



**ARCADIA FIRE DEPARTMENT**  
**Standard Operating Guideline**

**GOLD LINE**

**Number:** 141  
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**Approved:** \_\_\_\_\_  
Michael E. Lang, Fire Chief

**PURPOSE**

To provide guidance for Arcadia Fire Department personnel on the Gold Line light rail system. This SOG includes how to approach, how to control hazards and the life safety components unique to the light rail system.

**PROCEDURE**

1. Approach

A. Size Up: The first unit on scene shall provide an initial size-up report to Verdugo dispatch and responding units. Size Up shall include:

- Location of the train
- Accessibility to train including response route
- Type of emergency
- Number of victims
- Potential for secondary issues
  - Entrapment with extrication
  - Fire to surrounding area
  - Downed power lines

B. Follow up Report: Every effort should be made to complete a full 360 around the incident. Information gained through this should be passed on to dispatch and responders through the follow up report.

C. Establish Incident Command

D. Request Additional Resources

Below are the units dispatched to various types of incidents involving the Gold Line

- Train derailment – 3 Engines, 2 Truck, 2 US&R, 1 Hazmat, 2 BC, 2 RA
- Train fire – 3 Engines, 2 Trucks, 1 BC, 1 RA
- Traffic collision with train – 2 Engines, 1 Truck, 1 RA, 1 BC
- Train Vs. Pedestrian - 2 Engines, 1 Truck, 1 RA, 1 BC

Additional Resources may include:

- Addition Rescue Ambulances
- Train Righter
- Addition train for passenger evacuations
- USAR Companies

#### E. Notifications

CHP (For section of Gold Line within the 210 Freeway)

APD (For section of Gold Line within the City of Arcadia)

Los Angeles County Sheriff Transit Safety

Rail Operations Center (ROC) The following information may need to be relayed when contacting the ROC:

- Type of incident
- Location of incident
- Gold Line Train
- Location
- Station
- Intersection
- Mile Marker
- Which Track
  - Track 1 Northbound (Headed toward Azusa)
  - Track 2 Southbound (Headed toward East LA)
- What do you want the ROC to do
- Shut down all rail traffic or just one track.
- Shut down power

#### F. Assign a Safety Officer

#### G. Establish staging

### 2. Hazard Control

As part of the size up the first in officer need to determine if the electrical power to the Gold Line needs to be shut off and to what extent. Shutting down power can be as simple as shutting down power to a single train car by lowering the pantograph to as complex as turning off all power to a section of track. Officers need to consider the impact on the entire section of track when shutting off power through a blue light station or ROC. Additional impact would include:

- Heat emergencies due to passengers stuck inside of non-ventilated train cars

- Trains and passengers stuck in remote areas increasing the size and scope of the emergency

#### Shutting Down Electrical Power

- Lowering the Pantograph (Either done by the train operator or manually using the hand crank)
- Disconnecting the train car batteries
- Blue Light Station
- Rail Operations Center

### 3. Life Safety Features

Three life safety features of the Gold Line are standpipes, access gates, and blue light stations.

A. Standpipes – All standpipes are wet but not pressurized. When utilizing a standpipe an additional engine company will need to be assigned to pump the system.

- Newcastle Park Access Road to West End of Iconic Bridge
  - The FDC and hydrant is located at Newcastle Park (143 W. Colorado Blvd.) on the West end of Newcastle West of the driveway.
  - Standpipes are located every 200' from Newcastle Park to the West end of the Iconic bridge.
- Baldwin Ave standpipe
  - Hydrant and FDC located on Baldwin under the freeway next to the south bound lanes.
  - Standpipe outlet is located in the freeway center divider on West Bound side of freeway.

#### B. Access Gates

- Spring Hill Suites (99 N. 2<sup>nd</sup> Ave)

Located in South parking lot on West side

- 2<sup>nd</sup> Ave. and Huntington Dr.
- 5<sup>th</sup> Ave. Stairwell
- Cornell Dr. and Windsor Rd.

#### C. Blue Light Stations (BLS)

There is an access point with a cement pad on the West Bound I-210 at mile marker 15.9. The pad contains a Blue Light Station (BLS)

- End of E. St. Joseph St (entrance to parking structure)
- West bound I-210 at mile marker 15.9
- Maintenance road at Newcastle Park
- 5<sup>th</sup> Ave stairwell

#### D. Traction Power Sub Station (TPSS)

The Gold Line receives its electrical power through Traction Power Sub Stations. There are numerous TPSS along the Gold Line. There are two located within the City of Arcadia. They are located at:

- The Los Angeles County Arboretum (North/East Corner: access off of W. Colorado Blvd)
- End of E. St Joseph St.