



**CHEYENNE / LARAMIE COUNTY
EMERGENCY MANAGEMENT AGENCY**

**Emergency Management • Fire Warden
Jeanine West, Director
Matthew Butler, Operations/Fire Warden
Beth Wood, Executive Assistant**



October 10, 2018

Train Accident After Action Meeting Agenda

1. Welcome & Introductions
2. Response
3. Communications
 - a. Dispatch
 - b. On Scene
4. Coordination
 - a. First Responders
 - Roles & Responsibilities
 - b. First Responders & Railroad
5. Recovery

Record of Meeting – Lexington County Emergency Management Agency After Action Meeting

RRD19FR001

On Wednesday, October 10, 2018 at 1 PM, FRA Mechanical Engineer John Manutes met with Laramie County Emergency Management Agency (EMA) Director Jeanine West and leaders of the various first responder agencies who responded to the train collision and derailment at Granite Canon, Wyoming on Thursday, October 4.

After a round of introductions, during which FRA and NTSB were thanked for their participation and for allowing Laramie County EMA to participate in progress meetings, an update on actions since the demobilization was provided by Jeanine and Incident Commander Karl Zunker, Assistant Fire Chief of Laramie County Fire District No. 10.

Next each agency had an opportunity to describe their roles in the accident, what they thought went well, and what they thought could be improved. Assistant Chief Zunker began, and his update matches the interview he already provided to FRA/NTSB.

The Laramie County Sherriff Department reported they got the call at the same time as Assistant Chief Zunker. They immediately dispatched 3 units to the scene. They reported that they called for the EMA communications van and they served as Public Information Officer to handle media requests. They also evacuated the truck parking, with some resistance from the truckers, in light of the probably hazardous materials involved in the accident. They reported that overall, everything went smoothly.

Laramie County Fire District No. 1 reported that they received the automatic dispatch call because District No. 10 is short staffed (Chief leave of absence). They dispatched Engine 1-1 with 4 staff, all qualified hazardous materials technicians. They also dispatched Heavy Rescue 1-2 with 4 staff, all qualified hazardous materials technicians as well. They split up on scene and conducted combined hazardous materials/ rescue searches. They were equipped with SCBA's ('on air') and basic 4 gas monitors with no readings out the ordinary. They found one tank car with a drip of once per 60-seconds. They had a concern because they didn't know what the product was. One lesson learned was to take pH strips into scenes immediately. The drip was later determined to be condensation. They shared a concern that during the first search there were 4 to 6 Union Pacific employees on-scene (they were the first people on scene) who were wearing no hazardous materials personal protective equipment (PPE). They had hard hats, vests, and safety glasses. These employees were later estimated by they group, based on description and time of response, to be the crew and/or maintenance employees working on the westbound disabled train at the time of the accident. These employees were in a position to hear the collision and see the dust cloud at the time of impact.

Wyoming Highway Patrol cleared the truck parking lot with the first trooper on scene and received 'attitude' from the truckers. The second trooper tied in with the railroad employees on site and found the striking train conductor deceased. They reported that there was a large box, like a microwave, near the employee. This was determined to be one of the screens from the locomotive console. They described the employee as obviously deceased, intact, with blunt force trauma.

Fire responders from FE Warren, a nearby Air Force Base, arrived with much of the 'second force' of responders. They divvied out a second recon group to look for hazardous materials and survivors. They didn't know where two Union Pacific HazMat employees arrived from, but they split up and used the employees as subject matter experts. There was a concern with 'who was in charge' with Union Pacific. It seemed to keep changing as higher ranking officials would show up.

The Regional Emergency Response Team described themselves as 'manpower with special skillsets'. They described the launch procedures for their team. They were concerned that the incident command center was too close to the site. It would be better to, "set up command at the fire house, and move the radius in slowly. It's easier to shrink a zone than to expand it". They were concerned that Union Pacific Employees were "everywhere" with "no accountability". There were responders on site with full SCBA and UP employees with nothing.

Laramie County Fire District No. 2 responded with a support truck and air cart. They listened from home at first, prior to being dispatched, and had some concern that not everyone was on the same radio channel. Since they had a scanner, they had a different perspective from those on the ground who reported radio communication was not a problem. They also responded with search and rescue dogs.

The group felt that a UP liaison on-scene would be helpful. They will call the UP to discuss having someone stay in the command center with better access to the UP employees. They also discussed having a better policy of restricting access to the site until the hazardous materials risk has been confirmed to be gone. They also asked FRA what our role was in during the initial response. I explained that as an investigative agency we are not first responders and would defer to the IC for safe access to the site.

Finally, I reviewed the on-site response with the Wyoming Highway Patrolmen who initially responded and found the deceased conductor. They were able to confirm that the first four employees on site were 'working on the westbound train'. Additionally, they commented that they could heat emanating from some wheels in the general derailment pile. One officer touched one and nearly burned himself, "They were really hot."

I thanked EMA and the first responders for their service and their time and the meeting concluded.