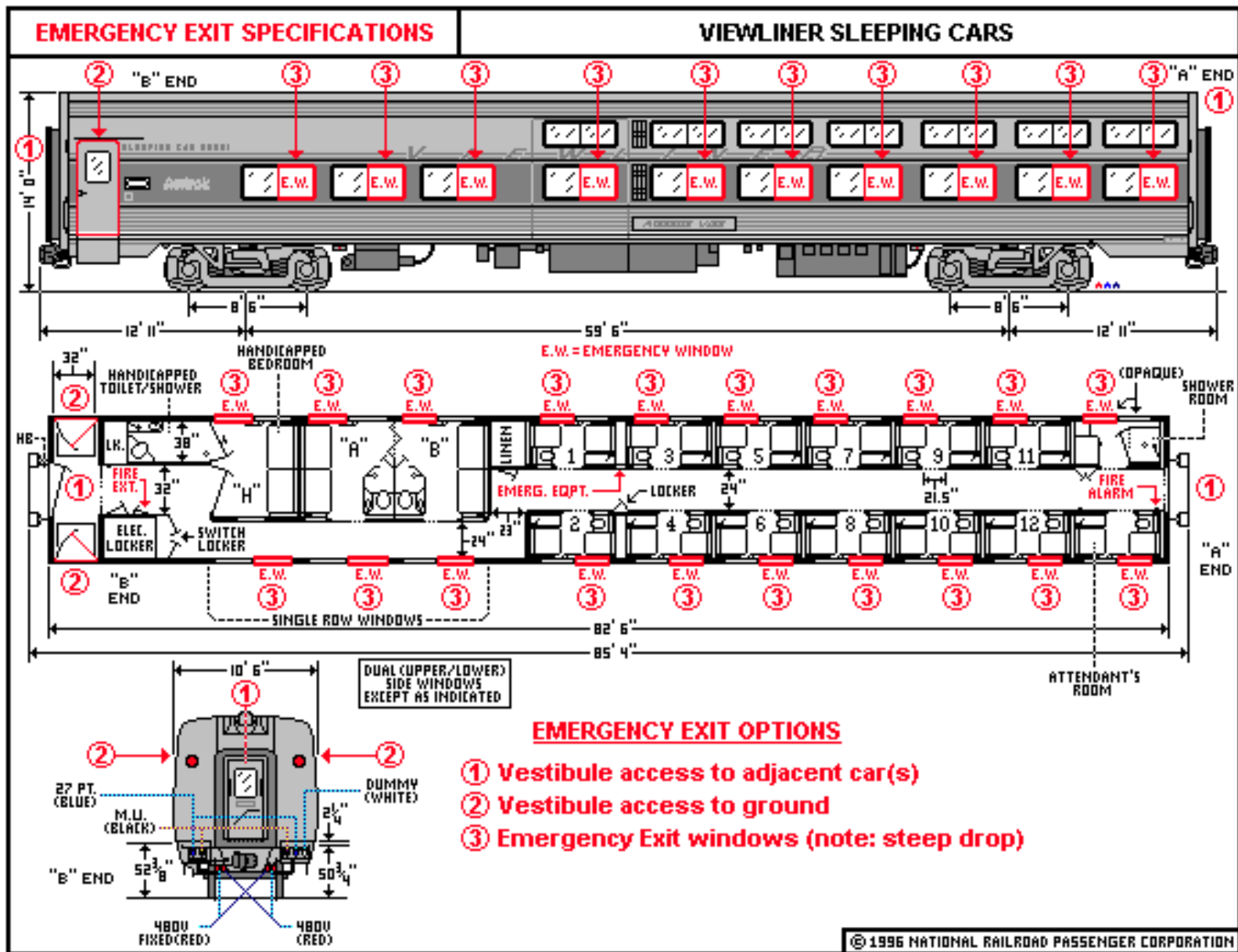
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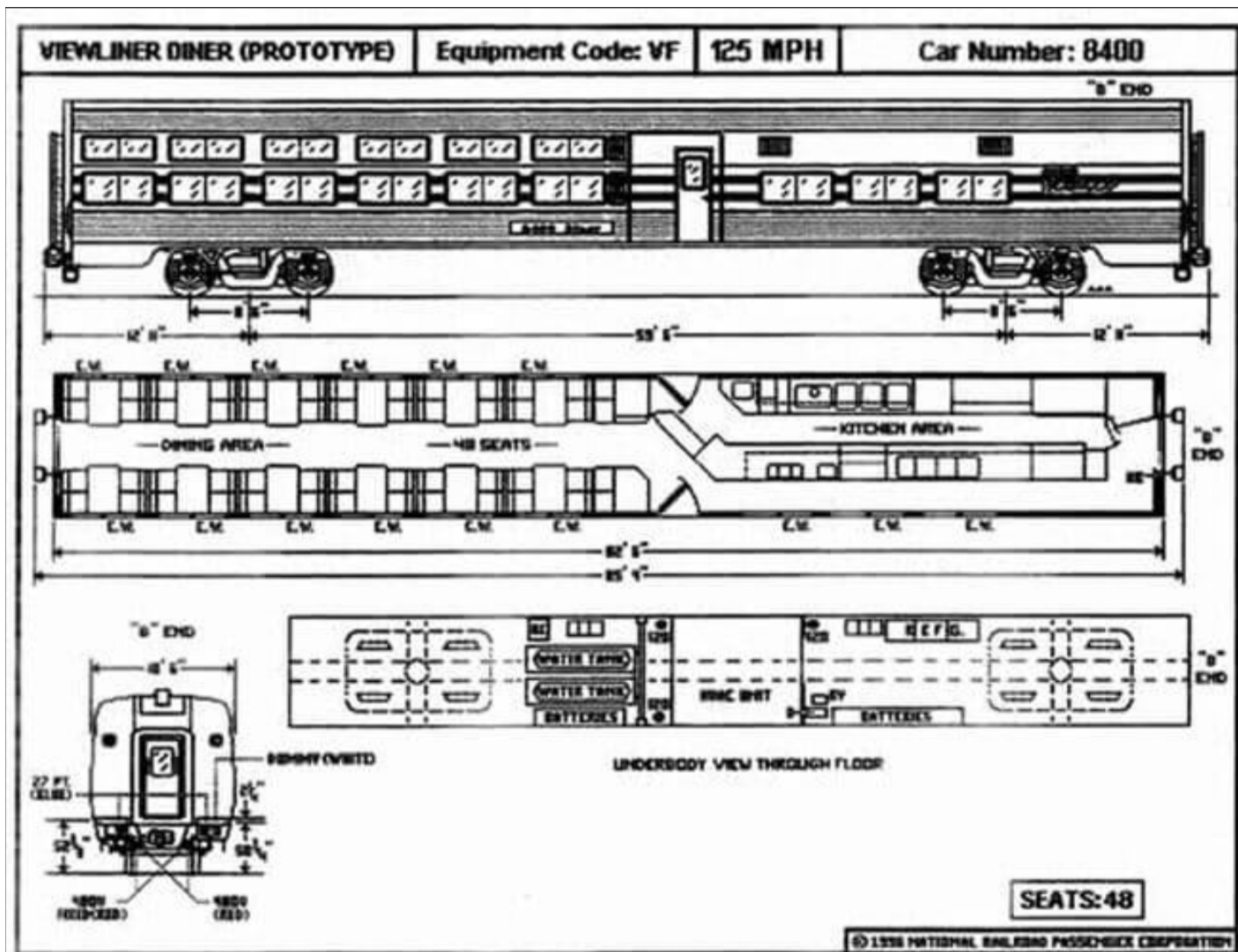
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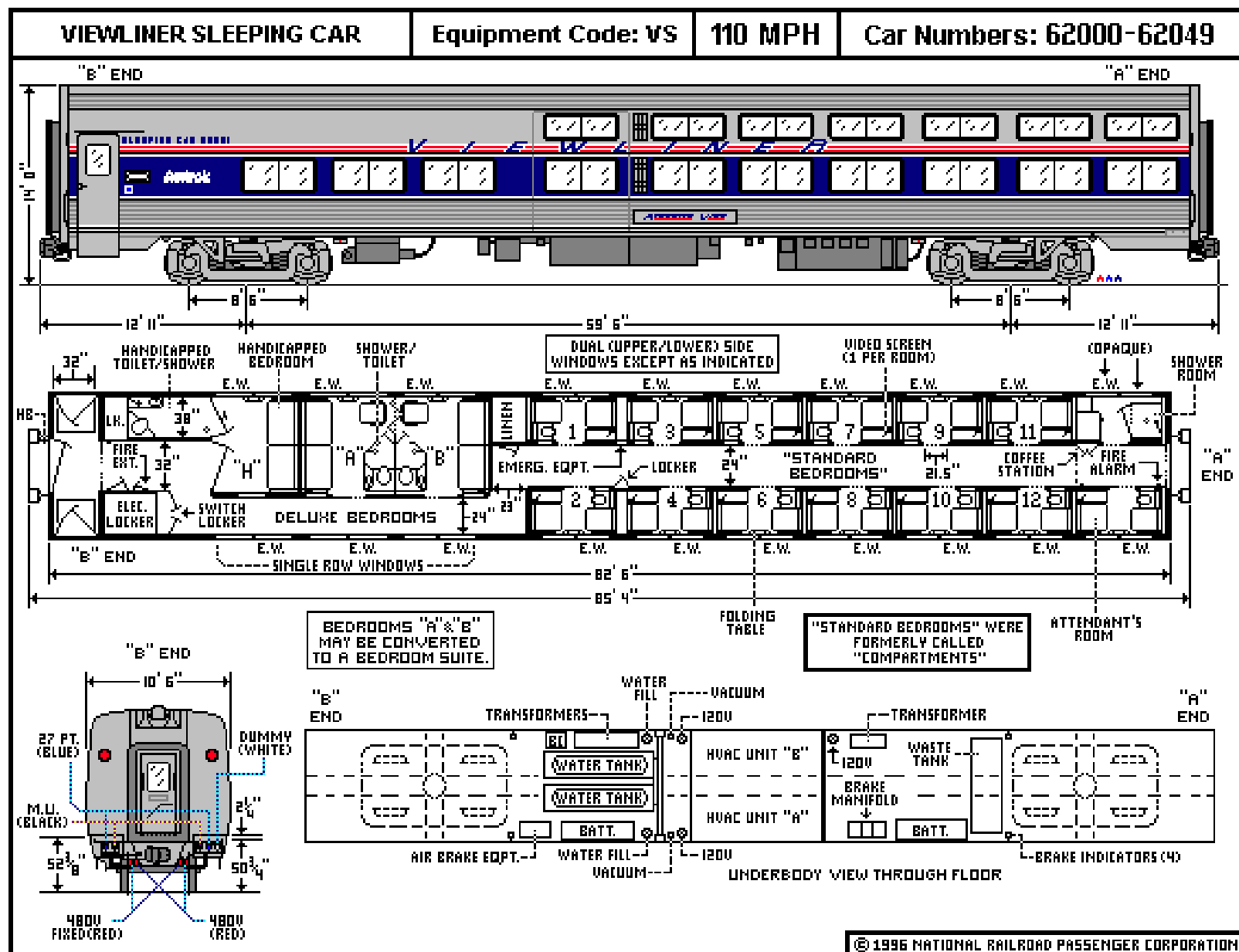
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viewliner® sleeper



VIEWLINER® BEDROOM

Dimensions:

6'8 x 7'1 (2m x 2.2m)

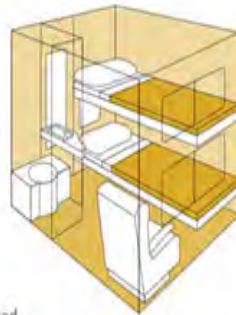
Lower berth:

3'4 x 6'0 (1m x 1.8m)

Upper berth with steps:

2'4 x 6'2 (72 cm x 1.9m)

Accommodates 2 adults.
Capacity for 2 small suitcases.
In-room sink and vanity with enclosed toilet and shower.



VIEWLINER® ACCESSIBLE BEDROOM

Dimensions:

6'8 x 7'1 (2m x 2.2m)

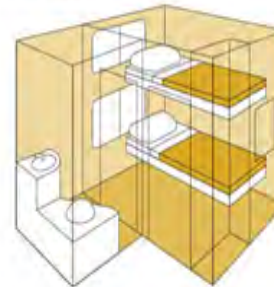
Lower berth:

3'4 x 6'0 (1m x 1.8m)

Upper berth with steps:

2'4 x 6'2 (72 cm x 1.9m)

Accommodates 2 adults.
Capacity for 2 small suitcases and garment bag.
Enclosed toilet, shower, sink and vanity.



VIEWLINER® ROOMETTE

Dimensions:

3'6 x 6'8 (1.1m x 2m)

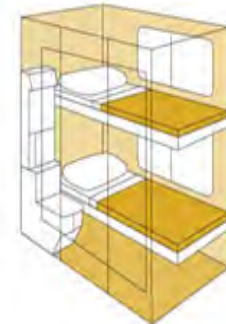
Lower berth:

2'4x6'6 (72 cm x 2m)

Upper berth with steps:

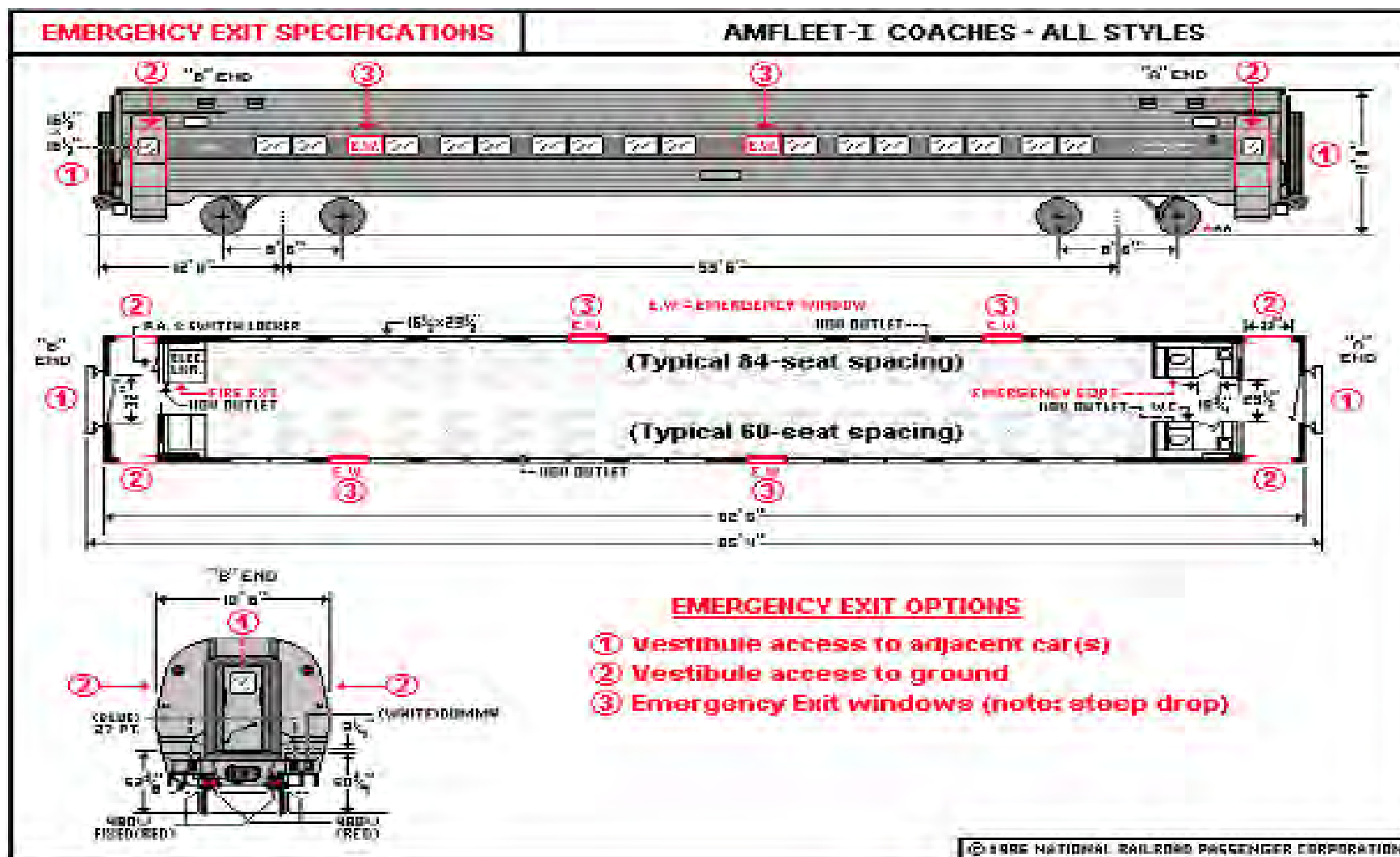
2'4 x 6'2 (72 cm x 1.9m)

Accommodates 2 adults.
Capacity for 2 small suitcases and garment bag.
In-room toilet and washbasin.



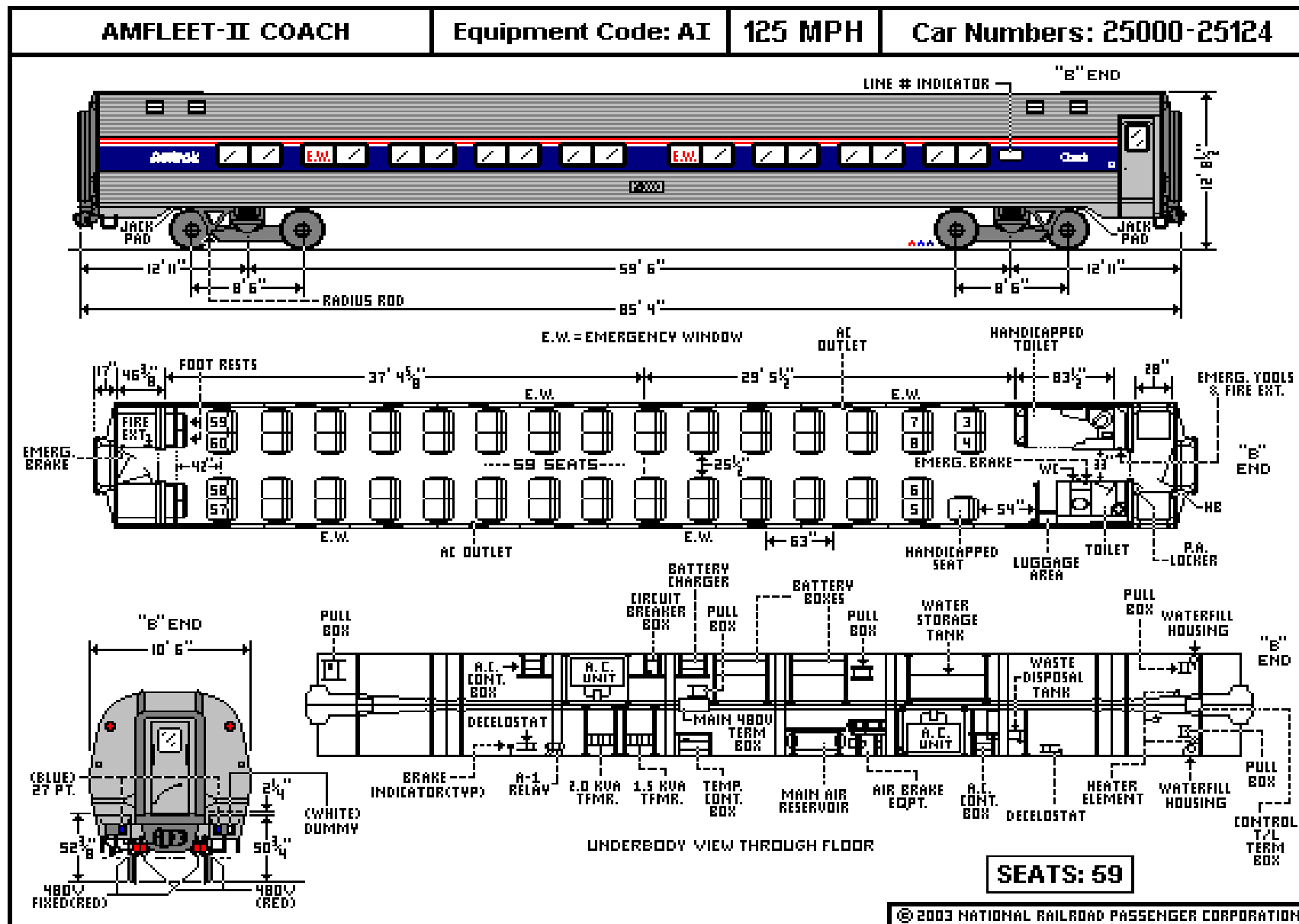
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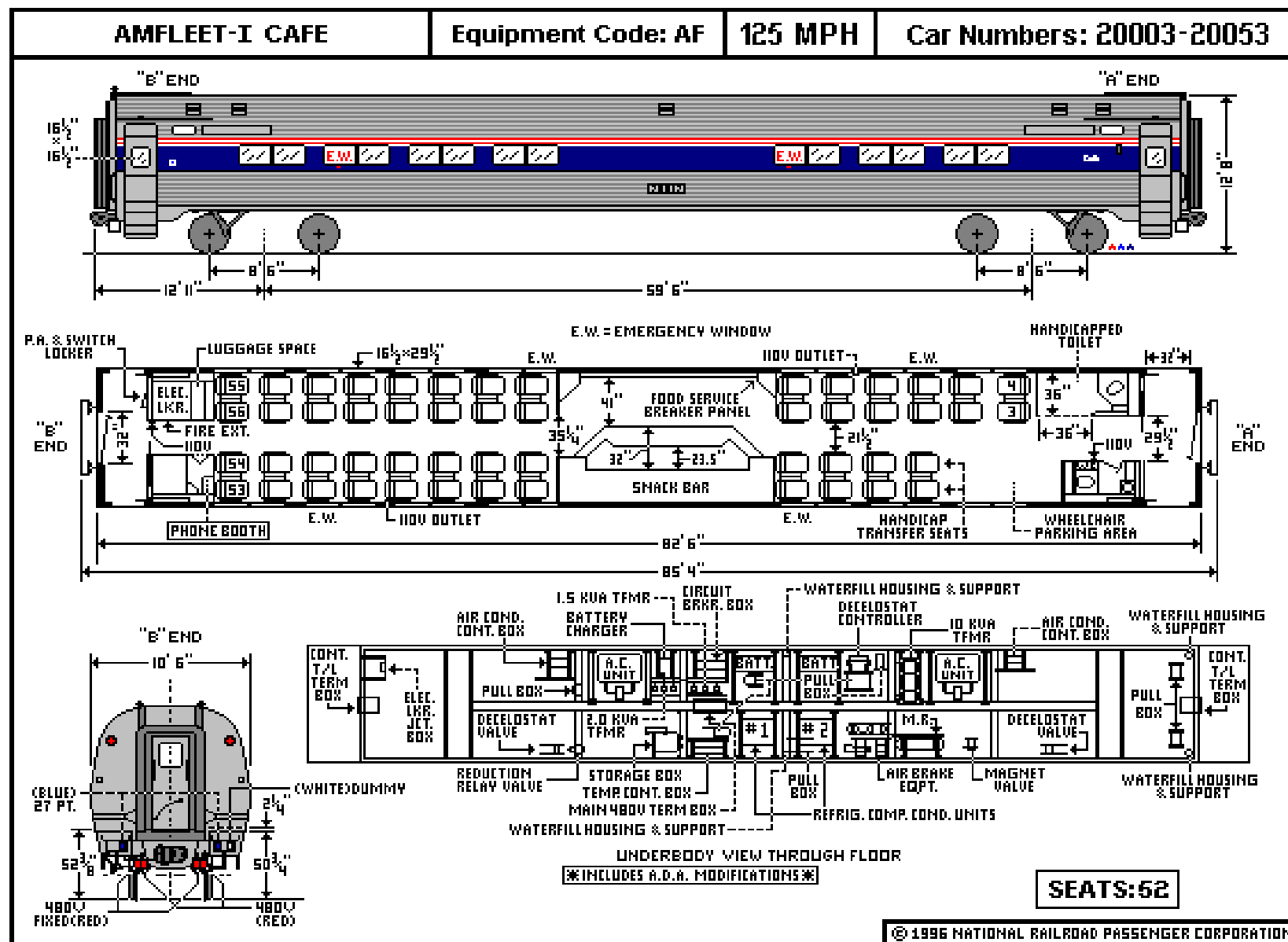
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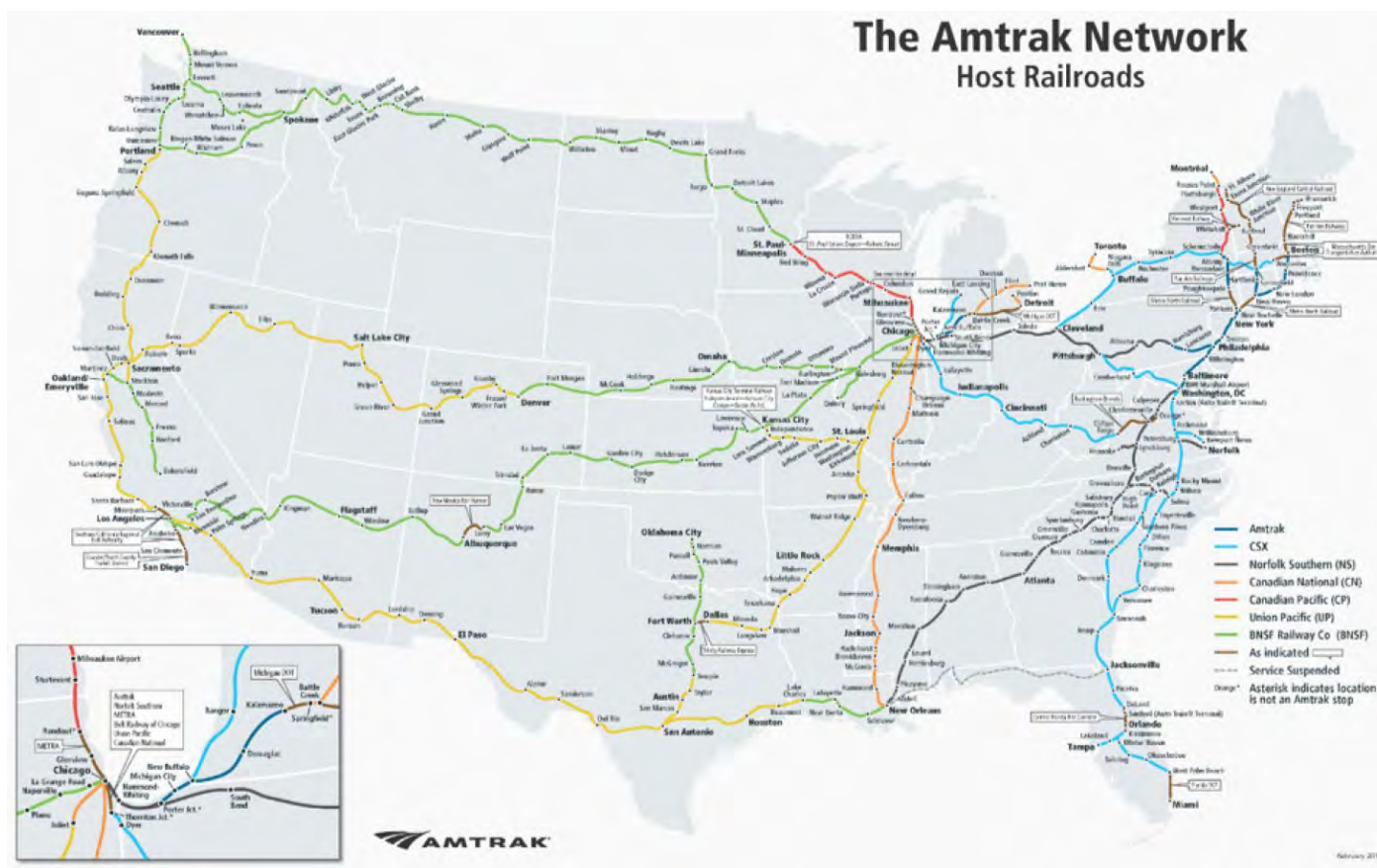
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APPENDIX D. AMTRAK HOST RAIL TERRITORY



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APPENDIX E. AMTRAK EMERGENCY RESPONSE TRAINING FOR FIRST RESPONDERS

Amtrak Police Department Emergency Management provides training for First Responders through our Passenger Train Emergency Response (PTER) Training is a no-cost Passenger Railroad Emergency Response course designed for professionals who may respond to an Amtrak emergency.

This training complies with Federal Railroad Administration (FRA) regulation 49 CFR 239. Training program is developed for all first responders who have Amtrak operating within their area of responsibility, to include firefighters, emergency medical services, law enforcement, emergency managers, police & fire dispatchers, and coroners.

The training curriculum is tailored for your specific region and consists of 3 - 4 hours of in-classroom or 2 - 3 hours of virtual instruction with an emphasis on railroad emergency response, recovery, communications, and incident management. Hands-on equipment familiarization training can be coordinated in areas where and when available.

Contact your Amtrak Regional Emergency Manager to schedule training and coordination for Amtrak participation in event planning and TTX exercises.

AMTRAK EMERGENCY MANAGEMENT

Robert Giorgio

Sr. Manager Rail Ops & Emergency Mgmt.

Office: 302-683-2080

Mobile: 312-848-0894

Robert.Giorgio@amtrak.com

Gary Hearn - Emergency Manager

(NY, NJ, MA, VT, NH, ME, CT, RI)

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Mobile: 646-773-6311

HearnG@amtrak.com

Brian McDonough - Emergency Manager

(PA, OH, DE, MD, WV)

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Mobile: 215-360-8338

Brian.McDonough@amtrak.com

Michael McLean - Emergency Manager

(DC, VA, KY, FL, GA, SC, NC, LA, MS, AR)

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Mobile: 202-329-8546

Mcleanm@amtrak.com

Gary Miller - Emergency Manager

(MI, IN, IL, WI, MN, IA, MO, ND, NE, KS, OK, TX, MT, CO, NM, WY)

Office: 312-526-7893

Mobile: 312-833-9960

Gary.Miller@amtrak.com

Stacy Weller - Emergency Manager

(WA, OR, CA, ID, NV, UT, AZ)

Office: 510-238-2694

Mobile: 510-381-8245

Wellers@amtrak.com

**Get to know your Amtrak Regional
Emergency Manager**

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