



**MONTGOMERY COUNTY
FIRE AND RESCUE SERVICE**

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**Incident Response Policy Appendix Q
Definitions**

09/14/2020

Issued by: Fire Chief Scott Goldstein

Policy Number: 24-01

Authority: Montgomery County Code Section 21-3 (b)

Supersedes: *IRP Appendix Q Definitions*, dated 01/01/2019

Effective Date: September 14, 2020

- A1. **Air Force Rescue Coordination Center (AFRCC)**: The United States' inland search and rescue coordinator, the Air Force Rescue Coordination Center serves as the single agency responsible for coordinating on-land federal SAR activities in the 48 contiguous United States, Mexico and Canada.
- A2. **Airport/Airpark Manager**: The overall coordinator for an airport or airpark facility ("Airport," "Airpark," or "Facility"), whose duties include being responsible for publishing the facility's emergency procedure manual, maintenance, and continued planning.
- A3. **Assume (Command)**: This term describes the action of a Certified Command Officer exercising his/her authority to become the Incident Commander.
- A4. **Attack Tanker Operation**: The designated initial water supply operation for structure fires in rural areas. This operation requires the first engine, second engine, and first due tanker (attack tanker) to be co-located and concentrate their water resources on supporting the initial attack.
- A5. **Attack Tanker**: The first due tanker on a rural water supply assignment.
- A6. **Awareness Level (water-related incidents)**: Knowledge-based course of instruction; emphasizing hazards and personnel safety. Limited to initial scene size-up, shore-based rescue techniques (Yell, Reach or Throw), and subsequent Warm Zone support tasks.
- B1. **Ballast**: Material, generally stone, used as a base material to support the railroad ties and track structure.
- B2. **Battalion Command Platform**: A command vehicle outfitted to the minimum requirements established by the Fire Chief.



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- B3. **Battalion Line-up**: An electronic form used to track personnel daily riding assignments.
- B4. **Blocking Unit**: Fire and rescue apparatus positioned upstream from the work area to create a physical barrier between oncoming traffic and an incident scene.
- B5. **Blue Light Box/Emergency Trip Station (BLB/ETS)**: The blue light box is a mounted box in the METRO system identified by a blue light and containing a METRO system phone and an emergency third rail shut off button.
- C1. **CB-EMIS Chemical Sensors (METRO)**: A surveillance system for hazardous chemicals designed to provide warning of chemical threats.
- C2. **Circle Check**: A 360 inspection of the outside of a structure or other hazard area intended to develop situational awareness.
- C3. **Clinical Decision Maker**: The primary care provider during an **OHCA** resuscitation, typically the first arriving ALS clinician.
- C4. **CPR Boss**: The clinician who provides oversight and management of key Basic Life Support (BLS) interventions during an **OHCA** resuscitation. This is typically the unit officer of the first-arriving piece of heavy apparatus.
- C5. **Cold Zone**: The cold zone is an area free of incident hazards. This area may be safely used for incident command and staging. See specific appendices for specific parameters.
- C6. **Common Corridor**: An area of land that encompasses both the Metro and Heavy Rail roadways. The roadways are separated by fencing only.
- C7. **Competent Person**: As defined in OSHA 29 CFR 1926.650(b), a competent person is defined as one who is capable of identifying existing and predictable hazards in the surroundings, or working conditions which are unsanitary, hazardous, or dangerous to employees, and who has authorization to take prompt corrective measures to eliminate them.



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- C8. **Confined Space**: As defined in OSHA 29 CFR 1926.146, a confined space is an area that has an opening large enough for an employee to make entry for the purpose of performing work; has limited, or restricted means of entry or exit; is not designed for continuous occupancy.
- C9. **Consist**: A document listing the train makeup in standing order, the number of freight or passenger cars, commodities and a summary of the train including tonnage and length.
- C10. **Crew**: A group of two or more firefighters, rescuers, and emergency medical services personnel responding to an incident, staffing a specific unit.
- D1. **Davis Airfield (W50)**: 7200 Hawkins Creamery Road located off Route 108. This airport operates only during daylight hours, and makes available on-site refueling, minor maintenance services, and mostly exterior tie-down/parking of aircraft (both on grass and aircraft ramps).
- D2. **Defensive**: In the context of this policy "defensive" refers to one of the two incident strategies. Defensive means that personnel recognize that they cannot actively or directly correct the problem per se and are attempting to contain the problem.
- D3. **Downstream (vehicle collisions)**: The direction that traffic is moving as it travels away from the incident scene.
- D4. **Downstream (water-related incidents)**: Direction water is travelling.
- D5. **Downstream Safety (water-related incidents)**: Teams of two in Water Rescue PPE with radios and 2 throw bags each. The Downstream Safety personnel should be prepared for the rescue of victims and/or rescuers that may be swept downstream. All personnel in this group should have a throw rope bag in hand. If possible, there should be downstream personnel on both sides of the river.
- D6. **Dump Site Operations**: A method for expanding initial water supply in the rural environment that involves the use of portable tanks to provide an on-site static water supply.



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- E1. **Emergency Locator Transmitter (ELT):** Equipment on aircraft that broadcasts distinctive signals on designated frequencies for the purpose of locating the aircraft. ELT's may be activated manually or automatically by immersion in water or as a result of high 'g' forces on impact.
- E2. **EMS Clinician:** An individual licensed or certified by the state of Maryland and credentialed in Montgomery County as an Emergency Medical Dispatcher, Emergency Medical Technician, Cardiac Rescue Technician, or Paramedic.
- E3. **Extrication:** The use of hydraulic, mechanical, pneumatic, electrical, gas powered, and/or hand tools to free victims who are Trapped or Pinned in a vehicle.
- F1. **Fast Water, Coordinated Ventilation:** This is the core operational approach for MCFRS operating on structure fires. It requires personnel to use the fastest, most direct method possible to put water on the fire in order to reduce the amount of heat, smoke, and other products of combustion that the fire is generating.
- F2. **Flagging:** A method to convey stop orders to an oncoming train utilizing flares, lights or hand signals.
- F3. **Flat Water:** Water moving less than 1 knot. Flat Water is moving water. Flat Water's name is derived from the fact that even though the water is moving there is not enough turbulence in the stream to create significant disruptions to the water's surface. The water appears flat.
- F4. **Flight Data Recorder:** Sometimes referred to as the "black box" contradicting its bright orange color is used by the National Transportation Safety Board (NTSB) when investigating the cause of an aircraft crash.
- F5. **Floor of Care (in cardiac arrest):** Critical OHCA resuscitation therapies including assessment for a shockable rhythm, delivery of energy when appropriate, and high-quality chest compressions and ventilations, organized into two-minute cycles, with breaks of less than ten (10) seconds. Other therapeutic interventions (e.g. intravenous lines, medications, etc.) are secondary to the Floor of Care.



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- F6. **Flow Path**: The path that products of combustion take between the high-pressure area of the fire and the lower pressure areas outside the structure.
- F7. **Full Personal Protective Equipment (Full PPE)**: For the purposes of *IRP Appendix P: Vehicle Collisions*, "Full PPE" is defined as either:
1. MCFRS approved, NFPA 1971 compliant, structural firefighting ensemble and ANSI Z.87.1 eye protection. (extrication gloves may be substituted for firefighting gloves), or
 2. MCFRS approved, NFPA 1951 compliant, technical rescue ensemble and ANSI Z.87.1 eye protection, or
 3. MCFRS approved, NFPA 1999 compliant, EMS protective ensemble and ANSI Z.87.1 eye protection.
- H1. **Heavy-Water Hookup**: A method for connecting an engine to a fire hydrant where the hydrant steamer and at least one hydrant butt end are dressed with appliances and immediately available for use.
- H2. **High Angle Rescue**: Steep, or vertical rope rescue operation, in which a rescuer and/or victim is primarily supported, or suspended, by a tensioned rope system.
- H3. **High Rise**: A structure more than five stories in height, or seventy-five feet above to lowest fire department vehicle access.
- H4. **Hot Zone (water-related incidents)**: Typically, the water (or ice) itself.
- H5. **Hot Zone**: The area of the incident where the action is occurring and represents the area of the highest hazard. See specific appendices for specific parameters.
- I1. **Immediately Dangerous to Life and Health (IDLH)**: An atmosphere that poses an immediate threat to life, would cause irreversible adverse health effects, or would impair an individual's ability to escape from a dangerous environment.
- I2. **Immediate Life Hazard (METRO)**: A situation where personnel can either see or hear people in the roadway and third rail power has not been controlled.



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13. **Incident Command System**: An organizational structure protocol that supports an Incident Commander and is intended to promote communication, coordination, accountability, and effective action to respond to a natural disaster or other emergency.
14. **Incident Command Team**: At least two Certified Chief Officers operating inside a stationary vehicle-based command post.
15. **Incident Duration Reminders (IDRs)**: Announcements issued by the Emergency Communications Center (ECC) to advise the Incident Commander of the duration of the incident.
16. **Initial On-Scene Report (IOSR)**: A report provided by the first arriving unit to each side of a structure that provides a situation assessment.
17. **Inner Circle**: A work area established around the vehicle(s), usually extending ten to fifteen feet in all directions.
18. **Inner Circle Check**: Size up, perform preliminary triage, and evaluate hazards and special problems in the Inner Circle, and immediately around the vehicles.
 1. Assessment of scene safety and immediate life hazards (e.g., wires, fire, etc.)
 2. Assessment of the number and status of patients in or near vehicles.
 3. Isolation of vehicle power and actions to limit vehicle motion.
 4. Identification of vehicle-specific hazards (electric, hybrid, or compressed gas, etc.) and notification of all personnel if found or suspected.
19. **Interior Structural Firefighting**: The physical activity of performing fire suppression or rescue while inside buildings that are involved in fire beyond the ignition stage.
110. **Isolation Zones**: Isolation zones define incident action areas based on their relative hazard. They are not always based on concentric circles. The nature of the incident hazards determines the size and shape of the zones. For some events, such as vehicle collisions, these hot and warm zones may be referred to the inner and outer circle respectively. See specific appendices for specific parameters.



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- K1. **Keyless Ignition**: A vehicle system that allow the ignition to be turned on, or engine started, without a key being placed in a keyway. The ignition may be activated with a push of a button if the key fob is within approximately 5' of the vehicle.
- K2. **Known Life Hazard**: A circumstance where responding personnel can hear or see a person in distress or have received reliable information from the Emergency Communications Center or a bystander indicating that a person is in an IDLH atmosphere.
- L1. **Large Aircraft**: Large aircraft are defined by the Federal Aviation Administration, FAA, as any aircraft that weighs more than 12,500 pounds. For point of reference the current Maryland State Police Helicopter (AW 139) has a gross weight of 14,110 pounds.
- L2. **Lead Track (METRO)**: The portion of roadway between the end of the revenue line and the maintenance yard.
- L3. **LCAN Report**: The Location, Conditions, Actions, and Needs (LCAN) report is a method for providing situation updates to command.
- L4. **Low Angle Rescue**: A flat, or mildly sloping area, in which a rescuer and/or victim is primarily supported by the surface and not that of a tensioned rope system.
- M1. **Maryland Medical Protocols (MMP) for Emergency Medical Services**: The governing document approved by the Maryland EMS Board that dictates medical protocols for the treatment of patients by prehospital clinicians in Maryland.
- M2. **MAYDAY**: An emergency distress signal indicating that one or more fire/rescue personnel need emergency assistance to escape an (IDLH) atmosphere or other life-threatening situation.
- M3. **Mechanical CPR Device (mCPR)**: A commercially manufactured machine that provides high-quality uninterrupted chest compressions to an **OHCA** patient.
- M4. **Milepost**: marker that identifies a given track location along the railroad.



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- M5. **Montgomery County Airpark (GAI)**: Also known as the 'Gaithersburg Airpark' 7940 Airpark Road off of Woodfield Road, with another access road directly off of Woodfield Road. The Airpark operates 24 hours a day, and makes available on-site refueling, a full range of maintenance services, multiple enclosed hangars, and exterior tie-down parking for aircraft
- O1. **Off Airport Incident**: An incident in which an aircraft has made an emergency landing or has had a collision not on airport grounds. These can include (but not limited to) incidents located on (in) farms, cities, highways, power plants, etc.
- O2. **Offensive**: In the context of this policy "offensive" refers to one of the two incident strategies. Offensive means that personnel are actively and directly attempting to correct the identified problem.
- O3. **On Airport Incident**: On Airport incidents refer to emergency incidents that occur within the grounds of an airpark or airport.
- O4. **Out-of-hospital cardiac arrest (OHCA)**: Cessation of cardiac mechanical activity that is confirmed by the absence of signs of circulation, occurs outside of a hospital setting, and may be due to any etiology.
- O5. **Outer Circle**: The entire area of the collision outside of the Inner Circle which will need to be checked for additional vehicles or patients.
- O6. **Outer Circle Check**: Size-up the overall accident scene, especially the area surrounding the Inner Circle.
1. Assessment of scene safety.
 2. Determination of number of vehicles, whether they can be accessed by the responding units (if they are separated by moving traffic or a physical barrier), and potential number of patients.
 3. Assessment of additional hazards (traffic hazards, fuel leaks, wires down, etc.)
 4. A process to determine if there are patients away from the Inner Circle or who have been ejected or walked away.
 5. Control the scene: keep bystanders clear and direct non-essential personnel away from Inner Circle.



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6. Consideration of the need for cones, flares, or fire line tape to designate barriers and warn traffic.
07. **"Own Hydrant"**: A method for establishing a water supply for an incident where the engine uses the pre-connected soft sleeve to connect to the hydrant.
08. **Operations Level (water-related incidents)**: Participation based course of instruction; emphasizing personnel safety, team safety and limited low risk rescue. Course training generally includes objective evaluation and testing. Hot Zone activities are limited to Flat/Still Water only.
- P1. **Pass Command**: When the Incident Commander transfers command of the incident to another party
- P2. **Patient Movers (METRO)**: Patient movers refer to any of a number of lightweight, easily carried devices designed to be litters for patients. Currently SKED stretchers, mega-movers, and similar devices fall into this category.
- P3. **Permit-Required Confined Space**: A confined space that has one or more of the following characteristics: 1) contains or has the potential to contain a hazardous atmosphere, 2) contains a material that has the potential for engulfing an entrant, 3) has an internal configuration such that an entrant could be trapped or asphyxiated, and 4) contains any other recognized serious safety or health hazard.
- P4. **Personnel Accountability Report (PAR)**: A vocal check initiated by the Incident Commander to determine the status of units and personnel operating on an incident or during training.
- P5. **PFD**: Personal Flotation Device (i.e., life jacket).
- P6. **Pinned**: When a patient is entangled in or impinged upon by displaced metal or wreckage.
- P7. **Potomac Terminal Radar Approach Control (TRACON)**: Terminal Radar Control Facility (TRACON). A terminal facility that uses radar and non-radar capabilities to provide



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approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility.

- P8. **Primary Unit**: An engine, truck, or rescue squad.
- P9. **Protected Work Zone**: The area of a roadway incident that is shielded from traffic by a Blocking Unit or other heavy barriers.
- R1. **Radio Return**: A radio transmission intended to provide an update on current incident status.
- R2. **Rapid Intervention Company (RIC)**: The primary unit on the initial alarm assigned to provide rapid intervention.
- R3. **Rapid Intervention Dispatch (RID)**: An automatic dispatch of an additional aerial unit, rescue squad, and an EMS unit (an ALS unit, if one is not already on the fireground) when ECC has reason to believe the incident is a working fire, or when units on the scene report a working fire.
- R4. **Rapid Intervention Group (RIG)**: The combination of units from the RIC and the RID.
- R5. **Red Tag (METRO)**: A method of third rail power management that involves the physical removal of electrical breakers along the system.
- R6. **Rescue Corridor**: Phrase referring to an aircraft firefighting tactic in which firefighting agent is applied in a manner in which to provide a safe path to exit an area involved in fire. Predominantly this tactic is applied to prevent fire spread to exits of aircraft and is not focused on extinguishment of fire but rather protecting evacuation of victims.
- R7. **Return of Spontaneous Circulation (ROSC)**: The restoration of a spontaneous perfusing rhythm that results in more than an occasional gasp or fleeting palpated pulse.



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- R8. **Relay Operations**: A method for expanding initial incident water supply system that uses a series of interconnected engines to connect to a water source.
- R9. **Rescue Truck (or Rescue Engine)**: An aerial, tower, or engine equipped with a comprehensive set of extrication and stabilization tools.
- R10. **Rhythm Check**: A brief pause in chest compressions to assess the cardiac rhythm. This occurs at two-minute intervals and lasts for no more than ten (10) seconds. Other interventions that require cessation of compressions (e.g., application of an mCPR device) must occur during a Rhythm Check.
- R11. **Risk Assessment**: A systematic consideration of the known or predicted hazards of an incident, the likelihood of their occurrence and the severity of the impact if they do occur.
- R12. **River Left (water-related incidents)**: Left shoreline looking downstream.
- R13. **River Right (water-related incidents)**: Right shoreline looking downstream.
- R14. **Roadway (METRO)**: The area within the tunnel walls underground, between the fences at-grade, between the safety railings when on aerial structures and areas in the track areas of METRO Yards.
- R15. **Roadway (Heavy Rail)**: The strip of land on which the railroad operates. This includes the area in between any fences and/or any area within 20 feet of the track-bed.
- R16. **Runner**: A pre-designated crew member of the first-arriving unit responsible for rapidly accessing a reported OHCA patient in order to provide immediate assessment and hands-only CPR.
- R17. **Runway**: A leveled strip of smooth ground along which aircraft take off and land.
- R18. **Rural Area**: For purposes of this SOP, any response area in Montgomery County that is not supplied by a municipal water distribution system supporting fire hydrants.



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- S1. **Shallow Water Crossing Pole**: A walking stick-type pole used by the rescuer for support and to probe the ground while walking in shallow water. It is a round, hard, wood pole 1 to 2 inches in diameter and 6 to 8 feet in length. It is painted in a highly visible color for the first 18 inches of both ends.
- S2. **Shipping Papers**: A shipping order, bill of lading, manifest or other document that contains information about train commodities.
- S3. **Signal 3**: The communication of a need for immediate law enforcement response because fire/rescue personnel are faced with an imminent or occurring danger to life or personnel welfare.
- S4. **Situational Awareness**: The process of identifying, processing, and comprehending the critical elements of information about what is happening at the incident. It is knowing what is going on around you.
- S5. **Souls on Board or SOB**: Common aircraft terminology for the number of living humans (crew and passengers) onboard an aircraft.
- S6. **SPASM**: The acronym of initial OHCA resuscitation actions to ensure the "Floor of Care" is established. SPASM stands for:
1. (S)top – cease efforts at patient movement, including transport
 2. (P)ress – begin chest compressions
 3. (A)pply pads – check for a shockable rhythm and deliver energy if appropriate
 4. (S)elect paddles
 5. (M)etronome on
- S6. **Stabilization**: The process of making a vehicle safe to work on by rendering it inoperative and preventing unwanted movement of a vehicle in any direction. Stabilization may include:
1. Isolation of vehicle power and limit vehicle motion.
 2. Isolation of the chassis from the suspension.
 3. Placement of cribbing, struts, straps, or cables to secure a vehicle from unwanted movement.



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- S7. **Standby Team (2-Out):** At least two personnel who qualify as minimum staffing on an engine, truck, or rescue squad, who observe the initial entry team entering an IDLH atmosphere, and are available, trained, and equipped for immediate response to rescue the entry team.
- S8. **Stationary Command:** When the Incident Commander is dedicated solely to performing the incident command function from a fixed location, typically a command vehicle or other fixed position
- S9. **Still Water:** Water which is not moving at all.
- S10. **Structural Collapse:** The loss of the load-carrying capacity of a component or member within a structure or of the structure itself. Structural failure, or collapse, is initiated when the material in a structure is stressed to its strength limit thus causing fracture, excessive deformations or complete failure.
- S11. **Structural Compromise:** Damage or deformation to a load-carrying component, or member, within a structure that has not resulted in a failure or collapse of the structure but could cause the structure to fail under certain unwanted stresses.
- S12. **Survivability:** An assessment of the likelihood of survival based on current conditions in the compartment in question.
- S13. **Swift Water:** Water moving greater than 1 knot. This can be determined by throwing a floating object in the water and timing it when it starts to move. If the object takes less than 30 seconds to travel 50 feet, the water is to be considered Swift Water.
- S14. **Swift Water Rescue Team (SWRT):** Branch of Special Operations comprised of personnel trained and certified in operating in Swift Water conditions.
- T1. **Tactical Command:** Tactical command describes the situation where the Primary Unit Officer is engaging in direct action with their crew. Because every incident has an Incident Commander tactical command it is in effect simply by virtue of a unit being on the scene of an incident. Tactical command can be used for both initial incident investigation and for initial engagement in emergency operations.



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- T2. **Tanker Shuttle**: A water supply system in which tankers (or engines) fill at one location and dump or discharge at another.
- T3. **Technical Rescue**: (Technical rescue incidents.) Specialized, high risk, rescues that employ the use of specialized training, tools and equipment that typically exceed those normally reserved for firefighting and emergency medical services. This would include incidents involving steep and high angle rope rescue, trench collapse, confined space rescue and structural collapse rescue.
- T4. **Technical Rescue Team Officer (TRT-O)**: On-duty subject matter expert for both operational and administrative functions of the technical rescue team.
- T5. **Technician (water-related incidents)**: Performance based course of instruction; emphasizing personnel safety, team safety, and mid to high-risk victim rescue. Course training generally includes objective evaluation and testing. Swift Water Hot Zone activities are only to be conducted SWRT members.
- T6. **Traffic Safety Vest**: A brightly colored vest that meets the requirement of ANSI/ISEA 107-2004 Class II or III garment, or the ANSI 207-2006 Public Safety Vest or high visibility clothing that meets current ANSI requirements.
- T7. **Transfer (Command)**: The orderly transition from one Incident Commander to another, usually of equal rank.
- T8. **Trapped**: When an occupant is confined within a vehicle because of damage to the vehicle or when something blocks the means of egress.
- T9. **Trauma Care Kit (METRO)**: For the purposes of this policy, a Trauma Care Kit is a medical kit narrowly and specifically focused only on the equipment needed to manage uncontrolled bleeding, burns, and penetrating trauma.
- T10. **Trench**: As defined in OSHA 29 CFR 1926 Subpart P, a trench is defined as an excavation that is greater in depth than compared to its width. All trenches that have failed, show signs of potential failure, or exceed 5 feet in depth must have a protective system in place prior to entry.



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- U1. **Upstream (vehicle collision)**: The direction that traffic is traveling from as the vehicles approach the incident scene.
- U2. **Upstream (water-related incidents)**: The direction water is coming from.
- U3. **Upstream Spotter (water-related incidents)**: Teams of at least two personnel with water rescue PPE with radios. The upstream spotters are responsible for watching for, and advising of, any obstacles and hazards floating downstream or other pertinent information that could impede the operation and may hinder the rescue. If terrain and conditions allow, these personnel need to be far enough upstream that there is sufficient time to act upon their warning.
- V1. **Ventilation-Limited**: A fire in which the heat release rate is limited by available oxygen.
- W1. **Warm Zone**: The warm zone is an area of lesser hazards that represents a transitional space between the high hazard area and the no hazard area. See specific appendices for specific parameters.
- W2. **Water Rescue PPE**: Water Rescue PPE is comprised of a properly sized PFD, water rescue approved helmet and a whistle. For Flood and Ice Rescue Operations this is to include an approved dry suit with accompanying thermal protection layer (as needed) underneath. No structural firefighting PPE will be worn in conjunction with water rescue PPE. The exception to this is personnel operating in the warm zone on ice rescue incidents may wear their turnout coat and pants for protection against the elements, but they must limit their time in the warm zone and not come within 5 feet of the water's edge.
- W3. **Water Rescue Sequence**: Yell, Reach, Throw, Row then Go. This is the basic plan of action for Water Rescue events. From lowest risk to highest risk. Yell-Talk to the victim, make contact and have them self-rescue if possible. Reach-Pole or other long object. Throw-Rope or throw bag. Row-Only to be performed by personnel trained to operate a boat in a rescue incident. Go-Only to be performed by personnel trained in shallow water crossing or swimming techniques.
- W4. **Water Supply Officer (WSO)**: The incident command position responsible for assessing, developing and managing incident water supply.



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- W5. **Wheel Chocks (METRO)**: Wheel chocks refer to any piece of non-conductive material of a mass and configuration sufficient to reduce the likelihood of the inadvertent train movement when placed in front of and to the rear of the front wheels of a rail car.
- W6. **Wind Impacted Fire**: This describes a situation when the wind augments or modifies flow paths in a structure, typically resulting in a rapid increase in the rate of heat release.
- Y1. **Yard interlocking Operator**: Formally known as the Yard Master, the Yard Interlocking Operator controls the third rail power in the rail yard and, in coordination with the Rail Operations Control Center (ROCC), the lead track sections.