PASSENGER TRAIN EMERGENCY PREPAREDNESS

Railroads operating intercity and commuter trains shall adopt and comply with a written emergency preparedness plan which is approved by FRA. An on-board crewmember is required to promptly notify the control center of any emergency, and the control center notifies the appropriate railroad officials, emergency responders, and adjacent modes of transportation. The plan shall cover individual employee responsibilities, including the control center personnel, and provide for periodic training at least every two years. The plan shall include emergencies in a tunnel of 1,000 feet or more in length.

Each railroad shall establish a liaison working relationship with on-line emergency responders and offer training on the program information and materials to them, as well as inviting them to participate in emergency simulations. The plan shall be distributed to them at least once every 3 years. The plan shall state the types of emergency equipment on board and indicate their location on each car. This equipment shall include, as a minimum, one fire extinguisher per car, one pry bar per car, and one flashlight per on board crewmember. In addition, each railroad providing intercity passenger service shall equip each car with a first aid kit.

Auxiliary portable lighting (such as a flashlight) must be accessible and provide at least 15 minutes brilliant illumination after the onset of the emergency, and continuous or intermittent illumination during the next 60 minutes.

There shall be scheduled maintenance and replacement of the emergency equipment, lighting and first aid kits.

Each railroad shall conspicuously and legibly post emergency instructions inside the cars for the passengers.

Emergency simulations for commuter and short haul passenger railroads with less than 150 route miles and less than 200 million passenger miles shall conduct at least one full scale simulation every 2 years. Those carriers with greater miles shall conduct the simulation at least once every year. Intercity passenger service shall conduct the simulation at least once each year.

All door exits intended for emergency egress shall be either lighted or conspicuously and legibly marked with luminescent material on the inside of the car and clear instructions posted at or near the exits. All door exits intended for emergency responders access for extrication of passengers must be marked with retroflective material and clear instructions posted at each door.

There shall be scheduled maintenance, inspection, and repair of emergency window and door exits. A representative sample of the window exits shall be tested at least once every 180 days.
49 C.F.R. Part 239