

Train Derailment Appendix to the Hazardous Materials Annex



December 2024

Purpose and Scope

Purpose

A Multi-Hazard Emergency Operations Plan (EOP) should include an annex for responding to a train derailment near any college facility if appropriate. Per Texas Education Code 37.108(d), a college is only required to adopt the annex if the facility is located within 1,000 yards of a railroad track, as measured from any point on the college property boundary line. Angelina College may use any available community resources in developing the annex described by this subsection.

This Train Derailment Appendix identifies specific tasks necessary before, during, and after a train derailment incident.

Scope

This document applies to the Angelina College community, including first responder agencies. All staff, including adjunct instructors and part-time staff will have access to training and all college emergency plans.

Specific Actions Taken Before, During, and After an Incident

Before a Train Derailment Incident	
Task	Responsible Role
Determine the distance to the railroad tracks for all college campuses and facilities.	Manager of EH&S and EM
Identify which railroad companies operate the tracks near your school and locate their emergency contact information. (Union Pacific Railroad Company)	Manager of EH&S and Emergency Management
Reach out to the local fire department (FD) for assistance and pre-planning guidance. The FD can help identify common hazardous materials, minimum safe evacuation distance standards, and other response protocols to help develop plans to fit your district. (Anhydrous Ammonia, Chlorine Gas)	Manager of EH&S and Emergency Management
Reach out to your local or county Emergency Manager (EM) for assistance. They may be able to answer questions that the FD cannot and may have additional suggestions on how to prepare for an incident.	Manager of EH&S and Emergency Management
Best practice: Ask your FD, EM, or Local Emergency Planning Committee (LEPC) to request a Commodity Flow Report from the railroad company. This will identify the most common hazardous materials that are transported through the area.	Manager of EH&S and Emergency Management
Best practice: Identify the most common hazardous materials transported in your area, look up the response procedures in the Emergency Response Guidebook (ERG), and list them in the appendix.	Manager of EH&S and Emergency Management
Contact the railroad company and ask about any applicable training provided in your area. Generally, there are signs located at railroad crossings that identify the owner of the railroad and contact information. (Union Pacific Railroad Company)	Manager of EH&S and Emergency Management
Preplan your evacuation routes making sure to have alternate routes in place as a backup in the case that one is inaccessible Assume that the train derailment will block traffic along with any crossings for up to one mile.	Chief of Police
Ensure your team knows how to turn off Heating, Ventilation, and Air-Conditioning (HVAC) systems if a Shelter (for a Hazmat incident) is ordered.	Maintenance Manager

During a Train Derailment Incident	
Task	Responsible Role
Call 911 and AC Police Department.	AC Employees
Turn off HVAC systems.	Maintenance Manager
Determine if there is a Hazmat release or potential for a release.	Chief of Police
Make the decision to Secure and Shelter for Hazmat, or Evacuate based on the situation. Refer to Standard Response Protocol (SRP) for the Evacuation, Secure and Shelter commands.	Chief of Police
Do not turn on or off lights, fans, or any other electronic switches.	AC Employees
Activate your Continuity of Operations Plan (COOP) if needed.	VP of Business Affairs

After a Train Derailment Incident	
Task	Responsible Role
Contact the Incident Commander (IC), EM, or other authorities for confirmation that it is safe to resume normal operations.	Chief of Police
Conduct an after-action review (AAR). <ul style="list-style-type: none"> • Contact the local emergency management agency and LEPC representative and ask them to be part of the AAR or incident debriefing. • Create an Improvement Plan (IP) as part of the after-action report following the AAR. • If more information about an AAR is needed, please refer to the back of this document. 	Chief of Police & Manager of EH&S and Emergency Management
Make any improvements needed to EOPs, annexes, or appendices based on the IP or incident debriefing.	Manager of EH&S and EM

Resources

Acronyms

AAR	After-Action Report
IP	Improvement Plan

Definitions

After-Action Report: Documentation of the after-action review process.

After-Action Review (AAR): A structured review or debrief process that analyzes actions during an incident or emergency. It is designed to provide feedback on what went right and what went wrong and to gather data and perspectives from responders to help improve plans and response.

Improvement Plan (IP): A document that includes a consolidated list of corrective actions, responsible parties, and a timeline for completion.

Reverse Evacuation: Rapidly and safely moving people inside a facility when it would be dangerous to remain outside. Reverse evacuation may be appropriate when:

- People are located outside, such as on playgrounds, on sports fields, or at an outdoor event.
- The danger, such as an armed aggressor, is outside.

UN Numbers: Located on the back or sides of trailers or other containers, UN numbers (or UN IDs) are four-digit numbers ranging from 0004–3534 that identify dangerous goods or hazardous substances (e.g., explosives, flammable liquids, toxic substances) in the framework of international transport. These numbers are assigned by the United Nations (UN) Committee of Experts on the Transport of Dangerous Goods and must be listed on the Safety Data Sheet (SDS) of each shipment. Goods that are not classified or regulated by the UN are given four-digit North American (NA) numbers ranging from 8000–9279. These numbers are designated by the United States Department of Transportation (DOT).