



REGIONAL RAIL DIVISION

RRD ROCC Mechanical Desk Standard Operating Procedure

<b>SOP-005 Emergency Responsibilities</b>	
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<b>Pages:</b>	1 of 3
<b>Supersedes:</b>	New SOP
<b>Applicability:</b>	Regional Rail Division Control Center – ROCC Mechanical Desk
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Revision History

Rev #	Originator	Senior Director	Chief Officer
0	Anthony Rodriguez	[Senior Director Name]	[Chief Officer Name]
<b>Signature</b>			
<b>Date</b>			
<i>Initial release – SOP structure established</i>			
1	[Originator Name]	[Senior Director Name]	[Chief Officer Name]
<b>Signature</b>			
<b>Date</b>			
<i>Description of Change</i>			

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- 1.0 Purpose
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- 1.0 Purpose:** To establish a safe, timely, and standardized response protocol when an engineer reports signs of smoke or a burning odor during a mechanical defect while in service, commonly referred to as a *Thermal Event*.
- 2.0 Scope:** This Standard Operating Procedure (SOP) applies to all Mechanical Desk personnel responding to in-service mechanical defect reports involving thermal events, including smoke, fire or burning odors, on Regional Rail passenger trains.
- 3.0 Initial Response Procedure**
  - 3.1 Immediate Actions**
    - 3.1.1** Acknowledge the report from the engineer immediately.
    - 3.1.2** Isolate the affected equipment- (Drop Pantograph).
    - 3.1.3** Based on the severity of the report, instruct the train crew to initiate a trainline pantograph drop switch. Activating this switch will lower the pantograph on all cars in the consist, effectively isolating the train from overhead power.
    - 3.1.4** Request the exact location of the train.
    - 3.1.5** Dispatch mechanical personnel to the scene.
    - 3.1.6** Instruct train crew to inspect the area if it is safe to do so and report visible signs. (e.g., smoke source, heat, damage)
    - 3.1.7** Notify Control Center STO/ Dispatcher of the smoke/ fire report.
    - 3.1.8** Notify the following:
      - 3.1.8.1** System Safety
      - 3.1.8.2** Immediate Supervisor
- 4.0** Control Center STO procedure for smoke or fire on rail equipment as written in EOP-RRD-035.
  - 4.1** When a dispatcher is notified of smoke and/or fire on rail equipment, the Dispatcher must:
    - 4.1.1** Instruct the train or track equipment to come to a safe stop and verify the presence and location of the smoke and/or fire condition.
      - 4.1.1.1.1** If possible, avoid stopping the train on a bridge or trestle.
    - 4.1.2** If the smoke and/or fire condition is confirmed, the Dispatcher must:
      - 4.1.2.1** Instruct the train crew to lower the pantographs on the effected equipment.
      - 4.1.2.2** Remove all passengers and personnel from the effected equipment
      - 4.1.2.3** Request the exact location of the train or track equipment.

**4.1.2.4** Notify SEPTA police dispatch and request fire rescue providing the following information:

**4.1.2.4.1.1** Location

**4.1.2.4.1.2** Train Number

**4.1.2.4.1.3** MU

**4.1.3** The STO/Chief Dispatcher must:

**4.1.3.1** Notify System Safety, Rail Supervision and RROC Mechanical

**4.2** If it is determined by supervision on scene or police/fire personnel catenary power must be removed, the Power Dispatcher must be notified.

**4.3** Once SEPTA supervision is on location, they will be named OSC.

**5.0 Exception:** If the smoke or fire condition is identified to be burning leaves in a SL V brake rotor and the fire has been extinguished, the train may proceed in revenue service with no exceptions. The use of the fire extinguisher must be reported to RROC mechanical if used