



Division 06

Fire and Rescue Operations

Chapter 09 – Metro Rapid Rail System

October 2011

POLICY

This General Order shall establish guidelines for dealing with fire and rescue incidents involving stations or units of the Washington Metropolitan Area Transit Authority (WMATA), Metro Rail System. Guidelines are also provided for Fire/EMS Department operations on the scene of emergencies and general safety procedures.

DEFINITIONS

Training and Operations Manual for Metro Rail System - Will be composed of technical information and the general operating features of the stations, trains, etc. Information contained herein will be common to all Metro installations.

Station Preplan – Each company with a Metro station or facility in their first due area will be required to formulate a detailed and specific preplan of that station and the connecting track bed. These preplans will be distributed to the responding companies after their approval by the Emergency Operations Command.

Metro Construction – Station career officers are to conduct bi-weekly inspections of Metro construction sites within their first due area. These inspections will be coordinated with Metro or project personnel. Updated information on the site, noting any hazards, will be submitted to the Battalion Chief who will forward it to the Metro Liaison Officer. Personnel entering Metro construction sites will conform to Maryland Occupational Safety and Health Administration and Metro

safety regulations, i.e., wearing of hard hats, etc.

PROCEDURES

1. General Guidelines

The Fire/EMS Department's method of dealing with Metro incidents will be structured in the following manner to facilitate the large amount of technical information that is needed to handle such incidents:

2. Station Incidents (Surface Level and Underground)

Response

- A Box Assignment

First arriving engine and truck will report to the kiosk to determine the location of the incident. First arriving company officer shall be responsible for ensuring that the standpipe and sprinkler system are covered by one of the responding companies. The first arriving company officer shall also ensure that no interior operations or entry into an IDLH atmosphere occurs until "2 in, 2 out" has been established.

The prime responsibility of the second due engine company is to ensure an adequate water supply for the first engine company. The company officer and crew shall report to the first arriving officer or the fireground commander and ensure the 2-in, 2-out.



NOTE: Since most fires in the station will require the use of the standpipe system, the equipment required to be brought into the station will be the same as is required in a high-rise incident, plus a volt probe, wheel chocks, stokes basket, and station keys.

All other units will stand by.

Ventilation and fan control are to be established by the incident commander. Moreover, *the third rail power is to be de-energized before crews enter the track area.*

3. Incidents between Stations (Surface Level)

Unknown Location

A divided assignment* will be dispatched to the stations on each side of the reported incident location. The first arriving unit to each side will determine the exact location of the incident and the best means of access. Once the exact location is known, other units will be advised where to report by the fireground commander.

Known Location

(Example: Metro train is located 900 feet south of Landover Station). The assignment will be dispatched to the reported location. The arriving unit will determine the exact location of the incident and the best means of access. Once the exact location is verified, the other units will be advised where to report by the incident commander.

Response

- A Box Assignment

First arriving engine and truck to the incident location will make entry to the track and remove power to the third rail, proceed to the

incident for size up, and report to the incident commander.

NOTE: Units removing power to the third rail are to report the telephone number in the blue light station to the incident commander.

Prime responsibility for the second due engine company is to ensure an adequate water supply for the first engine company. The company officer and crew shall report to the first arriving officer or the incident commander and establish 2-in, 2-out.

Remaining companies are to report to the location assigned and stand by.

On incidents which may require units from different jurisdictions (i.e. between Prince George's County and the District of Columbia), the first arriving unit at the located emergency shall be responsible for the operation until relieved by an appropriate official from the jurisdiction in which the incident occurs.

Public Safety Communications (PSC) shall notify the District of Columbia Fire Department on incidents reported between stations that border the District of Columbia so that they can dispatch their appropriate units to those stations.

4. Underground Incidents (Between Stations or between a fan shaft and a station)

Response

- 2 Engines, 1 Truck, 1 Squad (or closer truck) to one side and 2 Engines, 1 Truck to the other side.

An assignment will be dispatched to the shaft or station on each side of the reported location.



First arriving engine and truck company at the incident location will make entry to the tracks and remove power to the third rail, proceed to the incident for size up, and report to the incident commander. First arriving company officer shall be responsible for ensuring that the standpipe and sprinkler systems are covered by one of the responding companies.

Prime responsibility of the second due engine company is to ensure an adequate water supply for the first arriving engine company. The company officer and crew shall report to the first arriving officer or the incident commander and establish 2-in, 2-out.

If it is found that entry to the reported location is blocked by heat and/or smoke, the companies shall relocate as directed by the fireground commander, bearing in mind that adequate water supply must be maintained.

NOTE: Since most fires in the station will require the use of the standpipe system, the equipment required to be brought into the station will be the same as is required in a high-rise incident, plus a volt probe, wheel chocks, stokes basket, and station keys.

Communications with portables going underground will be established in accordance with established Communications policies. Ventilation and fan control are to be established by the fireground commander.

On any fire reported on a Metro train, Metro train derailment, or wreck, Public Safety Communications will ensure that at least two command officers respond. Based on information received, an adequate amount of ambulances, medic units, and additional equipment will be dispatched on the initial alarm (at the discretion of the shift supervisor).

Suicide incidents – 1 engine, 1 squad, 1 ambulance, 1 mobile intensive care unit (MICU), and 1 command officer will be dispatched

Other incidents (stuck elevator, escalator emergencies, smoke detectors, etc.) - the minimum apparatus dispatched by Public Safety Communications to the other incidents at Metro sites should be in accordance with Departments dispatch policies.

5. Construction Incidents

Response

Apparatus dispatched will be in accordance with Departments dispatch policies for the type of incident reported.

Due to the special hazards involved during Metro construction, it is of utmost importance to maintain a continuing liaison with the Metro site Superintendent.

A pre-determined meeting location should be mutually agreed upon. The Incident Commander shall meet with the Metro site Superintendent at that location to initiate rescue and fire suppression activities. Station officers are to conduct a weekly inspection of each site where Metro construction is underway within their first due area.

Responsibilities of the Station Officer on Metro Construction Sites

Station officers are to conduct a weekly inspection of each site where Metro construction is underway within their first due area.

- The inspection shall include a meeting with the Metro safety supervisor, project supervisor, or designated subordinate to



survey construction progress since the previous inspection.

- Real and potential hazards shall be noted and a preliminary plan outlined to effectively stabilize any potential emergency incident to which the first due company may be alerted.

Officers conducting on-site inspections, are to submit to their Battalion Officer a monthly written report describing and diagramming any potentially dangerous conditions that are found.

- Each Battalion Chief shall then forward a copy of the report to the Metro Liaison Officer.
- Reports are to include the type and location of any features that may be of use to responding companies, i.e., functional standpipes, escape shafts, shoring materials, etc.
- All station officers are required to maintain a file of Metro site information to be made available to all volunteer and career personnel. Additional information and programs will be made available as the Metro system progresses.
- Care shall be exercised in the completion of Fire Incident Reports in the Departments RMS system to assure proper coding for the purpose of compiling accurate data on rapid rail related emergencies.

Coordination

- Due to the special hazards involved in this type of construction, it is of the utmost importance to maintain a continuing liaison with the Metro site superintendent.
- A predetermined location should be mutually agreed upon. The Incident Commander shall meet with the Metro site superintendent at that location to

initiate rescue and fire suppression activities.

- The Incident Commander shall establish a command post, strategically located on the emergency scene, from which he/she will coordinate activities.

Safety

- Fire/rescue personnel, when working on Metro sites in any capacity, will conform to Maryland Occupational Safety and Health Administration (MOSHA) and Metro safety regulations, i.e., wearing hard hats, etc.
- On all cave-in and rescue incidents, fire/rescue personnel will adhere to the appropriate polices regulating trench or confined space incidents.
- When the atmosphere to be entered meets IDLH standards, the Incident Commander shall ensure that no entry into the IDLH atmosphere occurs until the Rapid Intervention Crew (RIC) is established.
- No one will enter any below ground portion of the subway, including open trench construction, for a fire incident without self-contained breathing apparatus.

REFERENCES

N/A

FORMS/ATTACHMENTS

N/A