

**PASSENGER TRAIN
EMERGENCY PREPAREDNESS PLAN
FOR THE
SAN DIEGO NORTHERN RAILWAY
"COASTER"
AND OTHER CARRIERS OPERATING
ON THE SAN DIEGO SUBDIVISION
MILEPOSTS 207.4 - 267.7**

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1.0 INTRODUCTION

- 1.1 The Federal Railroad Administration (FRA) published the Passenger Train Emergency Preparedness Final Rule in the Code of Federal Regulations (CFR) on 4 May 1998. This Rule is located at Title 49 CFR Parts 223 and 239. The Rule is intended to reduce the magnitude and severity of potential casualties associated with railroad operational emergencies. It establishes minimum federal safety standards for the preparation, adoption, and implementation of emergency preparedness plans by railroads operating passenger trains. This Plan, therefore, has been developed in response to these requirements and applies to the San Diego Northern Railway's "Coaster" (SDNR/COASTER) commuter train plus other rail operators on the San Diego (California) Subdivision, milepost 207.4 at the San Diego County/Orange County Line to milepost 267.7 at San Diego.

2.0 POLICY

- 2.1 It is SDNR/COASTER's primary concern during all phases of operations to ensure the maximum safety of passengers as well as that of our personnel and the public. This is especially true during any type of emergency situation where we are also concerned with ensuring the safety of emergency responders. In this regard, it is the responsibility of every SDNR/COASTER employee and contractor employees to ensure our customers and affected personnel receive the best possible direction, medical care, and assistance in safely completing travel to their intended destination.

Consistent with this policy, we recognize that federal, state, local emergency, or other responders may arrive at the emergency scene first. The function of the SDNR/COASTER Emergency Preparedness Plan is to provide a comprehensive guide for appropriate action.

3.0 PURPOSE AND SCOPE

- 3.1 Purpose: This Plan is the controlling document to be used during any emergency situation that may occur during the course of normal operating conditions. While the overall objective is to ensure compliance with 49 CFR 223 and 239, as required, this Plan may establish additional, more stringent requirements where the need for such is indicated. The primary objectives of this Plan can be summarized as follows:
- 3.1.1 Ensure the preservation of life.
 - 3.1.2 Ensure the highest level of services for all customers who are affected by an emergency occurrence.
 - 3.1.3 Ensure the expeditious restoration of track, service, and equipment, while minimizing environmental damage.
 - 3.1.4 Ensure the protection and preservation of SDNR/COASTER property.
 - 3.1.5 Assist in the subsequent accident investigation process of the National Transportation Safety Board (NTSB), the Federal Railroad Administration (FRA), and any other interested party.
- 3.2 Scope: This Plan is applicable to all SDNR/COASTER rail passenger operations on the San Diego Subdivision between Mileposts 207.4 at the San Diego County/Orange County line and 267.7 within San Diego, California and other carriers operating on the line.

4.0 DEFINITIONS, ACRONYMS, AND ABBREVIATIONS

- 4.1 *Amtrak*. The National Railroad Passenger Corporation known as “Amtrak”. Amtrak operates and maintains the SDNR/COASTER commuter passenger trains under contract to the North San Diego County Transit Development Board. Amtrak also operates its own San Diegan intercity passenger trains on the San Diego Subdivision.
- 4.2 *Burlington Northern and Santa Fe Railway (BNSF)*. Operates freight trains on the San Diego Subdivision.
- 4.3 *Central Control Facility (CCF)*. Los Angeles, California location of railway communication and dispatching on the San Diego Subdivision and the system headquarters of Emergency Response. Also referred to in the Plan as the “Control Center”. It has the responsibility for directing the safe movement of trains. The CCF is operated by Amtrak under contract between SDNR/COASTER and SCRRA/MetroLink.

- 4.4 *Emergency Medical Service (EMS)*. Any sanctioned organization that provides medical services in emergency situations, including paramedic, emergency medical technician, nursing, and/or physician services.
- 4.5 *Emergency Preparedness Plan*. The “Plan”. One or more documents focusing on preparedness and response in dealing with a passenger train emergency.
- 4.6 *Emergency Responder*. A member of a police or fire department, or other organization involved with the public safety charged with providing or coordinating emergency services, who responds to a passenger train emergency.
- 4.7 *Emergency or emergency situation*. Defined at 49 CFR Part 239.7 as an unexpected event related to the operation of passenger train service involving a significant threat to the safety or health of one or more persons requiring immediate action, including:
- (1) A derailment;
 - (2) A fatality at a grade crossing;
 - (3) A passenger or employee fatality, or a serious illness or injury to one or more passengers or crewmembers requiring admission to a hospital;
 - (4) An evacuation of a passenger train; and
 - (5) A security situation (e.g. a bomb threat).

Additionally, SDNR/COASTER considers a trespasser or pedestrian/train collision on the right-of-way to be an emergency situation.

- 4.8 *Federal Railroad Administration (FRA)*. An agency of the Federal Department of Transportation that develops and enforces rail safety regulations, investigates, and analyzes railroad accidents, and conducts safety assessments of railroads.
- 4.9 *Incident Command Post (ICP)*. Established at or very near the accident location, the ICP serves as the primary on-scene control point of operations during initial response actions and subsequent investigative activities.
- 4.10 *Metrolink*. The name for the commuter rail trains operated between Oceanside and Los Angeles by the Southern California Regional Rail Authority or SCRRA.
- 4.11 *(Consolidated) National Operations Center (CNOc)*. Located in Wilmington, Delaware, the CNOc is AMTRAK'S system operations center and the location of the Amtrak system headquarters for Emergency Response. AMTRAK West major occurrences will be channeled through the Customer Service Center in Oakland, California.
- 4.12 *National Response Center (NRC)*. The 24-hour regulatory office for the notification by railroads of major train emergencies.

- 4.13 *National Transportation Safety Board (NTSB)*. An independent federal agency that reports directly to the President of the United States. It investigates and analyzes major transportation accidents (railroad, aviation, highway, marine, etc.) and prepares a public report on its findings, conclusions, and recommendations.
- 4.14 *North San Diego County Transit Development Board/North County Transit District (NSDCTDB or NCTD)*. The owner of the San Diego Subdivision right of way and the Coaster commuter rolling stock. Per memorandum dated July 1, 1996, it holds all contract rights and obligations of the San Diego Northern Railway.
- 4.15 *Occupational Safety and Health Administration (OSHA)*. A federal agency within the United States Department of Labor responsible for establishing and enforcing standards for the exposure of workers to safety hazards or harmful materials that they may encounter in the work environment, as well as other matters that may affect the safety and health of workers. The agency was established under the Occupational Safety and Health Act of 1970 along with the National Institute for Occupational Safety and Health (NIOSH) and the Occupational Safety and Health Review Commission (OSHRC).
- 4.16 *San Diego Northern Railway (SDNR)/COASTER*. A non-profit railroad corporation created by the North San Diego County Transit Development Board in conjunction with the startup of “Coaster” commuter train service. Coast Express Rail or “COASTER” is the name given to the commuter trains operated by Amtrak under contract to NSDCTDB between Oceanside and San Diego.
- 4.17 *San Diego Subdivision*. Describes the former ATSF trackage between the Orange County/San Diego County line mileposts 207.4 - 267.7 that was sold to the NSDCTDB for SDNR/COASTER, Amtrak Intercity, Metrolink, and BNSF freight service.
- 4.18 *San Diego Trolley*. The light rail service owned by the Metropolitan Transit Development Board and operated in San Diego paralleling the SDNR/COASTER right-of-way between mileposts 267.7 - 264.1 and powered from overhead electric catenary.
- 4.19 *Station “O”*. The 24-hour office provided and manned by NCTD at the Oceanside Transit Center for communication as well as station and right of way security.
- 4.20 *Stuart Mesa*. The system headquarters at milepost 222 for Amtrak operations and maintenance as well as its personnel that are under contract to NCTD for SDNR/COASTER.

5.0 GENERAL RESPONSIBILITIES

- 5.1 Responsibilities - General. The following requirements outline the general responsibilities applicable to SDNR/COASTER emergency operations.

- 5.1.1 If train evacuation is necessary, arrange for the transportation of passengers to a customer support process area.
- 5.1.2 Ensure passengers and employees receive appropriate care and are dealt with in a compassionate manner.
- 5.1.3 Protect SDNR/COASTER assets and interests.
- 5.1.4 Insure Emergency Response training/qualification of on-board personnel.
- 5.1.5 Resume passenger service, or get passengers to their destinations by alternate means, with the shortest possible delay.
- 5.1.6 Participate in the accident investigation.
- 5.1.7 Interface with outside emergency response agencies, including police, fire, EMS, as well as other government agencies including FRA, NTSB, and state and local agencies.
- 5.1.8 Advise the National Response Center of status and progress with regard to the emergency or emergency situation.
- 5.1.9 For environmental occurrences, advise the federal, state, and local environmental agencies and ensure appropriate response actions as needed.
- 5.1.10 When an emergency situation involves Amtrak San Diegan Intercity trains, coordinate the applicable portions of SDNR/COASTER's Emergency Preparedness Plan with the corresponding portions of the Amtrak Emergency Preparedness Plan.
- 5.1.11 When an emergency situation involves the BNSF, coordinate the applicable portions of SDNR/COASTER's Emergency Preparedness Plan with the corresponding portions of the freight railroad's Emergency Preparedness Plan.
- 5.1.12 When an emergency situation involves SCRRA's Metrolink commuter trains, coordinate the applicable portions of SDNR/COASTER's Emergency Preparedness Plan with the corresponding portions of the Metrolink Emergency Preparedness Plan.
- 5.1.13 Keep the public informed per NCTD policy by providing the media timely and accurate information.
- 5.2 Responsibilities - Specific. Requirements pertaining to specific responsibilities and actions during SDNR/COASTER emergency events are described throughout the remainder of this Plan and Appendices. In all cases, SDNR/COASTER and its contractor employees will endeavor to ensure the maximum safety of passengers, personnel, and the public during any emergency event.

6.0 COMMUNICATION AND INITIATION OF EMERGENCY RESPONSE

6.1 Initial and On-Board Communication. In the event of an emergency situation, it is essential that the initial assessment of the passenger situation, as well as the initial notification to the CCF, occur as soon as possible, if not immediately following the emergency event. The following actions are therefore required to be completed by the appropriate on-board crew member(s), as indicated.

6.1.1 Train Conductor

6.1.1.1 Initial assessment of the passenger situation and the immediate (if practical) notification to the CCF will be made by the Train Conductor by the quickest means available. These include, in order of preference: train radio or cellular phone. However, depending upon the circumstances, the Train Conductor may need to dispatch a crew member to make the initial notification using the nearest available public pay telephone or residential telephone (if required). As necessary, the Train Conductor will provide updates to the CCF as to the status of the emergency situation.

6.1.1.2 The Train Conductor will keep passengers and crew members regularly informed of the nature of the emergency situation and the status of corrective countermeasures, rescue efforts, and emergency response. Information provided to the passengers will be kept brief and concise. Excessive detail is unnecessary. However, crew members require as much detail as possible to do their jobs so these personnel should be briefed away from the passengers. If operable, the on-board public address (PA) system should be used to make general announcements to passengers. Otherwise, bullhorns and/or a car-to-car verbal briefing may be necessary to ensure adequate dissemination of information. It is important to brief ALL passengers, including those in cars that are not damaged. All passengers must be kept informed to reduce the potential for panic and, to determine their availability in case the crew requires additional assistance.

6.2 Notification By Central Control Facility (CCF). Upon notification by the Train Conductor that an emergency situation has occurred, the CCF must take immediate and appropriate actions (refer to Call Sheets in Appendix B) to ensure proper response, and to minimize the potential for escalation of the emergency situation. The following actions are therefore required to be completed by the CCF:

6.2.1 Central Control Facility (CCF) Personnel

6.2.1.1 The CCF will immediately notify the Amtrak General Manager or designee under contract to SDNR/COASTER and Station "O" at the Oceanside Transit Center and provide instructions and information on the nature and extent of the emergency and any/all other applicable information that may be necessary or required in order to initiate the proper degree of emergency response. Refer to Appendices A and B.

- 6.2.1.2 When applicable, the CCF shall also notify (as soon as practical) adjacent rail modes BNSF or San Diego Trolley with information on the nature and degree of the emergency situation and what actions may be required on their part.
- 6.3 Parallel Operations. In the event of an emergency situation on a parallel route of San Diego Trolley operations, the CCF must take specific actions to ensure proper notification.
- 6.3.1 Once the CCF has been notified by the Train Conductor or designated representative that an emergency situation has occurred where parallel San Diego Trolley operations take place, the CCF 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.
- 6.3.2 A special consideration is emergency situations that occur in electrified territory of the San Diego Trolley. In such an event, sources of electrical power such as the catenary and/or pantograph systems, may require shut-down before emergency responders can proceed into the area. This can be an extremely dangerous situation and CCF must instruct the Trolley Control Center to shut off power. No emergency responder shall be permitted to enter an electrified territory until power shut-down verification is obtained. Refer to Appendix B, Emergency Phone List.
- 6.3.3 If necessary and practical, the CCF may request assistance from adjacent rail modes of transportation with regard to evacuation procedures and/or passenger safety concerns.
- 6.4 SDNR/COASTER Staff Notifications - Station "O" will initiate the SDNR/COASTER internal emergency notification procedure to ensure that the appropriate officials and emergency responders are informed that a passenger train emergency situation has occurred. Refer to Appendix B for a current Emergency Phone List and Call Sheets for those to be notified.
- 6.4.1 SDNR/COASTER shall ensure that the emergency telephone numbers to be used by the CCF and Station "O" when making emergency notifications are current for each area of concern (i.e., both internal notification numbers and all applicable external notification telephone numbers).
- 6.5 Implementation of Critical Incident Command Structure – Upon notification that a railroad emergency exists, the Amtrak General Manager or designee shall evaluate the scale of the emergency and shall implement the Critical Incident Command Structure adopted by NCTD and Amtrak, as described in Appendix G. The type and number of management levels responding to the emergency will be expanded as needed based on the type and size of the incident. The Amtrak General Manager or designee will be responsible for the establishment of an Incident Command Post at or near the scene of major railroad accidents or incidents. The specific responsibilities of each member of the Incident Command Structure are detailed in Appendix G.

7.0 CARE AND EVACUATION OF PASSENGERS

- 7.1 The Train Conductor is in charge and responsible for the initial assessment of the situation and the welfare of passengers, including possible evacuation.
- 7.2 The Train Conductor will coordinate the response of all crew members to any emergency situation occurring during the operation of the train.
- 7.3 The Train Conductor will inform arriving emergency responders of the hazards present, the location of the injured (starting with the most severely injured), and locations of passengers requiring additional assistance (e.g., those who are disabled, elderly, traveling with children, etc.).
- 7.4 All Crew Members
- 7.4.1 In the event the Train Conductor is incapacitated or otherwise unavailable to perform the required duties specified above, at least one on-board crew member (e.g. the locomotive engineer) must be qualified under the provisions of this Plan to fulfill the responsibilities of the Train Conductor. All crew members on board a passenger train are to be trained and qualified to perform the functions for which they have been assigned, according to the provisions of paragraph 8.1.3 of the Plan.
- 7.4.2 Under the direction of the Conductor, all crew members will assist passengers and each other, assess the situation and perform accordingly.
- 7.5 After assessing their immediate area just after the accident occurs, crew members are to proceed to the most heavily damaged part of the train to assist passengers. This assistance may include, but is not limited to, the following actions:
- Secure the scene and ensure passenger safety in and around the rolling stock.
 - Rescue trapped and/or incapacitated people if doing so does not increase the risk to themselves or to the trapped or incapacitated person(s).
 - Fight fires only if doing so will not endanger themselves or others (if fire is present, passenger car blower fans must be deactivated by using main shutdown switch and HEP switch in locomotive or cab car if necessary - refer to Appendix D and Appendix F)
 - Provide first aid and CPR (if trained to do so) using on-board first aid kits (soliciting medical assistance from qualified passengers, if necessary)
- 7.6 If circumstances permit, the evacuation of passengers from trains shall be delayed until the train reaches the safest evacuation point commensurate with the emergency situation.

To avoid the additional safety hazards created by evacuating passengers into unfamiliar surroundings, the Train Conductor and CCF shall carefully analyze the train's location, movement capability and passenger load when determining the evacuation location.

Passengers are more familiar with SDNR/COASTER passenger stations than any other location, as that is where they enter and leave the system. Additionally, because stations provide easier access for fire fighters and rapid evacuation capability, they are the preferred passenger evacuation site. However, realizing that it may not always be possible for a train to reach a station, other relatively safe evacuation sites have been identified and classified according to their evacuation characteristics. Classification of passenger evacuation sites, from most desirable to least desirable, is as shown below:

- Station Platform (any location)
- Maintenance-of-Way Access Point or Grade Crossing
- Trackage At-Grade
- Bridge Structure

7.7 By order of the Train Conductor, or designated representative (see 7.4.1 above), all crew members are required to assist in the evacuation of car(s) or entire consist if remaining on board is determined to be more hazardous than evacuating. In such an event, crew members shall position other employees and able-bodied passengers to assist those who need help (e.g., the very young, the elderly, injured or disabled persons).

7.7.1 Should an evacuation be ordered or otherwise determined necessary, the following order of preference should be considered:

- Car to ground through side or vestibule doors, if able
- Car to car evacuation (through end doors)
- Car to ground through emergency windows, if necessary

7.8 Other Special Considerations. There are areas of operation that may present special challenges in the event of an emergency occurrence. When SDNR/COASTER trains are involved in an emergency situation in these special areas of concern, specific preparedness and response actions are required.

7.8.1 From the initial on-set of an emergency while a train is on a bridge, trestle, high fill, or other elevated structure, the Train Conductor and crew members must take all possible actions to assure passenger safety and comfort. Once initial situational assessments have been performed and the proper notifications have been made, attention must focus on passenger safety.

7.8.2 Injured passengers, as well as those requiring special needs (the very young, old, and/or disabled), will be located, reported to Station "O", and assistance shall be provided to the maximum extent possible under the given circumstances.

- 7.8.3 If immediate passenger evacuation is not deemed necessary (i.e., no derailment, fire, or other dangerous conditions are present), or possible (due to elevated structure design or configuration), crew members must determine the safest location on the train and move passengers to that location as quickly as possible.
- 7.8.4 Crew members must ensure that access to emergency exits is clear and unobstructed. In the event evacuation becomes necessary, on-board personnel shall follow the evacuation order or precedence established in this Plan. All means to detrain must, therefore, be made ready and available (e.g., ladders, stairs, etc.).
- 7.8.5 Crew members must assess possible exit routes, both inside and outside the train, to determine their condition and ability to support a full evacuation of all train occupants. Caution is warranted since many elevated structures are not designed to permit pedestrian traffic along the right of way. Open track design on bridges, as opposed to a closed track design, will make it much more difficult to evacuate. If passengers cannot exit directly onto the tracks from either the front of the train (due to engine placement) or the rear of the train (due to other reasons), then remaining in the train may be the only alternative. If this is not feasible due to the nature of the emergency (fire, derailment, etc.), then additional assistance from rescue aircraft (i.e., helicopter), may be required.
- 7.8.6 When emergencies occur on elevated structures over bodies of water and evacuation from car to car will not eventually lead to solid ground, evacuation assistance from other agencies may be required.

8.0 ON-BOARD, CCF, AND STATION “O” TRAINING AND QUALIFICATIONS

- 8.1 On-Board Personnel. All on-board personnel will be provided initial training by Amtrak as contractor for SDNR/COASTER on the requirements of this Plan to ensure that they are properly prepared to respond in the event of an emergency situation. The level and nature of the training (refer to Appendix C) provided shall be dependent upon individual employee duties and responsibilities, as required by their assigned position. At a minimum, on-board personnel emergency response training shall be provided according the following schedule:
 - 8.1.1 Initial training for current on-board personnel on the requirements of this Plan shall be provided within 90 days of the date of this Plan. Initial training for new on-board personnel shall be provided within 90 days of their initial date of service.
 - 8.1.2 Periodic training for on-board personnel will be provided, as a minimum, every two calendar years. However, when situations warrant (new equipment, modifications to existing equipment, changes or improvements to this Plan, etc.), more frequent training will be provided. In either case, a written competency test will be administered to ensure that designated personnel are qualified to perform the required actions, commensurate

with their assigned responsibilities, during an emergency situation.

8.1.3 In summary, the Emergency Preparedness Training Program for on-board personnel provides information pertaining to the following five key elements:

8.1.3.1 Element 1 - Rail Equipment Familiarization: Complete familiarization is required with SDNR/COASTER rail equipment. This element is intended to ensure that on-board crew members are qualified to operate the equipment under normal as well as emergency situations. While their normal assigned duties may never require the use or operation of such equipment, an emergency situation may dictate otherwise. Rail equipment familiarization is, therefore, an essential element of our employee training program.

8.1.3.2 Element 2 - Situational Awareness: On-board personnel will be trained on the specific techniques that are required to properly evaluate and assess situations as they develop. Situational awareness is a key element to ensuring proper response, reduction of panic potential, and passenger safety. As an emergency situation transpires, personnel must also be prepared to respond in accordance with the nature of the emergency. Inappropriate actions as well as over-reaction by responsible personnel could create unnecessary stress and, subsequently, may serve to increase the risk to passengers and/or other crew members.

8.1.3.3 Element 3 - Passenger Evacuation: All on-board personnel receive training on the proper methods and techniques associated with the safe and orderly evacuation of passengers subsequent to an emergency situation. Personnel will be trained on the circumstances which would require evacuation (as opposed to requiring passengers to remain on board). Alternative evacuation routes and the order of preference regarding these routes is a key element of this portion of the training program.

8.1.3.4 Element 4 - Coordination of Functions: In any type of operation, normal or emergency, successful results are dependent upon the proper actions of more than one person. In an emergency situation, such teamwork is essential to ensure maximum passenger safety and minimum loss. Personnel will receive training on the proper coordination of response activities. Each respondent has a specific responsibility during an emergency situation.

8.1.3.5 Element 5 - Hands-on Instruction: Proper familiarization with on-board emergency response equipment is best accomplished through actual, hands-on instruction and training. Therefore, personnel will be given on-train instruction on the location, function, and operation/use of on-board emergency equipment. This includes, but is not necessarily limited to, equipment such as fire extinguishers, emergency exit access (including windows), proper use of public address system/equipment, medical aids and equipment (such as stretchers, first aid kits, etc.), and any other emergency equipment.

8.2 Central Control Facility Personnel. All CCF personnel will be provided initial training (refer to Appendix C) on the requirements of this Plan by Amtrak as dispatching services contractor, to ensure that they are properly prepared to respond when they receive notification that an emergency situation has occurred. CCF personnel must be familiar

with the necessary courses of action that each type of emergency situation dictates.

- 8.2.1 Initial training for current CCF personnel on the requirements of this Plan shall be provided within 90 days of the date of this Plan. Initial training for new CCF personnel shall be provided within 90 days of their initial date of service.
- 8.2.2 Periodic training for CCF personnel will be provided, as a minimum, every two calendar years. However, when situations warrant (new procedures, modifications to existing procedures, changes or improvements to this Plan, etc.), more frequent training will be provided. In either case, a written competency test will ensure that CCF personnel are qualified to perform the necessary actions during any emergency situation.
- 8.2.3 In summary, the Emergency Preparedness Training Program for CCF personnel provide information pertaining to the following two key elements:
 - 8.2.3.1 Dispatch Territory Familiarization: CCF personnel must be thoroughly familiar with the dispatch area for which they are responsible. Complete familiarization with all route peculiarities, methods of notifying response organizations located in each area, and any other such information is essential.
 - 8.2.3.2 Protocols Governing Internal Communications: During any emergency situation, it is typical that initial information will be incomplete and possibly inaccurate. CCF personnel will be trained on the proper conduct during the initial as well as subsequent stages of any emergency event. Specific policy and established protocols are in place to ensure that the flow of information is as accurate as possible and that dissemination is limited to only essential personnel.
- 8.3 Station O. All Station O personnel will be provided training on the requirements of this plan to ensure that they are properly prepared to respond in the event of an emergency situation. The level, nature, and frequency of the training provided will be dependent upon their individual duties and responsibilities.

9.0 JOINT OPERATIONS

- 9.1 Hosting Passenger Train Service. When SDNR/COASTER is the host railroad, a coordinated effort with each railroad providing passenger train service is essential to ensure consistency of approach and an optimum level of emergency preparedness and response. In this regard, the following requirements pertain to joint operations.
 - 9.1.1 CCF personnel will work with and coordinate response efforts through the appropriate counterpart organizational elements of other affected railroads.
 - 9.1.2 To ensure optimum preparedness, notification requirements and procedures will be

established with each affected railroad. A list for each railroad containing the names/titles of personnel to be notified, their respective contact telephone numbers, and other related communication requirements, will be maintained and kept current.

- 9.1.3 Copies of current Emergency Preparedness Plans for each affected railroad will be kept at the CCF for quick reference in the event of an emergency situation. Electronic copies are permitted so long as a print capability is available.
- 9.1.4 When SDNR/COASTER is involved in hosting, providing, and/or operating a commuter train service operation with other railroads, a single Emergency Preparedness Plan will be implemented that takes into consideration the coordination efforts required to ensure optimum preparedness and effective response.

10.0 LIAISON WITH EMERGENCY RESPONDERS

- 10.1 Availability of Training Materials. Wherever possible and practical, SDNR/COASTER or it's Amtrak contractor shall make emergency preparedness and response training materials available to all on-line emergency responders . This action is intended to ensure an expected level of competency should the responders ever participate in a simulated or actual emergency event.
 - 10.1.1 Training materials may include, but are not limited to, video instruction, workbook exercises, written examination and evaluation books, and schematics of locomotives and passenger cars.
 - 10.1.2 Training shall focus on the methods of emergency access to passenger cars and the typical locations of railroad facilities and equipment. Methods of communications between railroad officials and emergency response crews shall also be covered.
 - 10.1.3 SDNR/COASTER may offer this training directly to the on-line response agency or organization. Otherwise, the training materials will be provided to responsible official(s) within the appropriate emergency response organizations (e.g., State training institutes, firefighter organizations, police academies, etc.).
 - 10.1.3.1 When training is not provided directly, SDNR/COASTER shall request a copy of class rosters from each organization that utilizes the training materials to verify adequate dissemination of the required information to the appropriate levels with the response organizations.
- 10.2 Distribution of Emergency Plan. In addition to training requirements, SDNR/COASTER shall also ensure that an appropriate number of copies of this Plan (or applicable portions thereof) are adequately distributed to all emergency response organizations that may be required to participate in an emergency situation or simulation.

10.2.1 SDNR/COASTER shall distribute copies of this Plan (or applicable portions thereof) to emergency response agencies at least once every three years. However, if significant changes are made in the Plan, then updated versions will be distributed accordingly.

10.2.1.1 Of particular interest to response organizations will be route maps and the physical characteristics and peculiarities of the SDNR/COASTER line. Also, the names, titles, and contact telephone numbers of railroad officials will be provided to ensure adequate communication and coordination.

11.0 ON-BOARD EMERGENCY EQUIPMENT

11.1 General. A complete list and inventory of standard on-board emergency equipment, including their location(s) in each passenger car configuration, can be found in Appendix D to this Plan. In general, this equipment includes, as a minimum, the following:

- One fire extinguisher per passenger car (Type ABC)
- One pry bar per passenger car
- One flashlight per on-board crew member
- One standard equipped first aid kit per each passenger train

11.2 On-Board Emergency Lighting. Auxiliary lighting (i.e., hand held flashlights) shall be provided to each on-board crew member 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.

11.2.1 Each on-board crew member 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 be kept available at all times. Rechargeable flashlights shall remain fully charged and ready for use at all times.

11.3 Maintenance. To ensure adequate preparedness, each flashlight, first aid kit, and other emergency equipment (pry bars, fire extinguishers, etc.) shall be inspected, maintained, or replaced (as required) at least once per month by maintenance personnel. More frequent inspections and maintenance may be required if the equipment has been used or tampered with at any time between the established maintenance schedule. On-board crewmembers shall regularly check the status of this equipment during the normal course of their assigned duties. Anomalies shall be reported immediately so that the equipment can be repaired or replaced at the next possible opportunity.

12.0 PASSENGER SAFETY INFORMATION

12.1 Passenger Awareness Program. Passenger safety and comfort are the primary concern during all SDNR/COASTER passenger train operations. This is especially true during and following any type of emergency situation. In an effort to prepare its passengers for the unlikely event of an emergency, SDNR/COASTER shall take specific measures to properly and effectively communicate emergency information using all practical means available. As a minimum, SDNR/COASTER shall employ any one or more of the following techniques on passenger trains to help ensure passenger awareness of emergency preparedness and response actions:

12.1.1 Legible, clear, and simple emergency instructions shall be conspicuously posted throughout every passenger car. Methods include, but are not limited to the use of bulkhead signs, seatback decals, seat cards, or other posted materials.

12.1.2 In some locations, SDNR/COASTER may employ the use of regularly scheduled, automated public service announcements at stations as well as signs and video monitor displays to consistently keep the traveling public informed and aware.

13.0 PASSENGER TRAIN EMERGENCY SIMULATIONS

13.1 Full-Scale Simulations. To ensure maximum preparedness of emergency responders, SDNR/COASTER in conjunction with Amtrak will periodically conduct full-scale emergency simulations under pre-determined simulated emergency conditions.

13.1.1 Emergency simulations will be performed in consideration of the variety of emergency scenarios that could reasonably be expected to occur.

13.1.2 All possible measures will be taken to ensure the cooperation, coordination, and participation of those emergency responders who voluntarily agree to participate in the emergency simulation.

13.1.2.1 Successful simulations depend in large part on the planning effort and the coordination that must occur between SDNR/COASTER and all participating agencies, organizations, and individuals. In this regard, SDNR/COASTER will schedule coordination meetings well in advance of any scheduled simulation date and shall invite all known and potential participants as well as those who may have an expressed interest in such an exercise (e.g., State and local officials, FRA representatives, etc.).

13.1.2.2 Simulation emergencies offer an excellent opportunity for subsequent training and lessons learned exercises. The simulation and related pre- and post- activities may be videotaped for further evaluation and for use in training programs at a later date.

- 13.2 Frequency of Emergency Simulations. As a minimum policy, SDNR/COASTER or its Amtrak contractor will plan, schedule, conduct, and evaluate one full-scale emergency simulation every two calendar years. Due to the extensive planning and coordination efforts typically required for such an event, any need for more simulations will be carefully considered.

14.0 DEBRIEFING AND CRITIQUE

- 14.1 General Requirements. To ensure maximum effectiveness of this emergency preparedness plan, SDNR/COASTER or its Amtrak contractor will conduct a coordinated debriefing session following each emergency simulation exercise as well as after each actual passenger train emergency situation.

- 14.1.1 During the debriefing session, all participants shall be encouraged to offer their critique of the emergency event (actual or simulated). Critique and criticism shall be directed at the effectiveness of the established provisions of this plan and shall specifically attempt to identify areas for improvement.

- 14.1.2 SDNR/COASTER will ensure that debriefing and critique sessions are held no later than 60 days from the date of the subject emergency event (whether actual or simulated).

Note: If the particular emergency situation involved a collision between passenger railroad rolling stock and a pedestrian, a trespasser, or a motor vehicle at a railway-rail grade crossing and it did not lead to the fatality or injury of a passenger(s) or crew member(s), or the evacuation of the train, then SDNR/COASTER may elect not to conduct a debriefing or critique session or may elect to do so at some time later than 60 days for the date of the event, at its discretion.

- 14.2 Purpose of Debriefing and Critique. As stated earlier, it is SDNR/COASTER's general policy to provide maximum passenger safety and comfort, especially during and following an emergency event. To ensure that debriefing and critique sessions evaluate critical areas and result in the identification of opportunities for process improvement, the following elements will be examined:

- 14.2.1 Communications: Essential to the overall emergency response effort is effective communication between the Train Conductor and crew members, between crew members and passengers, between crew members and CCF personnel, and between the CCF, Station "O", and responding organizations. Therefore, the entire process (i.e., communication procedures and equipment) shall be critiqued and areas for improvement identified.

- 14.2.2 Timing: In order to effect an adequate level of emergency response, the amount of time between the emergency occurrence (or simulation) and initial notification is critical. All

efforts will be taken to identify reasons for any delays in the notification process. With the understanding that every situation (actual or simulated) will present different conditions and different circumstances, improved processes will be developed.

14.2.3 CCF Actions: In addition to determining if the overall communication effort itself is adequate, the CCF notification process will also be examined. The railroad officials and response agencies notified and the adequacy of the Notification List will be evaluated to determine if any areas for improvement are possible.

14.2.4 Responsiveness: The success of any emergency response situation or simulation can be best measured by the responsiveness of the agencies and personnel supporting the emergency (e.g., responders, railroad officials, etc.). Quick and effective response is the cornerstone of this Plan and a true measure of the level of preparedness of each responsible agency and/or organization.

14.2.5 Effective Passenger Egress: While every emergency situation or simulation may not require passenger evacuation, those that do must be evaluated. Passenger egress through emergency exits must be accomplished efficiently while ensuring maximum safety and minimum risk.

14.3 Records. All records of debriefing and critique sessions will be maintained at SDNR/COASTER headquarters at Stuart Mesa.

14.3.1 Records must be maintained for a minimum period of two calendar years following the end of the calendar year to which they relate. However, when deemed necessary (e.g., due to the nature of the information contained in the records, the value of the lessons learned, use of information in training materials, etc.), longer retention periods may be implemented.

14.3.2 In addition to the actual results of the debriefing session, the records will be catalogued containing the date and location of the passenger train emergency situation or simulation, the date of the debriefing session, and the names of all those who participated in the debriefing session.

14.3.3 As a general matter of policy, SDNR/COASTER shall make all records of debriefing and critique sessions available to interested parties, including but not limited to, representatives of the Federal Railroad Administration, State or local representatives, internal auditors, and other such parties that may have a specified interest. Access shall normally be provided during normal business hours of operation.

15.0 EMERGENCY EXITS

15.1 Marking of Exits. All emergency exits and means of egress (e.g. doors, windows) from every passenger train shall be clearly and legibly marked on the inside of the car with

luminescent material or, where appropriate, shall be adequately illuminated to facilitate passenger recognition and access.

- 15.1.1 Operating instructions for each exit shall be posted at or near the respective exit in clear, simple, and understandable language. Where possible and appropriate, pictograms may be used so long as proper exit operation is understandable (pictograms reduce the potential for misunderstanding by non-English speaking passengers).
- 15.1.2 All emergency egress door exits and windows shall be clearly marked with retroreflective materials on the outside of the train so that emergency responders can quickly identify such exits. Instructions for operating the exits shall be posted in clear and simple language.
- 15.2 Inspection, Maintenance, and Repair. To ensure optimum readiness of all emergency exits and means of egress (doors and windows), each such exit shall be visually inspected at least monthly. Defective or otherwise improperly operating exits shall be repaired or replaced before returning the cars to passenger service.
 - 15.2.1 In addition to the monthly inspection and maintenance schedule (refer to 15.2 above), a representative sample of emergency window exits shall be tested at least every 180 days to ensure proper operation. Defective or otherwise improperly operating window exits shall be repaired or replaced before returning the cars to passenger service. All emergency window beads shall be removed and reinstalled each calendar year.
- 15.3 Records. All records of inspection, repair, and maintenance of emergency window and door exits will be maintained at the SDNR/COASTER Stuart Mesa (Oceanside) Maintenance Facility.
 - 15.3.1 Records must be maintained for a minimum period of two calendar years following the end of the calendar year to which they relate. However, when deemed necessary (e.g., due to the nature of the information contained in the records), longer retention periods may be implemented
 - 15.3.2 As a general matter of policy, SDNR/COASTER or its Amtrak contractor shall make all records of inspection, repair and maintenance available to interested parties, including but not limited to, representatives of the Federal Railroad Administration, State or local representatives, internal auditors, and other such parties that may have a specified interest. Access shall normally be provided during normal business hours of operation.
 - 15.3.3 Where appropriate, electronic records of all inspection, maintenance, and repair of emergency doors and windows shall be maintained under limited access control. Only authorized SDNR/COASTER or authorized contractor officials with appropriately documented need for access will be authorized to view and retrieve information from this database. A list identifying those individuals permitted such access will be maintained where the records are maintained.

- 15.3.3.1 Each location where electronic access shall be permitted will be equipped with the appropriate computer equipment needed to access the database (i.e., terminal/CPU, monitor and associated peripherals, as well as a printing medium such as a facsimile machine or printer).
- 15.3.3.2 If required, the NCTD Manager of Rail Services or contractor designee shall be authorized to authenticate the information retrieved from the database as true and accurate copies of the electronically kept records.
- 15.3.3.3 As a general matter of policy, SDNR/COASTER or authorized contractor officials shall make all electronic records of inspection, maintenance and repair of emergency exits available to interested parties, including but not limited to, representatives of the Federal Railroad Administration, State or local representatives, internal auditors, and other such parties that may have a specified interest. Access shall normally be provided during normal business hours of operation.

16.0 OPERATIONAL (EFFICIENCY) TESTS

- 16.1 To ensure optimum efficiency of all on-board and CCF personnel, SDNR/COASTER shall require that periodic operational tests be given to its dispatching and operating contractors. As a minimum, such tests will be scheduled not less than six months following the initial training of the applicable personnel. The primary objective of the test is to verify the level of employee understanding of the applicable requirements of this Plan as well as their readiness to respond in the event of an emergency situation.
- 16.2 Records. All records of operational (efficiency) tests for on-board personnel will be maintained at SDNR/COASTER Stuart Mesa. All records of CCF personnel will be maintained at CCF facility in Los Angeles by SCRRRA.
 - 16.2.1 In addition to the actual results of the operational (efficiency) tests, the records will be catalogued containing the date, time, and place of the test, as well as the name and title of the person who administered the test, the name of each employee tested, and other relevant information (copies of test materials, for example).
 - 16.2.2 Records must be maintained for a minimum period of one calendar year following the end of the calendar year to which they relate. However, when deemed necessary (e.g., due to pending litigation), longer retention periods may be implemented.
 - 16.2.3 As a general matter of policy, SDNR/COASTER shall make all records of any operational (efficiency) tests available to interested parties, including but not limited to, representatives of the Federal Railroad Administration, State or local representatives, internal auditors, and other such parties that may have a specified interest. Access shall normally be provided during normal business hours of operation.

- 16.2.4 Where appropriate, electronic records of all operational (efficiency) tests shall be maintained under limited access control. Only authorized company officials with appropriately documented need for access will be authorized to view and retrieve information from this database. A list identifying those individuals permitted such access will be maintained where the records are maintained.
- 16.2.5 Each location where electronic access shall be permitted will be equipped with the appropriate computer equipment needed to access the database (i.e., terminal/CPU, monitor and associated peripherals, as well as a printing medium such as a facsimile machine or printer).
- 16.2.5.1 If required, the NCTD Manager of Rail Services (or designated representative) shall be authorized to authenticate the information retrieved from the database as true and accurate copies of the electronically kept records.
- 16.2.6 As a general matter of policy, SDNR/COASTER shall make all electronic records of operational (efficiency) tests available to interested parties, including but not limited to, representatives of the Federal Railroad Administration, State or local representatives, internal auditors, and other such parties that may have a specified interest. Access shall normally be provided during normal business hours of operation.

17.0 UPDATES

- 17.1 As required, this Plan shall be reviewed at least annually (more frequently, if circumstances dictate) to determine its continued adequacy and effectiveness.
- 17.1.1 Any changes to this Plan must be approved by SDNR/COASTER before copies are submitted to the FRA for final review and approval.

18.0 CONCLUSIONS

- 18.1 This Passenger Train Emergency Preparedness Plan (and attached Appendices) shall be the controlling document to be used during any emergency situation that may occur during the course of normal operating conditions on SDNR/COASTER property. While the overall objective is to ensure compliance with Federal Railroad Administration requirements (49 CFR 223 and 239), this Plan establishes additional, more stringent requirements where the need for such is indicated. The overall focus of emergency response efforts are to ensure the preservation of life, the highest level of services for all customers who are affected by an emergency occurrence, the expeditious restoration of track, service, and equipment, and to ensure the protection and preservation of company assets.

APPENDICES

SDNR/COASTER-specific Appendices are attached:

- *Appendix A.* Timetable Map and Milepost Locations of San Diego Subdivision line.
- *Appendix B.* Emergency Phone List and Call Sheets
- *Appendix C.* Training Plan for Personnel
- *Appendix D.* On-board Emergency Equipment, Doors, Window Exits, and Lighting
- *Appendix E.* Internal Notification Procedures for Bus Alternative Service
- *Appendix F.* Locomotive, HEP and Main Engine Shutdown Procedure
- *Appendix G.* NCTD-AMTRAK Critical Incident Command Structure

APPENDICES

APPENDIX A

**SAN DIEGO SUBDIVISION
SDNR/COASTER
MILEPOSTS 207.4 - 267.7**

WEST- WARD		STATIONS Radio Channel 3030	EAST- WARD		
Siding Feet	Track Diagram	SAN DIEGO SUBDIVISION	Rule 4.3	Meth. of Op	Mile Post
		(Jct with BNSF)		6.14	267.7
		0.2 SAN DIEGO	Y	4MT 6.13	267.5
		0.3 CP ASH			267.2
		3.0 OLD TOWN		2MT CTC	264.2
		0.1 CP FRIAR			264.1
		6.2 CP ELVIRA		CTC	257.9
		4.9 MIRAMAR ROAD		2MT CTC	253.0
		0.1 CP CUMBRES	T		252.9
		3.1 CP PINES		CTC	249.8
4632		0.8 SORRENTO VALLEY			249.0
		0.2 CP TORREY			248.8
		4.9 CP DEL MAR		CTC ATS	243.9
2675		0.6 CP CROSBY			243.3
		1.5 SOLANA BEACH			241.8
		4.1 ENCINTAS			237.7
		3.2 CP PONTO		ATS	234.5
		1.2 POINSETTIA		2MT CTC	233.3
		1.9 CP FARR		Note 1	231.4
		2.2 (See Note 1) CARLSBAD VILLAGE			229.2
		2.0 CP ESCONDIDO JCT. (Jct. Escondido Subdiv.)	T		227.2
5816		0.8 OCEANSIDE		CTC ATS	226.4
		0.5 CP SHELL			225.9
		0.6 CP EAST BROOK			225.3
4073		0.8 CP FALLBROOK			224.5
4537		0.9 CP WEST BROOK	T		223.6
		1.0 CP PULLER			222.8
		0.2 CP MESA			222.6
		0.7 (See Note 2) CP STUART		2MT CTC ATS	221.9
		1.1 CP ONEL			220.8
		1.8 CP FLORES			219.0
3910		0.9 CP PULGAS		CTC ATS	218.1
		7.9 CP SAN ONOFRE			210.2
4480		1.0 CP SONGS			209.2
		1.8 COUNTY LINE (Jct. SCRRA Orange Sub.)			207.4
		(65.7)			

Note 1: ATS is in service on No. 2 Track only between CP Ponto and CP Farr.

Note 2: CP Mesa and CP Stuart apply only on No. 2 Main Track.

**LOS ANGELES - SAN DIEGO
MILEPOST LOCATION OF:**

CROSSINGS AT GRADE, OVERPASSES,
UNDERPASSES, CREEKS, RIVERS,
LAGOONS, ARROYOS, OTHER STUFF

STATIONS
CROSSINGS AT GRADE
GRADE SEPARATIONS
NATURAL FEATURES

RAILROAD JUNCTIONS

DETECTORS

COMPILED BY: DICK DORKIN

Pizza Management

VERSION 3.9

LOS ANGELES M.P. 0.0
CP TERMINAL M.P. 0.5
CP MISSION M.P. 0.8
CP SAN DIEGO JCT. M.P. 140.2 (WYE)
MACY ST. O.P. 140.5
U.S. 101 O.P. FWY 140.7
ALISO STREET M.P. 140.7
1ST ST. O.P. 141.1
4TH ST. O.P. 141.5
6TH ST. O.P. 141.7
7TH ST. O.P. 142.0
SANTA MONICA FWY. O.P. 142.4
OLYMPIC BLVD. O.P. 142.9
END METROLINK - BEGIN BNSF
REDONDO JCT. M.P. 143.2 (UP RRX-WYE)
WASHINGTON BLVD. U.P. 143.2
LOS ANGELES RIVER 143.5
SOTO ST. U.P. 143.6
DOWNEY RD. U.P. 144.5
HOBART TOWER M.P. 144.5 (UP RRX)
U.P.S. XING M.P. 144.6 (HOBART YARD)
HOBART M.P. 146.0
LONG BEACH FWY. O.P. 146.4
ATLANTIC BLVD. U.P. 146.6
EASTERN AVE. U.P. 147.3
EASTERN AVE. M.P. 147.3
COMMERCE M.P. 148.4
I-5 SANTA ANA FWY. U.P. 148.7
TELEGRAPH RD. U.P. 148.7
GARFIELD AVE. U.P. 148.7
GREENWOOD AVE. U.P. 149.5
BANDINI M.P. 149.8

RIO HONDO 150.06
PARAMOUNT BLVD. U.P. 150.4
PICO RIVERA M.P. 150.9 (WYE)
ROSEMEAD BLVD. U.P. 150.9
SERAPIS ST. 151.3
PASSONS BLVD. 151.45
SAN GABRIEL RIVER 151.9
SLAUSON AVE. O.P. 151.9
D.T. JCT. M.P. 152.1 (UP RRX)
SAN GABRIEL FWY. O.P. 152.2
PIONEER BLVD. 152.3
LOS NIETOS M.P. 153.0 (UP RRX)
NORWALK BLVD. 153.1 (THESE 2 XINGS-
LOS NIETOS BLVD. 153.4 -INTERSECT)
SANTA FE SPRINGS RD. U.P. 154.0
TELEGRAPH RD. U.P. 154.4
FLORENCE AVE. U.P. 154.9
DETECTOR M.P. 154.7 (HOT BOX/DRAWER)
SANTA FE SPRINGS M.P. 155.0
LAKELAND RD. 155.1
IMPERIAL HWY. U.P. 156.1
NORWALK M.P. 156.1
CARMANITA RD. U.P. 157.3
L.A.F.C. CHANNEL 157.6
LA MIRADA M.P. 157.7 (WYE IN YARD)
MARQUARDT AVE. 157.8 (THESE 2 XINGS-
ROSECRANS BLVD. 157.8 -INTERSECT)
~~VALLEY VIEW AVE. 158.4~~
ALONDRA BLVD. O.P. 159.6
BUENA PARK M.P. 160.3
BEACH BLVD. U.P. 160.6
O.C.F.C.D. CHANNEL 160.9
DALE ST. U.P. 161.3
N. GILBERT AVE. U.P. 162.4
BASTA M.P. 163.0
COMMONWEALTH AVE. U.P. 163.1
EUCLID ST. U.P. 163.9
HIGHLAND AVE. 164.7
HARBOR BLVD. U.P. 164.6
FULLERTON M.P. 165.0
LEMON ST. U.P. 165.2
FULLERTON JCT. M.P. 165.4
END BNSF - BEGIN METROLINK ORANGE SUE.
ORANGETHORPE AVE. 166.2
91 RIVERSIDE FWY. O.P. 166.6
LA PALMA AVE. 167.1
CP LA PALMA M.P. 167.3
E. SYCAMORE ST. 167.4
LINCOLN AVE. U.P. 167.7
E. BROADWAY 167.9

E. BROADWAY 167.9
E. SANTA ANA ST. 168.0
E. SOUTH ST. 168.3
E. VERMONT AVE. 168.7
BALL RD. 169.2
LEWIS ST. U.P. 169.5
CERRITOS AVE. 169.7
CP COLLEGE M.P. 169.8 (UP RRX)
STATE COLLEGE BLVD. 170.3
KATELLA AVE. U.P. 170.5
STADIUM M.P. 170.5
57 ORANGE FWY. O.P. 170.8
SANTA ANA RIVER 171.0
ECKHOFF ST. 171.1
MAIN ST. 171.5
BATAVIA ST. 171.8
WALNUT ST. 172.3
CP MAPLE M.P. 172.5 (JCT OLIVE SUB-WYE)
PALM AVE. 172.5
ORANGE M.P. 172.6
CHAPMAN AVE. 172.7
ALMOND AVE. 172.8
PALMYRA AVE. 172.9
CP LA VETA M.P. 173.2
LA VETA AVE. 173.3
22 GARDEN GROVE FWY. O.P. 173.4
SANTIAGO CREEK 173.5
FAIRHAVEN AVE. 173.6
SANTA CLARA AVE. 174.2
17TH ST. 174.7
CP LINCOLN M.P. 174.7
I-5 SANTA ANA FWY. U.P. 174.8
SANTA ANA BLVD. 175.1
SANTA ANA M.P. 175.2
FOURTH ST. 175.6
FIRST ST. U.P. 175.6
CHESTNUT ST. 175.8
GRAND AVE. 176.2
LYON ST. 176.6
MCFADDEN ST. 176.7
RITCHEY ST. 176.8
55 NEWPORT FWY. O.P. 177.33
RED HILL AVE. 177.9
CP ALISO M.P. 178.9
TUSTIN M.P. 179.5 (TUSTIN WYE)
JAMBOREE RD. O.P. 179.7
HARVARD AVE. 179.9
CULVER RD. U.P. 180.5
BICYCLE O.P. 181.3
JEFFREY RD. 182.0

SAND CANYON AVE. 182.9
I-5 FWY. O.P. 183.2
CP TINKHAM M.P. 184.5
IRVINE M.P. 185.0
ALTON PKWY O.P. 185.82
BAKE PKWY. O.P. 186.5
LAKE FOREST DR. U.P. 187.0
RIDGE ROUTE DR. U.P. 187.6
EL TORO RD. O.P. 188.2
GOLF COURSE
LOS ALISOS O.P. 188.6
ALICIA PKWY. O.P. 189.3
LA PAZ RD. O.P. 190.4
I-5 FWY. O.P. 190.5
SHOPPING CENTER
EL PASEO O.P. 191.5
OSO PKWY. O.P. 191.7
OSO CREEK 192.8
CROWN VALLEY PKWY. O.P. 193.1
CP AVERY M.P. 193.9
PASEO DE COLINAS O.P. 193.9
LONG BEACH TOLL HWY. O.P. 194.0
RANCHO CAPISTRANO (PRIVATE) 194.2
ARROYO TRABUCO 195.8
OSO RD. 196.2
LA ZANJA ST. 196.8
SAN JUAN CAPISTRANO M.P. 197.2
VERDUGO ST. 197.3 (PEDESTRIAN XING SNC DEPOT)
DEL OBISBO ST. 197.4
SAN JUAN CREEK 197.9 (HIGH WATER DETECTOR)
CP CAPISTRANO M.P. 198.0
AVENIDA AEROPUERTO 198.8
STONEHILL RD. O.P. 199.6
CP SERRA M.P. 199.9
SERRA O.P. 200.0
PACIFIC COAST HWY. U.P. 200.2
BEACH RD. 201.0
SENDA DE LA PLAYA 203.6
SAN CLEMENTE M.P. 203.7 (NORTHBEACH)
SAN CLEMENTE PIER (PEDESTRIAN XING)
PEDESTRIAN O.P. 205.1
PEDESTRIAN X-ING 206.1
PEDESTRIAN U.P. 206.81
COUNTY LINE M.P. 207.4
END METROLINK - BEGIN S.D.N.R.
SAN MATEO CREEK 207.6 (TRESTLE)
HIGH WATER DETECTOR 207.6
SAN ONOFRE CREEK 208.6 (TRESTLE)
CP SONGS M.P. 209.2
U.S. Hwy 101 O.P. 209.5
CP SAN ONOFRE M.P. 210.2

CP SAN ONOFRE M.P. 210.2
I-5 FWY O.P. 215.7
DON O.P. 216.0
LAS PULGAS RD. U.P. 217.3
LAS FLORES CREEK 218.0
CP PULGAS M.P. 218.1
CP FLORES M.P. 219.0
ALISO CANYON O.P. 219.6
CP ONEIL M.P. 220.8
CAMP PENDLETON O.P. 221.1
COCKLEBURR O.P. (TANK X-ING) 221.4
ACCESS RD. M.P. 221.5 (STUART-MESA)
CP STUART M.P. 221.92(NO. 2 MAIN TRACK)
CP MESA M.P. 222.6 (NO. 2 MAIN TRACK)
I-5 FWY. STUART O.P. 222.6
CP PULLER M.P. 222.8
SANTA MARGARITA RIVER 223.1
CP WEST BROOK M.P. 223.6 (WYE)
I-5 FWY O.P. 223.9
CP FALLBROOK M.P. 224.5
WIRE MOUNTAIN RD. O.P. 224.5
OCEANSIDE HARBOR DR. O.P. 225.2
CP EAST BROOK M.P. 225.3
PEDESTRIAN U.P. 225.3
SAN LUIS REY RIVER 225.4
CP SHELL M.P. 225.9
SURFRIDER WAY 225.9
MISSION ST. 226.2
OCEANSIDE M.P. 226.4
WISCONSIN ST. 226.8
OCEANSIDE BLVD. 227.2
CP ESCONDIDO JCT. M.P. 227.2
JUNCTION ESCONDIDO SUE - (WYE)
CASSIDY ST. 228.0
BUENA VISTA LAGOON 228.6
CARLSBAD BLVD. O.P. 228.9
GRAND AVE. 229.2
CARLSBAD VILLAGE M.P. 229.2
ELM AVE. 229.3
TAMARACK AVE. 230.1
AGUA HEDIONDO CREEK 230.6
SAN DIEGO GAS & ELECTRIC 231.1
CANNON RD. 231.4
CP FARR M.P. 231.4
PALOMAR AIRPORT RD. O.P. 232.2
POINSETTIA M.P. 233.3
POINSETTIA LN. O.P. 233.7
PONTO O.P. 234.5
CP PONTO M.P. 234.5
BATIQUOTOS LAGOON 234.8

LA COSTA O.P. 235.1
LEUCADIA BLVD. 236.5
ENCINITAS BLVD. U.P. 237.7
ENCINITAS M.P. 237.7
"D" ST. 237.9
"E" ST. 237.95
CHESTERFIELD DR. 239.8
ESCONDIDO CREEK 240.4
SOLANA BEACH M.P. 241.8
LOMAS SANTA FE DR. 241.8
VIA DE LA VALLE O.P. 242.7
SAN DIEGUITO RIVER 243.0
CP CROSBY M.P. 243.3
STATE HWY. 101 O.P. 243.6
CP DEL MAR M.P. 243.9
COAST BLVD. 244.1
STATE HWY. 101 O.P. 245.6
MCGONIGLE RD. U.P. 246.0
SOLEDAD LAGOON 246.1
SOLEDAD LAGOON 246.9
HIGH WATER DETECTOR 246.9
CP TORREY M.P. 248.8
I-5 FWY. O.P. 248.99
SORRENTO VALLEY M.P. 249.0
I-5 FWY. O.P. 249.04
EDLEWEISS ST. 249.1
CP PINES M.P. 249.8
I-805 FWY. CARROL CANYON O.P. 250.7
MIRAMAR RD. O.P. 252.9
CP CUMBRES M.P. 252.9
MIRAMAR ROAD M.P. 253.0 (WYE)
I-805 FWY. ROSE CANYON O.P. 254.2
GENESEE AVE. O.P. 255.5
CP ELVIRA M.P. 257.9
STATE HWY. 52 O.P. 257.96
BALBOA BLVD. U.P. 260.5
CLAIREMONT DR. O.P. 261.7
MISSION BAY DR. O.P. 263.1
FRIARS RD. U.P. 263.7
SAN DIEGO RIVER 263.8
I-8 FWY. O.P. 263.9
CP FRIAR M.P. 264.1
TAYLOR ST. 264.2
OLD TOWN M.P. 264.2
I-5 FWY. O.P. 264.3
WRIGHT ST. U.P. 264.9
NOELL ST. 265.4
WEST LEG WYE 265.45
WASHINGTON ST. 265.55
EAST LEG WYE 265.6

SASSAFRASS ST. 266.1
I-5 FWY. RAMP O.P. 266.2
PALM ST. 266.4
LAUREL ST. 266.6
HAWTHORNE ST. 266.9
GRAPE ST. 267.0
CEDAR ST. 267.2
BEECH ST. 267.3
CP ASH M.P. 267.2
ASH ST. 267.4
SAN DIEGO M.P. 267.5
BROADWAY 267.6
END S.D.N.R. - BEGIN B.N.S.F

RECORDS

APPENDIX B

**TO STOP TRAIN OR
REDUCE TRAIN SPEED:
1-800-481-2739**

**NORTH COUNTY TRANSIT DISTRICT - EMERGENCY PHONE LIST
(As of November 10, 1999)**

**SIGNAL OR GRADE CROSSING PROBLEMS
1-800-404-9464**

(ALL NUMBERS 760 UNLESS OTHERWISE SPECIFIED)

OPERATIONS

SDNR Dispatcher(323) 259-6301
CCF ATM Desk.....(323) 259-6304
CCF Dispatcher/FAX(323) 259-6319
BNSF/Fullerton Ops(714) 871-9490
METROLINK/O'side/Crew Rm 430-0770ext.3027
METROLINK/O'side/ ZIMNY 430-0770ext 3028
Chuck Zimny's Cellular:(213) 309-7862
Chuck Zimny's Pager:(800) 901-0484
Chuck Zimny's Car Phone:(909) 317-4074
METROLINK/O'side/FAX 430-2648

STATION "O" O'side Transit Ctr (760) 966-6517

AMTRAK

LOS ANGELES YARD/Ops(213) 683-6947
LOS ANGELES OFFICE/Ops. (213) 891-3420
SAN DIEGO TICKET OFFICE..... (619) 233-3013
SOLANA BEACH TICKET OFFICE (619) 259-8127
SAN DIEGO T & E(619) 239-4521
LAUS Terminal Supt.(213) 683-6782
JACK WILSON/SD Operations(213) 891-3538
GENERAL SUPERINTENDENT/FAX ... (213) 683-6890
LOS ANGELES Ops/FAX(213) 891-3588
SAN DIEGO Ops/FAX.....(619) 239-0558

SERVICE MANAGER, San Diegans

Ron Hyatt (619) 239-4521
Ron Hyatt Cell 250-3794
Ticket Agent, SAN (619) 239-0516

BNSF

FAX: (213) 267-5109
ATM San Diego(619) 544-0611
-or- 544-0830 -or- (800) 522-1025
22nd St. FAX (619) 544-0711
RUDY SANCHEZ/BNS Police(714) 871-0135
Rudy's Pager:.....(714) 346-8441
FAX: (213) 267-4090
Stuart Mesa BNSF Crew Room 430-2172
Stuart Mesa BNSF Fax..... 430-0431

SAN DIEGO TROLLEY

CONTROL CENTER(619) 595-4960
San Diego & Imperial Valley Ops(619) 239-7348
MCI Maint. & Ops (L. HANDY) (800) 624-9675

STUART MESA LAYOVER FACILITY (760)

CREW ROOM 430-0770 Ext. 3027
FAX 430-0782
BNSF DIRECT # (769) 430-2172

SAN DIEGO LAYOVER FACILITY (619)

BOISE Locomotive - Mechanical Department .. 702-7382
CREW ROOM 702-7384
TROLLEY FAX 702-7841

SORRENTO VALLEY SHUTTLE

American Red Cross:
Operations Manager Pager 619-493-0013
24 hour Dispatcher 619-542-7533
Platform Supervisor-Sherry Smith (cell) 619-990-3259

OLD TOWN STATION

8:30 am - 7:00 pm (619) 294-8016
Platform Security Office (619) 515-0928
Security Guard cell phone (619) 247-3700
Trolley Central Control (dispatcher) (619) 595-4947

ENCINITAS SECURITY & INFORMATION

Office....(760) 634-2734 Cellular (619) 507-6283
Escondido/City Police . MP 18.9-END 869-4722

SEND CORRECTIONS OR UPDATES TO:

Angie Starr - Amtrak/Coaster 430-0770 ext.3002

Name	Office	Pager	Home	Cellular
DAVID C WINE/General Manager	430-0770 ext. 3005		804-0613.....	535-4611
JOE YANNUZZI/Ass't General Mgr.	430-0770 ext.3029	(800) 573-5980	(909) 694-8085.....	535-4558
PETE DIMOLA, Mgr. MOE/Facilities	430-0770 ext. 3013	(800) 516-1561	(909) 302-2798	535-4556
JOHN ESCHENBACH/Project Director	966-6512	(800)796-7363	PIN 1066642 414-9054	535-4553
	Solana Beach #'s (619) 793-8249	Fax: (619) 793-7949		
JONATHAN CHAPMAN/Divsn Eng II	966-6514	(800) 690-4430	436-7339.....	535-4554
DIANA FIELD/Acquisition Manager	430-0770 ext. 3009	(888) 490-6898		212-4923
DAVE DAWSON Safety	430-0770 ext. 3003		967-1300.....	(213) 494-4119
PAUL LEE/Director, Budgets/Finance	430-0770 ext. 3004	(888) 760-7361		
ANGIE STARR/Com/Emp Relations	430-0770 ext. 3002	(800) 517-6978		212-4924
JUDY ORTIZ/Finance	430-0770 ext. 3006			
MIKE PILLEY/Supervisor Mat Control	430-0770 ext. 3023	(800) 705-4920	(619) 428-0241	
NATALIA DRISKILL/Stat Cler. MC	430-0770 ext. 3024			
JOHN PITARRESI (Peer Counselor)		(800) 606-0180		
FAX #'S Fallbrook 433-3082	Stuart Mesa	430-0786		Warehouse 430-0785

NCTD/SDNR STAFF

Name	Office	THEN DIAL #	Home	Cellular
TOM LICHTERMAN/Director Ops.	967-2855	*760-801-0105	726-7607	801-0105
ED KASPARIK/Mgr. Rail Srvs.	967-2827	*760-801-0106	634-9754	801-0106
JAMES MERRITT/Mgr. MOW	967-2868	*760- 801-0107 .(858)	274-8479	801-0107
PETE AADLAND/Public Information	967-2822	*760-801-0108. . . .	720-1713	801-0108
DAVID PAPWORTH Mgr of Security	966-6508	*760-801-0111		801-0111
RON BARROW/Customer Service	966-6503	293-4733	722-2062	
DAVE ARMSTRONG, Fare Collection	966-6555	293-4732		
CHRIS SMITH - Safety Officer	967-2880		630-9120	

STUART MESA FACILITY

JEFF DUNCAN, General Foreman 430-0770 ext. 3015 293-4725 (619) 283-6781 (619) 709-0189
TOM WALKER, Foreman 430-0770 ext. 3017 293-9412 732-0154 212-7161
WILLIAM GODAK, Foreman 430-0770 ext 3016 293-4728 (619) 426-5584 212-4889
Boise Fax: (760) 430-0784

TRACK DIFFICULTIES

SY MORALES, Sr.Eng,Track/Structures 966-6515 . .(800) 796-7363 Pin 106668 (909) 628-2235 535-4646
MARK PAGUIRIGAN, Foreman..... 967-2883..... 293-4709..... 722-5988 (619) 855-9940
RALPH GODINEZ, Foreman..... 967-2883 293-4740 (619) 274-6789 (619) 709-5495
RODGER BUTLER, Foreman 967-2883 293-4742 941-1853 (619) 301-1116
JIMMY HEAPHY, Foreman 967-2883 293-4719..... 489-0788 212-4921
WILLIAM RABELLO, Flag..... 966-6519... (619) 621-0147.....(619) 258-0061 212-4922

SIGNAL DIFFICULTIES

SIGNAL INSPECTOR/MAINTAINERS ASSISTANCE
TOM DOMBKOWSKI, Signal Inspector 967-2860 293-4720 433-0643 212-4925
MP 207.6 to MP 227.1
JAMES MEWES, Signal Maintainer 967-2860 293-4717 (949) 498-3492
MP 227.1 to MP 231.4 & Escondido Branch
BRETT KROMHOLZ, Signal Maintainer 967-2860..... 293-4704 631-8142
MP 231.4 to MP 257.9
DANNY KEITH, Signal Maintainer 967-2860 293-4714 729-0425
MP 257.9 to MP 267.6
BILL LEIGH, Signal Maintainer 967-2860 293-4712 (619) 596-9719

SECURITY DIFFICULTIES 24 Hours - STATION 'O'

Station "O" NCTD CONTROL CENTER 966-6517 SUPERVISOR Mike Mitchell cell phone 801-2663
DAVID PAPWORTH - Mgr of Security 966-6508 760-801-PAGE/801-0111 801-0111
AM Patrol (SDNR SAM-52) via radio PM Patrol (SDNR SAM-56) via radio

PUBLIC SAFETY Location

Location	Police	Fire	
CALIFORNIA HIGHWAY PATROL:	268-2276		BORDER PATROL 430-7029
Camp Pendleton/Provost Office	MP 207.4-225.7	725-5991	(also S.D.Co.Sheriff 565-5200)
Camp Pendleton/Military Police/Fire		725-3888	725-3375
(BOB PRAYTOR Fire Chief - MARK SODERBERG, Fire Marshal)			
Oceanside/City Police/Fire.	MP 225.7-228.4	966-4901	433-9111
Carlsbad/City Police	MP 228.4-234.5	931-2197	931-2141
Encinitas/SD County Sheriff	MP 234.5-240.4	565-5200	633-2800
Solana Beach/SD Co. Sheriff	MP 240.4-242.8	565-5200	755-1177
Del Mar/SD County Sheriff	MP 242.8-245.6	565-5200	755-1521
San Diego/City Police	MP 245.6-267.9	531-2000	533-4300
Vista/SD County Sheriff	MP 7.7-12.5	565-5200	726-2142
San Marcos/SD County Sheriff	MP 12.5-18.9	565-5200	744-1234
San Diego County Sheriff (EMERGENCY ONLY).....(619) 565-5030			

So. Calif. Gas Emergency Control.....(213) 266-5935 / San Diego Gas & Electric Emerg. Cntrl ...1-800-336-7343

NCTD
STATION "O"
EMERGENCY NOTIFICATION CHECKLIST

DATE: _____ TIME: _____ POC: _____
 CAT: _____ MP: _____ MAIN _____ SIDING _____

SP DIAL	NAME	CAT	TOC	PH/PGR	# OF TRYs	TIME RESP.
00	San Diego Sub	A				
	Police/Fire ****	A				
01	Rail Sheriff (am)	A				
02	Rail Sheriff (pm)					
03	D1/P1	A,B				
04	D2/P2	A,B				
	COASTER 2	A,B,C				
	COASTER 3	A,B,C				
	COASTER 4	A,B,C				
	COASTER 5	A,B,C				
	COASTER 6	A,B,C				
05	ED KASPARIK	A,B,C				
06	JIM MERRITT	A,B,C				
07	J. YANNUZZI	A,B				
08	T. LICHTERMAN	A,B,C				
	NCTD DISP.	A,B				
09	D. PAPWORTH	A,B				
10	S.D. TRANSIT	A,B,C				
11	PETE AADLAND	A,B				
12	S/V SHUTTLE	A,B,C				
13	UCSD SHUTTLE	A,B,C				
14	AMTRAK S.D.	A,B,C				
28	B. GRAHAM **	A				
18	M. MINKOFF *	A				
	RON BARROW	A,B,C				

SUMMARY

CATEGORY A= FATALITY/INJURY
 CATEGORY B= MECHANICAL STOPPAGE (TRAIN, TRACK, SIGNAL)
 CATEGORY C= SCHEDULING MEETS

* TO BE ADVISED FOR FATALITIES OR SERIOUS INCIDENTS ONLY.

** LEAVE VOICE MAIL FOR ANY SERIOUS INCIDENT ON BUS OR RAIL

**** NAME OF AGENCIES _____ 911 DIRECT DIAL _____
 _____ 911 DIRECT DIAL _____

REVISION DATE: 11-01-99

SDNR DERAILMENT NOTIFICATION

MAJOR: _____ (ON ANY MAIN TRACK OR OVER \$6,300) DATE: _____

MINOR: _____ (\$6,300 OR LESS) TIME: _____

LOCATION: _____ SUBDIVISON: _____ MP: _____

TRAIN ID: _____ SPEED: _____ ENGINE# _____ CABCAR# _____ #CARS _____

ENGINEER: _____ CONDUCTOR: _____

EXPLANATION: _____

NOTIFIED: _____ NAME: _____ TIME: _____

1. J.T. YANNUZZI, AGM _____

2. STATION 'O' _____

760 966-6517

FREIGHT RR IF APPLICABLE _____

4. AMT OPS OAKLAND IF APPLICABLE _____

800 683-4114

5. AMTK STN SVCS LAUPT IF APPLICABLE _____

683-6735

6. PUC (IF FATALITY OR MULTIPLE INJURIES) _____

800 862-7550

7. NATL RESPONSE CENTER REPT # _____

800 424-8802

20. OCTA FOR ORG CTY TRAINS _____

714 530-6060 EXCEPT BTWN 1230AM-330AM PAGE 714 569-4036 OR 569-4089

REV 6/98

DATE: _____

SDNR PERSONAL INJURY / FATALITY

CLASS: A B C D E F (SEE ERM)

SUBDIVISION: _____

NAME OF INJURED PARTY: _____

INCIDENT LOCATION: _____ MP: _____

TRAIN: _____ ENG #: _____ CARS: _____ CONDR: _____ ENGR: _____

DESCRIPTION: _____

NOTIFIED:

1. J.T. YANNUZZI, AGM

2. STATION 'O' 760 966-6517

3. AMT OPS OAKLAND 1-800 683-4114

4. AMT 8TH ST L.A. 213-683-6947

5. PUC 800-852-7550

IF APPLICABLE

6. NATL RESPONSE CENTER 800-424-8802

IF FATALITY OR MULTIPLE INJURIES

7. COASTER PEER COUNSLER 800-608-0180

IF FATALITY

NAME:

TIME:

REPT # _____
REPT # _____

(FAX WITH MORNING REPORT)

REV 6/98

SDNR HAZMAT INCIDENTS

DATE: _____ TIME: _____ SUB: _____ MP: _____

TYPE OF INCIDENT: _____

NOTIFIED	NAME:	TIME:
1. J.T. YANNUZZI, AGM	_____	_____
2. STATION 'O' 760 966-6517	_____	_____
3. FREIGHT RR IF APPLICABLE	_____	_____
4. AMTK OPS OAKLAND IF APPLICABLE 800 683-4114	_____	_____
5. AMTK STN SVCS LAUPT IF APPLICABLE 683-6735	_____	_____
6. OCTA FOR ORG CTY TRAINS 714 530-6060 EXCEPT BTWN 1230AM-330AM PAGE 714 569-4036 OR 569-4089	_____	_____
7. MGR M/W JOHN CHAPMAN PGR 800 690-4430	_____	_____
IF DIRECTED TO DO SO BY THE ASST. GENL. MGR. CALL THE FOLLOWING:		
8. ATK/ML SAFETY OFFICER 800 796-7363 PIN 1066612	FRANZ	_____
9. NATL RESPONSE CENTER 800 424-8802	REPORT #	_____
10. PUC 800 852-7550	REPORT #	_____
11. CALIF HWY PATROL IF APPLICABLE 213 736-3374	_____	_____

REV 6/98

**SDNR CROSSING ACCIDENTS
GRADE AND NON - GRADE**

DATE: _____ SUBDIVISION: _____
FATAL: _____ NON - FATAL: _____ MP: _____
CROSSING NAME: _____ D.O.T NUMBER: _____
TYPE OF XING PROTECTION: _____ SPEED OF TRAIN: _____
TRAIN ID: _____ ENGINES: _____ CARS: _____
CONDR: _____ ENGR: _____
DESCRIPTION OF INCIDENT: _____

NOTIFIED:	NAME:	TIME:
1. STATION 'O' 760 966-6517	_____	_____
2. Y.T. YANNUZZI, AGM	_____	_____
3. AMTK OPR OAKLAND 1-800 683-4114	_____	_____
4. PUC (IF FATALITY) 800-852-7550: REPORT#	_____	_____
5 .NATL RESPONSE CTR 800-424-8802 REPORT#	_____	_____
6. OCTA FOR ORG CTY TRAINS 714 530-6060 OR PAGE 714 569-4036 / 569-4089 AFTER HOURS	_____	_____
7. COASTER PEER COUNSELOR (IF FATALITY) PGR 800 606-0180	_____	_____

HAVE ENG TAPES PULLED. PLACE COPYS OF TRK WARRANTS, BULLETINS & PERTINENT INFORMATION WITH THIS REPORT

REV 6/98

APPENDIX C

COASTER TRAINING MATRIX

SAN DIEGO NORTHERN RAILWAY CONTRACTOR PROVIDED TRAINING													
Course Description	Trans. Supvs	MOE Supvs	MOW Supvs	Staff Supvs	Whse Supv	Engrs	Cond's	Carmen	Electr's	LEO'S	Coach Clnr's	Trkmen	Signal Maint's
Code Of Federal Regulations	X	X	X										
New Employee Safety Orient.						X	X	X	X	X	X	X	X
General Code Rules	X	X	X			X	X	X		X		X	X
Timetable/Spec. Instructions	X		X			X	X					X	X
AMT-3 (Air Brake)	X	X				X	X	X		X			
Engineer Re-Certification	X					X				X			
Emergency Preparedness	X	X	X	X	X	X	X	X	X	X	X	X	X
Haz-Mat Training	X	X	X	X	X	X	X	X	X	X	X	X	X
Lock-Out/Tag-Out		X							X				
Fork Lift		X	X	X	X			X	X	X		X	X
FDA Car Watering		X		X	X			X					
FDA Sanitation Practices		X		X	X			X					
Locomotive Departure Tests		X											
Initial Terminal Tests	X	X						X					
Single Car Test		X						X					
ATS	X	X							X				
Blue Flag/Signal	X	X				X	X	X	X	X	X		
Red Flag	X	X				X	X	X	X	X		X	
HVAC Certification									X				
Equip. Familiarization	X	X				X	X	X	X	X			
MW 1000			X									X	X
Personal Protective Equip.	X	X	X	X	X	X	X	X	X	X	X	X	X
Roadway Workers Protection			X									X	X
Welding Certification												X	
System Safety Plan	X	X	X	X	X	X	X	X	X	X	X	X	X
SAN DIEGO NORTHERN RAILWAY NCTD/SDNR PROVIDED TRAINING													
New Equipment Maint/Repair		X						X	X	X			
Fare Enforcement	X						X						

AMTRAK
HRD - 02/96
DR/

COURSE NUMBER: CSE-102
COURSE LENGTH: 8 Hours
NUMBER OF LESSONS: 6

Passenger Railroad Emergency Preparedness and Response Education

Course Overview

COURSE DESCRIPTION:

The purpose of this course is to prepare the operating and on-board crews in the event of a train emergency. The course is broken down into six major areas. Four of the topics are covered with classroom activities and lecture. The remaining two topics are outside activities that will be covered on the equipment.

This class is intended for all customer service employees that work on-board trains. This includes conductors, assistant conductors, OBS chiefs, engineers, all OBS attendants and kitchen crews and firemen.

The course format is interactive and includes discussion, team exercises, and videotape modules supplemented with lecture. Due to the highly interactive outside activities, class enrollment should be 4-12 students.

COURSE OBJECTIVE:

After completing the course each participant will have a knowledge of:

1. The need for preplanning
2. Amtrak's standard evacuation plan
3. Incident management system and how to apply it.
4. How the FRA and NTSB will interface with train employees during an incident.
5. Fire extinguishers, their use, and have had the opportunity to discharge an extinguisher.
6. Emergency window removal and have had the opportunity to remove a window.

EMERGENCY RESPONSE FOR TRAIN EMPLOYEES

Purpose: To give train employees (operating and on-board services) valuable information in the event of an emergency on-board a train.

Outline:

Lesson 1

Opening video

- The Mobile AL incident. Discuss the need for preparedness

Preplanning

- Knowing skill level of fellow crew members
- Knowing location of elderly or disabled passengers

Lesson 2

Restate evacuation plan

- The company has already established an evacuation plan, time should be spent reviewing this plan.
- When to evacuate and when not to
- Buddy system for evacuating passengers

Lesson 3

FRA Orientation

- Discuss accident handling
- Disturbing evidence
- Chain of Command
- Legal obligations

Lesson 4

Incident management

- Explain the basics of incident "command."
- Working with emergency response agencies
- Employee roles in the emergency

Lesson 5

Windows Removal

- Explain the different types of windows and molding
- Practice removing windows from inside and out

Lesson 6

Fire Extinguisher use

- Explain the types of extinguishers and their specific use.
- Practicing discharging an extinguisher, preferably on a live fire

AMTRAK WEST / METROLINK

NEW TRAIN DISPATCHER TRAINING COURSE OUTLINE

JANUARY 1, 1998

The time frame for a new hire train dispatcher (SCO) to become qualified on one subdivision is 15 to 19 weeks.

The training is broken into two sections:

Phase I - General Code of Operating Rules and DigiCon - Nine weeks

Phase II - On the job training and territory qualification - Six to ten weeks

Phase I:

The nine week General Code of Operating Rules and DigiCon training is conducted at the BNSF Training Center in Fort Worth, Texas. The course outline includes five weeks of General Code and Train Dispatchers Manual instruction followed by four weeks of DigiCon Simulator training.

Phase II:

On the job training and territory qualification is conducted on site at the Metrolink Central Control Facility under the direction of the Superintendent of Commuter Operations and the Managers of Commuter Operations. The training includes hands on training with a qualified Supervisor of Commuter Operations, additional classroom training in various subjects, and physical characteristic training. The length of the training depends on each individual trainees progress.

The attached pages include the class objectives, the BNSF classroom agenda, and the On The Job Training agenda.

Attach:

**GENERAL CODE OF OPERATING RULES
AND DIGICON TRAINING
PHASE I - BNSF TRAINING CENTER - FT. WORTH, TEXAS**

CLASS OBJECTIVES

- To gain an in depth knowledge of the General Code of Operating Rules
- To gain valuable hands on experience using CTC, Track Warrants and Trainsheets
- To become proficient in putting rule and system knowledge to practical use
- To gain a good understanding of "Authority and Protection:
- To learn what you can do to reduce company costs as a train dispatcher/SCO
- To become proficient in reading and applying a timetable
- To learn to work safely and efficiently under situations of extreme stress and pressure
- To become proficient at looking and planning ahead
- To learn how to safely, efficiently and correctly issue track and time, track warrants, and track permits
- To become well trained, well rounded, and well prepared for a train dispatchers work environment

CLASSROOM AGENDA

WEEK ONE	DAY ONE	Overview of General Code Homework assignment
	DAY TWO	Review homework Begin Train Dispatchers Manual Homework assignment
	DAY THREE	Review homework Finish Train Dispatchers Manual Homework assignment
	DAY FOUR	Review homework Begin second trip through General Code General Rules Radio Rules Homework assignment
	DAY FIVE	Review homework Continue General Code Field trip (yard, signals, switches, etc.) Homework assignment

WEEK TWO

- DAY ONE** Review homework
Finish trip through General Code
Homework assignment
- DAY TWO** Review homework
Begin second trip through Train Dispatchers Manual
Homework assignment
- DAY THREE** Review homework
Finish Train Dispatchers Manual
Homework assignment
- DAY FOUR** Review homework
Begin third trip through General Code
General Rules
Radio Rules
Homework assignment
- DAY FIVE** Review homework
Quiz-General Rules
Quiz-Radio Rules
Signals and their use
Movement of trains and engines
Homework assignment

WEEK THREE

- DAY ONE** Review homework
Quiz on signals and their use
quiz on movement of trains and engines
Switching and switches
Homework assignment
- DAY TWO** Review homework
Quiz on switching and switches
Block system rules
Homework assignment
- DAY THREE** Review homework
Quiz on block system rules
Centralized traffic control (CTC)
ATS - ACS
Homework assignment
- DAY FOUR** Review homework
Quiz on CTC
Quiz on ATS - ACS
Track warrant control (TWC)
Homework assignment
- DAY FIVE** Review homework
Quiz on TWC
Track bulletins
Homework assignment

WEEK FOUR

- DAY ONE** Review homework
Quiz on track bulletins
Direct traffic control (DTC)
Double track - track permits
Homework assignment
- DAY TWO** Review homework
Quiz on DTC
Quiz on double track
Hours of service
Blue signal protection
Homework assignment
- DAY THREE** Review homework
Quiz on hours of service
Quiz on blue signal protection
Review for General Code Midterm Exam
- DAY FOUR** Questions and answers
Review for midterm exam
Exercises on CTC, DTC, TWC, and double track
- DAY FIVE** Questions and answers
Midterm examination, General Code

WEEK FIVE

- DAY ONE** Review train dispatcher's manual
Video, to be announced
- DAY TWO** Examination on train dispatchers manual
Visit NOC (National Operations Center)
- DAY THREE** Trainsheets
Exercises on TWC and DTC
Students go home on break
- DAY FOUR** Students on break
- DAY FIVE** Students on break

WEEKS SIX, SEVEN, EIGHT AND NINE

- DAY ONE** DigiCon
- DAY TWO** DigiCon
- DAY THREE** DigiCon
- DAY FOUR** DigiCon
- DAY FIVE** DigiCon

ON THE JOB TRAINING AND TERRITORY QUALIFICATION

PHASE II - METROLINK CENTRAL CONTROL FACILITY

ON THE JOB TRAINING - SIX TO TEN WEEKS

On the job training lasts six to ten weeks per subdivision and is based on each individual trainees' progress. The purpose of this training is to afford each trainee the opportunity to apply General Code and Special Instructions training to actual train movement. The trainee is assigned to a specific subdivision and is trained by a qualified train dispatcher (SCO), under the supervision of the Manager of Commuter Operations.

ADDITIONAL CLASSROOM INSTRUCTOR - ONE WEEK

Additional classroom instructor will be provided throughout the "on the job training" period and will include the following subjects:

- Workmen Protection (CFR 214)
- General Code of Operating Rules (G.C.O.R.)
- Timetable and Special Instructions
- S.C.R.R.A. Contract Instruction (SDNR, BNSF, SPRR, UPRR & AMTRAK)
- Metrolink Operations Review
- Equal Employment Opportunity Training (EEO)
- Physical Characteristics Review and Quiz

PHYSICAL CHARACTERISTICS TRAINING - TWO WEEKS

Purpose: The trainee will be assigned to one subdivision at a time and will spend two weeks in the field to learn the physical characteristics of the subdivision. This will be accomplished by having the trainee:

- ride trains for one week over the assigned subdivision
- make trips with track and/or signal inspectors over the subdivision
- spend time with the trainmaster or road foreman of engines for the subdivision

At the end of the training period the trainee will be tested. If the trainee had not sufficiently learned the subdivision, they will be given additional time to train and then will be tested again.

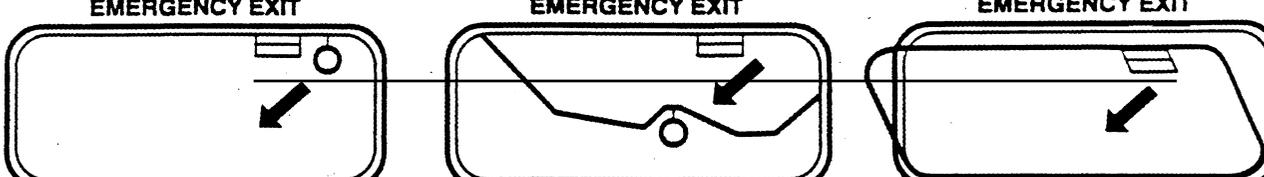
APPENDIX D

EMERGENCY EXITS

In case of an emergency, Coaster passengers can exit the train from the specially marked **EMERGENCY EXIT WINDOWS** on both levels, or from the **DOORS**. Here is how it works.

WINDOW REMOVAL

EMERGENCY EXIT **EMERGENCY EXIT** **EMERGENCY EXIT**

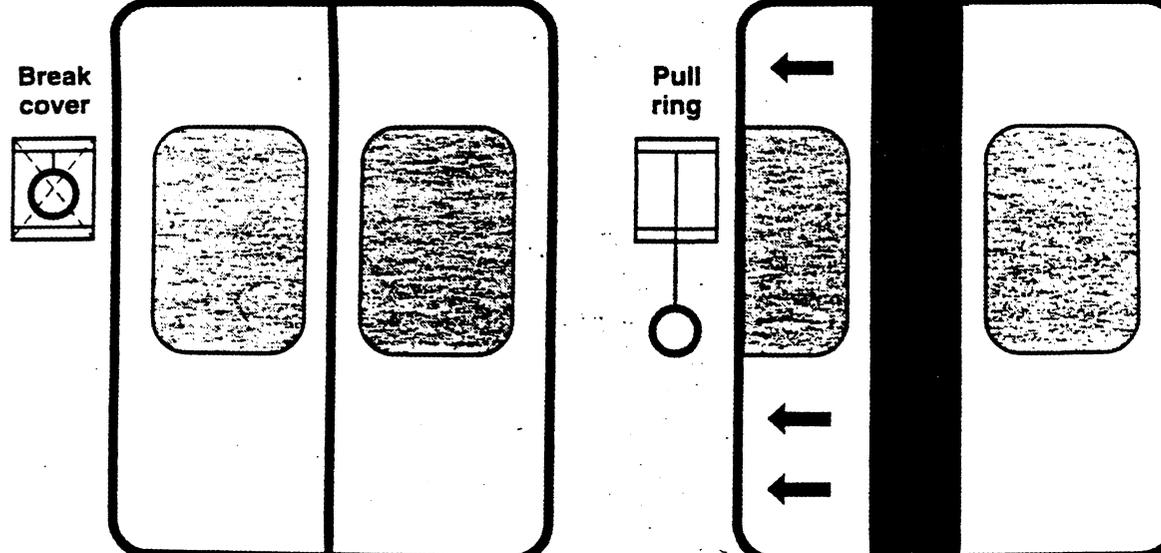


- 1** Pull red finger-ring at top of window.
- 2** Completely remove black rubber strip.
- 3** Grip end of metal handle at top of window and pull in.
- 4** Place window out of the way. Exit train with caution and move away from the tracks.

EMERGENCY DOOR OPEN

Break plastic panel cover. Pull down red ring. Slide door open as indicated.

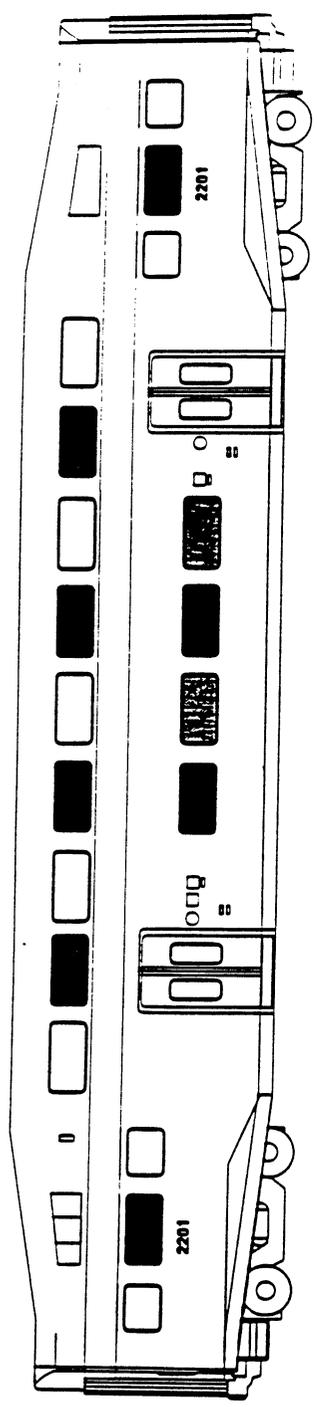
Break cover **Pull ring**



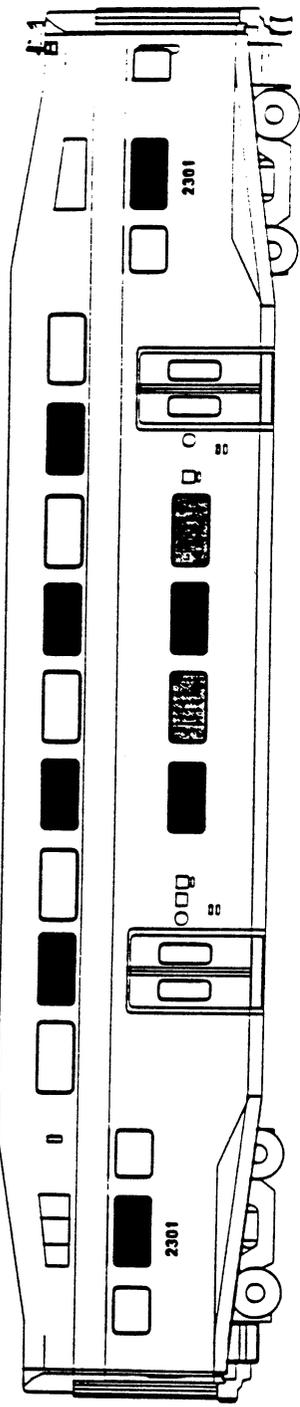
- 1** Locate emergency exit box adjacent to door. Break plastic cover. Pull red finger-ring.
- 2** Grip rubber molding and slide door open. Exit train with caution.

Use only in case of emergency. Unnecessary use may result in hazard. Interfering with safe operation of a train is a violation of 587(a) P.C. and is punishable by fine or imprisonment.

'A' End



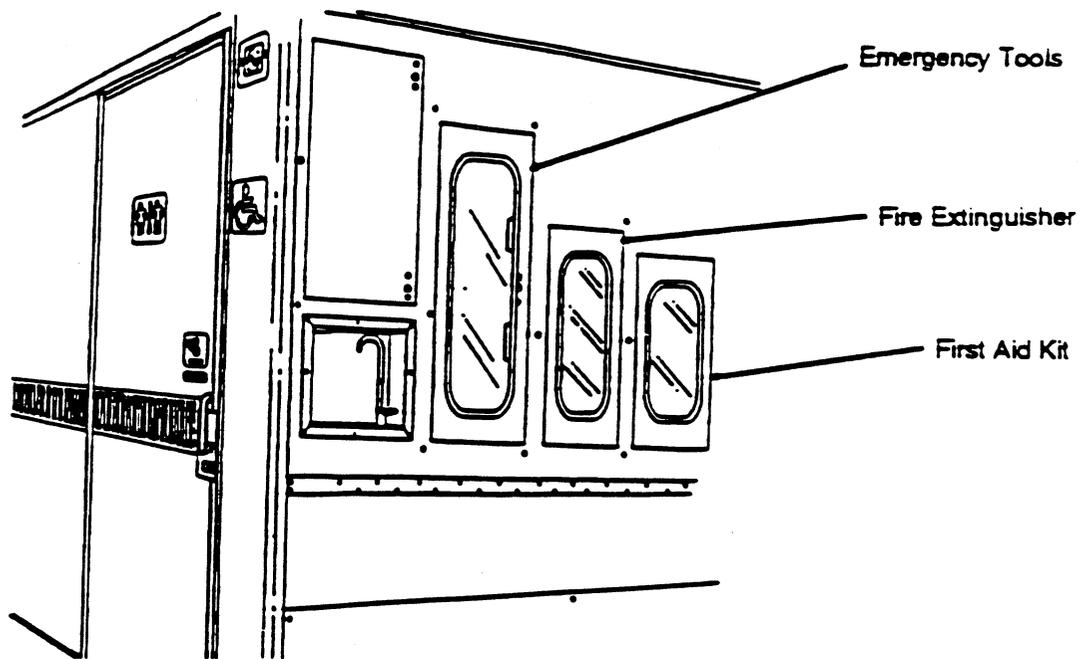
Coach Car



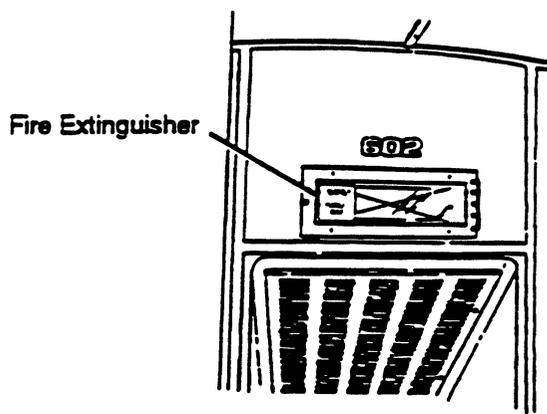
Cab Car

- Removable from Inside
- Removable from Outside

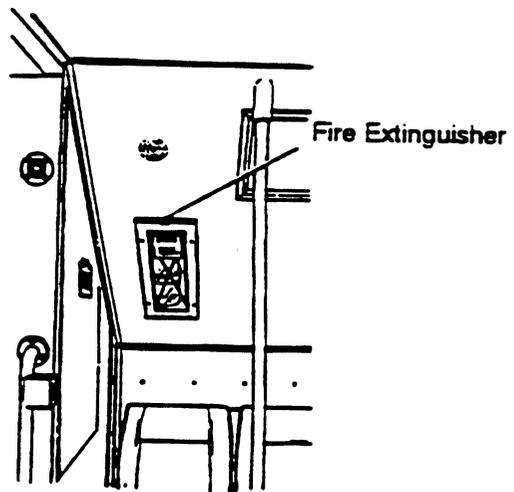
Emergency Window Locations



Toilet Room - Exterior Wall

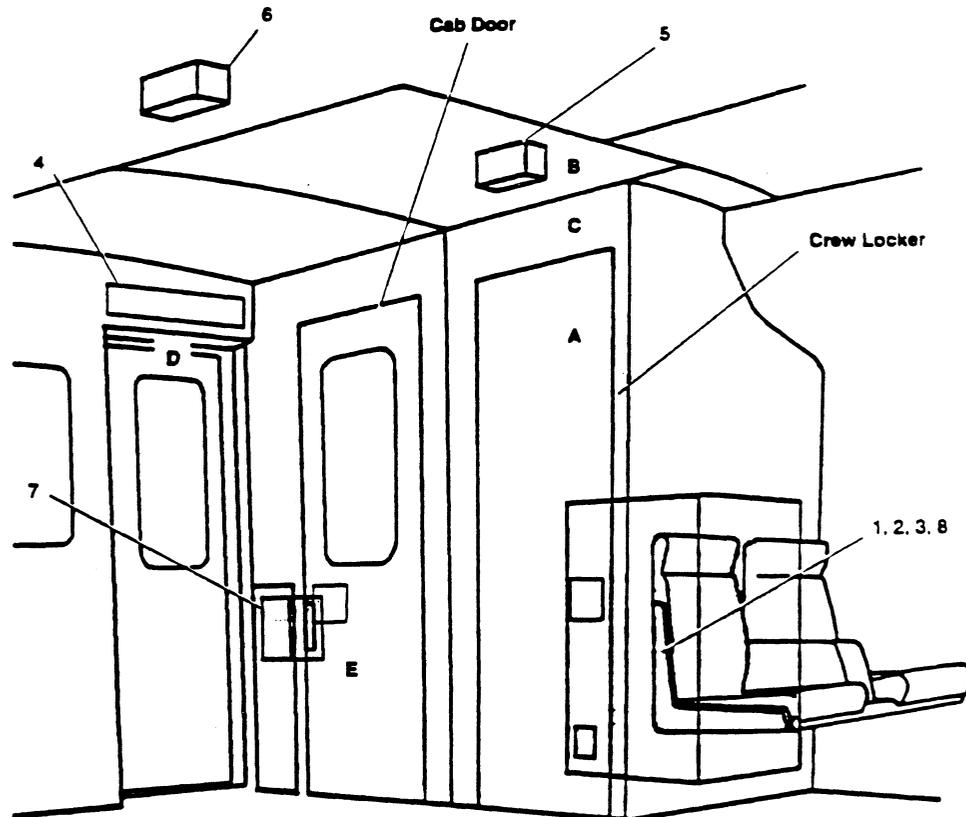


**A and B Ends
Upper Level**



**A End
Lower Level**

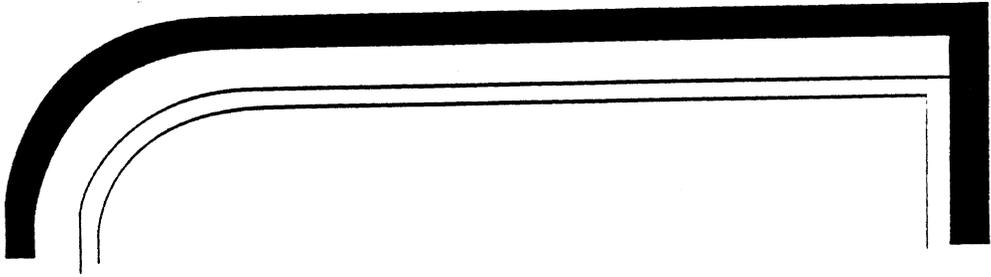
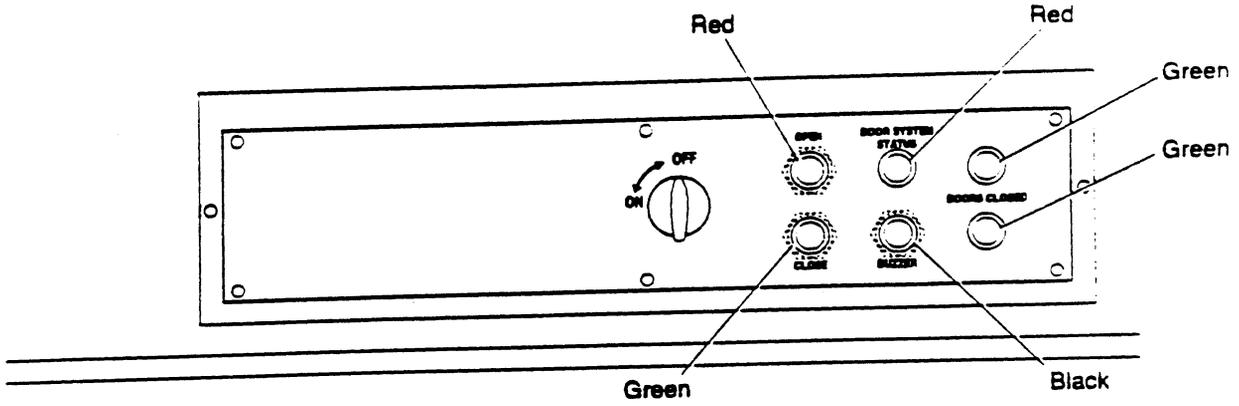
Emergency Equipment



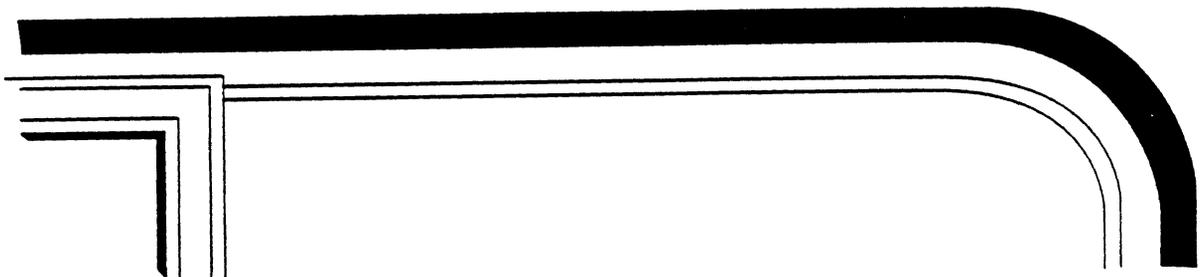
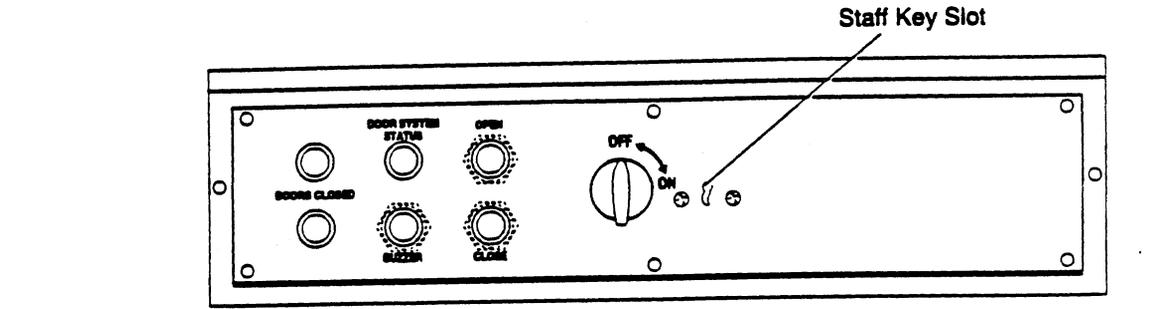
Cab Partition Removed for Clarity

1. Spare Locomotive Control Jumper (Access Door A)
2. Spare Car Control Jumper (Access Door A)
3. One Car Control Dummy Plug (Access Door A)
4. Main Reservoir Drain Cocks (Access Panel D)
5. Bell and Horn Cut-out Cocks (Lower Access Panel B,
Raise Hatch C and slide it toward Center of Car.)
6. H-Filter Cut-out Cock (Lower Access Panel B,
Raise Hatch C and slide it toward Center of Car.)
7. Windshield Wiper Cut-out Cock (Access Panel E)
8. Flag Kit (Access Door A)

Emergency Equipment Locations - Cab Car

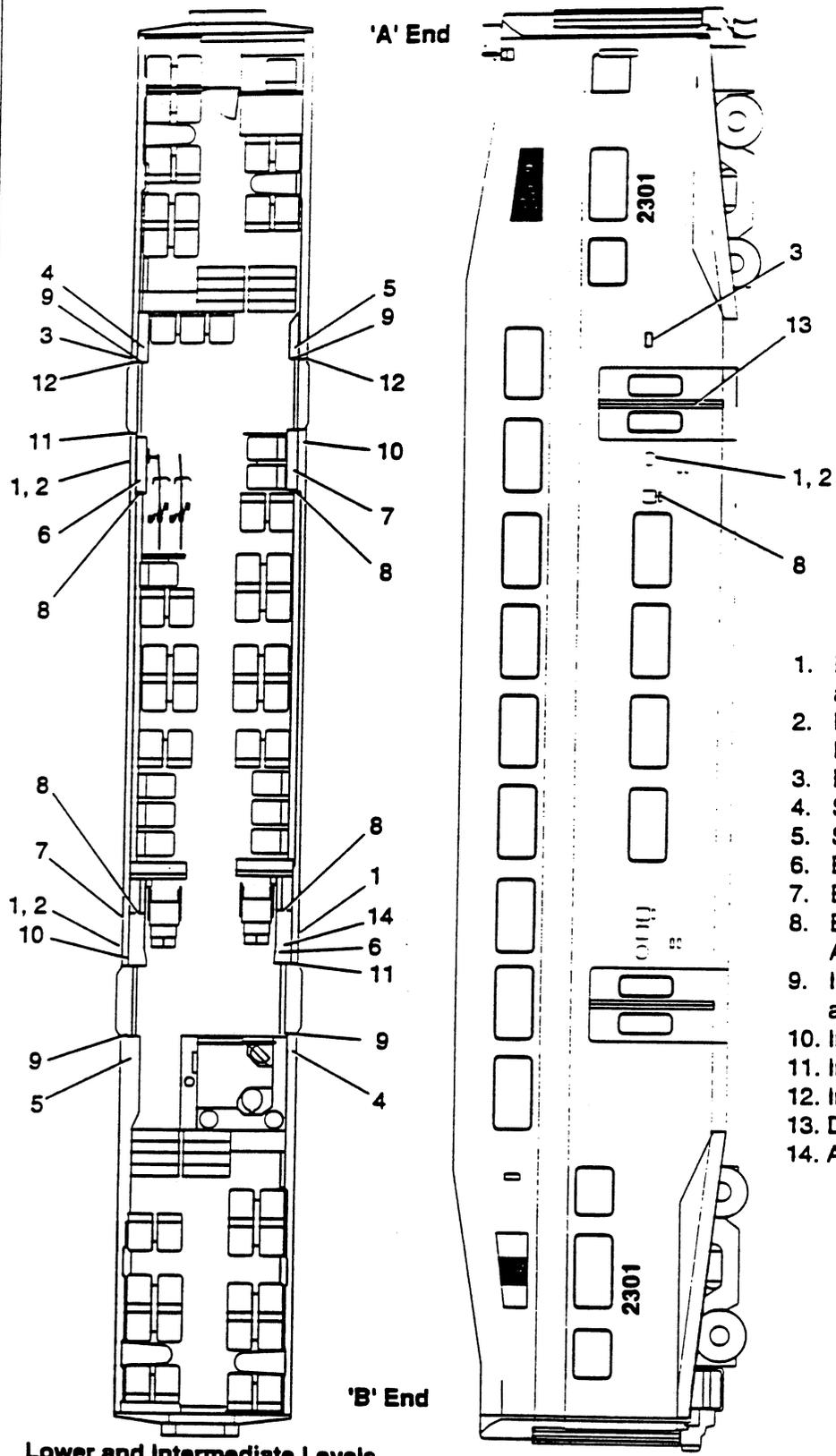


Door Control Station, Cab Side



Door Control Station, Non-Cab Side

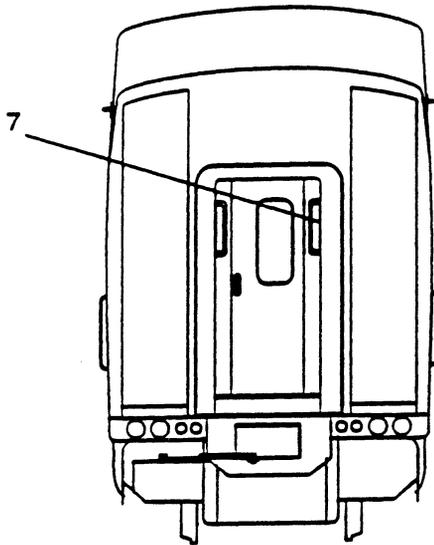
Door Control Station



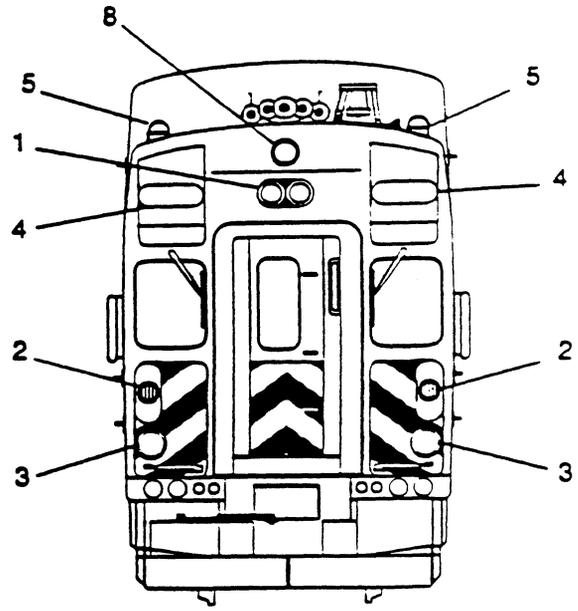
1. Exterior Passenger Pushbutton and Light Assembly
2. PUSH TO OPEN WHEN LIGHT IS ON Decal
3. Exterior Staff Switch
4. Standard Door Operator, RH
5. Standard Door Operator, LH
6. Emergency Door Operator, RH
7. Emergency Door Operator, LH
8. Emergency Door Release Assembly
9. Interior Passenger Pushbutton and Light Assembly
10. Interior Door Release, LH
11. Interior Door Release, RH
12. Interior Staff Switch
13. Door Edge
14. Airline Regulator

Lower and Intermediate Levels

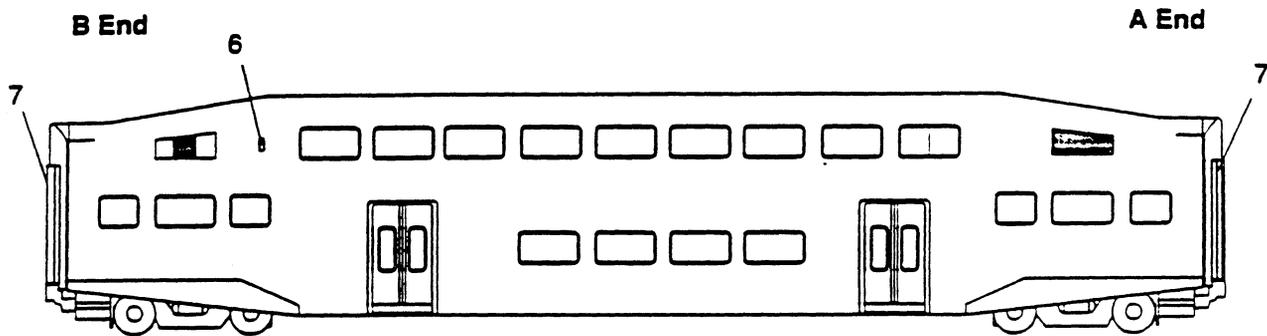
Component Location



B End of Cab Car



A End of Cab Car



Coach Car

- | | |
|-----------------------|----------------------------------|
| 1. Headlights | 6. Indicator Lights |
| 2. Rear Marker Lights | 7. Emergency Rear Warning Lights |
| 3. Ditchlights | Receptacles (Cab Car B End only) |
| 4. Car Number Lights | 8. End of Train Warning Light |
| 5. Strobe Lights | |

Exterior Lighting, Cab and Coach Car

APPENDIX E

NORTH COUNTY TRANSIT DISTRICT
 810 Mission Avenue, Oceanside, California 92054
 (760) 967-2828 Fax: (760) 967-0941

CONFIDENTIAL MEMORANDUM

Date: November 22, 1999

To: ALL TRANSPORTATION SERVICES STAFF
 ALL SECURITY STAFF
 ALL AMTRAK/COASTER STAFF

From: Thomas Lichterman, Director of Transportation Services

Subject: STAFF NOTIFICATIONS FOR TRAIN ACCIDENTS OR
 SERVICE INTERRUPTIONS REQUIRING BACKUP BUSES

In the event of a serious accident involving trains, or in the event backup buses are needed due to a train mechanical problem, one of the following NCTD staff (in addition to NCTD Dispatch – 967-2856), in the following order, should be notified. These staff will help to coordinate backup buses and are also required to notify the Executive Director and Board Members in serious cases:

Name	Position	Work Phone	Home Phone	Cell Phone/Pager
Thomas Lichterman	Director of Transportation Services	(760) 967-2855	(760) 726-7607	(760) 293-4730
If not available, contact:				
Jim Merritt	Manager of Maintenance Of Way	(760) 967-2868	(858) 274-8479	(760) 801-0107
If not available, contact:				
Ed Kasparik	Manager of Rail Services	(760) 967-2827	(760) 634-9754	(760) 801-0106
If not available, contact:				
Rod Surber	Division Superintendent	(760) 967-2858	(760) 433-3512	
If not available, contact:				
Chuck Ricker	Division Superintendent	(760) 967-2877	(760) 599-7344	

CONFIDENTIAL MEMO

November 22, 1999

Page Two

All Transportation Services staff involved in coordinating backup bus services for a rail emergency should consult the COASTER Contingency Plan dated October 2, 1997 and/or NCTD Standard Operating Procedures Manual (SOP). In the SOP, detailed information is listed under Section 17, "Accidents and Emergencies Involving Buses or Rail" (copy attached). In addition, Security, AMTRAK, and/or NCTD Supervisors at the scene should be consulted for input and suggestions on each specific incident.

In addition to supporting a COASTER service interruption, NCTD has agreed to assist METROLINK with emergency bus support between Oceanside and San Juan Capistrano. For locations further north, METROLINK should rely on OCTA.

ATTACHMENT

**NORTH COUNTY TRANSIT DISTRICT
STANDARD OPERATING PROCEDURES MANUAL**

ACCIDENTS AND EMERGENCIES INVOLVING BUSES OR RAIL
(continued)

COASTER OR RAIL RIGHT OF WAY ACCIDENTS:

**NOTE: REFER TO THE SEPARATE COASTER CONTINGENCY PLAN FOR MORE
DETAILED INFORMATION AND ROUTING INSTRUCTIONS FOR COASTER
EMERGENCIES OR RAIL LINE FLOODING.**

When accidents occur on the railroad Right-of-Way involving AMTRAK or COASTER trains, NCTD Bus Dispatch will normally receive first word of the accident from Security, AMTRAK COASTER staff, or NCTD Rail Operations Staff. AMTRAK and NCTD Security will handle most on-scene requirements and notifications regarding the accident itself, however, Dispatch should inquire as to whether Police and/or Emergency Services have already been notified.. Then, Dispatch should follow these steps in this order:

1. Obtain as much information as possible about the exact location of the accident, location of stopped COASTER trains, likely duration of the service interruption, and number of passengers on stopped COASTER trains and waiting at stations yet to be served. Also determine availability of trains on either side on an accident location, in which case buses can be used as a "bridge" between trains and trains can then continue in service in opposite directions.
2. All Transit Supervisors on duty should be provided all information obtained from Rail Operations or Security, and deployed to area of the accident, or "bus bridge" boarding locations, as necessary, to formulate or Supervise an emergency response plan. Keep them informed on any new information.
3. Begin evaluating currently available resources, such as runs which are ending with buses returning to the yard, standby's on duty in West or East Division, and drivers who can be called in on short notice. Contact those currently in buses and send them in the direction of the emergency.

4. For rail service interruptions which are between Solana Beach and San Diego, consider contacting San Diego Transit for backup bus assistance. This request to San Diego Transit should be phoned in by the Director of Transportation Services, Manager of Maintenance of Way, or Division Supervisor, if available, otherwise, Dispatch should make the call. The SDT Dispatcher phone is (619) 238-1325.
5. Assemble as many drivers with buses as possible/necessary based on the response plan devised by Supervisors or Rail Operations staff. Deploy buses as they become available to the rendezvous point(s) established by Supervisors. If sufficient buses are available, assigning each bus to a specific destination station(s) will expedite service to our passengers, but ensure all stations down the line will be serviced.
6. Unless there is a serious safety threat to passengers on the train, regular NCTD bus service is NOT to be shut down in order to support emergency response service. In the event there is a safety threat to train passengers and they must be removed immediately, and insufficient resources are available via standby's or out-of-service buses returning to the yard, pull buses which are currently without passengers (at transit centers) from routes which have 30 minute or better service, leaving at least hourly service on the bus route.
7. Do not release bus resources until you have received final word that the emergency is over and all passengers have been transported.

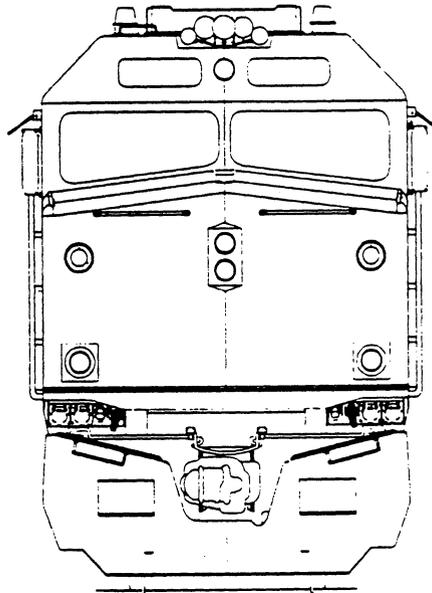
APPENDIX F



OPERATOR'S MANUAL

F40PHM-2C Locomotive

NCTD – Units 2101 - 2105



— November 1994 —

MK RAIL CORPORATION
4600 Apple Street, Boise, Idaho 83705
Phone: (208) 389-4800



1.4 HEAD END POWER (HEP) ENGINE AND GENERATOR

A separate 750 horsepower diesel engine, located in the HEP rear equipment room, drives a 425 kW, 480 Volt AC HEP generator.

The Head End Power Generator rotates at 1800 RPM and is used to supply the passenger section of the train with 480 volt, 3 phase, 60 cycle power for heating, air conditioning, and other passenger conveniences, and is also used to power the layover protection circuit.

Controls for the HEP system are located in the HEP engine room, and a remote control panel is positioned in the locomotive cab. The operator can therefore control and monitor electrical power, generation and distribution to passenger cars.



3.30 STOPPING ENGINE (PROPULSION)

There are five primary ways to stop the locomotive propulsion engine:

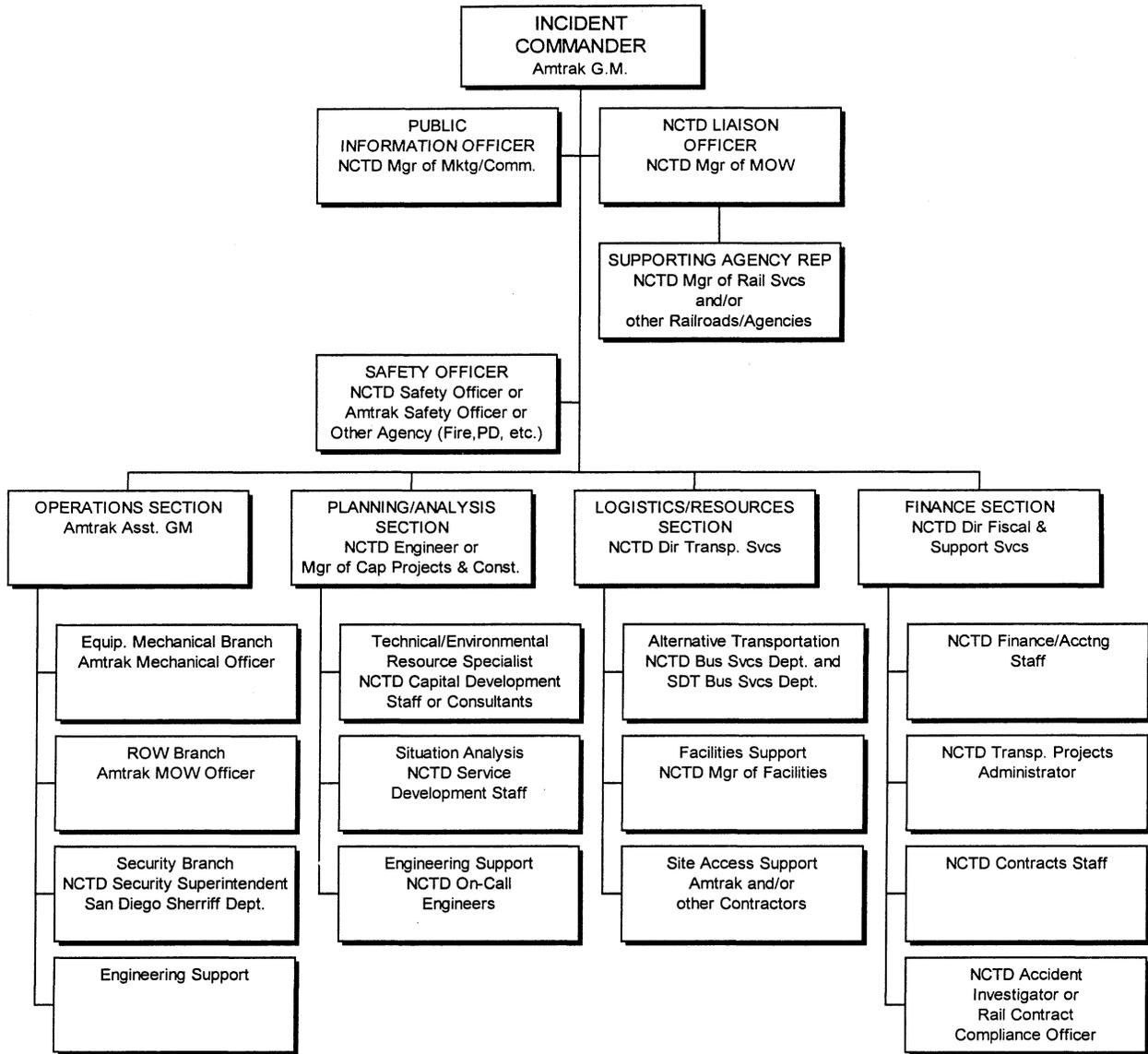
1. Press Main (propulsion) Engine Stop button on engine control panel.
2. Press Emergency Fuel Cutoff button. Emergency Fuel Cutoff push buttons are located near each fuel filler opening and on the engine control panel in the cab. These push buttons operate in the same manner as the main (propulsion) engine stop button and need not be held in nor reset.

NOTE

Operating the Emergency Fuel Cutoff push buttons will also shut down the HEP diesel engine.

3. Close the low water detector test cock – When the low water detector trips, oil is dumped from the transducer low oil shutdown device, stopping the engine. This low oil condition will be displayed on MK-LOC.
4. Pull M.U. Emergency Stop Switch to stop all propulsion (main) engines and HEP engines “on the line” in the consist simultaneously from the cab of the lead unit.
5. Press momentarily Engine Fuel Cutoff Switch, located on the equipment rack opposite the fuel actuator.

APPENDIX G
NCTD - AMTRAK
CRITICAL INCIDENT COMMAND STRUCTURE
 Updated September 7, 1999



INTRODUCTION

North San Diego County Transit District and Amtrak have adopted the Critical Incident Command Structure depicted above for major incidents involving the Coaster or the San Diego Northern right-of-way, as recommended by the Law Enforcement Incident Command System (LEICS) developed by the California Governor's Office of Emergency Services. The type and number of management levels will be filled and the command structure expanded as needed based on the type and size of the incident. An incident command post will be established at or near the scene of major railroad accidents or incidents.

Key command structure members and sections are discussed in this section. Amtrak's Incident Commander and other key Amtrak officers are discussed first. As railroad officials most familiar with rail operations, they would have lead responsibility for handling the railroad-specific aspects of an emergency. NCTD's officials are discussed next. NCTD's positions would provide a direct support role to Amtrak in managing the incident, handling customer service, media, and security issues, and arranging for alternative transportation for affected passengers.

Current Amtrak and NCTD staff assignments have been identified in the Incident Command Structure depicted above, for each of the critical positions. This has been done in order to identify, in advance, staffing responsibilities during a major emergency. As part of our emergency preparedness, it is essential that each of the named staff positions designate an alternate responsible for emergency response when that named staffer is going to be away on vacation or is unavailable.

AMTRAK EMERGENCY RESPONSE TEAM MEMBERS

Amtrak Incident Commander

Amtrak's General Manager for the Coaster, or his/her designee, shall function as the overall Incident Commander. This assignment of responsibility is based on the need for this individual to be thoroughly versed in the General Code of Operating Rules (GCOR) for the railroad, as well as railroad operating procedures. He/she must have the authority to direct the Amtrak crews at the scene and elsewhere on the right-of-way, as well as personnel at the Central Control Facility (CCF) in Glendale, which dispatches the entire San Diego Subdivision.

Among the responsibilities of the Amtrak Incident Commander are:

- Upon arrival at scene, assume overall responsibility for direction to other command structure members to safeguard passengers and employees, and respond to the emergency;
- Coordination of communication from Amtrak crews to command structure team;
- Direction as to best plan for deploying alternative transportation service;
- Direction to other members as to site investigation requirements;
- Coordination with Federal Railroad Administration, California Public Utilities Commission, National Transportation Safety Board, Amtrak Corporate officers, as required;
- Coordination with all emergency response units. Directs emergency response efforts as required.

Operations Section:

The Amtrak Assistant General Manager would head this section and would be responsible for directing the restoration of railroad operations as quickly as possible following an emergency incident. He/she would formulate the plan for restoring rail service, as well as coordinating with the Logistics Section on where to send NCTD and/or San Diego Transit buses. Depending on staff available at the scene, he/she may also conduct an investigation of the incident, interview and confer with crew members, ensure the continued safety of passengers on affected trains,

interface with CCF dispatchers, and provide on-going information to other members of the Incident Command Structure Team.

Branches under the Operations Section would include the Amtrak Mechanical Officer. This individual would be responsible for determining whether it is safe for equipment involved in an accident to be moved, and under what conditions, in accordance with FRA regulations. He/she may conduct equipment inspections and/or tests as required to make these determinations, and would report the results to the members of the Incident Command Structure Team to aid in formulating response plans.

The Amtrak Maintenance of Way Officer would be responsible for inspections of track, signals, and other structures to ensure it is safe for railroad operations to resume. These findings would be reported to the other Team members.

NCTD EMERGENCY RESPONSE TEAM MEMBERS

NCTD Liaison Officer:

This individual would have overall responsibility in directing NCTD's support role in assisting Amtrak in responding to an emergency, and would report directly to the Incident Commander. Staffed by the NCTD Manager of MOW, this position would coordinate the efforts of NCTD's security personnel, outside agency contacts, customer service response activities, and provision of alternative transportation services to ensure the overall effort is conducted as efficiently and effectively as possible, with resolution of the emergency as quickly as possible. This position may have a supporting agency representative, staffed by the NCTD Manager of Rail Services and/or representatives of other railroads or agencies, as appropriate to the emergency.

Public Information Officer:

This position, staffed by NCTD's Manager of Marketing and Communications, will be charged with keeping up-to-date on all developments and providing timely, accurate calming statements to media at the scene. This effort will be coordinated so as to minimize media interference with emergency responder activities. All statements to the public or media should be cleared through this individual. If needed, this individual will activate an emergency response telephone bank at the District's headquarters, to provide a means for families to obtain information on the status of passengers.

NCTD Safety Officer:

The Security Officer position will be staffed by NCTD's and/or Amtrak's Safety Officer, or possibly by Fire or Police Department representatives, depending on the nature of the emergency. The Safety Officer's role will be to ensure continuing emergency scene safety, to prevent further injuries to passengers or emergency responders. Depending on the nature of the emergency, the Safety Officer may coordinate emergency response efforts, or may provide guidance in the handling of HAZMAT or other toxic material incidents.

Security Branch:

Security personnel (NCTD or contract Sheriff/Security) will likely be among the first emergency responders on the scene following a major incident. Security personnel will ensure the safety of the passengers and the general public while waiting for other emergency responders to arrive. Upon the arrival of the NCTD Security Superintendent, he/she will lead the security function's emergency response, in coordination with the Operations Section.

Security staff will have a variety of roles to carry out under the Emergency Preparedness Plan. As the staff who manages "Station "O" at the Oceanside Transit Center, Security personnel will have a key early role in the communications notifications process. They will monitor initial radio calls between on-board crews and the CCF, as well as take calls from the CCF directly. Based on the information provided, they will implement the "call tree" notification process for the specific type of incident required. In addition, an alphanumeric page and follow-up telephone calls to emergency responders and to key Incident Command Structure members will be made by Station "O" staff. Immediately following an incident, a Security Supervisor will return to Station "O" to assist in handling the increased activity.

At the scene, the NCTD Security Superintendent, in coordination with the Operations Section, will direct the actions of on-scene security personnel as well as Station "O" staff. Security personnel will secure the scene to prevent possible additional injuries or safety problems. They will board trains involved in accidents and inquire of each passenger as to whether they are o.k. They will assist the accident investigation process by obtaining witness statements from passengers, collecting the names and addresses of all passengers on-board, and obtaining the location of medical facilities where any injured persons are transported.

On the direction of the Security Superintendent and Incident Command Structure Team, Station "O" will use its Public Address and message board capabilities at the platforms to deliver periodic, timely messages on the status of the restoration of service or alternative transportation. These messages will be reinforced through the presence of security personnel on the platforms at other Stations.

Logistics/Resources Section:

This Section will be responsible for obtaining and coordinating alternative transportation for passengers on the train involved in the incident, as well as possibly for other trains on the corridor, which cannot proceed due to the incident. The section will be staffed by NCTD's Director of Transportation Services. This individual will coordinate closely with the Operations Section to devise the best plan for moving passengers while the incident response is occurring. He/she will then give direction to NCTD bus dispatch, NCTD Transit Supervisors in the field, and San Diego Transit Bus Dispatch to mobilize operators and equipment where needed to replace train service. Depending on the time of the incident, coordination with the Sorrento Valley Coaster Connection operator, and personnel at Santa Fe Depot and Old Town regarding backup bus service may also be necessary.

Depending on the staff available at the scene vs. at the District headquarters, the duties of this individual may be conducted from NCTD Bus Dispatch or from other District facilities by radio and telephone, as well as from the incident scene. Depending on the severity of the incident, NCTD Facilities staff may also be called upon to assist in providing equipment or support facilities. Other logistics considerations may include the mobilization of contractors to clear debris or create access paths for emergency responders, or arranging for other at-scene supply needs.

The individual heading the Logistics/Resources Section will be responsible for notifying NCTD Board and Executive staff members as well as the Federal Transit Administration (FTA), when required, regarding the incident. For incidents involving serious injuries or fatalities, or resulting in a major disruption to rail services, it will be the responsibility of this individual to provide notification to the FTA Emergency Transportation Coordinator and to FTA Region IX staff, in accordance with FTA Region IX Directive 99-01. These notifications are to occur as soon as possible following the emergency. The contacts and numbers for these notifications are:

FTA Emergency Transportation Coordinator, Washington, D.C.:	(202) 366-0191 (Business Hours) or (800) 424-0201 (24 Hour Hotline)
FTA Region IX Staff notification:	(415) 744-3115

Planning/Analysis Section:

The Planning/Analysis section would likely be deployed when an emergency or disaster is expected to last for an extended period of time. An example of this type of emergency would be the loss of a bridge or other key right-of-way structure, resulting in the need for rapidly developing a capital project to temporarily or permanently make repairs. Based on this type of scenario, the NCTD Manager of Capital Projects & Construction, or NCTD Engineer are seen as likely Section leaders in this area. They would assess the structure needs and assemble the required contractors and on-call engineering support necessary to effect repairs as quickly as possible. Depending on the nature of the emergency, this section would be aided by Capital Development or Service Development staff for advice on environmental or resource issues, as well as possible alternative transportation service planning if the outage is expected to be long term.

Finance Section:

The Finance Section would be responsible for the financial accounting and documentation of the expenses related to the emergency response, and would most likely be deployed in the case of major, long term structure-related or natural disasters. Documentation of all costs is particularly important in disasters where FEMA reimbursement is likely. The Director of Fiscal and Support Services would lead this section, and would be supported by NCTD staff in the Finance and Contracts areas as needed. Other potentially important resources in this section would be the NCTD Transportation Projects Administrator, and the NCTD Risk staff and Accident Investigator, to collect and assess data on accident/incident causes and exposure to NCTD.