

## FIRSTRESPONDERS'TOOLBOX

**(U) RAIL-SAFETY AWARENESS FOR FIRST RESPONDERS**

(U//FOUO) There is continued terrorist interest in attacking the rail system either as the primary target or as an attack mechanism. The US railroad system includes 800 railroads, 144,000 miles of track, and 212,000 railroad crossings. First responders should work closely with railroad police departments and other security partners to better protect rail assets—including freight rail (railcars loaded with commodities or hazardous materials), passenger rail (Amtrak<sup>USPER</sup>, regional, or commuter rail), heavy rail (metro, and subway), and light rail (street cars, tramways, or trolleys)—from terrorist attacks and criminal activities. This product was developed to provide general rail safety tips and resources to help increase first responder awareness of the rail environment.

(U//FOUO) Judging from recent messaging, international attacks, and domestic plots, rail is an attractive target, probably because of the extensive infrastructure of rail networks, rail's accessibility to and by the public, the concentration of travelers in confined spaces, the symbolism of the transportation sector, and the potential for significant economic damage on transportation infrastructure.

**(U) 2016-17 Overseas Attacks:**

(U) **UK:** In September 2017, an explosion occurred on a rush-hour commuter train at Parsons Green station in west London, UK.



(U) **Russia:** In April 2017, an IED contained in a briefcase exploded at the Saint Petersburg Metro.



(U) **India:** In March 2017, an explosion occurred on the Bhopal-Ujjain passenger train at the Jabri railway station.



(U) **UK:** In October 2016, an abandoned bag containing an explosive device was discovered on a London Underground train near the Canary Wharf financial district.



(U) **Belgium:** In March 2016, a three-carriage Metro train was departing Maelbeek Metro station when a suicide bomber detonated an IED placed in the train's middle carriage.

**(U) Historical Plots:**

(U) **2013 Foiled Plot: Canada:** In April 2013, two individuals were arrested and subsequently convicted in March 2015, for plotting to derail a passenger train between Canada and the US.



(U) **2010 Foiled Plot:** In October 2010, a Virginia man was arrested for planning to bomb Metro stations in the Washington, D.C. area.



(U) **2009 Foiled Plot:** In September 2009, an individual was arrested for planning to conduct a suicide bombing on the New York City Subway.



**(U) NOTICE:** This product was developed by the Joint Counterterrorism Assessment Team (JCAT), which is a collaboration by NCTC, DHS, the FBI, and state, local, tribal, and territorial government personnel to improve information sharing and enhance public safety. The product is intended to promote coordination among intergovernmental authorities and the private sector in identifying, preventing, and responding to terrorist activities. The product should be considered within the context of existing laws, authorities, agreements, policies or procedures. For additional information contact us at [JCAT@NCTC.GOV](mailto:JCAT@NCTC.GOV).

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(U) The 17th issue of AQAP's English-language *Inspire* magazine released in August 2017 featured train-derailment operations. *Inspire* specifically provided detailed instructions on how to construct a homemade derailment device.

(U) **TRESPASSING:** The identification, reporting, and investigation of pedestrian, vehicular, or other trespassers is important to terrorism prevention. The US Department of Transportation's (DOT) Federal Railroad Administration (FRA) defines a trespasser<sup>1</sup> as any "persons who are on that part of railroad property used in railroad operation and whose presence is prohibited, forbidden, or unlawful."

(U) **INDICATORS OF TERRORIST/CRIMINAL ACTIVITY:** A totality of behavioral indicators and other relevant circumstances should be evaluated when considering law enforcement notification and response. If determined that conduct or behavior is, in fact, suspicious, law enforcement professionals should further examine the circumstances. No single indicator should be the sole basis for law enforcement action.<sup>2</sup>



- (U//FOUO) Individuals trespassing on railroad property such as railroad tracks or rail yards.
- (U//FOUO) Individuals displaying unofficial or suspicious uniforms or credentials on or around railroad property.
- (U//FOUO) Suspicious items or unusual debris left or placed upon the tracks.
- (U//FOUO) Vehicles parked along railroad or transit right of ways, rail yards, or rail facilities.
- (U//FOUO) Theft or damage to railroad tracks, equipment, vehicles, buildings, signal structures, trains, or locomotives.
- (U//FOUO) Discreet use of cameras or video recorders, sketching, or note-taking consistent with pre-operational surveillance of railroad tracks, crossings, rail switches, facilities, cargo, locomotives, or railcars.

<sup>1</sup> (U) **NOTE:** A person on a highway-rail crossing would not normally be classified as a trespasser unless the crossing is protected by gates or other similar barriers that were closed when the person went on the crossing, or unless the person attempted to pass over, under, or between cars or locomotives of a *consist* (a lineup of railroad carriages/cars that form a unit; can be with or without locomotive) occupying the crossing.

<sup>2</sup> (U//FOUO) Speech (with specific, limited exceptions) is constitutionally protected and in and of itself should not be equated with suspicious behavior. Thus, asking probing questions alone should not be seen as an indicator of terrorist/criminal activity. Political and religious beliefs, similarly, are constitutionally protected and should not be viewed as an indicator of terrorist/criminal activity. Equating appearances with suspicious behavior is impermissible. When assessing indicators of terrorist/criminal activity, constitutional concerns should be given proper consideration, as should possibly innocent explanations for behavior that may appear suspicious in nature.



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- (U//FOUO) Unusual observation of, or questions about, the arrival and departure times of trains, peak travel times, and/or the size and capacity of passenger cars.
- (U//FOUO) Unusual interest in, or questions about, rail-transit operations (transit maps) or rail equipment (missing or stolen track maintenance tools/keys) that can be potentially used for destabilizing a track.
- (U//FOUO) Missing or stolen track-maintenance tools that could be used to destabilize track.
- (U//FOUO) A succession of clips or spikes missing from track sections.
- (U//FOUO) Attempts to disable, tamper, or destroy transit equipment, including removal of rail spikes or clips within an area, or movement of rails out of alignment.
- (U//FOUO) Railroad materials such as ties or heavy equipment, or debris such as concrete blocks, tree limbs, or trunks placed on tracks.
- (U//FOUO) Unauthorized digging, removing, or undermining track bed materials/ballast.
- (U//FOUO) Unexplained possession of protective gear for working around high-voltage lines (including insulated rubber gloves, tools with rubber handles, grounding bars, and hard hats) by unauthorized personnel.
- (U//FOUO) Unusual observation of or prolonged interest in, or attempts to gain sensitive information about, security measures of personnel, entry points, peak days and hours of operation, and access controls, such as alarms or locks, or multiple false alarms or fictitious emergency calls to rail areas.

(U) **REPORTING SUSPICIOUS ACTIVITY:** The general public and private-sector personnel should be encouraged to notify law enforcement authorities regarding possible suspicious behavior and/or tampering near rails or rail-related facilities, especially when potentially suspicious individuals are in possession of railroad-specific maintenance tools. When notifying the authorities, take note of identifying information, such as names, license plates, or physical characteristics. It is always important not to assume suspicious activities have already been reported; therefore, always report your observations, even if others may have witnessed the behaviors. Remain involved and get information on the DHS "If You See Something, Say Something™" campaign.

(U//FOUO) **THINGS TO CONSIDER WHEN ARRIVING ON SCENE:** When arriving on the scene of a train, vehicle or trespasser strike, derailment, or other railroad emergency, first responders should:

- (U) **ALWAYS** expect a train on any track, in either direction, and at any time without warning.
- (U) **BEFORE** commencing emergency operations use the Emergency Notification System (ENS) contacts or railroad personnel on scene to confirm train movement has been stopped.
- (U) Park response vehicles at least 8 feet away from the closest rail.
- (U) Restrict access to the scene by requiring proper identification and to potentially identify individuals who might be returning to the scene of the crime, if consistent with applicable state and federal law.
- (U) The train conductor or railroad supervisor on scene is the law enforcement liaison for the incident if a railroad police department official is not on scene.



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- (U) Know who owns the rails in your jurisdiction and how to contact the appropriate party. Railroad police officers are a great resource for information and receive their sworn police powers from state-railroad police commissioning statutes. Additionally, federal laws and regulations, 48 USC 28101 and 49 CFR 207, provide railroad police with authority to enforce state laws and protect people and property in any state where the railroad owns, operates, or maintains property and equipment.
- (U) Trains are not “vehicles” as defined in state motor vehicle laws. Law enforcement should not attempt to interview passengers on the train as they would passengers in a motor-vehicle accident. Manifest information can be obtained through railroad police, if needed.

### (U) PREPAREDNESS AND PLANNING CONSIDERATIONS:

- (U) Perform sector-specific risk analysis to identify high-risk facilities and locations.
- (U) Conduct joint training with federal, state, local, territorial, tribal, and private partners to integrate and standardize emergency-response protocols.
- (U) Familiarize first responders with mass-transit hubs, off-site facilities, and remote locations.
- (U) Periodically review evacuation plans.
- (U) Establish familiarity with remote locations that may inhibit responder access and affect the rapid deployment of personnel, tools, and equipment.

### (U) HOW DO I DETERMINE MY LOCATION AND WHO OWNS THE RAIL LINE?

- (U) Signs are required at every public crossing. A crossing may also be marked with a stop sign or yield sign, as well as passive (pavement markings or yellow warning signs) and active warning (stop bar, flashing lights, or gates) signs. Private crossings are not required to have advance signs or other markings and are found on roadways not maintained by public authority.
- (U) Go to the nearest railroad crossing and locate the signage that will help identify the property owner, DOT number, milepost, and grade crossing hotline number. A DOT identification number will be listed at every rail crossing, which is generally located under the railroad-crossing sign, crossbuck<sup>3</sup> or on the signal house.



(U) Grade Crossing Signage

<sup>3</sup>(U) Crossbuck is the common terminology for signage indicating the presence of a railway crossing, consisting of two slats of wood or metal, resembling the letter “X” and fastened to a pole.



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- (U) Call the 1-800 Grade Crossing Hotline number and provide the crossing number and details of the current situation. Dispatch will be able to triage the incident by alerting nearby trains or dispatching appropriate emergency personnel.

### (U) RESOURCES AVAILABLE TO FIRST RESPONDERS:

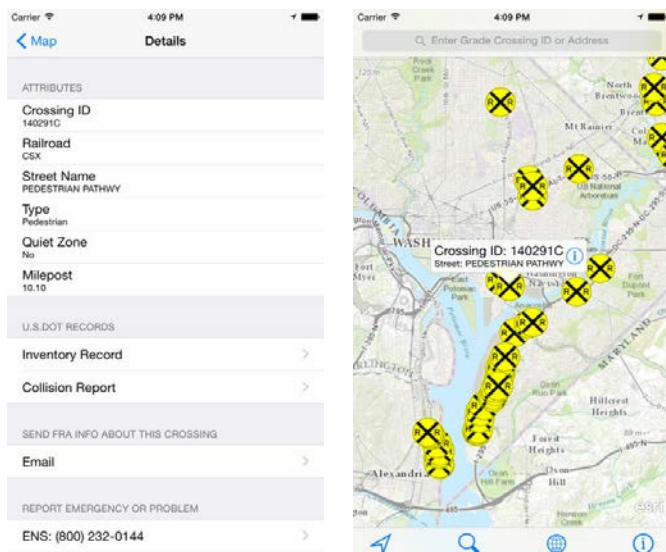
(U) **AskRail®**: This application is a safety tool that provides first responders immediate access to accurate, timely data about what type of hazardous materials a railcar is carrying so they can make an informed decision about how to respond to a rail emergency. AskRail® is a backup resource if information from the train conductor or train consist is not available.<sup>4</sup>



(U) The AskRail® Application

### (U) Rail Crossing Locator Mobile Application:

Through this application, the FRA provides first responders the opportunity to find and report conditions electronically at 200,000-plus highway-rail crossings by using an address or an official DOT Crossing ID for the location, or by manipulating the interactive map. First responders may also view official DOT records of any collisions that have occurred at a specific rail crossing. Visit <https://www.fra.dot.gov/Page/P0845> or contact [webinquiries@dot.gov](mailto:webinquiries@dot.gov) for more information.



(U) Rail Crossing Locator Application

<sup>4</sup> (U) **Note:** For security reasons, only qualified emergency responders who have completed rail emergency training sponsored by one of the Class I Freight railroads or at the Security and Emergency Response Training Center can download and use the restricted features in AskRail®. In addition, railroads can offer the application to known emergency responders along their routes." Visit <http://askrail.us/> for more information.



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(U//FOUO) **Emergency Notification System (ENS):** First responders have access to a toll-free telephone number at every grade crossing (public or private) that connects you directly to a railroad dispatcher 24/7/365 to report problems at that particular crossing, or the right-of-way. The seven-digit locator ID number (six numbers and one letter) located with the toll-free number can help the dispatcher know your exact location. In the event of an incident, and to stop any train traffic, a first responder can access the ENS system by calling the toll-free number and then providing the locator ID number to the dispatcher. The dispatcher will determine whether to stop the train traffic or issue a “slow order” to nearby trains approaching the crossing.

### (U) **When should a first responder access the ENS?**

- (U) If the tracks are obstructed by, for example, a person, vehicle, or truck.
- (U) If the gates or lights at the crossing are malfunctioning.
- (U) If something suspicious has been reported at the crossing, such as an unidentified box or bag.
- (U) If there are reports of suspicious activity at the crossing in which someone may be tampering with the rail or metal box near the crossing or with any switches.

### (U) **How do I access the ENS?**

- (U) Call the number located somewhere at the crossing or on the crossbuck.
- (U) Use the FRA application and find the crossing by state, county, city, and street name. The owner of the railroad, the toll free ENS number, and the locator ID will be listed to give to the dispatcher.

### (U) **Railroad ENS dispatch numbers:**

Amtrak	1-800-331-0008
BNSF	1-800-832-5452
CSX	1-800-232-0144
Canadian National	1-800-465-9239
Canadian Pacific	1-800-716-9132
Kansas City Southern	1-800-892-6295
Norfolk Southern	1-800-453-2530
Union Pacific	1-888-877-7267

### (U) **US DOT, Federal Railroad Administration; Railroad Safety Regional Offices:**

<https://www.fra.dot.gov/Page/P0244>

(U) **1-855-TELL-FBI:** 1-855-835-5324 or <https://tips.fbi.gov>

### (U) **ADDITIONAL RESOURCES:**

- **Amtrak Police Department** – For emergencies or suspicious items, persons, or activity call (800) 331-0008 or by sending a text message to APD11 from a smartphone or to 27311 from a standard cell phone, or call 911 (<https://police.amtrak.com/index.php>)



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- **Intelligence Unit (AIT)** – Provides support to CT and security efforts through information sharing and coordinated efforts with the law enforcement and the Intelligence Community (<https://police.amtrak.com/index.php/overview/special-operations/intelligence-counter-terrorism-unit>)
- **K9 Teams** – Tools to mitigate and disrupt potential threats from explosives (<https://police.amtrak.com/index.php/overview/special-operations/k-9-unit>)
- **Operation RAIL SAFE** – A regional federal, state, and local alliance developed in partnership with the Amtrak Police Department, New York City Police Department, and the Transportation Security Administration to exercise CT and incident-response capabilities (<https://police.amtrak.com/index.php/operation-railsafe>)
- **Special Operations Unit** – Provides site assessments, random passenger baggage screening, behavioral assessment screening, sweeps of stations and trains, surveillance, and rapid response during an attack (<https://police.amtrak.com/index.php/overview/special-operations/sou>)
- **Partners for Amtrak Safety & Security (PASS)** – A neighborhood watch style community outreach program created to encourage the public/passengers to report safety and security issues (<http://pass.amtrak.com>)
- **DHS Transportation Security Administration Surface Transportation** – Resources and materials for operators of freight rail, mass transit, and passenger rail security systems (<https://www.tsa.gov/for-industry/surface-transportation>)
- **Emergency Response Guidebook (ERG)** – Most train derailments will have a hazardous-materials element to it, and the ERG is the recognized supporting document: (<https://www.phmsa.dot.gov/hazmat/outreach-training/erg>)
- **ENS at Highway-Rail Grade Crossings** – Provides critical emergency contact information at every highway-rail grade crossing (<https://www.fra.dot.gov/Page/P0894>)
- **FRA Website and Resources** – ([www.fra.dot.gov](http://www.fra.dot.gov)) or contact the FRA's Public Affairs Office at [FRAPA@dot.gov](mailto:FRAPA@dot.gov)
- **FRA Resources for Law Enforcement, Emergency Responders and Emergency Dispatchers** – (<https://www.fra.dot.gov/Page/P0850>)
- **Federal Bureau of Investigation Rail Security Program** – The FBI's Rail Security Program has Rail Liaison Agents in all 56 field offices that can assist law enforcement in intelligence matters pertaining to rail as well as response to an investigation of incidents involving rail. To access this resource, reach out by e-mail to the FBI Rail Security Program team at [FBI\\_NJTTF\\_RSP@fbi.gov](mailto:FBI_NJTTF_RSP@fbi.gov)
- **Northeast Corridor (NEC) Coalition** – A public-safety collaboration by law enforcement and Homeland Security officials from Washington, D.C., Maryland, Delaware, Pennsylvania, New Jersey, and New York ([www.nec-commission.com/](http://www.nec-commission.com/))
- **Operation Lifesaver** – A nonprofit public-safety educational resources and awareness information (<https://oli.org/>). State coordinators can be reached at ([https://oli.org/state\\_coordinators/](https://oli.org/state_coordinators/))



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