

Ⓜ Massachusetts Bay Transportation Authority

# MBTA SAFETY DEPARTMENT



## EMERGENCY RESPONSE EXERCISE

Attleboro, Massachusetts, September 17, 2000



**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**

**SAFETY DEPARTMENT**

**COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**

**AYER, MASSACHUSETTS**

**SEPTEMBER 12, 1999**

**FINAL REPORT**

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**Argeo Paul Cellucci**  
Governor

**Jane Swift**  
Lieutenant Governor

**Kevin J. Sullivan**  
Secretary and MBTA Chairman

**Robert H. Prince, Jr.**  
General Manager

## **A. INTRODUCTION**

# **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**

## **SAFETY DEPARTMENT**

### **COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**

#### **ATTLEBORO, MASSACHUSETTS**

**SEPTEMBER 17, 2000**

#### **PROJECT:**

The Massachusetts Bay Transportation Authority's Safety Department sponsored a full scale Emergency Response Exercise in Attleboro, Massachusetts on the Attleboro Commuter Rail Line. The exercise was conducted on Sunday, September 17, 2000, commencing at approximately 9:00 A.M.

#### **PURPOSE:**

The purpose of the exercise was to evaluate the ability of local emergency responders to manage a mass casualty incident involving a Commuter Rail train. Also, the exercise enabled the MBTA and Amtrak the opportunity to assess the pre-exercise training which was provided to Attleboro and surrounding Fire, Police, and Emergency Medical Service agencies.

#### **EXERCISE SITE:**

The exercise site was located at Commuter Rail's East Junction Yard in Attleboro.

#### **EXERCISE PREPARATION:**

Preparation for the Emergency Response Exercise began in early June, 2000, at a preliminary meeting with Chief Ron Churchill of the Attleboro Fire Department. The East Junction site was chosen as the most favorable after several factors were considered. The Amtrak Safety Department conducted training for Attleboro, as well as several other surrounding fire departments. The training consisted of train familiarization, hazard identification, and victim extrication. The MBTA Police Department hosted a comprehensive 2-day Railroad Accident Investigation Course for local Police Departments along the Attleboro Line on April 25 & 26, 2000. Several meetings were held over a four month period prior to the exercise. Participating agencies were identified, a scenerio was formulated, the scope was agreed on, and responsibilities were assigned.



# **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**

## **SAFETY DEPARTMENT**

### **COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**

#### **ATTLEBORO, MASSACHUSETTS**

**SEPTEMBER 17, 2000**

#### **GOAL:**

The goal was for all participating agencies to target which aspects of the exercise they would like to concentrate on and translate this focus into specific goals for their agency.

#### **SCENARIO:**

The Emergency Response Exercise simulated a head on collision between two MBTA Commuter Rail trains, resulting in a fire at the point of impact. Thirty-five (35) to forty (40) injured, moulaged passengers were positioned throughout the train with injuries of varying degrees of seriousness. The cause of the collision was the result of a terrorist act committed by an unknown group.

#### **SCOPE:**

The exercise involved a simulated fire at the point of collision and was extinguished by the first fire department responders. Fire department and EMS agencies from Attleboro and numerous surrounding communities participated in rescuing the 35 to 40 victims from the train, triaging and treating the injured on site, and transporting them to Sturdy Hospital in Attleboro. For the first time, firefighters rescued victims from both levels of a Kawasaki Commuter Rail coach. Also for the first time, the Attleboro Fire Department was given the very challenging task of extricating the injured engineer from the locomotive.

Both the MBTA and Attleboro Police Departments conducted a comprehensive accident investigation. Also, the MBTA and Attleboro Police Departments launched a full scale on site criminal investigation as a result of the terrorist act.

#### **EXERCISE SAFETY PLAN:**

An exercise safety staff, separate from the emergency responders, was in place during the exercise to monitor safety. The staff was under the control of an overall Exercise Controller who had the authority to stop the exercise at any time if he became aware of an unsafe condition. Members of the Safety staff were identified by a distinctive yellow vest.

**B. EXERCISE AGENCIES/EXERCISE MISCELLANEOUS  
PAPERWORK**



# **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**

## **SAFETY DEPARTMENT**

### **COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**

#### **ATTLEBORO, MASSACHUSETTS**

**SEPTEMBER 17, 2000**

#### **PARTICIPATING EXERCISE AGENCIES**

The following agencies are expected to participate in the staging of the emergency response exercise.

##### **Massachusetts Bay Transportation Authority:**

- Safety Department
- Police Department
- Railroad Operations
- Special Operations
- Bus Operations
- Press Relations
- Rail Safety Trespass Prevention Unit
- Graphics Department

##### **Outside Agencies:**

- Amtrak, National Railroad Transportation Corporation
- AT&T Broadband - Media 1
- Mass Department of Telecommunications & Energy (DTE)
- Attleboro Fire Department
- Attleboro Police Department
- Attleboro Emergency Management
- Sturdy Memorial Hospital
- Canton Fire Department
- Foxboro Fire Department
- Mansfield Fire Department
- North Attleboro Fire Department
- Norton Fire Department
- Planville Fire Department
- Rehoboth Fire Department
- Seekonk Fire Department

# **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**

## **SAFETY DEPARTMENT**

### **COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**

#### **ATTLEBORO, MASSACHUSETTS**

**SEPTEMBER 17, 2000**

#### **Outside Agencies (continued):**

- Sharon Fire Department
- Stoughton Fire Department
- Braintree Fire Department

#### **Rhode Island Agencies:**

- Central Falls Fire Department
- Pawtucket Fire Department
- East Providence Fire Department
- Providence Fire Department
- Valley Falls Fire Department





# Massachusetts Bay Transportation Authority

**Argeo Paul Cellucci**  
Governor

**Jane Swift**  
Lieutenant Governor

**Kevin J. Sullivan**

Secretary & MBTA Chairman

**Robert H. Prince, Jr.**  
General Manager

September 26, 2000

Mayor Judith Robbins  
Attleboro City Hall  
77 Park street  
Attleboro, MA 02703

Dear Mayor Robbins:

I just wanted to drop you a line to let you know how much the MBTA Safety Department appreciates your show of interest by coming to the recent Emergency Response Drill on Sunday, September 17, 2000.

Over the past few years, I have personally had a very cooperative and productive relationship with Captain Richard Pierce, of the Attleboro Police Department, and City Councilor Walter Thibideau regarding safety enhancements at the Attleboro Commuter Rail Station. Because of the drill, I had the good fortune of working with the both of them again during the 4 months of planning prior to the exercise.

Captain Pierce and the rest of the Attleboro Police Department, including Sgt. Scott Killough, and Sgt. Thomas Dion deserve a great deal of credit for a job well done. We all knew before the drill that it would be a tremendous challenge to get emergency vehicles in and out of the narrow access road. The Attleboro P.D. deserves an A+.

It was a pleasure meeting and working with your Fire Chief Ron Churchill, Captain Scott Jacques, and Captain Alan Murrant. Chief Churchill deserves special kudos for coordinating with his staff the monumental task of managing the mass casualty incident with the help of emergency responders from numerous surrounding communities.

One of the many positive things that happened on the 17th, was the huge amount of T.V. and print media coverage of the event. I would like to single out Patti McAlpine, who was largely responsible for this. Maybe you can loan Patti to us for future drills.

Finally, I would like to repeat what I told you at the East Junction. You and the Attleboro City Council should be very proud of your Police and Fire Department. As someone who has been involved in many similar exercises, I can honestly say that your public safety officials did a great job!

Sincerely,

Michael M. Foley, Jr.  
Safety Program Coordinator

cc: R.E. Hayden  
C.A. Gallo  
File



# **Massachusetts Bay Transportation Authority**

**Argeo Paul Cellucci**  
Governor

**Jane Swift**  
Lieutenant Governor

**Kevin J. Sullivan**  
Secretary & MBTA Chairman

**Robert H. Prince, Jr.**  
General Manager

## **M E M O R A N D U M**

**To: Safety Staff**

**From: Nancy M. Shea**

**Date: August 14, 2000**

**Subject: STAFF VOLUNTEERS FOR COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**

Continuing with the plan of conducting *Commuter Rail Emergency Response Exercises*, the Safety Department asks your help in the form of volunteer staff participation. As you know, the success of prior exercises was possible in large part because of your support and the enthusiasm of your staff who participated.

*The Commuter Rail Emergency Response Exercise is scheduled for Sunday, September 17, 2000, in ATTLEBORO, MA.* The drill is expected to start at 7:00 AM and end at 12:00 noon (specific details will follow).

I need volunteers for the following positions:

**Safety Monitors (4) 7:00 A.M.**

1. Sharkey, W.
2. Murphy, R.
3. Gray, A
4. Irvin, E

**Video Assistance (3) 6:30 A.M.**

1. Foster, H.
2. DeStefano, R
3. Hastings, T.

**Eye Witnesses (3) 7:00 A.M.**

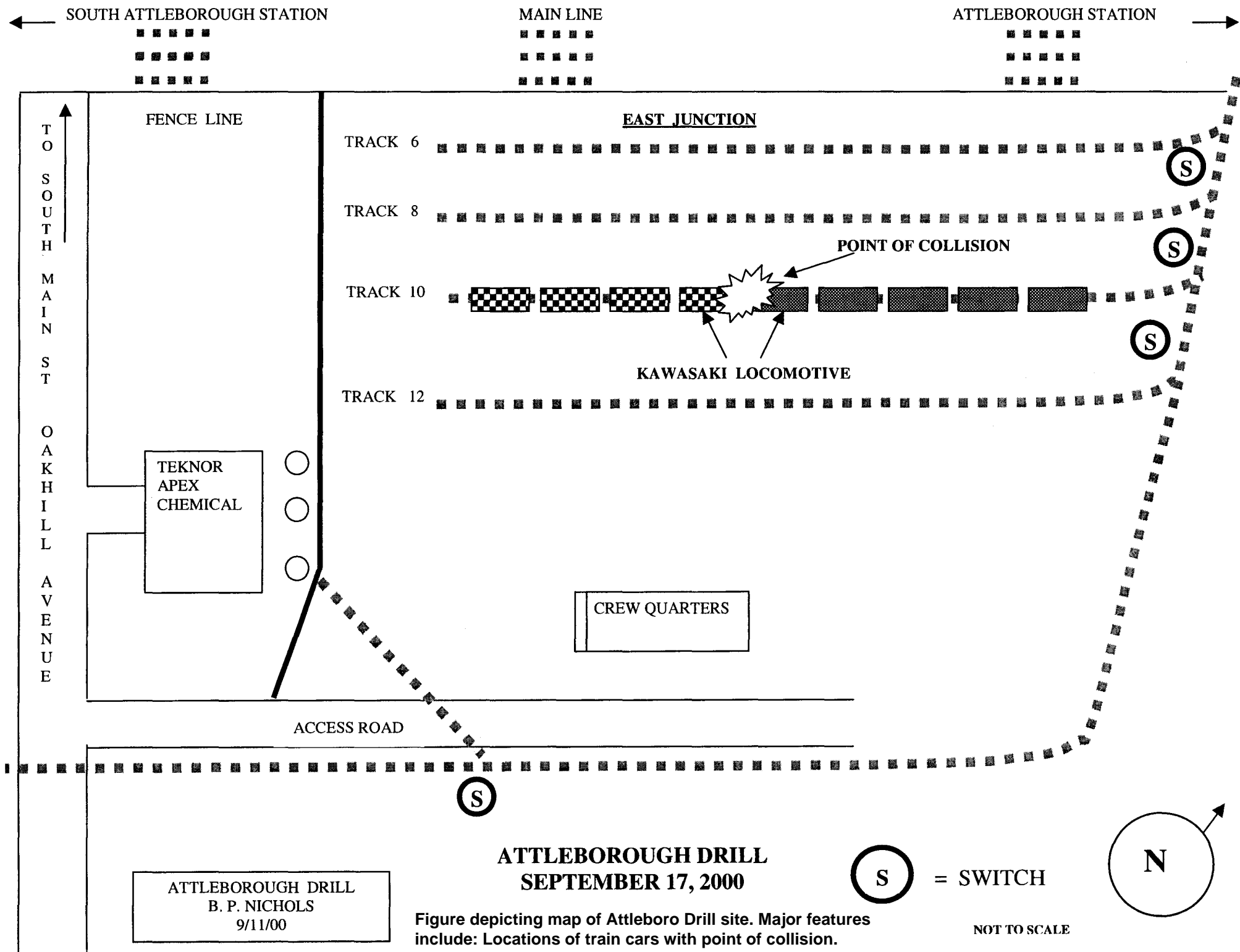
1. Gooding, N.
2. Perez, M
3. Nichols, B

Please let me know ASAP if you are willing to participate and in what position in this very important safety initiative.

I would like to thank you in advance for your support and participation.

**c c:** R. Hayden  
C. Gallo





## **Directions for the Attleboro Disaster Drill**

### **Boston / Points North to Oakhill Ave. Staging Area and East Junction**

RT 95 South to Exit 3A (RT 123 East- Attleboro). At second traffic signal, continue straight through intersection on Thacher St., go over RR Bridge and follow roadway to right. At end of Thacher St. make a right turn onto South Main Street (RT 152- South). Follow South Main St. 2.6 miles (crossing into Seekonk) and make a left turn onto Oakhill Avenue (Oakhill Mini Mart is at intersection). Stay on Oakhill Ave. for 1/2 mile, left on Clyde St. for staging area at Teknor Apex Company. East Junction access road is a left off of Oakhill Ave. adjacent to Clyde St. just prior to grade crossing. Total distance from Exit 3A to East Junction access road is 5.2 miles.

### **East Junction / Staging Area to Elk's Lodge**

Right turn onto Oakhill Ave. and make a right turn onto South Main St. (RT 152 - North). Follow So. Main St. for 9/10 mile and bear left just after Bearcourt Road. Entry to Elk's parking lot is the 1st left. Total distance from East Junction access road to Elk's Lodge is 1.5 miles.

### **Elk's Lodge to RT 96**

Left onto South Main St. (RT 152 - North) for 1.7 miles and make a left onto Thacher Street. Follow roadway to left over RR Bridge and continue to 1st traffic signal. Go straight through intersection (RT 123 - West), RT 95 interchange is 9/10 mile. Total distance from Elk's Lodge to RT 95 is 3.5 miles.

### **East Junction / Staging Area to Sturdy Hospital**

Right onto Oakhill Ave. and make a right onto South Main St. (RT 152 - North). After approximately 3.5 miles you will come to a traffic signal (the 1<sup>st</sup> you encounter) - make a right at this intersection onto Maple Street. Continue on Maple St. approximately 3/4 mile and make a left turn onto O'Neil Blvd (the Robbins Company is on the corner). Follow this 1/4- 1/2 mile and make a right onto Dunham St.. The hospital is on the left - the emergency department is closest to the next intersection (Tappan Ave.)

## **SAFETY DEPARTMENT STAFF**

### ***Brian Nichols: 911 Initial Call - 9:00 A.M.***

“Hello, Hello there has been a terrible train accident. Two trains crashed into each other, I can see smoke and fire. A lot of people must be hurt really bad. Send help. Please Hurry”!!

### ***Respond when asked by Dispatcher:***

“The location is at the East Junction in South Attleboro. My name is Brian Nichols. I’m a supervisor at the Teknor Apex Chemical Plant. I was making my rounds when it happened you have to get here right away. It’s awful”.

### ***Important Further Info:***

“I think this is important. I just realized something. Just before the crash I noticed a couple of guys working by the tracks. They were moving a pipe back and forth. Then they got into a dark van and took off. I don’t hear any sirens yet, please hurry”!

***You cannot offer any better description because it was far away - dark clothes, dark van.***

## **SAFETY DEPARTMENT STAFF**

***Marguerite Perez (Caller): 911 Initial Call***

***Nancy Gooding (Injured): Approximately 8:55 A.M.***

*Please send an ambulance right away. My friend Nancy just got hit by a van. I think she is hurt real bad. Please hurry!*

***After interrupted and asked for further information by the dispatcher:***

*"We are on Oakhill Avenue by the entrance to the Teknor Appex Chemical Plant. Nancy and I were out jogging when this crazy person came flying out from a road by the Railroad Crossing. It was a dark van. We tried to jump out of the way, but Nancy got hit. Please hurry, she is injured bad. I got the license plate number. It is ? It was heading towards South Main Street".*

***If asked for a description of occupants of van:***

*"It happened too fast. I can 't tell you anything about the occupants ".*



# AGENDA

# DRAFT

**6:00 A.M.**

- Two train consists with crew in place.
- Attleboro Police on site (Facilitation of vehicles & pedestrians).

**6:30 A.M.**

- Victims on site.
- Amtrak Safety and Operations on site.
- Key MBTA personnel on site.
- MBTA Police and Windstar on site.
- B.U. Videographers on site.
- Participants involved in police action on site.

**6:45 A.M.**

- Select victims - take train ride with videographer onto main line.
- Remainder of victims begin being moulaged either outside or on board 2<sup>nd</sup> train, depending on weather.
- Begin videotaping perpetrator tampering with switch, police chase, etc.

**7:15 A.M.**

- 1<sup>st</sup> train returns - victims proceed to moulage area.

**7:30 A.M.**

- Amtrak Operations begin setting up collision scene.
- MBTA and Amtrak safety monitors and police eyewitnesses on site.

**8:00 A.M.**

- Braintree heavy rescue truck reports to staging area.
- MBTA rehab bus reports to staging area.
- MBTA transportation bus reports to staging area.
- MBTA Police Department responds to staging area.

**8:30 A.M.**

- Final briefing on site.
- Placement of eye witnesses.

**8:45 A.M.**

- Victims placed onboard train per Attleboro Fire Department.
- Victims briefed.

**8:50 A.M.**

- Set fire/smoke at site.
- Set smoke on train.
- Videotape virgin scene.

**9:00 A.M.**

- Citizen calls 911 from cell phone to report collision, and begin drill.

**Video 1**

Spontaneous videotaping and photographing of arriving emergency responders, triage and extrication from train, treatment area, loading and transportation of victims, etc.

**Video 2**

Spontaneous video taping and photographing of arriving emergency responders, police accident investigation, police criminal investigation, post drill critique, etc.

**11:00 A.M.**

- Exercise ends.
- MBTA Bus transports victims from hospital to post drill critique site.

**11:30 A.M.**

- Post drill critique
- MBTA bus transports victims to their parked vehicles at the drill site.



# *Massachusetts Bay Transportation Authority*

*Argeo Paul Cellucci*  
Governor

*Jane Swift*  
Lieutenant Governor Secretary & MBTA Chairman

*Kevin J. Sullivan*

*Robert H. Prince, Jr.*  
General Manager

## **MEMORANDUM**

**TO:** Senior Managers

**FROM:** Robert E. Hayden  
Assistant General Manager for Safety

**DATE:** September 6, 2000

**SUBJECT: COMMUTER RAIL SIMULATED EMERGENCY RESPONSE EXERCISE -  
ATTLEBORO, MA SUNDAY, SEPTEMBER 17, 2000**

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A simulated emergency response exercise is scheduled to take place in Attleboro on Sunday, September 17, 2000, beginning at 9:00 A.M. This drill will take place at the Commuter Rail Yard in South Attleboro, known as the East Junction.

The objective of this exercise is to assist local emergency responders in evaluating their ability to effectively manage a mass casualty incident involving a Commuter Rail train. Also, the exercise affords both the MBTA and Amtrak the opportunity to assess the pre-exercise training which is provided to Attleboro and surrounding fire, police, and emergency medical service agencies.

The drill will simulate a head on collision between two Commuter Rail trains, resulting in a fire at point of impact which will be extinguished by the first fire department responders. The local Fire and EMS Departments will be given the opportunity to triage and extricate victims from the train, treat them on-site, and transport the victims to local hospitals. The MBTA and local police will conduct a complete accident investigation of the incident. Also, the MBTA Police will be afforded the opportunity to launch a full scale criminal investigation as a result of the scenario.

A list of participating MBTA Departments and outside agencies has been attached for your information.

If you or your staff members have any questions concerning this drill, please contact Mike Foley of the Safety Department at 222-5906.

### Attachment

c c: R.H. Prince, Jr.  
M. Oglesby  
M. Walsh  
L. Rogers  
C. A. Gallo  
File (H:\COMMON\Cindy00\Hayden\Memos\CRDRILL.doc)

**C. ATTLEBORO FIRE AND POLICE DEPARTMENT  
REPORTS, CRITIQUES, ETC.**



# ATTLEBORO POLICE DEPARTMENT

12 UNION STREET  
ATTLEBORO, MASSACHUSETTS 02703  
(508) 223-2222

Roland D. Sabourin, Jr.,  
Chief of Police

October 11, 2000

Mr. Michael M. Foley, Jr.  
Safety Program Coordinator  
MBTA Safety Department  
Building Two, 2<sup>nd</sup> Floor  
21 Arlington Avenue  
Charlestown, MA 02129

Dear Mr. Foley:

On Sunday September 17, 2000 the Attleboro Police Department participated in a full-scale emergency response exercise sponsored by the MBTA Safety Department. The emergency response exercise was conducted at the Commuter Rail's East Junction Train Yard located in Attleboro, MA. The exercise simulated the head-on collision of two commuter rail trains.

The exercise was conducted to assess the local police and fire department's ability to manage a mass casualty incident involving commuter trains that frequent the Attleboro area. The event also gave the police and fire department's an opportunity to test their emergency response plans in the event an actual incident was to occur.

Although the emergency response exercise was primarily conducted to test the response of the Attleboro Fire and EMS personnel's ability to handle a mass casualty incident, the exercise also involved the deliberate occurrence of a criminal/terrorist act, which caused the "mock disaster". As a result, members of the Attleboro Police Department were able to conduct a major criminal investigation as well as a comprehensive railroad accident investigation in the railroad environment. Another "twist" to the disaster drill was the fact that access to the train collision incident site was limited to a small access road. This posed a significant challenge to the first responding police units to be able to coordinate the arrival and departure of other emergency response vehicles from the disaster site.

The fact that members of the Attleboro Police Department have participated in various training programs related to the commuter rail system such as: Operation Lifesaver, the MBTA Police Department sponsored Comprehensive Railroad Accident Investigation Course, and our own in-house pre-exercise training sessions, contributed to the efficient police response to the incident.

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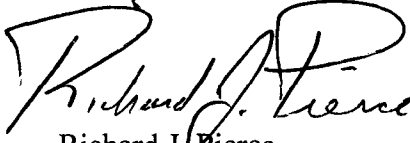


The Attleboro Police Department also enjoys a very good mutual aid working relationship with the MBTA Police Department as well as the MBTA Safety Department. These relationships contributed to the professional response and investigation of the terrorist incident as well as the railroad accident investigation.

Overall, I was extremely pleased with the response to the emergency response exercise by the members of the Attleboro Police Department. The first responding officers were confronted with several difficult tasks upon arrival at the disaster site which they were able to address and control in a professional and efficient manner until other public safety officials arrived. The exercise tested our capabilities of: a) responding to the incident with sufficient personnel, b) our ability to communicate with other police and fire departments, c) assist the fire and EMS units, d) control and coordinate the access to the site, and e) conduct the necessary investigations . . . all at the same time. As stated previously, I am extremely pleased with the response by the members of the Attleboro Police Department.

I would also like to commend the response of the Attleboro Fire Department, the MBTA Police Department, the MBTA Safety Department, and the other responding public safety departments, for a job well done. Exercises such as the one conducted at the East Junction site provide an invaluable training tool.

Very truly yours,



Richard J. Pierce  
Captain

**DISASTER DRILL . . . TRAIN vs TRAIN**  
**SEPTEMBER 17, 2000 ( SUNDAY ) 0900 HOURS**

**ON THE ABOVE DATE & TIME:** after several meetings and planing days the Attleboro Fire & Police Departments responded to pre- arranged disaster drill at the East Junction Rail Yard off of Oakhill Avenue. The Drill involved numerous agencies from surrounding Cities & Towns. The MBTA & Am-Trac were our host and also participated in the Drill.

Upon arrival at the scene the first arriving Engine ( E-5 ) reported to Headquarters the need for additional help in the form or EMS Personnel and transport units. The first alarm assignment to the scene included 2 Engines, 2 Rescues, 1 Ladder and Car 2 ( Platoon Commander ). Car 2 arrived and immediately requested a second alarm assignment and a request for mutual aid. In addition a staging area was established at the Technor Apex parking lot just out side the entrance to East Junction.

Arriving with the second alarm Car 1 ( Chief ) contacted Deputy Livesey. It was established that Deputy Livesey would continue as Operations Office and over see the actual work to be accomplished with the fires and rescue of the victims.

**THE FOLLOWING OPERATIONS WERE UNDERTAKEN:**

**OPERATIONS: NOTE . . . . FIRST ARRIVING UNITS IDENTIFIED THE DANGER ( ELECTRICAL WIRES AND ALL OPERATIONS WERE HALTED UNTIL SUCH TIME THIS DANGER HAD BEEN RENDERED SAFE.**

1. Several fire were extinguished through out the length of the trains. This was accomplished with two Engine Crews working off of water on board their respective units. These same crews helped to identify locations of some of the victims. To accomplish this tasks Operations Officer had to utilize a Suppression Team Supervisor that reported directly to his post.

2. Medical Triage was established with a Captain and Senior Paramedic on scene. They determined a priority for victim triage, treatment and transport. Staging of available Rescue Units was priority ranked through the Operations Officer to the Incident Commander.

3. Operations established a Safety Officer that reported to him and identified any and all areas of concern for the safety of the victims and the rescuers. The Safety Officer also assisted with removal of victims.

**OPERATIONS CONTINUED:**

4. It became a major task to treat victims, remove them and arrange transportation to an available Hospital. Operations used the Incident Commander to identify those Hospitals that were able to take victims. In addition the serious victims had to be identified and transport to a Trauma Center.

5. As the accident scene changed from fire suppression to complete rescue operations additional personnel could be transferred to victim identification, rescue and transport teams.

6. The Operations Officer maintained contact with the Incident Commander by means of a runner ( Police Officer from MBTA ). This system proved to be effective in that it did not require the use of radio communications. The distance was easily traveled by the runner and information was given in greater amounts then could have been accomplished by radio.

**INCIDENT COMMAND:**

**INCIDENT COMMAND:** was established after the second alarm had been struck by the Deputy Chief responding to the call. The Command Post was removed from the general working area of the crash but it was within a short distance of the Operations Officer. A runner was used to receive and pass on information to Operations. Radio contact was established with the Staging Officer and Fire Headquarters. The Command Post was shared with the Attleboro Police Senior Officer ( Captain Peirce ). This also lessened the radio communications required between the Police & Fire operating on the scene.

**Command had to solve several problems:**

1. Establish a Staging Area and Operational System of vehicle entry into the accident scene.
2. Maintain contact with Operations Officer and keep his requests for apparatus and personnel current.
3. Identify the available units to be transferred to the Operations Officer as needed by the Fire & Rescue Teams.
4. Coordinate with Police Authorities the use of roadways, parking areas and the entry and exit of emergency vehicles to and from the crash scene.
5. Contact Fire Headquarters to identify Hospitals available to receive victims.
6. Arrange for relief personnel to support or take over for on site rescuers.
7. Establish Trauma Stress Personnel to evaluate rescuers.

**command continued:**

8. Supply refreshments to on-site personnel.
9. Reduce apparatus and personnel as situation allowed. This was especially important to out of town units that would need to return to their respective communities as soon as possible.
10. Contact Operations, conclude rescue activities, release personnel and apparatus secure scene for investigators.

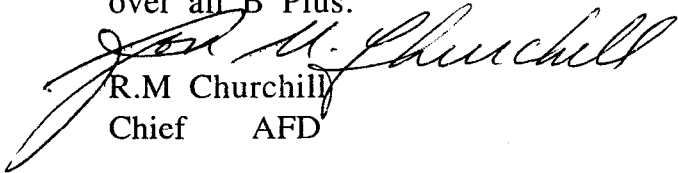
**OBSERVATIONS OF DRILL:**

1. Trains were arranged to represent a head-on collision. This arrangement was such that rescue personnel had to work through the trains as if a real incident had taken place.
2. The fires that were set in 55 gallon drums were effected by the wind and did not contribute to the reality of the scene as we had hoped. They did however require extinguishment and tied up crews for a period of time.
3. The MBTA & Am-Trac personnel were timely in their efforts to assist all rescue people on the scene. Their knowledge of the trains and components was valuable. This was especially true of the electrical circuitry used by the High Speed Trains.
4. Rescue triage, treatment and transport operations were initiated as soon as the train was safe to enter ( electrical wiring was rendered safe ).
5. Victims inside the train were removed through windows as well as by available doorways. Numerous rescue activities were undertaken at the same time. This process required coordination between the Operations Officer and his various Divisions Leaders and the Incident Commander.
6. Police and Fire Units were effective in bring the accident scene under control. This was particularly important in the transportation of victims out of the scene and replacement units arriving to work.
7. Radio communications was at times congested and required alternative solutions to some of the necessary information transferred. Runners and face to face contact between commanders was often used.
8. Several problems for placement of larger vehicles required extra effort by Police at the scene. The situation was resolved after a short time.

**Conclusion:** the Disaster Drill was a good test of our communications skills and ability to mobilize numerous departments. It offered the opportunity to evaluate our ability to deal with a large scale emergency. It required the Fire & Police Departments to work with other communities and outside agencies over a significant period of time.

**conclusion continued:**

As Fire Chief I was pleased at the way the Operations Officer ( Deputy Chief Livesey ) conducted the Fire & Rescue Activities. The Police Department under the supervision of Captain Pierce provide tremendous help in the movement and placement of rescue units and fire apparatus. The efforts of the MBTA, Am-Trac, Fire and Police from all the communities was a success. As with any situation we see events after the fact that may have been done differently. The Drill was conducted and produced some areas of concern. The major concern was communications. I would rate the performance of all concerned as a general over all B Plus.

  
R.M Churchill  
Chief AFD



## Main Identity

---

**From:** <Drusius@aol.com>  
**To:** <spiritwoman61@hotmail.com>  
**Sent:** Thursday, September 21, 2000 8:28  
**Subject:** For Mike Foley  
Patti,

Would you please save this and give a copy to Mike when you see him on Monday?

Hi Mike,

I didn't get a chance to fill out a comment sheet the other day so here are a few observations.

Overall I was very happy with the flow of the drill once it was underway. Our victims played their respective parts extremely well and I thought the make up was effective, though for video shots more blood could have been used on the clothes to give a longer term bleeding effect. I would recommend that future make up people keep a separate container of stage blood for distressing clothing just before the drill starts. I would make the effect more presentable from a distance. The worst case of this I noticed was Cory as the engineer with his nice clean white shirt coming down the ladder.

My only other concern is that there should be a "victims coordinator". This became a short-fall between Patti and myself but it could/should be a very important role. There needs to be someone solely in charge of victims' names: phone numbers, permission/waiver slips, e-mail addresses, etc. As it happened, nearly half the victims who showed up for the drill were people we have never seen before namely the two Boy Scout Troops.

The coordinator would also be responsible for head counts during the drill and who was transported to which hospital, as well as each person's position in the train. This would have eliminated the "Lost Boy" confusion we had. Also in case of a real "caboose" accident, the coordinator would have contact information for the injured party.

All these thoughts came into my head as I watched people being carried out of the train cars.

By the way, I hope the conductor (Chris Dunn I believe) received some sort of recognition from the T. He was one of the real heroes that day and was the only actual casualty I know of (even though he didn't say "caboose"). As a passenger, I would hope for a conductor like Chris should any emergency situation arise.

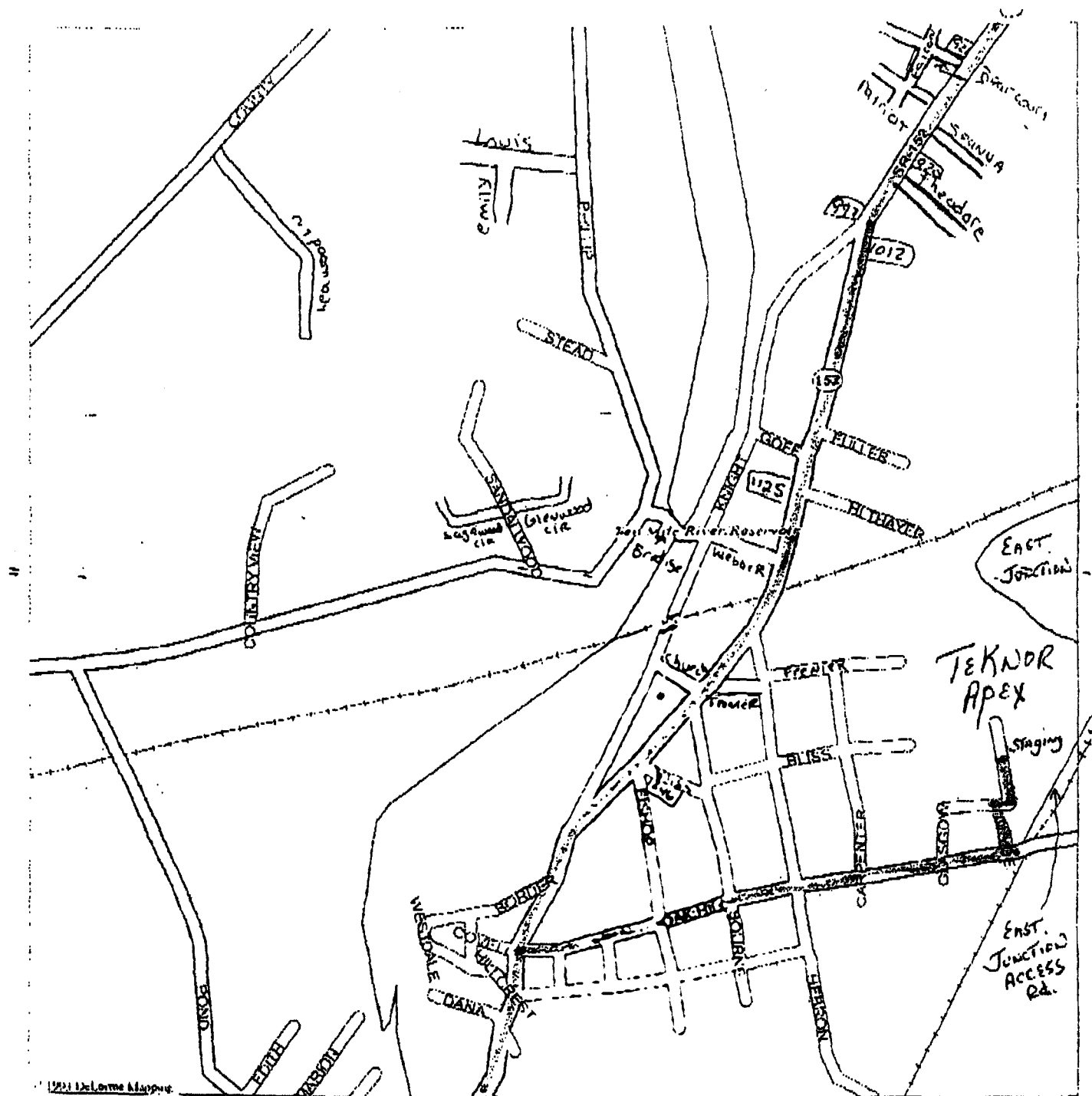
People are still talking about the drill around here and numerous emails have been flying.. I've tried to track down all involved so we can get in touch them for the ball caps and video showing next month (or whenever).

09/25/2000

On a personal note, Thank You for allowing me to be a part of this. Every once in a while in the theatre a show comes along with real magic in it and everything just clicks. This was one of those instances. I'm sure all the participants will have fond memories as well as the feeling that they participated in something important for the whole community.

Take care Mike. best of luck with the future drills!

Douglas C. Greene  
Attleboro Community Theatre



SEEKONK

## LEGEND

- |                      |               |
|----------------------|---------------|
| ○ State Route        | — State Route |
| • Town, Small City   | — Railroad    |
| Population Center    | — River       |
| Street, Road         | □ Open Water  |
| — Major Street/Road  |               |
| — Interstate Highway |               |

Scale 1:7,812 (at center)

500 Feet

200 Meters

Map 16.00

Sun Jul 09 20:51:23 1995

NOTES: \*PLEASE plan on your participating apparatus and personnel being at our staging area no later than 0830 hrs. on 9-17-00. We will contact your dispatcher via radio/phone to respond as if they are coming from their quarters. They will be delayed accordingly from staging. \* Staging is Teknor Apex parking lot off Clyde Rd. (see map)

Figure depicting faxed map of major roads leading to Drill staging area. Included is a handwritten note: "Please plan on your participating apparatus and personnel being at our staging area no later than 0830 hrs on 9-17-00. We will contact your dispatcher via radio/phone to respond as if they are coming from their quarters. They will be delayed accordingly from staging. Staging is Teknor Apex parking lot off Clyde Rd. (see map)"

Attleboro Fire Department  
1476 West Street  
South Attleboro, MA 02703  
August 5, 2000

Chief Ronald M. Churchill  
Attleboro Fire Department  
100 Union Street  
Attleboro, MA 02703

Dear Chief Churchill:

Thank you for confirming that your department will participate in our Amtrak Disaster Drill on the morning of September 17, 2000.

Amtrak's practice sessions on Saturday 9/9/00 will be scheduled as follows:

0800 hrs.	Canton FD---0 Stoughton FD--1 Sharon FD--0 Foxboro FD---1	1000 hrs.	Sockonk FD--? Rehoboth FD--20 East Providence FD Attleboro FD--?
0900 hrs.	Mansfield FD---0 Norton FD---3/5 Plainville FD--8 North Attleboro FD---1	1100hrs.	Providence FD--0 Pawtucket FD---? Valley Falls FD---0 Central Falls FD--4

The practice sessions conducted by Amtrak will acclimate your personnel with the safety/emergency procedures of their equipment (ie: emergency exits, glass, etc.). It is open to as many members of your department that wish to attend. It is not a prerequisite for personnel that will participate in the actual drill but is highly recommended. No shorts, sandals, or sneakers are to be worn for the exercise,

The personnel/equipment that will participate in the actual drill will be called when needed from the IC on scene through our central dispatch. The mutual aid call will be designated over the air as a "training drill." Instruct your personnel to use caution when responding.

I look forward to your participation. Please contact us with your response and/or questions. I'll need some type of a head count. South Attleboro Fire Station telephone number is 508-761-8055. Please give the information to the duty captain. South Station FAX is 508-399-6273. Headquarters Station FAX is 508-223-2201. Thank you for your time concerning this matter.

Respectfully,

J. Scott Jacques  
Training Officer

## AREA FIRE DEPARTMENTS

## Massachusetts

## CANTON FIRE DEPARTMENT

Chief James A. Fitzpatrick  
99 Revere Street  
Canton, MA 02021  
Business phone: 781-821-5095  
FAX: 781-821-0956

WILL NOT PARTICIPATE

## FOXBORO FIRE DEPARTMENT

Chief Hobart H. Boswell Jr.  
40 School Street  
Foxboro, MA 02035-2324  
Business phone: 508-543-1238  
FAX: 508-543-1233

Training Session: 1

Drill:

*Pump	No
*Rescue	Yes (2 men)
*Spec. Haz.	No
*Other	No

## MANSFIELD FIRE DEPARTMENT

Chief Edward A. Sliney Jr.  
10 Plymouth Street  
Mansfield, MA 02048-2033  
Business phone: 508-261-7493  
FAX: 508-261-9798

Training Session: 0

Drill:

*Pump	No
*Rescue	Yes (2 men)
*Spec. Haz.	No
*Other	No

## NORTH ATTLEBORO FIRE DEPARTMENT

Chief Robert Coleman  
P.O. Box 904  
50 Elm street  
North Attleboro, MA 02760  
Business phone: 508-699-0140  
FAX: 508-643-0296

Training Session: ?

Drill:

*Pump	No
*Rescue	Yes (2 men)
*Spec. Haz.	Yes (2 men)
*Other	No

## NORTON FIRE DEPARTMENT

Chief George F. Burgess  
70 East Main Street  
Norton, MA 02766  
Business phone: 508-285-0240  
FAX: 508-285-9633

Training Session: 3/5

Drill:

*Pump	No
*Rescue	Yes (2 men)
*Spec. Haz.	
*Other	No

## PLAINVILLE FIRE DEPARTMENT

Chief Edwin H. Harrop St.  
P.O. Box 1777  
157 South Street  
Plainville, MA 02762  
Business phone: 508-695-5252  
FAX: 508-643-0227

Training Session: 8

Drill:

*Pump	Yes (2/3 men)
*Rescue	Yes (2 men)
*Spec. Haz	No
*Other	No



REHOBOTH FIRE DEPARTMENT  
Chief Robert F. Pray  
334 Anawan Street  
Rehoboth, MA 02769  
Business phone: 508-252-3725  
FAX: 508-252-4018

Training Session: 20

Drill:

*Pump	Yes (5/6 man)
*Rescue	Yes (2/3 men)
*Spec. Haz	Yes (4/6 men)
*Other	No

SEEKONK FIRE DEPARTMENT  
Chief David Viera  
211 Newman Avenue  
Seekonk, MA 02771  
Business phone: 508-336-8510  
FAX: 508-336-5703

Training Session: ?

Drill:

*Pump	Yes (2/9 men)
*Rescue	Yes (2) (2/2)
*Spec. Haz.	No
*Other	No

SHARON FIRE DEPARTMENT  
Chief Dennis Mann  
92 South Main Street  
Sharon, MA 02067  
Business phone: 781-784-1522  
FAX: 781-784-1522

Training Session: 0

Drill:

*Pump	No
*Rescue	No
*Spec. Haz.	No
*Other	1/3 observers

STOUGHTON FIRE DEPARTMENT  
Chief William Stipp  
30 Freeman Street  
Stoughton, MA 02072  
Business phone: 781-344-3170  
FAX: 781-3413927

Training Session: 1

Drill:

*Pump	No
*Rescue	Yes (2 men)
*Spec. Haz.	No
*Other	No

Rhode Island

CENTRAL FALLS FIRE DEPARTMENT  
Chief Rene Coutu  
150 Illinois Street  
Central Falls, RI 02863  
Business phone: 401-727-7446  
FAX: 401-727-7449

Training Session: 4

Drill:

*Pump	
*Rescue	
*Spec. Haz.	
*Other	

PAWTUCKET FIRE DEPARTMENT  
Chief James T. Condon  
155 Roosevelt Avenue  
Pawtucket, RI 02860  
Business phone: 401-725-1422 or 401-725-1423  
FAX: 401-727-2360

Training Session: ?

Drill:

*Pump	No
*Rescue	Yes (2 men)
*Spec. Haz.	No
*Other	No

EAST PROVIDENCE FIRE DEPARTMENT Training Session: 2  
 Chief Gerald Bessello Drill;  
 913 Broadway \*Pump No  
 East Providence, RI 02914 \*Rescue No  
 Business phone: 401-435-7600 \*Spec. Haz. No  
 FAX: 401-435-5166 \*Other No

PROVIDENCE FIRE DEPARTMENT  
 Chief James Rattigan  
 209 Fountain Street  
 Providence, RI 02903  
 Business phone: 401-421-1293  
 FAX: 401-274-8508

WILL NOT PARTICIPATE

VALLEY FALLS FIRE DEPARTMENT  
 Chief Ernest Ciminio  
 555 High Street  
 Cumberland, RI 02864  
 Business phone: 401-722-5992  
 FAX: 401-724-9808

WILL NOT PARTICIPATE

ATTLEBORO FIRE DEPARTMENT  
 Chief Ronald M. Churchill  
 100 Union Street  
 Attleboro, MA 02703  
 Business phone: 508-222-2325  
 FAX: 508-399-6273

Training Session; ?  
 Drill:

\*Pump (2) Yes (4/6 men)  
 \*Rescue (2) Yes (4 men)  
 \*Spec. Haz. No  
 \*Other No

DRILL STATS:	Rescues	Pumps	Spec. Haz.	Other	Notes
ATTLEBORO	2 (2/2)	2 (2/2)	0	0	508-222-2323
North Attleboro	1 (2)	0	1 (2)	0	Radio 918
Seekonk	2 (2/2)	1 (2-9)	0	0	Radio 606
Rehoboth	1 (2-3)	1 (S-G)	1 (4/6)	0	Radio 443
Pawtucket	1 (2)	0	0	0	Inter City
Norton	1 (2)	0	0	0	Radio 372
Plainville	1 (2)	1 (2-3)	0	0	508-699-2311
Central Falls	1 (2)	OR 0	1 (2)	0	Inter City
East Providence	0	0	0	0	Inter City
Mansfield	1 (2)	0	0	0	508-261-7320
Foxboro	1	0	0	0	508-543-1232
Sharon	0			?	781-784-2121
Stoughton	1 (2)	0	8	0	781-344-3131

## TRAINING/AFD

Captain J. Scott Jacques

Training Officer

September 8, 2000

Re: Dispatchers/Amtrak Disaster Drill

\*Participating departments are listed somewhat according to their response times. When calling for equipment please use the same procedure as if it were an actual call. Contact will be made via phone or radio depending on the department location. Please record all times etc. (refer to list). Also note that you can call for equipment from departments that are not participating---- they will simply state that they have no rescue available (East Providence, Sharon). Ascertain ALS availability upon request.

\*Participating departments will already have their apparatus in a holding area by 0830hrs. Their response to the scene will be delayed in the holding area per their estimated normal response time from their quarters.

\*The IC/first arriving will still have to run the scene from scratch:

\*second alarm

\*additional companies

\*triage

\*staging

\*coverage

\*etc.

The IC can have additional responding apparatus report directly to the scene prior to establishing a staging area.

\*Our dispatcher will have to scramble and begin filling requests etc., using delays as they would normally occur for call back etc. (ie; FA Higgenbotham about 15 minutes response time from home).

## USE ALL PARTICIPATION MANPOWER/EQUIPMENT

DRILLSTATS:	Rescues	Pumps	Spec	Haz	Other	Notes
ATTLEBORO	2 (2/2)	2 (2/2)	0		0	508-222-2323
North Attleboro	1 (2)	0	1 (2)		0	Radio 918
Seekonk	2 (2/2)	1 (2-9)	0		0	Radio 606
Rehoboth	1 (2-3)	1 (5-6)	1 (4-6)			Radio 443
Pawtucket	1 (2)	0			0	Inter City
Norton	1 (2)	0	8		0	Radio 372
Plainville	1 (2)	1 (2-3)	0		0	508-699-2311
Central Falls	1 (2)	0	0		0	Inter City
East Providence	0	0	0		0	Inter City
Mansfield	1 (2)	0	0		0	508-261-7320
Foxboro	1 (2)	0	0		0	508-543-1232
Sharon	0	0	0		0	781-784-2121
Stoughton	1 (2)	0	0		0	781-344-3131

TRAINING/AFD  
Captain 3, Scott Jacques  
Training Officer  
September 8, 2000

Re: Positions Required/Amtrak Disaster Drill

- \*Holding area release person prior to creation of staging (delays responses).

- \*Safety Officer

- \*IC (assistant??)

- \*Operations Officer

- \*EMS/Triage

- \*Police Liaison/Access Road Coordinator

- \*Staging Officer

- \*Public Relations/Press Coordinator

- \*Observers

- \*Fire Alarm Assistance Call Back

- \*Logistics officer??

NOTES:

## **D. PRESS RELEASES - MEDIA COVERAGE**

## **MBTA/AMTRAK DISASTER DRILL**



**ON SUNDAY SEPTEMBER 17  
MBTA & AMTRAK WILL CONDUCT  
A DISASTER DRILL AT EAST JUNCTION  
BEGINNING AT 6:30 A.M.**

**FIRE ENGINES, AMBULANCES AND  
PATROL CARS WILL UTILIZE OAK HILL AVE  
THE STAGING AREA WILL BE AT  
EAST JUNCTION NEAR TEKNOR APEX.**

**YOUR COOPERATION WILL BE  
GREATLY APPRECIATED.**

**REMEMBER THIS IS ONLY A DRILL  
RESIDENTS ONLY WILL BE ALLOWED INTO  
AREA**



**COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**  
**SEPTEMBER 17, 2000**  
**FACT SHEET**

**PURPOSE:** To evaluate the ability of local emergency responders to manage a mass casualty incident involving a Commuter Rail train.

**EXERCISE SITE:** Commuter Rail's East Junction Yard in Attleboro off Oak Hill Avenue.

**EXERCISE PREPARATION:** Preparation for the Emergency Response Exercise began in early June, 2000 at a preliminary meeting with Chief Ron Churchill of the Attleboro Fire Department.

**SCENARIO:** The Emergency Response Exercise will simulate a head on collision between two MBTA Commuter Rail trains, resulting in a fire at the point of impact. Twenty-five (25) to Thirty (30) injured, moulaged passengers will be positioned throughout the train with injuries of varying degrees of seriousness. The cause of the collision will be the result of a terrorist act committed by an unknown group.

**PARTICIPANTS:** MBTA Safety, Police, Railroad Operations, Special Operations, Press Relations, and Bus Operations. Amtrak, Attleboro Police, Fire and Emergency Management, City Councilors George Ross and Walter Thibodeau, Attleboro Community Theatre performers, Attleboro Boy Scout Troop #35, Sturdy Memorial Hospital, Mansfield, North Attleboro, Norton, Plainville, Rehoboth, Seekonk, Stoughton, Pawtucket and Central Falls Fire Departments, AT&T Broadband, and Boston University.

**MEDIA STAGING AREA:** Teknor Apex Parking Lot off Oak Hill Avenue

**TELEVISION MEDIA CONTACT:**

Tom Smith, AT&T Broadband  
Phone: (508) 208-5555 (cell), (617) 244-4880 ext. 1379 (w)

**PRINT MEDIA CONTACT:**

Patricia McAlpine, Attleboro Emergency Management Agency  
Phone: (508) 846-3143 (cell), (508) 223-2244 (w), and (508) 222-2697 (h)

## Solicitor sides with Feehan on parking lot question

BY GEORGE W. RHODES  
SUN CHRONICLE STAFF

**ATTLEBORO** - If officials at Bishop Feehan High School wants to open their parking lot to Harvard Street they have a legal right to do it, according to an opinion from City Solicitor John Lee.

Lee rendered the opinion at the request of the council's Transportation and Traffic Committee.

He also noted that if Harvard Street needs any improvements because of increased traffic, the city will have to pay for it.

The parking lot abuts Harvard Street, but the school has chosen not to create an access to the street for decades.

Bishop Feehan has proposed installing a gate in the lot that would allow access to Harvard Street and would be open for 30 minutes in the morning and 30 minutes in the afternoon to relieve traffic congestion at the school's other entrances.

Neighbors oppose the move claiming that the extra cars traveling down the dead end road would create a hazard for residents.

### Church land sale OK'd

The city council voted to sell a 4.8-acre piece of land-locked city property to Good News Bible Chapel and the Diocese of Fall River for \$20,000.

The triangular piece of land is bounded by the church on one side, St. John Cemetery on another and Interstate 95 on the third.

Good News and the Diocese worked out a deal to divide the

### COUNCIL NOTEBOOK

property.

The church, which is located on West Street, hopes to build a parking lot and a recreation area on its share. The diocese intends to use its portion for long term future needs of the cemetery.

### Center to add parking

City Councilor Walter Thibodeau, Chairman of the Transportation and Traffic Committee, announced that a satellite parking area and shuttle bus service will soon be up and running for Larson Senior Center.

The parking area will be located at the corner of Cliff Street and Riverbank Road. Shuttle service will be provided free by GATRA. Thibodeau worked with Mayor Judith Robbins, mayoral assistant John Sanguinet, Senior Center Director Sally Knox and GATRA Director Frank Gay to establish the service which will start in about two weeks.

Seniors have complained for years that the parking lot next to the center on South Main Street is inadequate.

### Disaster drill scheduled

A train disaster drill will be conducted at East Junction by the Massachusetts Bay Transportation Authority and Amtrak on Sept. 17 at 6:30 a.m.

Fire Chief Ron Churchill and Police Chief Roland Sabourin along with MBTA safety officer Mike Foley and Amtrak safety officer Randy Gould will conduct the drill.



# Warning: Sept. 17 train wreck in Attleboro will only be a drill

## Site near Teknor Apex to be staging area

**ATTLEBORO** - In 10 days, area emergency crews will apparently be battling a devastating train accident in Attleboro, but it will only seem like an accident.

Emergency crews will be conducting the drill at 9 a.m. Sunday, Sept. 17. The exercise will be carried out by the Massachusetts Bay Transportation Authority and Amtrak, which will stage the simulated disaster drill in cooperation with the fire, police and emergency management departments from Attleboro and surrounding communities.

The drill will come as Amtrak prepares to send the high-speed 150-mph Acela Boston-New York trains through the area, now predicted to begin sometime in the fall.

The purpose of the exercise will be to evaluate the ability of local emergency crews to manage a mass casualty incident involving a commuter rail train.

The exercise will also give the MBTA and Amtrak the opportunity to assess the pre-exercise training. The drill will simulate a head-on collision between two MBTA

rail trains, resulting in a fire at the point of impact.

Twenty-five to 30 "injured" passengers, actually volunteers with the Attleboro Community Theater, will be put on the train with injuries of varying degrees of seriousness. The staging location for the drill will be at East Junction off Oak Hill Avenue, just behind Teknor Apex.

Roads will be closed at 8 a.m. and only local residential traffic will be permitted in the area. Residents should also anticipate fire trucks, ambulances and patrol cars using Oak Hill Avenue to the staging area.

*Sun Chronicle 9/7/2000*

THE-PROVIDENCE JOURNAL

## Rail disaster, drill slated for Attleboro

The MBTA and Amtrak will hold a disaster drill in Attleboro on Sunday, Sept. 17, beginning at 9 a.m., that will feature police, fire and emergency management, departments from Attleboro and surrounding cities and towns, including nearby Rhode Island communities.

Roads will be closed beginning at 8 a.m. in the staging area at East Junction off Oak Hill Avenue, just behind Teknor Apex. Only local resident traffic will be permitted in the area.

### LOCAL WRAP

The drill will simulate a head-on collision between two MBTA rail trains, and the resulting fire. Twenty-five to 30 "injured" passengers will be positioned throughout the train with injuries of varying degrees of seriousness.

Members of the Attleboro Community Theater will play the injured players.

The MBTA said the exercise will evaluate the ability of local emergency management teams to manage a mass-casualty incident. Also, the drill will enable MBTA and Amtrak the opportunity to assess the pre-exercise training.

"With high speed trains expected to pass through this area in the near future, this drill is very important to ensure the safety of the public" The MBTA said.

- Staff report

# Police get their man as part of train drill

## Chase of 'suspects' prelude to main event

ATTLEBORO - The bad guys were captured Monday morning in the vicinity of the water towers on Ides Hill during a staged exercise.

Police Capt. Richard Pierce said the chase was part of a drill, which will be conducted Sunday in conjunction with the Massachusetts Bay Transportation Authority. On Monday, the filming occurred of four men who "tampered" with the tracks in East Junction as the prelude to Sunday's mock accident drill, Pierce said.

After the tampering, the four - all MBTA police officers - fled from the scene in a motor vehicle, Pierce said. City police later spotted a vehicle matching the description, gave chase and the suspects bailed out in the wooded area of the water towers.

Assisting with the mock capture of the bad guys were MBTA police and an MBTA K-9 unit.

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## > DRILL: Sunday event planned

FROM PAGE 9

The staged chase occurred between 10 and 11 a.m.

Pierce said a resident of the area, Tom Smith of AT&T Broadband, was to notify residents that the chase was going to take place. The cable company, formerly known as Media One filmed the event.

On Sunday, emergency crews will be conducting an extensive drill, starting at 9 a.m.

The staging location for the drill will be at East Junction off Oak Hill Avenue, just behind Teknor Apex.

Roads will be closed at 8 a.m. and only local residential traffic will be permitted in the area. Residents should also anticipate fire trucks, ambulances and patrol cars using Oak Hill Avenue to the staging area.

The exercise will be carried out by the Massachusetts Bay Transportation Authority and Amtrak, which will stage the simulated dis-

aster drill in cooperation with the fire, police and emergency management departments from Attleboro and nearby communities.

The drill will come as Amtrak prepares to send the high-speed 150-mph Acela Boston-New York trains through the area, now predicted to begin sometime in the fall.

The purpose of the exercise will be to evaluate the ability of local emergency crews to manage a mass casualty incident involving a commuter rail train.

The exercise will also give the MBTA and Amtrak the opportunity to assess the pre-exercise training. The drill will simulate a head-on collision between two MBTA rail trains, resulting in a fire at the point of impact.

Twenty-five to 30 "injured" passengers, actually volunteers with the Attleboro Community Theater, will be put on the train with injuries of varying degrees of seriousness.

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SEE DRILL, PAGE 11 >

**MY BACKYARD**  
**SOUTH ATTLEBORO WEEKLY**

## **MBTA/AMTRAK Plans Commuter Rail Emergency Response Exercise In Attleboro**

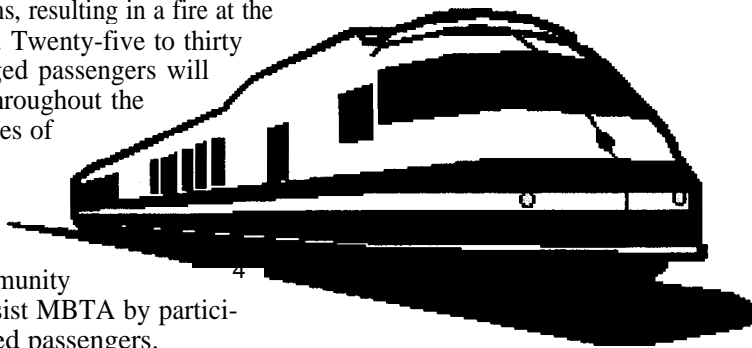
MBTA and AMTRAK will conduct a disaster drill in Attleboro on Sunday, September 17th beginning at 9 a.m. the drill is being conducted in cooperation with Attleboro Fire, Police and Emergency Management Departments of the City of Attleboro and will include police and fire departments from surrounding towns in MA and RI.

The staging location for the drill will be at East Junction off of Oak Hill Avenue just behind Teknor Apex. Roads will be closed beginning at 8 a.m. Only local resident traffic will be permitted in the area; and residents should anticipate area fire trucks, ambulances, and patrol cars utilizing Oak Hill Avenue to access the staging area.

The purpose of the exercise is to evaluate the ability of local emergency responders to manage a mass casualty incident involving a commuter rail train. Also, the exercise enables the MBTA and Amtrak the opportunity to assess the pre-exercise training.

With high-speed trains expected to pass through this area in the near future, this drill is very important to ensure the safety of the public. MBTA, AMTRAK, and the city departments ask for your cooperation for the success of this drill and keep in mind that this is only a drill.

The Emergency Response Exercise will simulate a head-on collision between two MBTA Rail trains, resulting in a fire at the point of impact. Twenty-five to thirty injured, moulaged passengers will be positioned throughout the train with injuries of varying degrees of seriousness. Members of Attleboro Community Theatre will assist MBTA by participating as injured passengers.



# Dress rehearsal for disaster

*Public-safety personnel, volunteers stage massive mock train accident in Attleboro*



Above, firefighters evacuate a victim from the mock train wreck. At left, public-safety officials tend to various duties at the accident scene. (Note at right actor Kibbiy Leavitt, in handcuffs for having obstructed rescue operations.) Below, a child on a gurney awaits medical attention.

JOE ANGELL/For The Times



By ERIC DICKERVITZ

For The Times

ATTLEBORO - In an act of terrorism, a southbound MBTA commuter rail train was diverted onto a northbound track where an eight-car train, carrying approximately 30 passengers, was traveling.

Rescue crews from 14 communities were summoned to the commuter rail's east junc-

tion yard, off Oak Hill Avenue, where the trains "collided."

That was the staged scenario devised as a drill for emergency personnel Sunday. The collision and subsequent injuries were not real, but the response from participating police, fire, and rescue crews was.

As early as 4 a.m., make-up artists using moulage began bloodying up actors from the

Attleboro Community Theatre, members of Boy Scout Troop 35, and other volunteers who added the realistic human element to the disaster.

The "injured" then boarded the double-decker rail cars and awaited the "crash."

Upon word from Michael Foley, a safety official with the Mass Bay Transit Authority, firefighters ignited four con-

tainers of diesel fuel at the east junction yard.

Billowing black smoke spread over the scene as a "witness" placed a 9-1-1 call from the nearby Teknor-Apex facility to report the collision.

The drill was orchestrated by the MBTA with participation from Amtrak, Attleboro police, fire and emergency management and city officials.

See WRECK, page A10

# WRECK: Drill

Emergency personnel from surrounding communities, who would be called upon in the event of an actual emergency, also took part in the drill.

The "hands-on" exercise is conducted twice a year at various locations along the Providence-to-Boston rail system, according to Foley, "in order to give safety officers the best training possible for an incident that may occur."

Prior to the mock 9-1-1 call, emergency personnel gathered at the staging area in the Teknor-Apex parking lot, unaware of the nature of the incident they would be called to.

In an actual situation, these "mutual aid" apparatus would be dispatched from their home stations.

First to respond to the disaster, MBTA repair crews secured a "live" electric line broken in the collision, while Attleboro police awaited with first-aid gear to attend to the victims.

As would be expected in an actual incident, a hectic and chaotic scene was recreated by the actors who shouted for help and faster response.

With sirens blaring, more fire and rescue personnel arrived to set up triage areas and transport victims to Sturdy Memorial Hospital.

MBTA investigators were on the scene to interview "eye-witnesses," one of whom was found on the side of the road, apparently struck by the terrorists as their vehicle sped away from the scene.

Kibbiy Leavitt, an actor with the Attleboro Community Theatre, was dressed as a businessman on the doomed train.

As one of the "walking wounded" in the makeshift triage area, Leavitt moved to reenter

the train in search of his briefcase.

Becoming belligerent when asked by police not to go near the wreck, police subdued Leavitt and handcuffed him.

A film crew captured the exercise on tape to critique the procedures and actions taken by those who responded.

Mayor Judith Robbins and City Council members Walter Thibodeau and George Ross watched from the sidelines.

City officials were quick to suggest the east junction yard when the training drill was being planned in June.

Robbins and Thibodeau saw the mock exercise as a chance to enhance the preparedness of city public-safety personnel.

Thibodeau commented that although fences and retaining walls can ward off some potential hazards, training in an actual situation can only help emergency crews should the need arise.

While men and women in uniform boarded the wreckage searching for victims, rescue personnel from Pawtucket were called in to treat and transport injured from the scene.

Fire Lt. John Gregoire and Firefighter Keith Wildenhain treated mock injuries as well as an actual one.

While helping passengers off the train, the conductor cut himself. Rather than letting the real blood go to waste, he rubbed the injury onto the moulaged gash on his head before seeking treatment from the Pawtucket team.

It's planned that the video from the training exercise will be edited and produced to be used as a training tool for emergency personnel across the country.



ATTLEBORO SUN CHRONICLE - SEPTEMBER 18, 2000

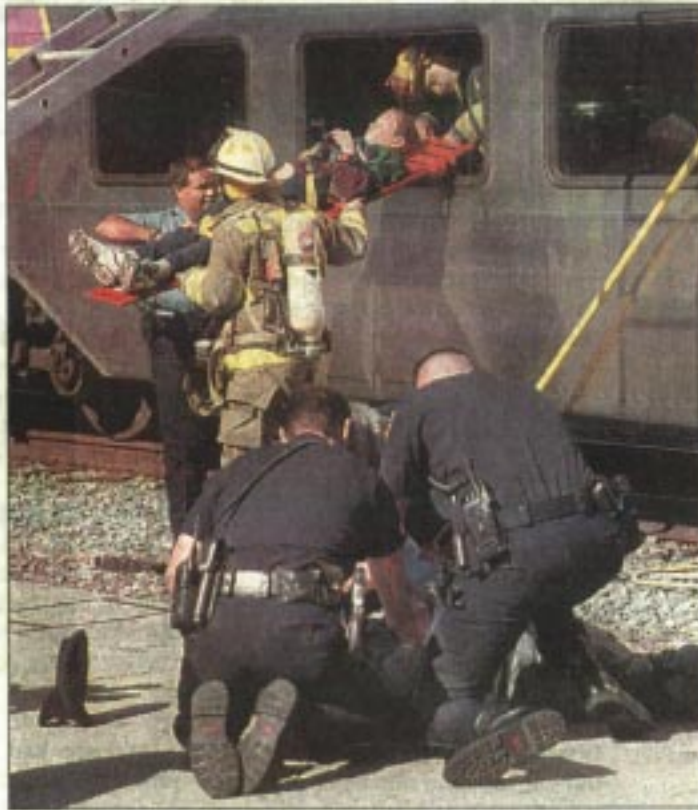
# What if? Staging a rail disaster





MARK STOCKWELL THE SUN CHRONICLE

Attleboro police officer Alex Aponte, left, assists mock victim Michelle Langevin as conductor Chris Dunn helps a woman during drill Sunday.



MARK STOCKWELL/ THE SUN CHRONICLE

## Rescue and restraint

While rescue workers remove an actor Playing a train wreck victim from an MBTA train during Sunday's drill in Attleboro, T Police show how to Subdue and handcuff actor Kibbey Levitt of Norton, who was Pretending to be a distraught businessman trying to re-enter the train to look for his briefcase.

# City emergency drill preps police, fire for train wreck

BY RICK FOSTER  
SUN CHRONICLE STAFF

ATTLEBORO-- They were told that terrorists, tampering with a railway switch, caused two commuter trains to collide Sunday, killing at least three passengers, injuring 30 and prompting a massive response by regional emergency rescue personnel.

But the terrorists were disguised railroad workers, the passengers actors and the police and firefighters participants in an emergency response drill sponsored by the MBTA. The mock disaster involved dozens of police, fire and medical teams from throughout southeastern Massachusetts and Rhode Island.

"The reason we're doing this is to give local fire and police departments the best training possible to handle any emergency that might occur along our tracks," said MBTA safety official Mike Foley, who coordinated the exercise. The T holds two major train-related disaster drills annually to test emergency response.

As many as 14 fire departments were invited to participate in the exercise, which attracted fire apparatus and ambulance crews from Pawtucket to Braintree.

Preparations for the massive operation

## Actors take center stage

CORY GREEN, a 28-year-old actor, knew that Sunday's train wreck wasn't real. But, "after a while, listening to the people crying, the screaming and the sirens get to you ... it was hard not to be moved to tears." A LOOK AT the local actors who took part in the drill, along with more photographs appears on PAGE 8

began before dawn as actors assigned to play the roles of injured passengers arrived at the Attleboro Community Theater on Union Street. There, makeup artists applied latex wounds and fake blood to make them resemble accident victims.

MBTA and local police and fire officials staged the drill at the East Junction railroad yard in Hebronnville, where two commuter rail trains were parked end-to-end to simulate a collision. Diesel fuel contained in metal drums was ignited to give the impression of a smoldering wreck.

SEE DRILL, PAGE 2 >



## > DRILL: MBTA stages train wreck Sunday on city rails

FROM PAGE 1

During the two-hour drill, rescuers searched for survivors, stabilized injuries and evacuated victims from double-decker commuter cars and from the cab of a locomotive engine. Those hurt were taken to Sturdy Memorial Hospital where doctors and nurses evaluated the cases, treated the most seriously injured first, and ordered others transferred to Boston hospitals.

The exercise was monitored by Mayor Judith Robbins and city Councilors George Ross and Walter Thibodeau, and was filmed by cable TV crews from AT&T Broadband for a future documentary.

"From a standpoint of preparedness I think this is very valuable," said Robbins, watching near a railroad siding. "Practice is the best kind of preparation for any disaster, and that's what we had today."

Thibodeau said it is more important than ever that rescuers be fully versed in dealing with railroad accidents because of Amtrak's new Acela high speed trains, which are scheduled to begin service this fall through Attleboro, Mansfield and Foxboro at up to 150 mph.

The drill kicked off at about 9 a.m. when an MBTA employee posing as a worker at the nearby Teknor Apex chemical plant alerted police to a head-on crash between two trains and reported that four suspicious men had been seen tampering with the switch. Soon after, police, fire apparatus and rescue crews began arriving and removing victims from the train.

The exercise was completed by about 11 a.m. and was capped by a luncheon and debriefing for passengers and rescuers at the Elks hall.

Fire Chief Ronald Churchill "said the drill went well, despite

some minor communications problems and a lack of room for fire apparatus to maneuver inside the fenced rail yard.

"This gives us a chance to see what we can do," he said. "It's the best way we have to prepare for a real emergency."

Police Capt. Richard Pierce said plans for the exercise were laid during the summer, when the MBTA and local officials worked out a scenario to test local departments' readiness.

According to the script, Pierce said, terrorists triggered the accident by cutting a lock on a switch and throwing a lever causing the southbound train to veer off the main track. The train, empty except for the engineer, then slammed into the front of a northbound train loaded with passengers.

Three passengers were confirmed dead at the scene, according to the script.

Foley said three days of training for police and fire personnel in dealing with train wrecks preceded Sunday's drill. Attleboro police pursued and captured the suspected terrorists, actually costumed MBTA police, in a separate simulation last week.

Sunday's operation was carried out with the cooperation of Amtrak, which operates intercity trains between Providence and Boston.

"Both police and fire personnel did a terrific job today," said Foley, who said Sunday's drill included some new wrinkles, including rescuing passengers through the upper level windows of a double-decker passenger coach. "We've never given them a challenge like this before and they did very well with it."

RICK FOSTER can be reached at 508236-0372 or via e-mail at rfooster@thesunchronicle.com

BY RICK FOSTER  
SUN CHRONICLE STAFF

**ATTLEBORO** - For Cory Green, it was the perfect beginning to an awful day.

Green, a 28 year-old actor, awoke before 4 a.m. Sunday to be made up as the badly injured engineer of a passenger train involved in a head-on collision. He and about three dozen other actors, high school students and Boy Scouts waited patiently while Attleboro community Theater makeup artists Doug Greene and Tammy England applied latex wounds, pancake and fake blood to their faces and limbs.

"Cool," said Green, who emerged with a fearsome array of cuts and bruises. "I look like the

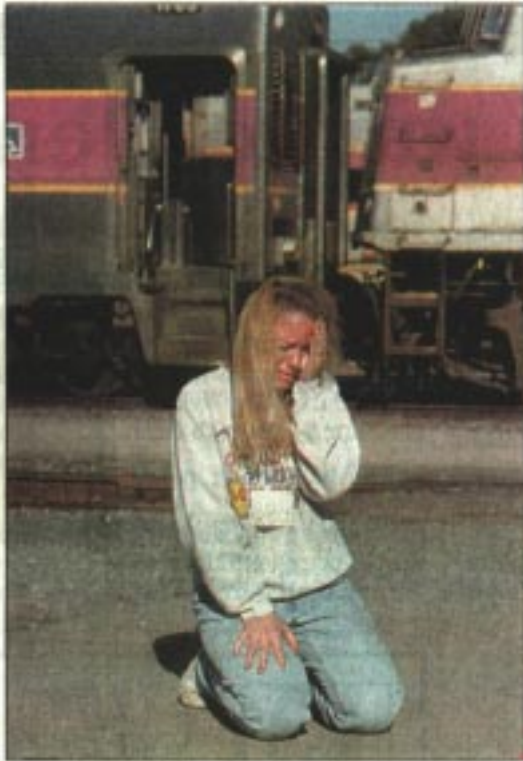
### STAFF PHOTOS BY MARK STOCKWELL

loser in a knife fight."

Hours later, the Pawtucket resident slumped inside the cab of a giant MBTA diesel engine as he and other "victims" awaited rescue by police and fire rescue personnel. Green, playing an engineer with critical head and back injuries, was gingerly placed on a litter and lowered down a ladder leaned against the cab by firefighters. "It was terrible," said Green, a member of the improvisational theater group Speed of Thought Players. "After a while, listening to the people crying, the screaming and the sirens get to you. The atmosphere was so emotionally charged it was hard not to be moved to tears."

Green was taken by ambulance to Sturdy Memorial Hospital, where he was evaluated, X-rayed and eventually marked for helicopter evacuation to a Boston hospital.

The Sun Chronicle, Attleboro - N. Attleboro, Mass. • Monday, September 18, 2000



# It's only a rail. exercise

Michelle Langevin of Attleboro holds gauze to a wound during a mock train wreck in Attleboro on Sunday. About 30 actors were positioned throughout the train, feigning varying degrees of injuries.

head-on commuter train crash evaluates local emergency agencies





A f Bob l "vi Laf f t c train.



Actors, many of whom are involved in community or high school drama groups, received high marks from organizers of the emergency response drill. "A large part of the credit for our success today goes to the victims," said Attleboro Fire Department Deputy Glenn Livesey, who helped plan the drill. "The way they looked and acted helped to create an atmosphere of realism and made it a very effective exercise."

Hours of preparations, including igniting barrels of diesel fuel to simulate fires, were intended to make the situation realistic for police and firefighters, said MBTA safety supervisor Mike Foley.

"We wanted to make it as real as possible," said Foley, who oversaw the accident scene in a railway yard next to the Teknor Apex chemical plant in Hebronville. "The closer it is to the real thing, the more we'll learn about the effectiveness of the emergency response and the coordination between the various agencies."

Victims wore tags around their necks listing their injuries and vital signs to prompt appropriate responses by doctors and rescue personnel.

According to the script for the day's events, four "terrorists" -- actually disguised MBTA police -- precipitated the accident by cutting through a lock and throwing a switch. That in turn sent a southbound commuter train hurtling into the path of another train heading in the opposite di-



Cory Green plays the part of a wounded engineer during a mock commuter train collision. Green is a member of the Speed of Thought Players, a local improvisational troupe.



EMTs assess victims, portrayed by local theater actors and Boy Scouts, in a triage area above.

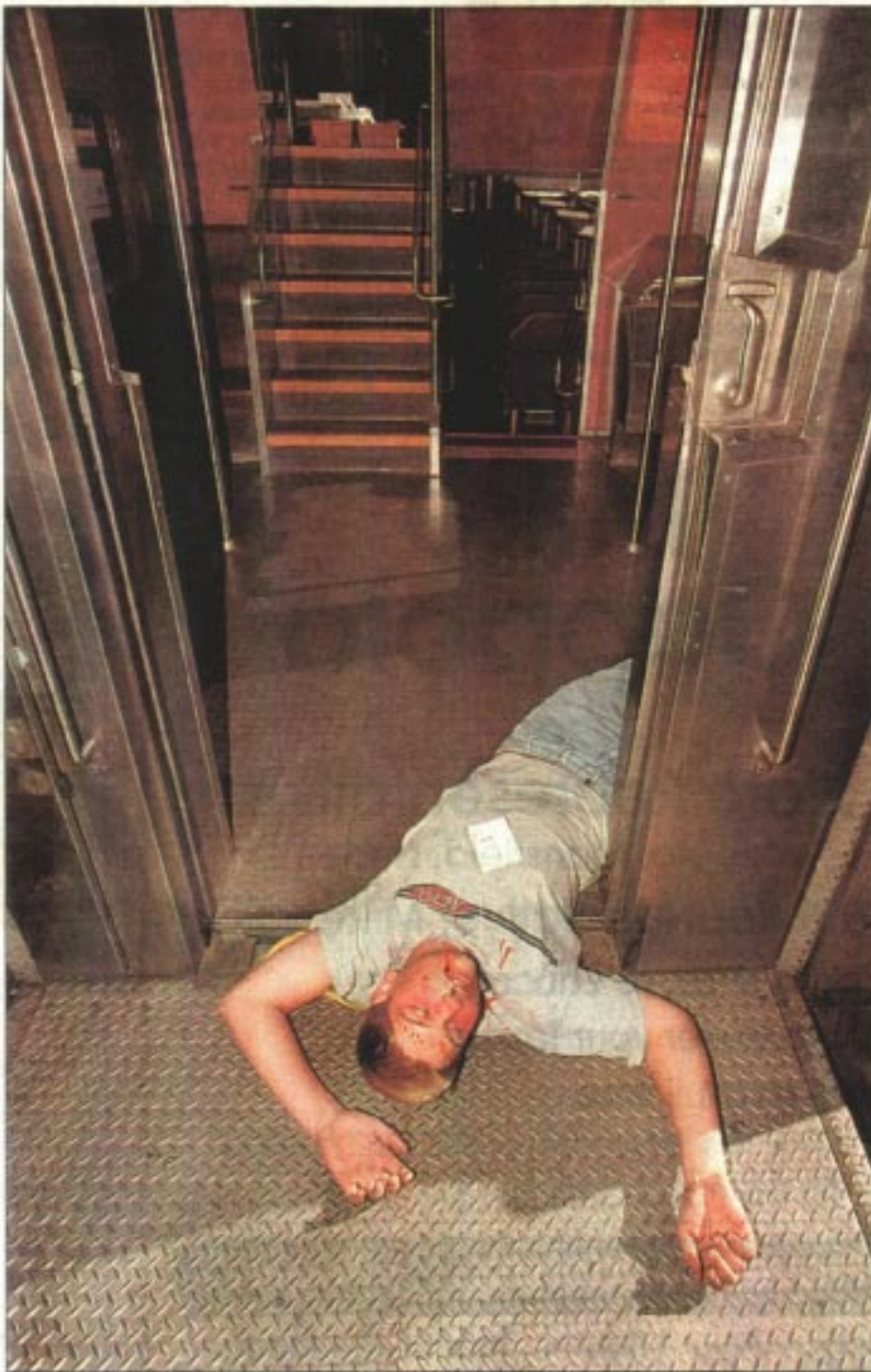
rection. Police apprehended the suspects in a separate simulation carried out and filmed a week earlier.

After arriving on the scene, rescuers had to contend with a number of hazards, including a simulated high voltage wire draped over one of the trains. Several passengers had to be removed from the second level of a double-decker commuter coach by being passed out open win-

dows.

As firefighters, MBTA workers and police raced against time to rescue victims, those posing as injured passengers played their parts to the hilt. Lesser-injured commuters grimaced and sobbed as they helped each other from the wreck. Others feigned hysteria over friends or children trapped





Geoff Cornier, 17, a member of Attleboro Community Theater, plays the part of an unconscious and bloodied victim.

inside,

Police wrestled Norton's Kibby Leavitt to the ground after Leavitt, playing a disoriented business

commuter, insisted on climbing back onto the train after a briefcase. Frank Kusleika of Millis played a distraught father who



Frank Kusleika of Millis is assisted by Attleboro Police Sgt. Thomas Dion.

had to be restrained from looking for his missing son.

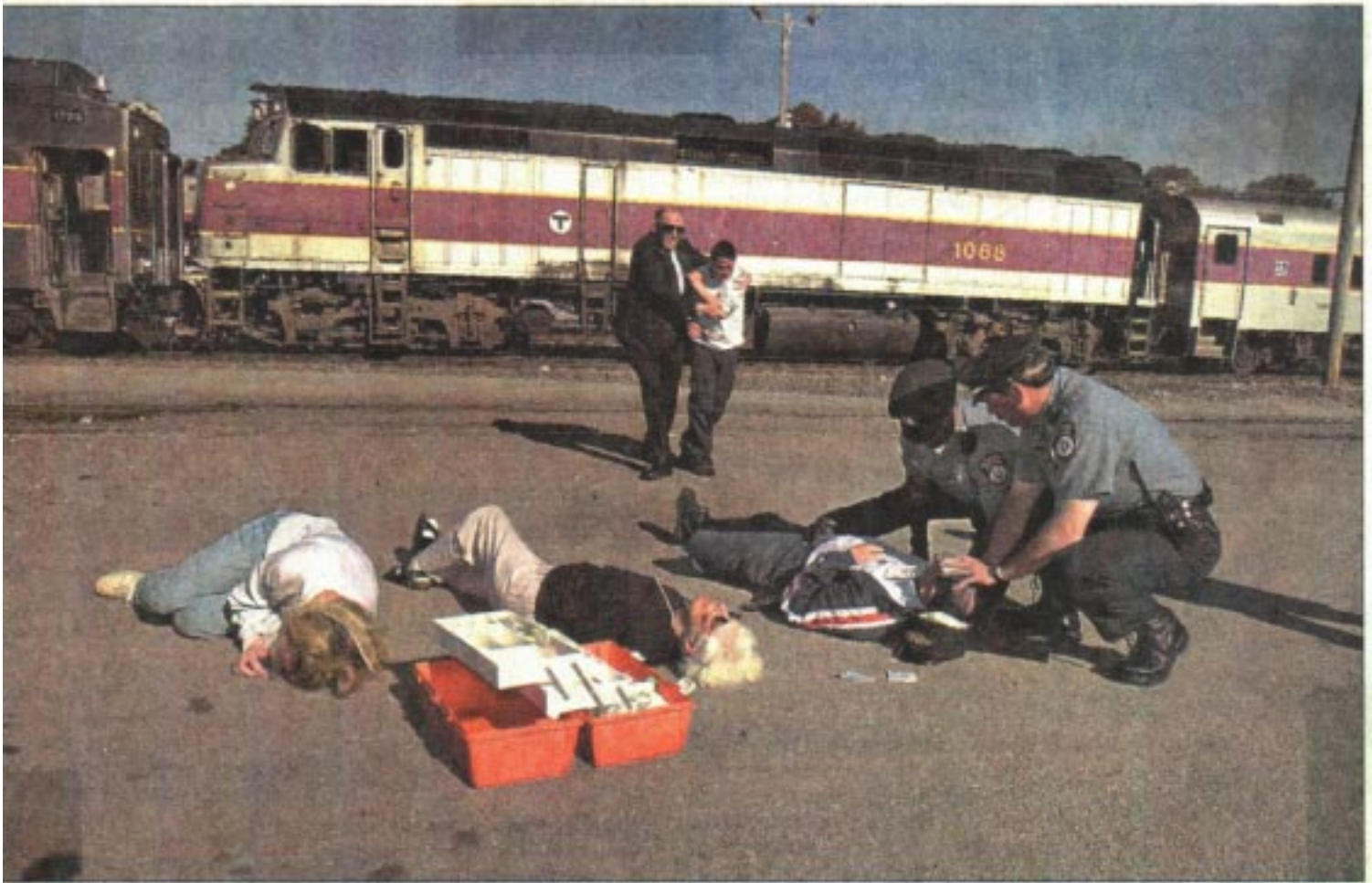
Many of those who participated said they enjoyed the experience of play-acting on a grand scale.

"It was so real," said North Attleboro High School sophomore Amie Jarvis, whose character suffered a broken jaw in the accident. Jarvis played a teen separated from her boyfriend who became hysterical when she learned that the boyfriend, played by Geoff Cormier, had been killed.

Patricia McAlpine of the Attleboro Emergency Management Agency said volunteers for the emergency drill came from the Attleboro Community Theater, SRO Players of Plainville, the North Attleboro High School drama department and two Boy Scout troops.

The victims even included a complete family -- Ed and June Clavette of North Attleboro and their children Alan, 16, and Katie, 12. The Clavettes, longtime members of Attleboro Community Theater, said they saw the drill as an out-of-the-ordinary family outing and a good way to put their acting skills to use for the community.





Journal photos/KRIS CRAIG

**RESCUE EFFORT:** Train conductor Chris Dunn, rear, helps an injured passenger at the Attleboro "rail wreck" yesterday. Attleboro policemen Alex Apointe and Thomas Dion tend to some of the mock disaster victims. Below, Dunn helps Melonie LaFone, of North Attleboro.

# When trains collide

■ A mock MBTA disaster in Attleboro gives area emergency personnel a hard lesson in being prepared.

By MEREDITH GOLDSTEIN  
Journal Staff Writer

ATTLEBORO -- The passengers hollered, cried and looked to escape shortly after the two purple-striped commuter rail cars "collided" on the tracks.

One woman collapsed, her face pressed against the floor of the car. She didn't survive.

A young girl tried to revive her teenage boyfriend. A businessman attempted to find a briefcase filled with his most important possession -- money.

Police officers, firefighters and rescue volunteers were confronted with all sorts of stories, tragedies and personali-



ties near Route 152 in South Attleboro for the fictitious crash of two commuter rail trains.

Yesterday morning's staging of a head-on train collision gave rescue workers from Attleboro and surrounding towns the chance to practice handling the kind of call they hope they never receive.

Public-safety units from towns as far as Norton, Braintree, Central Falls, R.I. and Stoughton responded to the mock call. The event was filmed and will be used as an instructional video for rescue crews.

The "crash" was so realistic, even some of the event's organizers were shocked.

"I was in tears listening to them as they were screaming," said Patricia McAlpine, of the Attleboro Emergency Management Agency. "I was so surprised by some of the performances."

Attleboro's public-safety depart-

Turn to **COLLIDE**. Page C 3

JMA

MONDAY, SEPTEMBER 18, 2000 C 3

## Collide

*Continued from Page C 1*

ments, which organized the mock crash with the MBTA, wanted the collision to be as genuine as possible, McAlpine said.

Actors from the Attleboro Community Theatre, students from North Attleboro High School and Attleboro Boy Scout Troop 35 played the train's passengers. They were given characters, plenty of makeup and mock vital signs, so that when rescue workers arrived at the scene, they had "real" victims to treat.

The actors were transported to Sturdy Memorial Hospital in ambulances throughout the morning.

"It was all done as realistically as possible," McAlpine said.

Attleboro Police Capt. Richard Pierce said the dramatic performances kept the emergency crews on their toes.

"Some of them were surprised at what they saw when they first got here," he said. "You're dealing with lots of different people and personalities. It's people having natural reactions to extreme situations, but for us, that can be difficult."

Community theater actors screamed in shock while others acted disoriented. One MBTA employee arrived at the scene pretending to be the horrified father of a boy on the train.

Rescue teams worked quickly to save young children, calm screaming victims and find passengers who were trapped in different parts of the commuter cars.

One actor played a businessman obsessed with a briefcase full of money he had left on the train. After he was rescued, the man tried to get



Journal photo/KRIAS CRAIG

**PERSUASIVE PAIN:** Volunteer victim Michelle Langevin, of Attleboro, cries out in mock pain at yesterday's rail disaster drill.

back on the train three times to get the briefcase. Police eventually put him in handcuffs.

"With something like this, you're dealing with people in shock," Pierce said. "They have different kinds of reactions."

Doug Greene, of the Attleboro Community Theatre, was in charge of making the crash victims look legitimate. He started applying makeup to actors at about 4 a.m. yesterday.

"It was amazing," he said. "We had a bunch of high school students that were great."

For the cast, it was two straight hours of character acting, he said.

"They played it from start to finish," Greene said, standing next to two of the "deceased" crash victims who enjoyed beverages after the exercise ended. "It was impressive."

Greene relaxed with accident victim Laura Ash-Sulger, who left the scene in the afternoon to perform as Snoopy in a production in Woonsocket.

"She was great," Greene said. "They all deserve awards for this performance."

After the rescue workers cleared the accident site, public-safety teams met at the Elks Lodge nearby to critique the rescue effort.

Pierce said the exercise highlighted the city's need for more rescue volunteers.

"If this had been real, we would have had enough officers to deal with it," he said. "But we would have needed relief officers and people to take over for the officers on duty. I think there would have been a need for personnel."

## **E. MBTA POLICE INVESTIGATIONS**





# ***MBTA Police***



Thomas J. O'Loughlin  
Chief of Police

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## **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**

### **POLICE DEPARTMENT/ SAFETY DEPARTMENT**

### **COMMUTER RAIL EMERGENCY RESPONSE EXERCISE**

#### **ATTLEBORO, MASSACHUSETTS**

**SEPTEMBER 17, 2000**

#### **PROJECT:**

The Massachusetts Bay Transportation Authority's Safety Department will be sponsoring a full scale Emergency Response Exercise in Attleboro, Massachusetts on the Attleboro Commuter Rail Line. The exercise will be conducted on Sunday, September 17, 2000, commencing at approximately 9:00 A.M.

#### **PURPOSE:**

The purpose of the exercise is to evaluate the ability of local emergency responders to manage a mass casualty incident involving a Commuter Rail train. The MBTA Police and Attleboro Police will conduct a full-scale accident and criminal investigation based on the Derailment of the Sunset Limited at Hyder, Arizona on October 9, 1995. This incident demonstrates the vulnerability of rail systems to sabotage. This exercise will help examine the preparations involved in detecting and counteracting such incidents, and in emergency response and follow-up investigation.

#### **EXERCISE SITE:**

The exercise site is located at Commuter Rail's East Junction Yard in Attleboro.

## **EXERCISE PREPARATION:**

The MBTA Police Department hosted a comprehensive Railroad Investigation Course for local Police Departments along the Attleboro Line in April of 2000. The Major Case Unit will be responsible for the overall investigation and coordination between the various responding police agencies.

## **INVESTIGATION:**

The goal of the police portion of the exercise is to provide first responding officers training in emergency response and investigation. The exercise will also provide officers with a scenario in which investigators make the determination that the incident is evolving from an accident to a possible Domestic Terrorism Event which would transfer control of the crime scene to the designated lead agency which would be the FBI.

## **PUBLIC RELATIONS:**

Captain Pierce of Attleboro Police will be the designated media spokesperson. All media inquiries will be directed towards him.

## **SCENARIO:**

The Emergency Response Exercise will simulate a head on collision between two MBTA Commuter Rail trains, resulting in a fire at the point of collision which will be extinguished by the first fire department responders. Fire, Police and EMS agencies from several departments will participate in rescuing victims from the trains, and transporting them to local hospitals. Police officers will also be responsible for site security and removal of disorderly passengers from the trains. Investigators will be responsible for maintaining crime scene security and recovering of evidence including spikes removed from the rails. A wire will be spliced to the bond wire to simulate the cause of the derailment as in the case of the ill-fated Sunset's journey. An additional feature will be a m/v stop by Attleboro PD in which the saboteurs flee into the woods adjacent to the tracks and are tracked by MBTA K-9 units and Attleboro PD officers. The MBTA mobile command post will also be utilized for responding law enforcement agencies.



# **MBTA Police**

Date: October 10, 2000

To: File

From: Detective Peter Pasciucco

Subject: Train derailment/Homicide  
Attleboro Station  
September 17, 2000

1. On September 17, 2000 at 9:53 am the MBTA Police were notified by Amtrak south dispatch that two trains had collided on Track #1 between Attleboro and South Attleboro Stations. According to the dispatcher there were multiple injuries, severe damage to the trains and the catenary had snapped and was laying on top of one of the coaches. He also reported that one of the trains was on fire. Amtrak had notified Attleboro Police and Fire Departments and they were enroute. Numerous MBTA Police units were dispatched under the direction of Deputy Chief William Fleming.

2. At 9:58 am the Major Case Unit was notified and responded to conduct the investigation. Upon arrival I met with Detectives from the MBTA and Attleboro Police Departments. The scene around the trains had been secured by the first responding officers and numerous fire departments were busy controlling the fire and evacuating train patrons. One of the coach cars had catenary wire resting on the top of it and sparking. There was severe damage to a rear control car, #1709 and to an engine, #1068. The detectives had begun the investigation and had located a switch that had been thrown. They told me that this switch had its' locking device cut and a pair of bolt cutters were located nearby.

3. We walked to the location of the switch, which was about 200 feet from the main impact point on the tracks. The area had been secured by an Attleboro Police Officer. Located on the ground in addition to the bolt cutters was a note. The note indicated that an urban environmental terrorist group, the Platoon of Balla, was taking responsibility for the act and wanted all commuter rail train expansion stopped because of the perceived damage that was being done to the land. The scene was photographed and processed with the bolt cutters, the cut lock and the note being taken for processing. It was evident by looking at the switch that when it was placed into its' present position it moved the oncoming train, #000 onto the same track as the #001.

4. The detectives had interviewed a number of witnesses, both train personnel and civilians. A woman, Mary Greene, who lives on Parsonage Street, within sight of the switch, told the officers she saw three men in a blue mini van in the area just prior to the crash. She described the three men she saw and said there may have been a fourth who did not leave the van. She said that these three went to the area of the switch carrying a long, red pipe and were there for about two minutes. Greene said that the men walked away from the van but were running as they returned. She said the van pulled away from the entrance to the track area at a high rate of speed and that she heard the tires screeching. She provided a license plate number, 391-TCZ but was unsure if it was a Massachusetts plate or not. She said all the men were dressed in army clothes and she felt she could identify them if she saw them again.

5. Train crew were also interviewed. Paul Brennan, a conductor on train #001 said his train was traveling westbound from Boston to South Attleboro. He said that the trip was a normal one until

they were just outside of South Attleboro Station. He said that the train stopped and he was informed that one of the catenary wires had snapped and fallen onto the train. At this point train #001 was disabled. He said that shortly after they had become disabled he felt a massive crash and knew that they had been struck by another train. He was in the front car and as he began to make his way toward the back of the train he observed many injured passengers. He located the engineer of his train, Richie Bongerno and assisted him to safety. He said that his train had become derailed and there was a small fire, most likely caused by the arcing wires. He said he assisted passengers until the arrival of the rescue units at which point he was interviewed by police.

6. Christopher Dunn, the conductor on train #000 was interviewed and he told the officers that his trip from South Station had been routine up to Attleboro Station. He said as the train was approaching South Attleboro he felt it go into emergency and heard the engineer calling in an emergency on the radio. Dunn said he then felt an impact and he knew that they had hit something solid on the track. The train came to a full stop and he exited to see what had happened. He saw that they had struck the rear of another train. He also observed the arcing 25K volt cable on top of the train they had hit. Dunn said an electrical crew working nearby had grounded the cable. Dunn said he returned to the train and began assisting passengers. When fire and rescue personnel arrived they advised him to seek medical treatment as he had injuries to his face, head and hands. After the interview Dunn was transported to the hospital.

7. The train consist on #000 was, from east to west, #1716, #744, #733, #708, #737, #748, #743 and the engine #1068. The consist of #001 was, from east to west, #1709, #1531, #638, #1706, #726, #707, #749 and engine #1063. The majority of the damage was to car #1716 and engine #1063. There were four cars derailed including engine #1063 and cars #1716, #744 and #733.

8. A description of the suspects had been broadcast and Attleboro Police reported seeing the vehicle in a residential area not far from the accident scene. Two MBTA cruisers and a K-9 all responded to a call from the Attleboro Police that they were in pursuit of the suspect van. Attleboro Police reported that the van was in a wooded area off Thurber Street and that four suspects had fled into the woods. Attleboro Police secured the van and awaited the arrival of the K-9. Inside the van was a second pair of bolt cutters, two long rifles, .22 cal and graffiti paraphernalia. The K-9, after getting a scent from the van begins a track into the woods. Within 30 minutes all four individuals are captured without incident. The suspects are returned to the area of the incident where Ms. Greene positively identified three of them. The suspects were then taken to the Attleboro Police Department and processed before being turned over to the MBTA Police.

9. During this time at the scene, Massachusetts and Rhode Island fire and rescue personnel evacuated over 100 passengers from the train. Some 30 passengers required transport to the local hospitals via ambulance and the remainder, the walking wounded, were transported by MBTA buses.

16Journal No.  
**00035560****MBTA POLICE DEPARTMENT**  
***Journal Incident Report***ORI No.  
**MA013250**

incident <b>K-9 SEARCH/ASSIST</b>	Date Reported <b>10/16/00</b>	Date Occurred <b>10/16/00</b>	Day of Week <b>MONDAY</b>	Time Occurred <b>12:24</b>	Status <b>ACTIVE</b>	
Location <b>ATTLEBORO</b>		Area <b>ZA</b>	Line <b>COMMUTER RAIL</b>	County <b>BRISTOL</b>	City/Town <b>ATTLEBORO</b>	Bus Line
Victim T Employee? <b>NO</b>	Disposition <b>SERVICES RENDERED</b>		Remarks <b>TRAINING DISASTER DRILL</b>			
Unit <b>K446</b>	Officer 1 <b>(436) WELLS, LISA K-9</b>	Officer 2	Received <b>12:24</b>	Dispatched <b>12:25</b>	Arrived <b>12:32</b>	Cleared <b>12:32</b>

**NARRATIVE**

ON 11 SEPT 2000, OFFICER WELLS WAS DISPATCHED TO ATTLEBORO COMMUTER RAIL TO ASSIST IN A DISASTER DRILL. THE DRILL SCENARIO INCLUDED THREE TERRORISTS WHO VANDALIZED A COMMUTER RAIL TRAFFIC SIGNAL AND FLED THE SCENE IN A VAN. THEIR ACTIONS CAUSED THE COMMUTER RAIL TRAIN TO COLLIDE WITH ANOTHER TRAIN ALONG THE SAME TRACK BED. ATTLEBORO PD FOLLOWED THE SUSPECTS' VAN TO A RURAL AREA WHERE THE SUSPECTS FLED INTO THE WOODS. OFFICER WELLS UTILIZED K9 BOND IN LOCATING AND APPREHENDING THE THREE TERRORISTS-ONE OF WHOM WAS ARMED WITH A GUN.

Investigating Officer  
**(436) WELLS, LISA K-9**Printed from terminal  
**Call Taker 3 (20) on 10/16/00 at 12:47**

Page 1 of 1

## **F. PARTICIPANT QUESTIONNAIRES**

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

AS A FIREFIGHTER I THINK IT WAS AN  
EXCELLENT TRAINING OPPORTUNITY FOR MYSELF  
I APPRECIATE THE EFFORTS OF ALL THOSE  
WHO PARTICIPATED AS VICTIMS, MBTA AMTRAK AND  
EVERY OUTSIDE F.D.. I FEEL I CAN TAKE THE  
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Thank You  
J. Ray

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**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT**

**ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

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☐ Drill Staff

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MBTA great job setting up. Victims  
were realistic. Great practice good drill.

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

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It was wicked awesome

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SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
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**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT**

**ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

**CHECK HOW YOU PARTICIPATED:**

- ☐ Passenger (uninjured);      ☒ Passenger (injured/moulaged);      ☐  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The police, fire & EMT personnel were  
all very friendly, polite & professional.  
I really enjoyed the opportunity  
to have participated in this event.

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polite & professional. I really enjoyed the opportunity to  
have participated in this event.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
*Attleboro*  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The MBTA did a good job with going over the  
train, the first day, when we went to view the  
scene at East Junction. So when we arrived today  
shutting down the engine and popping the windows was  
easier - and then we did our job -

The MTBA did a good job with going over the train, the  
first day, when we went to view the scene at East  
Junction. So when we arrived today shutting down the  
engine and popping the windows was easier - and  
then we did our job.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☒ Passenger (injured/moulaged);      ☐ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other ) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

Rescue and firefighters were efficient and competent with my rescue in the car behind the engine. I did not make ~~of~~ my removal from the car easy. The firefighters had problems identifying the car with the bathroom - they were searching for the missing boy but did not identify the bathroom door as such. The boy's rescue was delayed because the door wasn't identified, marking the door and or the car as having a bathroom may have expedited rescue.

Rescue and firefighters were efficient and competent with my rescue in the car behind the engine. I did not make my removal from the car easy. The firefighters had problems identifying the car with the bathroom.

They were searching for the missing boy but did not identify the bathroom door as such. The boy's rescue was delayed because the door wasn't identified, marking the door and or the car as having a bathroom may have expedited rescue. It was a wonderful experience.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☒ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

EXCELLENT DRILL, REALISTIC  
PRACTICE DRILLS TODAY CAN SAVE LIVES TOMORROW

Excellent drill, realistic. Practice drills today can save lives tomorrow.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT**

**ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

**CHECK HOW YOU PARTICIPATED:**

- ☐ Passenger (uninjured);      ☒ Passenger (injured/moulaged);      ☐ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other ) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

I thought that it was really fun, and the fire fighters did  
a good job.

I thought that it was really fun, and the firefighters did a  
good job.



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☒ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

I was involved in investigating the train  
Accident. Over all the drill was both  
educational and I felt the drill was necessary.  
The only item that needed improvement  
was radio communication. Being able to  
interact with MBTA Detectives would  
have improved processing the Crime Scene.

Good Job!

I was involved in negotiating the train accident. Over all the drill was both educational  
and felt the drill was necessary. The only item that needed improvement was radio  
communication.

Being able to interact with the MBTA detectives would have improved processing the  
crime scene. Good job!

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☒ Passenger (injured/moulaged);      ☐ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

all very supportive to head injury/  
pregnant hysterical woman.  
not strapped in properly on board  
Ambulance (slid ALL over).  
good treatment @ hospital -  
suggestion: hospital staff did not  
seem to be aware of "real emergency"  
code (caboose).  
Good Job Guys!

All very supportive to head injury/pregnant hysterical woman. Not strapped in properly on board ambulance (slid ALL over). Good treatment at hospital - suggestion: hospital staff did not seem to be aware of "real emergency" code (caboose). Good Job Guys

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

~~REPORT~~ **CHECK HOW YOU PARTICIPATED:**

☒ Passenger (uninjured);

DISTRAUGHT FATHER

☐ Passenger (injured/moulaged);

☐ Responder (Police)

☐ Responder (Fire Fighter);

☐ Responder (EMS);

☐ \_\_\_\_\_

☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

EVERYTHING WENT VERY WELL.

ORGANIZED VERY WELL

GOOD RESPONSE FROM POLICE AND AMBULANCES

Everything went very well. Organized very well. Good  
response from police and ambulances.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The drill was an exceptional training exercise,  
which allowed all types of first responders a  
realistic overview of the types of incidents  
that one would respond to. Good drill!

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allowed all types of first responders a realistic overview of  
the types of incidents that one would respond to. Good drill!

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☒ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

Victims did an outstanding job - as well as the MBTA staff on the train. Communication was a slight problem between police and fire. Once this was resolved all aspects of the drill seemed to move quite well.

Victims did an outstanding job - as well as the MBTA staff on the train. Communication was a slight problem between police and fire. Once this was resolved all aspects of the drill seemed to move quite well.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 200

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other ) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The Drill was constructed well, it was a good  
training exercise very realistic.

The drill was constructed well, it was a good training  
exercise very realistic.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☒ Responder (Other AEMA)  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

*This drill went off very well with very few hitches for the first time in this area in a long time. The area we had to work in was small but everyone seem to work around this closeness and did a good job in carrying out their duties.*

This drill went off very well with very few hitches, for the first time in this area in a long time. The area we had to work in was small but everyone seem to work around this closeness and did a good job in carrying out their duties.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT**

**ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

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☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

All who responded were quick, organized, and had wonderful  
dispositions. I had a great time and it was a  
pleasure in helping out!

All the responded were quick, organized, and had  
wonderful dispositions. I had a great time and it was a  
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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
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☐ Drill Staff

Comments; Please note anything that you feel is important in analyzing the emergency exercise.  
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Incident area had too many outside vehicles.  
Victims very well placed and thought out.  
Pre-incident walk through extremely helpful.

Incident area had too many outside vehicles. Victims  
very well placed and thought out. Pre-incident walk  
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SUNDAY, SEPTEMBER 17, 2000

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☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

Police (LOCAL & MBTA) Helped Considerably  
with Helping Fire Personnel Extracted  
People from the Train

Fire Communities Coming in For  
Mutual Aid Worked Great with  
Local Fire

Police (local & MBTA) helped considerably with helping Fire  
Personnel extracted people from the train. Fire  
Communities coming in for Mutual Aid worked great with  
local fire.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT**

**ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

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☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
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Showed good effort & Team work  
from All.

Showed good effort and team work from ALL.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

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SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☒ Passenger (injured/moulaged);      ☐ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other ) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
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I feel that my encounter with the emergency personnel was a good one. They quickly assessed the injuries and were very good at reassuring the passengers that help was on the way. I would feel more comfortable if I ever found myself in those circumstances for real.

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

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- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other ) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The drill went well, we know drills are  
hard to make realistic, but this drill  
was as realistic as it could be. great job.

The drill went well, we know drills are hard to make  
realistic, but the drill was as realistic as it could be.  
Great job.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

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- ☐ Passenger (uninjured);      ☒ Passenger (injured/moulaged);      ☐ Responder (Police)  
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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

I was a little depressed at how long it took you guys to respond. I was impressed at the way people (rescuers) kept talking to me ~~and~~ and telling me to calm down. I like that I was not referred to as the victim but as my first name. It made me feel like they really cared about my pain.

I was a little depressed at how long it took you guys to respond. I was impressed at the way people (rescuers) kept talking to me and telling me to calm down. I like that I was not referred to as the victim but as my first name. It made me feel like they really cared about my pain.

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SAFETY DEPARTMENT

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SUNDAY, SEPTEMBER 17, 2000

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- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

I HAVE ~~BEEN~~ HAD A GOOD DAY, AND THOUGHT  
THE DRILL WAS WELL ORGANIZED, AND  
LEARNED QUITE A BIT FROM IT. THANK YOU  
FOR LETTING US PARTICIPATE

I have had a good day, and thought the drill was well  
organized, and learned quite a bit from it. Thank you for  
letting us participate.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

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- ☐ Passenger (uninjured);      ☒ Passenger (injured/moulaged);      ☐ Responder (Police)  
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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

IT WAS VERY GOOD. THE EMT'S  
FIREFIGHTERS AND POLICE VERY VERY  
PROFESSIONAL - THEY MOVED SWIFTLY  
AND DIAGNOSED ~~WE~~ VERY WELL. THEY  
NEVER ASKED US TO BREAK CHARACTER  
AND JUST TELL THEM WHAT WAS WRONG.

It was very good. The EMT's, firefighters and police very, very professional. They moved swiftly and diagnosed very well. They never asked us to break character and just tell them what was wrong.



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

RESPONDING ON ONE OF THE FIRST FIRE ENG CO.'S  
I WAS RESPONSIBLE FOR SUPPRESSION OF THE  
FIRE. WE HAD MINOR PROBLEMS COMMUNICATION  
AND GAINING ACCESS FOR SUPPORT WATER  
SUPPLY (TANKERS) OVERALL ALL WENT  
WELL WITH CO-OPERATION FROM A MULTITUDE  
OF OUTSIDE AGENCIES!

Capt Slater

Responding on one of the first fire eng. co.'s I was  
responsible for suppression of the fire. We had minor  
problems communication and gaining access for support  
water supply (tankers).  
Overall all went well with co-operation from a multitude of  
outside agencies! Capt. Slater

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged); ☒ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
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Drill went very well, with all responding  
unit working collectively. Senario depicted  
possible real events where tragedy may  
be averted by continued training

Drill went very well, with all responding unit  
working collectively. Senario depicted possible  
real events where tragedy may be averted with  
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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
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ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
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- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☒ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
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The use of actors added  
to the feeling of realism.

The use of actors added to the feeling of  
realism.

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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

Victims with visible injuries was excellent. This helped to  
raise the ~~alarm~~ pucker Factor. This should be done  
cold - only notifying personnell when needed without any  
prior notification.

Victims with visible injuries was excellent. This  
helped to raise the pucker factor. This should be  
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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
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- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☒ Responder (Police)  
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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

Working this drill was a positive experience: it identified real issues that we might have to deal with in the event of an MCI of this magnitude.

Compliments to Mike and Sandy, and all other drill staff, for a job well done; and thanks for giving us an opportunity to participate in this drill.

Working this drill was a positive experience: it identified real issues that we might have to deal with in the event of an MCI of this magnitude.  
Compliments to Mike and Sandy, and all other drill staff, for a job well done; and thanks for giving us an opportunity to participate in this drill.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

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- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☒ Responder (Police)  
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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

I WAS AT THE TRAFFIC CONTROL POINT AT OAKHILL AVE  
AND THE ACCESS ROAD. FROM WHAT I SAW IT RAN  
SMOOTH. I WAS HAPPY TO BE A PART OF THIS A LEARNED  
A LOT

I was at the traffic control point at Oakhill Ave. and the  
access road. From what I seen it ran smooth. I was  
happy to be a part of this and learned a lot.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The victims did a great job.  
Communication could've been better  
TRIAGE WAS DONE WELL.

The victims did a great job. Communication  
could've been better. Triage was done well.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

☒ Passenger (uninjured)

☒ Passenger (injured/moulaged);

☐ Responder Responder (Police)

☐ Responder (Fire Fighter);

☐ Responder (EMS);

☐ Responder (Other ) \_\_\_\_\_

☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

Response was quick and reactive both at scene & transport.  
Hospital was good as usual. I was treated for Heart attack  
& Head injury.

Thank you  
Great Job!

Response was quick and reactive both at scene  
and transport. Hospital was good as usual. I  
was treated for heart attack and head injury.  
Thank you. Great Job!



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT

ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☐ Responder (Police)  
☐ Responder (Fire Fighter);      ☒ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

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Both positive comments and constructive criticism are welcome.

Lack of communications!  
On an actual event from an EMS  
view good exercise  
Great Moulage! Great Victims!

Lack of communications! On an actual event from  
an EMS view good exercise. Great Moulage!  
Great Victims!

# ATTLEBORO EMERGENCY RESPONSE EXERCISE - SUNDAY, SEPTEMBER 17, 2000

### CHECK HOW YOU PARTICIPATED:

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## Realistic fun looked cool

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
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SUNDAY, SEPTEMBER 17, 2000

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- ☐ Passenger (uninjured);      ☐ Passenger (injured/moulaged);      ☒ Responder (Police)  
☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The police officers (3) myself involved waited  
for an extended period of time for the  
rescue to board the train. The police  
first responders have limited material to  
deal with seriously injured persons.

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**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
SAFETY DEPARTMENT**

**ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

**CHECK HOW YOU PARTICIPATED:**

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☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

The drill was fun, I'd love to do another one.

The drill was fun, I'd love to do another one.

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☒ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

*I think that the exercise went very well  
and seemed to run very smooth. I was very  
happy to be in this exercise.*

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SAFETY DEPARTMENT**

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SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

It was cool.

It was cool.

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SUNDAY, SEPTEMBER 17, 2000

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☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_

☒ Drill Staff *Fire Observer from AFD*

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

*Too many private vehicles/personnel allowed to the East  
Junction Area — Should have staged more vehicles  
off site.*

*Confusion was good practice for all participants.*

Too many private vehicles/personnel allowed to  
the East Junction area - should have staged more  
vehicles off site. Confusion was good practice for  
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SUNDAY, SEPTEMBER 17, 2000**

**PARTICIPANT QUESTIONNAIRE**

**CHECK HOW YOU PARTICIPATED:**

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☒ Responder (Fire Fighter);      ☒ Responder (EMS);      ☐ Responder (Other ) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

Drill went great, good training + acting  
we need more free for the grounds

Drill went great, good training and acting we need  
more free for the grounds.



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☐ Responder (Fire Fighter);      ☐ Responder (EMS);      ☐ Responder (Other) \_\_\_\_\_  
☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

Overall it went very well. The first MBTA and then  
all subsequent people were told I could not feel my  
legs. I would imagine I should have had a collar put  
on. Perhaps the initial triage should be a bit more  
tuned. Having written <sup>the above</sup> let me also write that  
each aspect was professional and extremely well done.

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subsequent people were told I could not feel my legs. I  
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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
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I liked being sent to the ER

I liked being sent to the ER.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

I thought everything went well. No one keyed over anyone else. Cars got in and out without a pile up. I secured the crime scene. Everything was done very well.

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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

RESPONDED ON THIRD ARRIVAL. ENGINE CO.  
ATTACKED AND HELP EXTINGUISH FIRES.  
FROM MY INVOLVEMENT IN THIS POSITIVE DRILL  
THE SITUATION WAS HANDLED IN A TIMELY MANNER

Responded on third arrival. Engine Co. attacked and  
help extinguish fires. From my involvement in this part  
of drill the situation was handled in a timely manner.

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☐ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

I was a responder to the scene (EMT) when the bus dropped us off at the train, I did not know what to expect. Everything went very well, we got our critical pts out in a fast pace. We were able to triage our pt in the area (red) by the train then bus the less critical to the staging area. A job well done! Will definitely be at the next drill!

Good job!

I was a responder to the scene (EMT) . When the bus dropped us off at the train, I did not know what to expect. Everything went very well, we got our critical pts out in a fast pace.  
We were able to triage our pt. in the area (red) by the trains then bus the less critical to the staging area. A job well done! Will definitely be at the next drill. Good Job!

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Need more communication  
on Radio with same frequency

Need more communication on radio with same  
frequency.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

~~ATTLEBORO~~ ATTLEBORO EMERGENCY RESPONSE EXERCISE -  
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☐ Drill Staff

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FIRE CAPTAIN → STAGING AREA COORDINATOR

STAGING AREA SEEMED TO RUN RELATIVELY  
SMOOTH. COMMUNICATIONS IMPROVED ONCE  
SGT. KILWUGH (A.P.D.) WAS ASSIGNED TO  
MY AREA. ON SEVERAL OCCASIONS, REQUESTS  
TO STAGING FROM OPERATIONS WERE  
BEING FOLLOWED UP WITH CONFLICTING  
REQUESTS FROM INCIDENT COMMAND (CHIEF CHURCH)

Staging area seemed to run relatively smooth.  
Communications improved once Sgt. Kilwugh (A.P.D.) was  
assigned to my area.

On several occasions, requests to staging from operations  
were being followed up with conflicting requests from  
incident command (chief)

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☒ Drill Staff Observer

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

Drill Radio Call from Train @ 0915 - Delay in FD tone-out  
Site: Site control ie passengers/news media?  
Train wheel chocks? Not seen! How secured  
Evac of injured prior to fire knock-down - SOP?  
Search of Train EQ (rest-room) Delayed

Scene Secured @ 1051 - Investigation Begins

Observer. Drill radio call from train at 0915. Delay in FD tone-out site: Site control ie. passengers/news media? Train wheel chocks? Not seen! How secured? Evac of injured prior to fire knock-down - SOP? Search of train EQ (rest room) delayed.

Scene secured at 1051 - investigation begins.



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☒ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise.  
Both positive comments and constructive criticism are welcome.

OBSERVED VICTIMS ON CAR #1531.  
ENGINE 5 arrived @ 9:40 am, 9:47 <sup>Att F.D.</sup> Capt cut  
EMERGENCY POWER on TRAIN ENGINE. FIRE-  
FIGHTER walking w/AMBULATORY VICTIM  
COULD OPEN STAIRWELL, THEN HAD PROBLEM  
OPENING DOOR ON NEXT CAR. ENGINE 5  
BLOCKED ACCESS ROAD CLOSEST TO TRAIN +  
CAR w/ VICTIMS on IT. FIRE FIGHTER POPPED  
WINDOW AND DIDN'T USE IT, NO LADDER etc.  
PAWTUCKET FIRE RESCUE APPROACHED then turned  
and drove away. 10:01 am First Victim  
CARRIED OFF TRAIN. 10:02 (NON-AMBULATORY)  
AMBULATORY VICTIM CARRIED 2ND NON-  
OFF TRAIN

Observed victims on car #1531.

Engine 5 arrived @9:40 am, 9:47 Att F.D. Capt. cut emergency power on train engine. Firefighter walking w/ambulatory victim could open stairwell, then had problem opening door on next car. Engine 5 blocked access road closest to train and car with

victims on it. Firefighters popped window and didn't use it. No ladder, etc. Pawtucket Fire Rescue approached, then turned and drove away. 10:01 am - First victim (non-ambulatory) carried off train. 10:02 am - 2nd non-ambulatory victim carried off train.

(CONTINUED ON NEXT PAGE)

Both victims placed in outer access road and left unattended by two firefighters. They were exposed to being run over by approaching Ambulance. (Seekonk Rescue 1 @ 10:05) Then Attleboro rescue arrived.

LAST VICTIM of CAR #1531 WAS CARRIED OFF AT 10:16 Am.

---

Also observed persons crawling under train — not sure if they were rescue personnel.

---

Observed confusion and delays removing victims.

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Also observed persons crawling under train - not sure if they were rescue personnel.  
Observed confusion and delays removing victims.

**G. PHOTOGRAPHS BY PHIL DEJOSEPH - MBTA STAFF  
PHOTOGRAPHER - DESIGN & CONSTRUCTION  
DETECTIVE BRUCE DOLLOFF - MBTA POLICE**

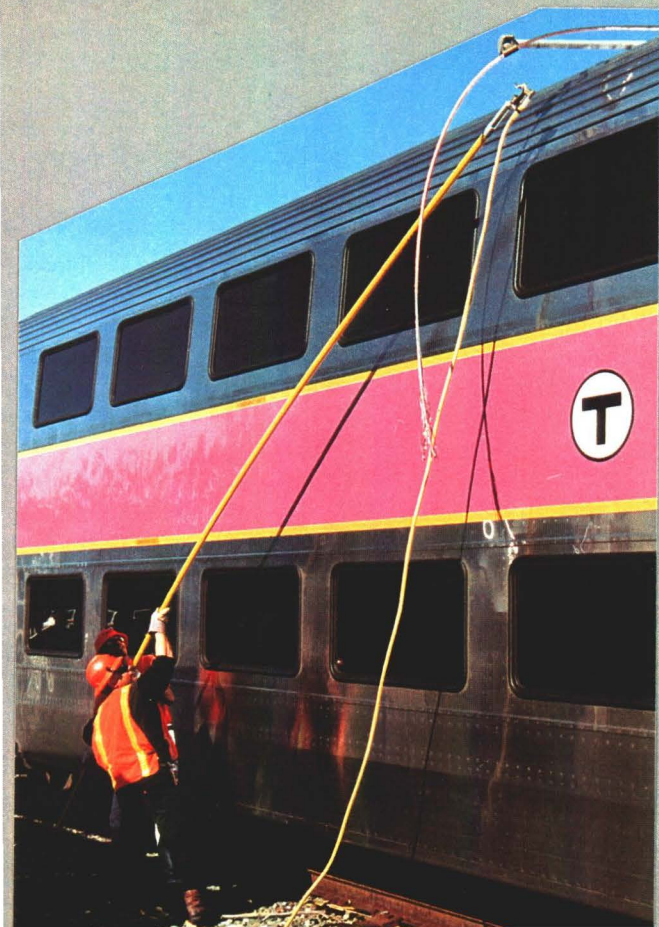
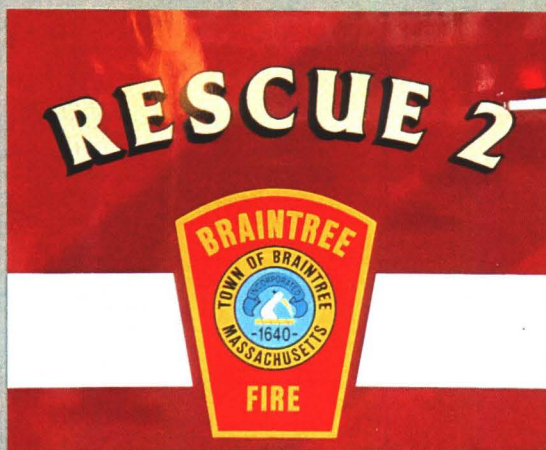
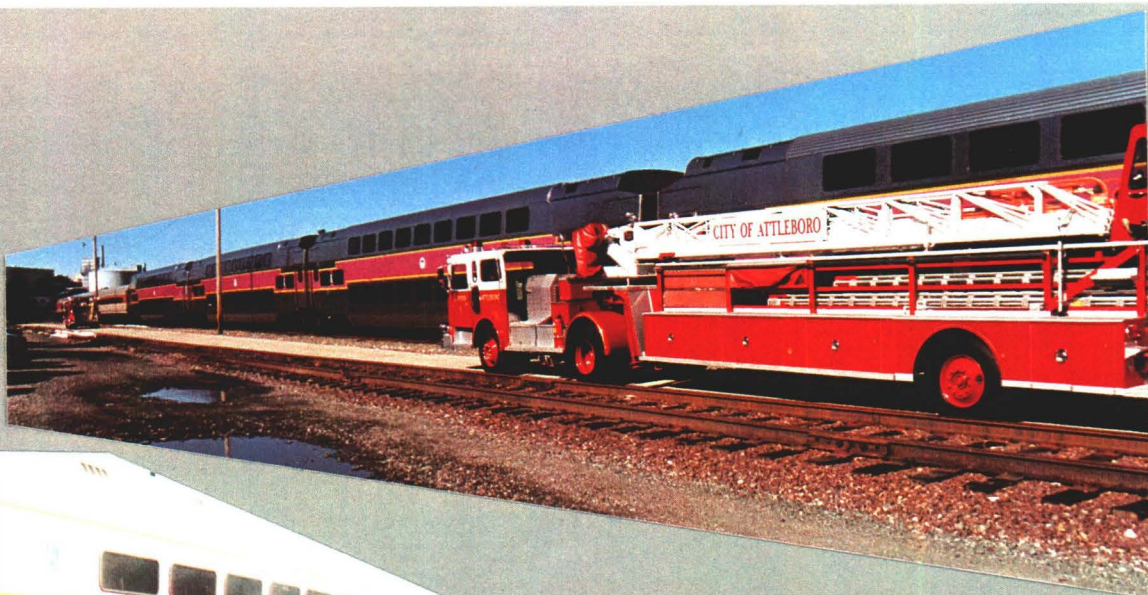


Maxim

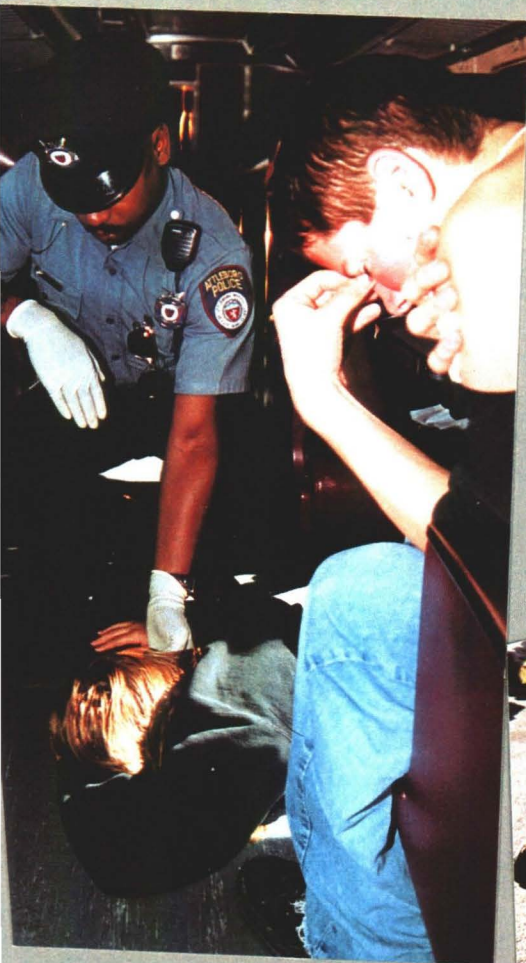
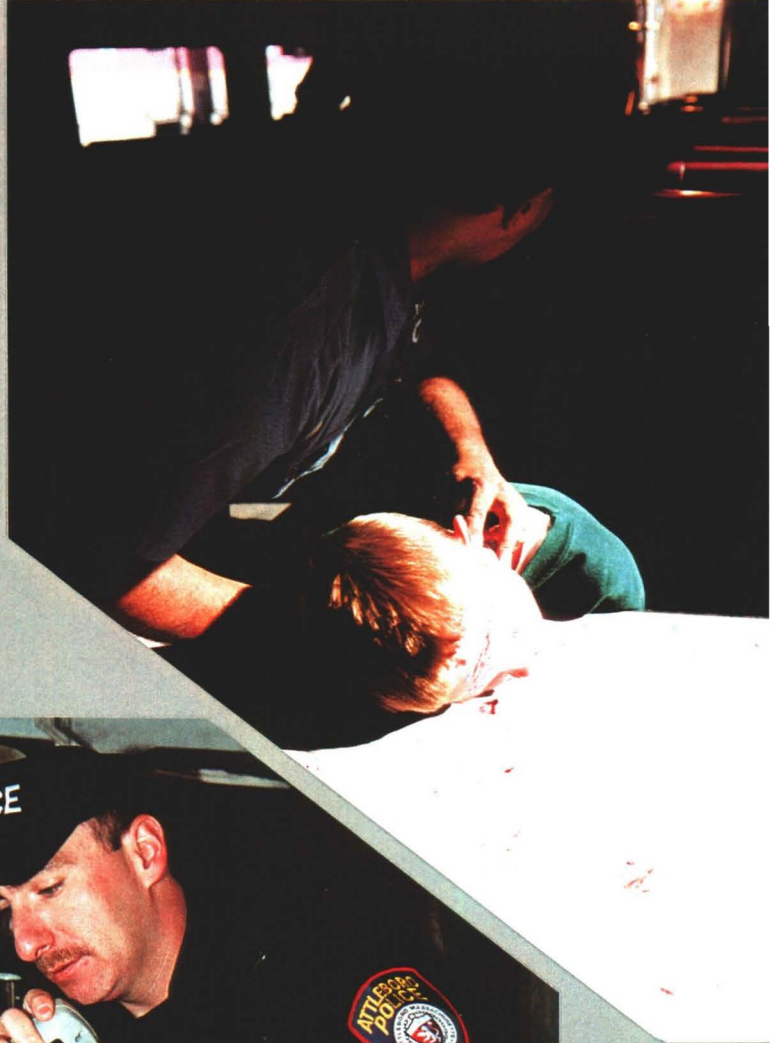
# ATTLEBORO



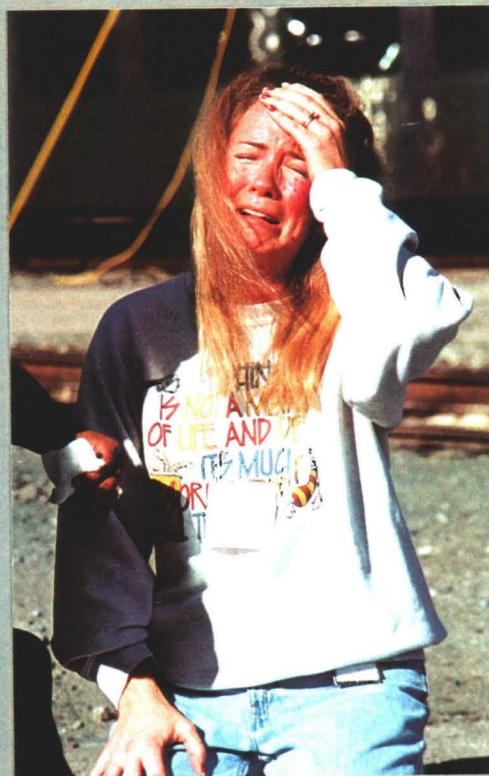








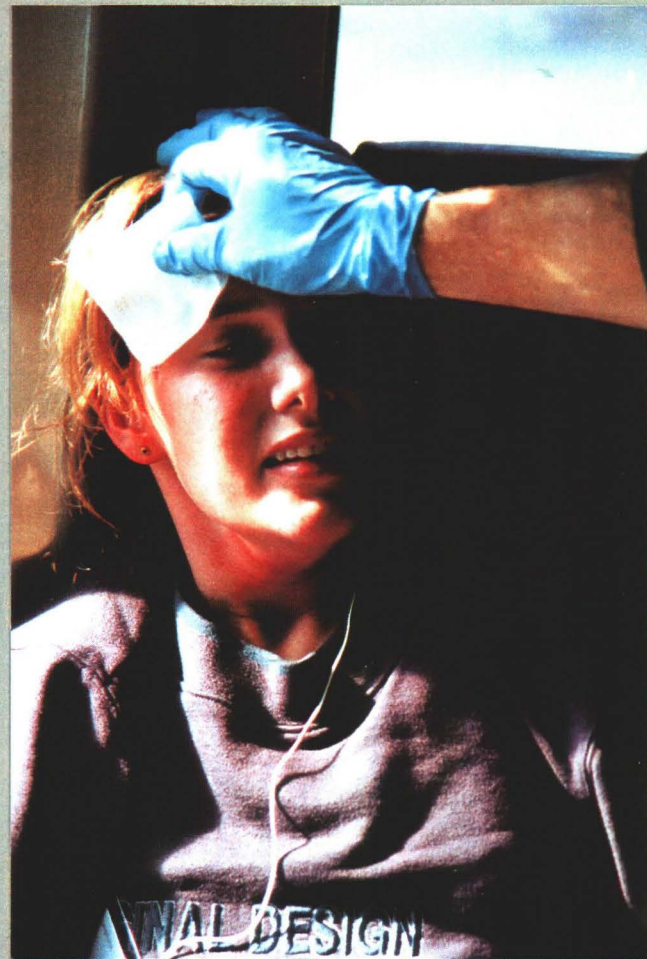




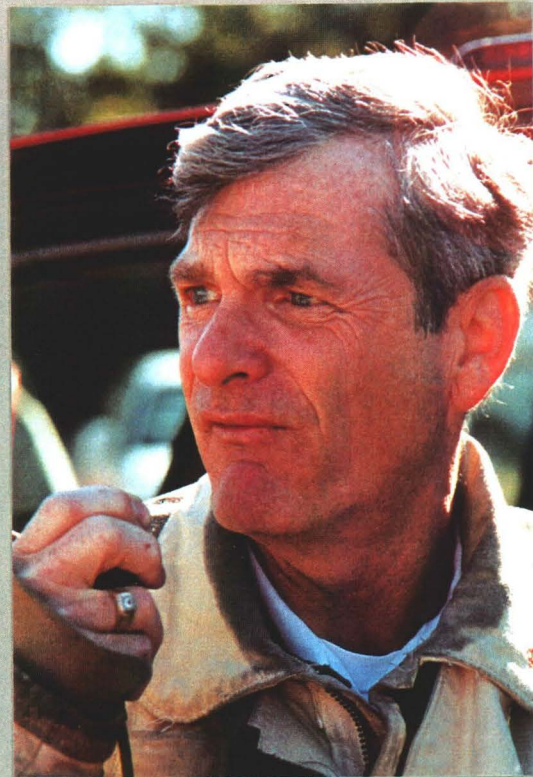
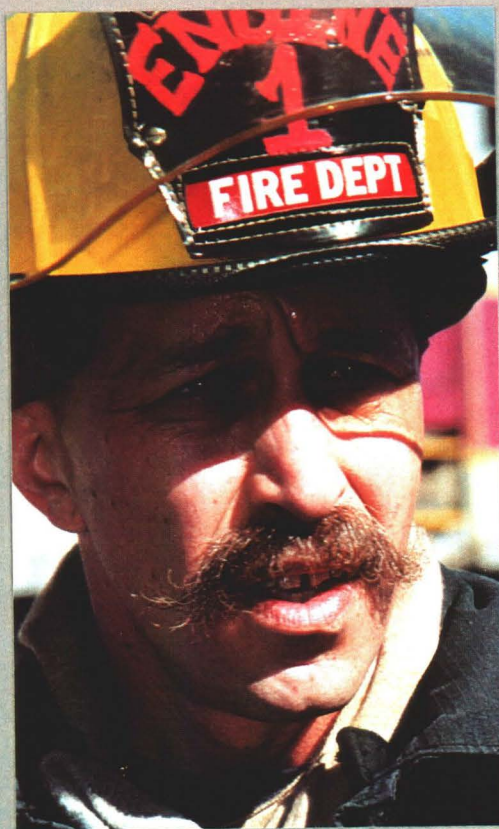
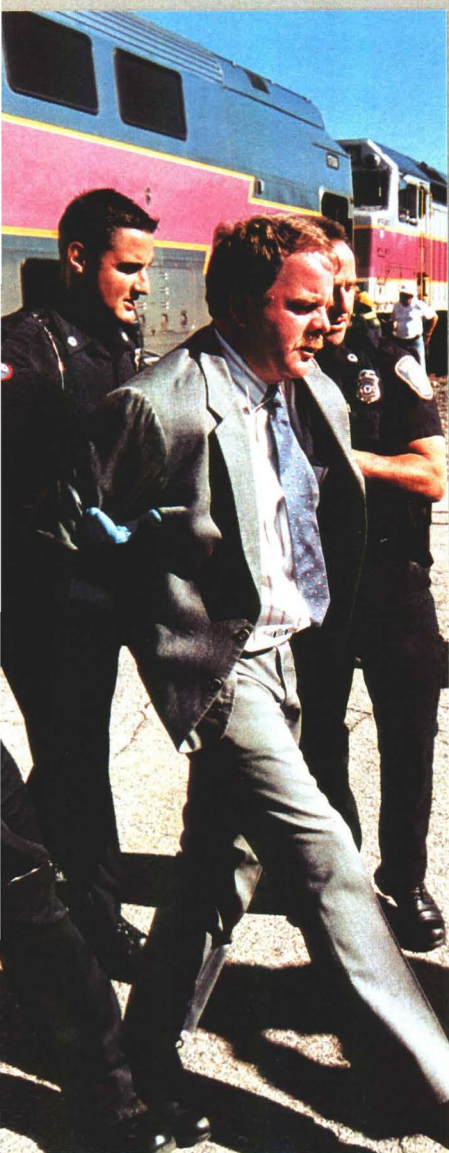


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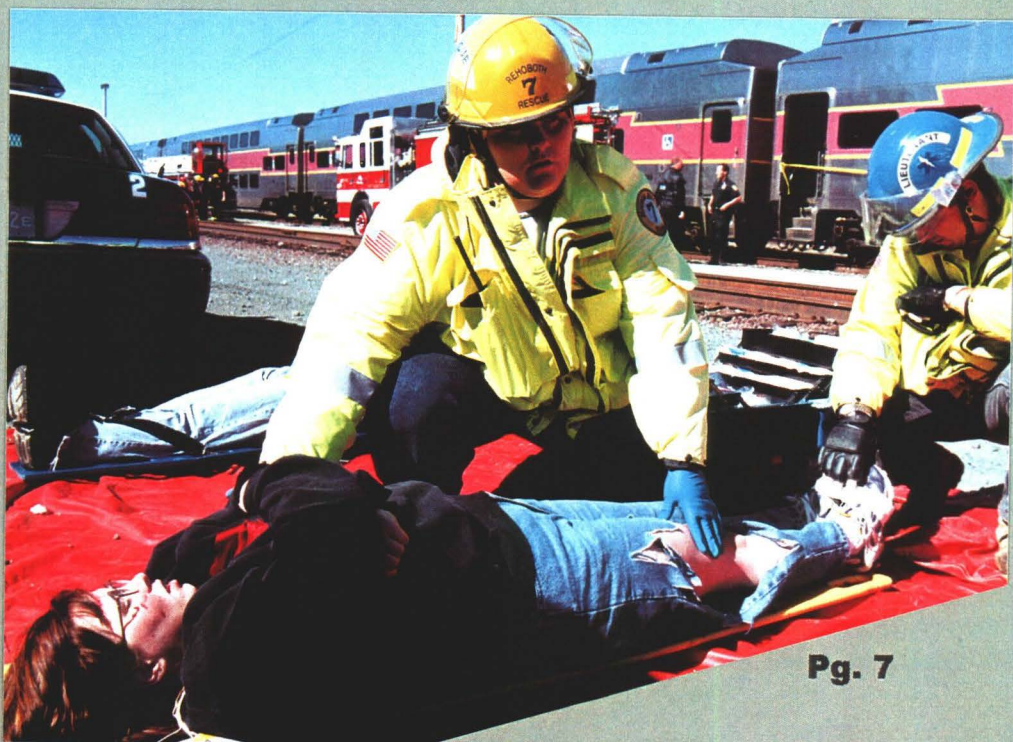
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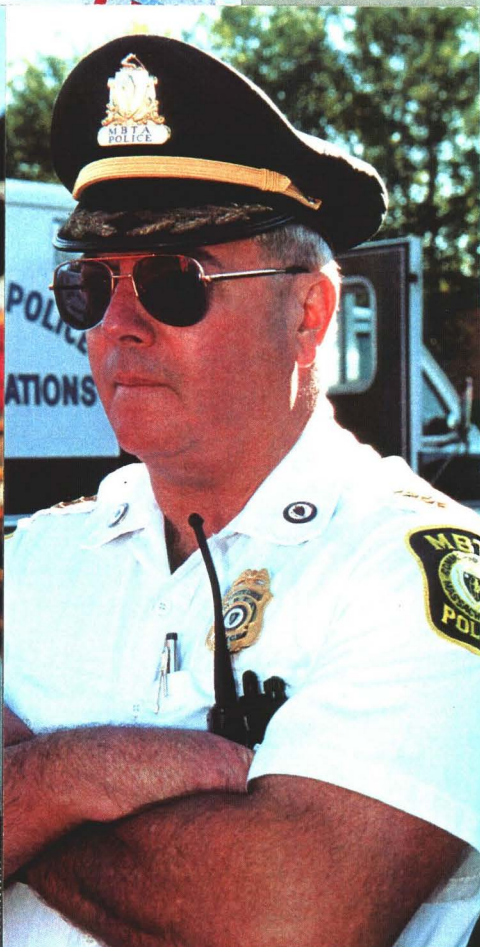
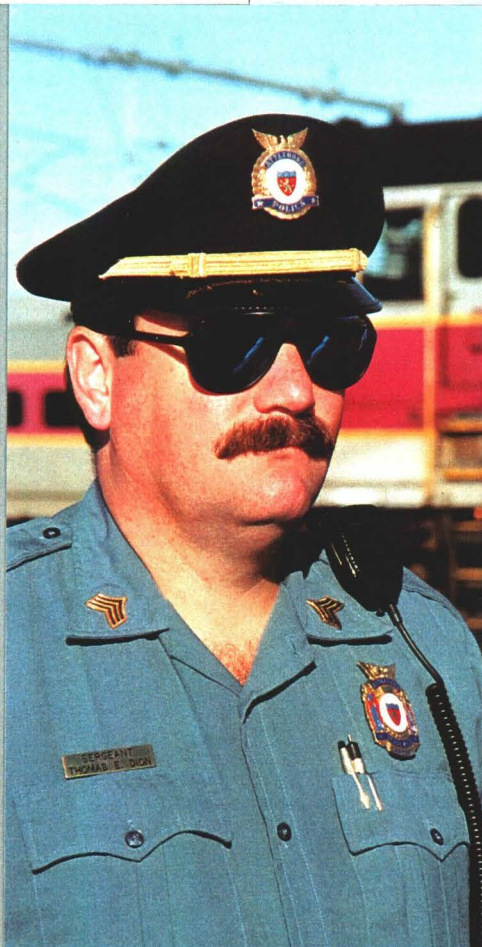
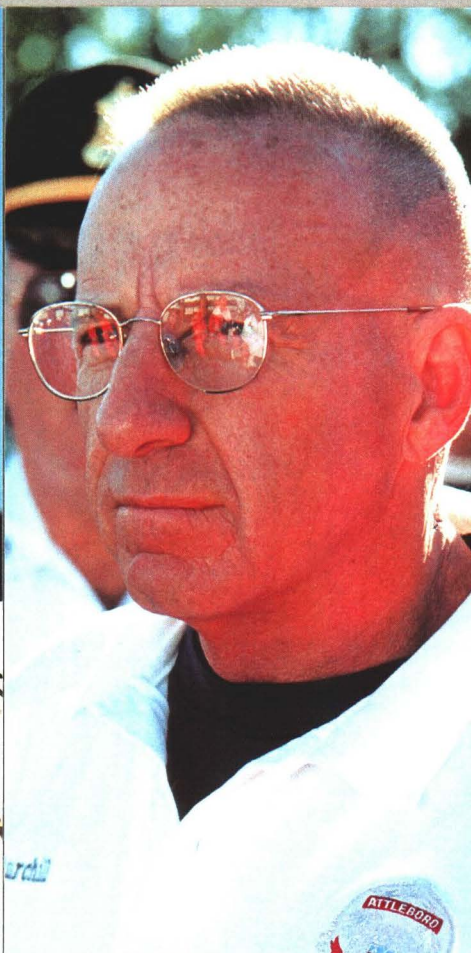
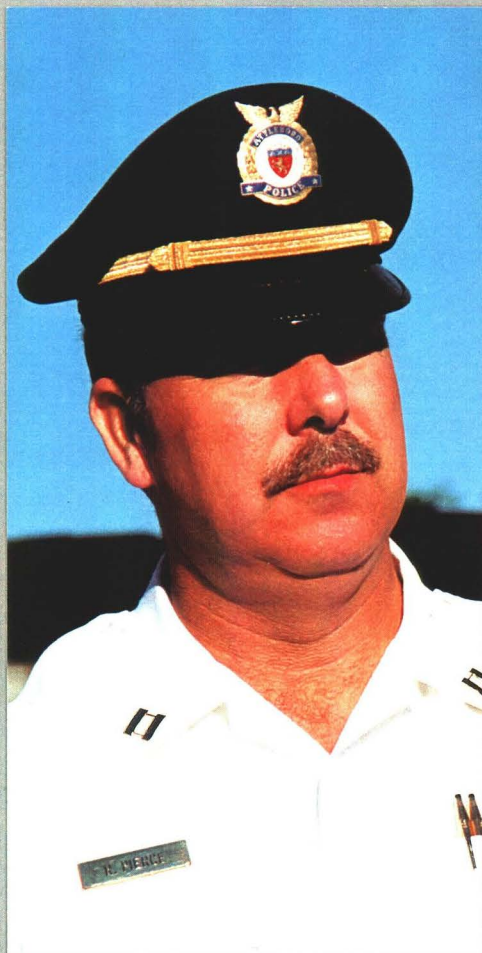




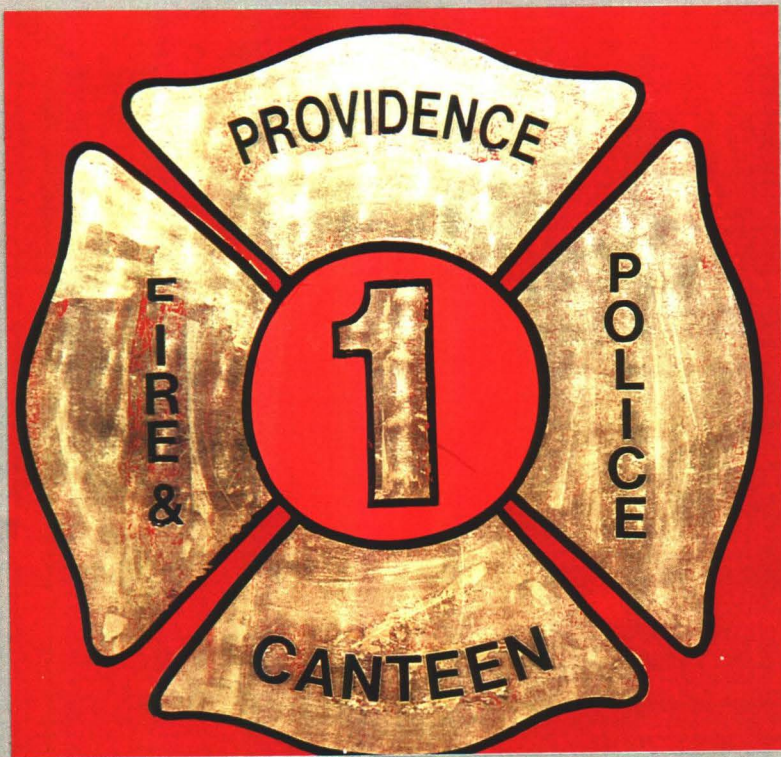




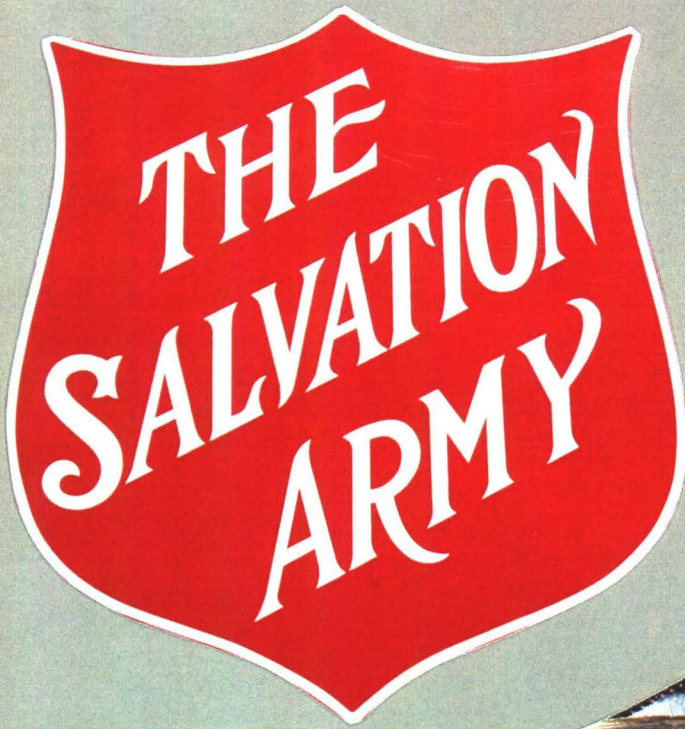














# LADDER

# 1

