



TRAINING BULLETIN

Los Angeles Police Department

Charlie Beck, Chief of Police

Volume XLVII, Issue 3

January 2018



THE METRO RED AND PURPLE LINE SUBWAY SYSTEM - PART II TACTICAL GUIDELINES

The Los Angeles County Metropolitan Transportation Authority, Metro Red and Purple Line Subway System, is a unique and potentially dangerous environment with many hazards. In addition, officers must address tactical concerns prior to entering the subway system. This becomes critical when a decision is made to enter the track bed area to capture a suspect or rescue a person. The track bed contains many dangers, such as high voltage electrical equipment, fire suppression system pipelines, electrified rails, and the possibility of being struck by an oncoming train.

The tactics used by officers who may venture within the Metro Subway System are of paramount importance and should not be taken for granted. This Training Bulletin contains the tactical guidelines that should be followed for any law enforcement activity (i.e., how to conduct an emergency train stop or rail car entry) and the actions to consider when a person jumps or falls off a passenger platform onto the track bed. This information will increase officer safety and minimize the risk of personal injury to officers inside the Metro Red and Purple Line Subway System.

Emergency Procedures

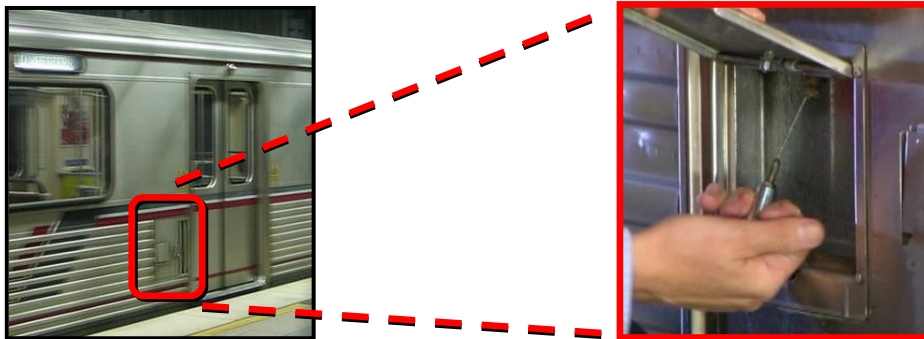
Emergency Train Stop

In case of an emergency, the train can be stopped from **inside a car** by pulling downward on the emergency stop **red ball** located just above each set of passenger doors. Once the handle is pulled down, the train will automatically begin to slow and come to a complete stop. The doors can then be manually opened.



Emergency Door Release

Entry into a train can be gained by activating the emergency door release handle located on each side of the train at the center section adjacent to the passenger doors.



Open emergency door cover plate and pull handle down to release the door latch. Pulling the emergency door release handle will activate the emergency brake lock preventing the train from moving. The doors can then be manually pulled open.

Note: When on the track bed, do not use the collector shoe as a step because contact with a collector shoe may cause death. When one collector shoe of a train is touching the contact rail, all four collector shoes are energized.



Tactical Considerations

Generally, the most effective technique to reduce the intensity of an encounter with a suspect and enable an officer to have additional options to gain voluntary compliance is through tactical de-escalation. De-escalation techniques can be remembered by using the acronym PATROL: Planning, Assessment, Time, Redeployment and/or Containment, Other Resources and Lines of communications.

Planning and Assessment

Rushing into a situation, rather than waiting, often causes unnecessary injuries. When a suspect is near the platform edge, officers should use every available tactic to avoid making physical contact with the suspect. There have been instances where officers were pushed onto the track bed while attempting to restrain a suspect. A push, slip or fall onto the track bed could result in contact with the electrified contact rail, which can be fatal. There is also a possibility of being struck by an oncoming train. **The safest location to make contact with a suspect is in the middle of the station platform.**

Time

Distance+Cover=Time. Time is an essential element of de-escalation as it allows officers the opportunity to communicate with the suspect, refine tactical plans, and, if necessary, call for additional resources. If a suspect is contained and does not pose an imminent threat to officers, the public, or himself/herself, time can provide an opportunity for the suspect to reconsider his/her actions and decisions.

Redeployment and/or Containment

In the event a person suspected of suffering from a mental illness, a suspect under the influence of an intoxicant, or a person threatening suicide is too close to the edge of the platform, **officers should not approach**. Individuals who are threatening suicide will require special attention. Maintain a safe distance and request additional units for support.

Other Resources

If the suspect jumps or falls onto the track bed or runs into a tunnel, **officers should not pursue**. Notify Rail Operations Control (ROC) and Communications Division immediately. Rail Operations Control personnel have the ability to:

- De-energize the contact rail and associated power zones
- Direct train operators to hold their positions
- Verify the concerned power zone is actually de-energized
- Dispatch an On-Scene Coordinator to the scene

Lines of Communication

Maintaining open lines of communication between officers and communicating effectively with suspects are critically important when managing a tense or potentially dangerous encounter. Communicating with a suspect may slow down the incident creating time to plan and increase the chances of de-escalating the situation. Officers should:

- Take their time
- Use non-threatening communications
- Not issue ultimatums or make the suspect feel trapped or pressured
- Advise the suspect (unless the suspect is threatening suicide) of the lethal hazards within the subway system
- Assure the suspect that they are there to help

Generally, given time to think, a suspect who is cut off from escape and made aware of the subway hazards may eventually realize the futility of the situation and decide to surrender.

General Concerns

Officers must be constantly aware of the following factors when operating within the Metro subway system:

- Approaching/departing trains
- Location of electrified contact rail
- Location of stairs at each end of the station platform that lead to the track bed
- Possibility that a suspect might use the doors at each end of the platform to escape
- Cross passages in tunnels are located every 750 feet identified by red exit signs
- Location of nearest Blue Light Station/Emergency Trip Station (ETS) containing telephone with a direct link to the ROC
- Location of emergency intercom or telephone at each end of the station platform
- Track switches operate from a power source different than the contact rail power source

Specific Concerns

The decision by officers to enter the track bed for any reason must be carefully considered. If a person is on the track bed, the risk of death increases dramatically with the intervention of another person. The track bed is not designed for a person to stand or walk upon, and could cause someone to fall, resulting in contact with the electrified rail.

Person on the Track Bed

Officers on the Platform Should:

- Immediately advise the ROC of their location
- Request that the ROC turn off electricity to the contact rail and hold trains outside the area
- If unable to contact the ROC, depress the emergency stop button in the ETS box to turn off rail power, and contact the ROC via the telephone in the ETS
- Determine the location where the person has fallen in reference to the electrified contact rail
- Provide specific directions to the individual on what to do and what not to do (i.e., direct individual to refuge area or how to get out)
- Consider the condition, size, and age of the person
- Determine if you have the ability to pick up and carry the person to a safety zone (i.e., platform or refuge area under the station platform)
- Consider laying on the platform, grabbing the person, and pulling them to safety
 - Officers should not risk being pulled down onto the track bed where they could contact the electrified rail
- Enlist other officers or Metro employees to assist

Officer and Suspect on the Track Bed

Officers on the Track Bed Should:

- Disengage from a violent suspect, because any attempt to physically control an aggressive suspect may result in accidental contact with the electrified contact rail
- Maintain a safe distance from the suspect
- Maintain a safe distance from the electrified contact rail
- **Consider the electrified contact rail a lethal weapon**
- Keep baton or other metal objects away from the electrified contact rail or train collector shoes
- If a train approaches, move quickly onto a passenger platform within the tunnel, or use the refuge area under the station platform

Use of Lethal Force Considerations

Officers must consider the following factors prior to the use of lethal force within the subway system:

- Possibility of bullet striking oncoming train or commuters on the platform
- Effect of potential ricochets
- Possibility of falling suspect pulling officer onto the electrified contact rail

CONCLUSION

The Metro Subway System is a unique environment that contains specific hazards and unusual tactical challenges that an officer must take into consideration from the time the system is entered. Knowledge of train movement, the location of the electrified contact rail, emergency trip stations, emergency intercoms, and electrical hazards within the Metro Red and Purple Line Subway System, along with planned tactics and techniques are the best precautions officers have to avoid a situation that may cause serious injury or death.

This Bulletin replaces Volume XXXV, Issue 7, The Metro Red Line Subway System Part II – Tactical Guidelines, May 2003.

Field Training Services Unit
Police Training and Education

DISTRIBUTION "A"