



The CSXT RRT has provided rail interdiction training to more than 85 SWAT teams in 13 states, with the help of their T3- the only SWAT train in the world.

Consider the threat of a terrorist attack on the U.S. railroad system, passenger or freight. After all, the events in London, Madrid and Mumbai were real, and the designed ease of access to passenger rail transportation in this country makes prevention difficult. Likewise, freight railroads ship many thousands of hazardous materials through high threat urban areas on a daily basis, owing to die historic fact that most of these cities grew up around the railroads.

Logically, after the attacks on the U.S. in 2001 and the rail attacks in Europe and India, law enforcement agencies started to quicken their pace of training for train-related incidents. The problem was that rail equipment was scarce, and when it was available, could not include die realistic "train like you fight," force-on-force training that law enforcement agencies craved.

Furthermore, unlike other modes of surface transportation, access to passenger rail coaches, tank cars and locomotives was usually limited to a select few agencies. Even though there are thousands of police agencies that could be called upon to respond if something did occur on our nation's freight or passenger rail system, the gap for this type of training never seemed to close.

Enter an unlikely training partner: CSX Transportation (CSXT), one of the largest freight railroads in die U.S., with 21,000 route miles of track operating in 23 states, the District of Columbia and two Canadian provinces. With thousands of bridges and tunnels system-wide and rail yards in virtually every major city east of the Mississippi River, CSXT depends primarily on the members of its railroad police department to protect its many critical assets.

Modern day railroad police are a far cry from the days of Bat Masterson and Allan Pinkerton. With state and federal authority along with interstate jurisdiction, most police special agents working for CSXT have previous law enforcement experience with local, state and federal agencies.

Chief Bill Laubenheimer leads the efforts of the CSXT police department throughout its expansive territory: "Although we're a police department with a 180-year history of successfully protecting the rails, we've made tremendous strides recently in enhancing training, obtaining better equipment, hiring highly qualified professionals and forging partnerships with public criminal justice agencies, including FBI Joint Terrorism Task Forces."

Why would a freight railroad like CSXT be concerned about threats to passenger trains? With more than 200 passenger trains operating each day on CSXT-owned tracks, carrying 20 million riders annually, die potential threat and exposure is arguably even greater than from the hazardous materials the railroad transports for a large base of chemical shippers. In the post-Sept. 11 world, there is a clear need to strengthen die protection of rail assets vital to our nation's economy; and at the same time, there is a need to teach other agencies about critical railroad infrastructure.

Deciding to take the offensive in its fight on terrorism, CSXT formed its Rapid Response Team (RRT) in 2004. This mission-ready team of 20 highly skilled, tactically trained railroad police officers reporting to the deputy chief of



counterterrorism and intelligence also includes cross-functionally trained experts from the railroad's hazardous materials department.

To develop and hone its skills, the team spent more than a year in intense initial training, including an unplanned two month deployment to New Orleans in the aftermath of Hurricane Katrina to assist local agencies and protect key rail infrastructure. Since its inception, die RRT has logged an impressive 40,000 man hours of training.

In 2005, the team traveled to Europe to train with the German Polizei (SEK) and Federal GSG-9 - two units that had firsthand experience with the passenger rail attacks, This international training partnership, unique for any law enforcement agency let alone a freight railroad police department, has grown to include additional trips by the RRT to Germany and by the SEK to train in the U.S.

Dieter Detlef, commander of SEK Dortmund, who has worked with the RRT since 2005, said, "I am proud of our partnership with the RRT At first we trained them; now they help train us." His colleague Captain Olaf Haugrund added, "The professional relationship between die SEK Dortmund and the RRT is proof of die importance of sharing tactics, know-how and information to combat crime and terrorism worldwide."

To gain additional international rail experience, RRT members traveled to France in 2008 to learn from die Gendarmerie Special Operations Unit (GIGN). Their experience gave the team the ability to enlist others in the fight against potential terrorism. Given the large expanse of the CSXT rail network, the team realized that it would not always be in position to respond as quickly as needed to a threat or attack. With this in mind, they set their sights on accomplishing what has become their most important mission - teaching other teams what to do in die event of an actual freight or passenger rail incident.

The RRT places emphasis on educating police tactical teams on the unique equipment and physical surroundings of a railroad and the inherent dangers associated with freight and passenger train operations: critical information designed to give a tactical edge to teams responding to a rail situation and to keep them as safe as possible under the circumstances.

Knowing that rail equipment was scarce and the provision of hands-on training with this equipment even scarcer, CSXT set out to close that gap. The result is the only tactical training train of its kind in the country (and perhaps the world) that can travel to where the training is to be conducted and is capable of providing realistic training scenarios, including explosive breaching.

Today, the RRI spends almost 100 days a year teaching its intensive three-day Tactical Rail Interdiction Training Course to other law enforcement agencies. The unique fleet of rail equipment developed for the training includes a diesel electric locomotive, a bi-level passenger coach, a sleeper car, an explosive breaching passenger coach, a command/classroom car, tank cars (representing each of the federal DOT specification tank cars used to transport hazardous materials), a breaching boxcar and a caboose.



According to Trooper Norman Preston of the Kentucky State Police Special Response Team, "With the only SWAT Train in the world, CSXT offers students a unique opportunity to apply the principles learned in class on an actual train. Without access to this equipment in a controlled training environment, a team would be faced with many unfamiliar obstacles unique to the railroad industry."

The Tactical Training Train (T3) was created in conjunction with the Firefighters Education and Training Foundation located in West Springfield, MA. The Foundation has been working closely with CSXT for almost 15 years and provides the customized rail equipment for the T3. They also supplied two additional HazMat Safety Trains used by the CSXT hazardous material team to train fire departments on how to safely respond to a rail incident involving hazardous materials.

"CSXT understands the critical need to provide real-life training, both for police and fire agencies that could be called to a railroad emergency. Their dedication is tremendous, and their commitment to the public is genuine," said John O'Neill, president of the Foundation.

The locomotive, sporting CSXT blue and yellow colors, is fully functional except for an empty fuel tank and disconnected high-voltage electrical components. The one-of-a-kind explosive breaching passenger coach is equipped with an elaborate air actuated system that can simulate explosive entries via doors and windows. The combination command/classroom car can be used as a mobile field command center (as it was for the 2009 Presidential Inauguration) or as a modern and comfortable classroom with state-of-the-art climate control and audio/video equipment.

Inside the breaching boxcar, students are taught how to use a wide variety of mechanical tools as well as shotgun breaching techniques for doors and windows. Entry techniques using a Broco" torch to cut through the outer stainless steel skin of a passenger coach are also taught. The equipment also allows for a live surgical explosive breach to a coach car window, demonstrated by the RRTs explosive breacher.

The RRF has provided rail interdiction training to more than 85 SWAT teams in 13 states and has traveled as far away as Texas to conduct the training. To date, more than 700 tactical police officers from local, county, state and federal agencies, in addition to the military, have taken part in this training, and another 150 or more will participate this year - all free of charge. Requests for additional training have the RRT booked up several years in advance.

According to Sergeant "Fritz" Graas of the Louisville-Metro, ICI' SWAT team, "It was a great course, full of valuable information for all attendees on tactics, gear and equipment considerations." This is high praise from a veteran tactical operator who continually looks to provide the most realistic training possible for his team. As a matter of fact, the RRT carefully reviews the written critiques submitted by students and SWAT team leaders after every training class. Many of the improvements made to equipment and curriculum, including the ability to simulate explosive entries via doors and windows, come from student critiques and suggestions.

During the training, tactical entries are recorded using a hi-tech camera system mounted inside and outside the passenger coaches. The multi-camera system, complete with low light and pan-tilt-zoom capability, allows instructors to carefully evaluate each entry and then replay it for the students.



Of course, camera systems used to assist police training are not new; however, their value is greatly enhanced when training is conducted in the narrow, dimly-lit confines of a passenger rail car. Details not seen by observers or participants inside the coach car can be clearly identified by the instructors watching the multi-screen monitors.

Sergeant Frank Zoeller of the U.S. Army's Special Reaction Team at Fort Knox, KY stated, "Being able to review the movement of all team members throughout training is crucial in successful learning."

The tactical rail interdiction training class consists of 10 rigorous and thought provoking components. Additionally, it is here that the unique cross-functional background of the RRF members is most apparent.

For example, one of the HazMat specialists assigned to the RRT who also serves as the team medic, is a qualified locomotive engineer. The second HazMat specialist on the team is a qualified train conductor and part of the over-watch/sniper element, together. They provide in-depth training on tank car construction and tactical entry in contaminated situations, ensuring that other team members stay qualified in the use of chemical protective clothing and respiratory protective devices, including self-contained breathing apparatuses. They also give the RRT the ability to move a train long distances if necessary in the event of a hostile or contaminated environment situation.

The comprehensive, three-day training curriculum includes officer safety; railroad operations and mission planning; history of rail terrorist attacks; rail car entries and clearing procedures; rail car mechanical and weapons breaching techniques; explosive dynamic ladder entries; locomotive interdiction, design and nomenclature; force-on-force assault training; use of improvised explosive devices on passenger rail equipment; hazardous materials tank car construction and familiarization; and real-world team scenarios with a final assault exercise.

The safety of every participant is the highest priority at each training class. Reinforcing this is the two-year plus, injury-free record of the entire CSXT police department - a tribute to their attention to detail while working in the unforgiving confines of a railroad environment.

The RRT was created with a specific mission in mind: to protect CSXT employees and critical rail infrastructure and to assist and train other law enforcement agencies that might be called upon during or after an act of terrorism on the railroad. Through the efforts of the Tactical Rail Interdiction Training Program and the dedicated men and women of the CSXT Police Department and Rapid Response Team, that mission is being fulfilled.

Past terrorist events abroad, coupled with ongoing concerns about a similar attack to the U.S. rail system, make rail interdiction training a critical part of most tactical team training cycles. Though not as commonplace as needed, it is reassuring to know that at least one police department is working to make this type of specialized training more realistic and available to as many agencies as possible.



## SUMMARY

The CSXT formed a Rapid Response Team (RRT) in 2004 to help protect its rails from the threat of terrorist attacks. The RRT now teaches other law enforcement agencies the tactics of railroad protection with its Tactical Rail Interdiction Training Course.

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