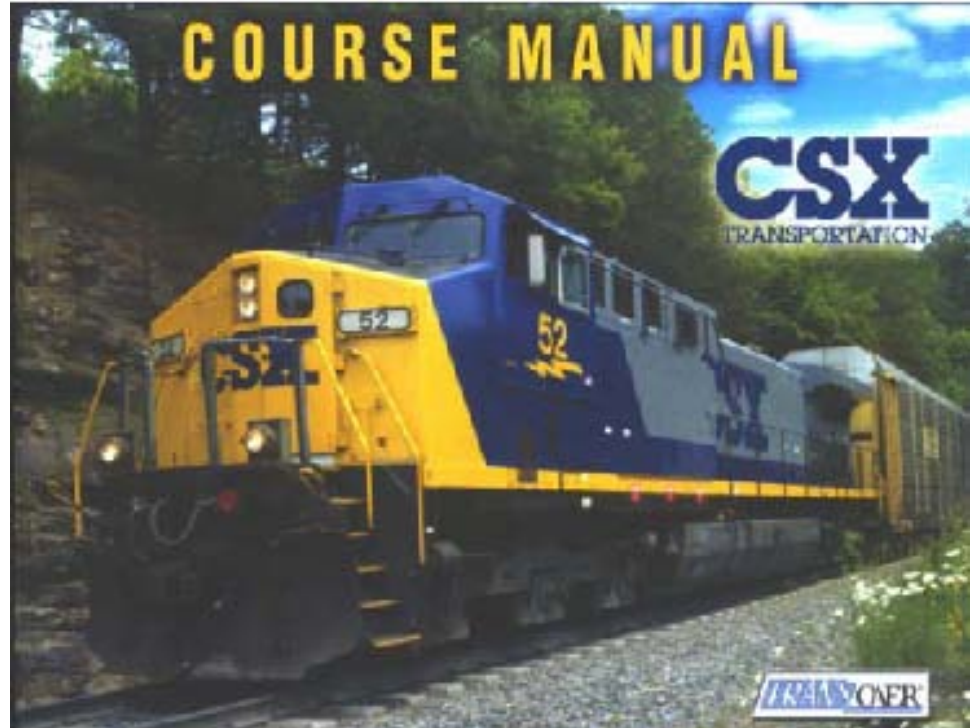


WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



HICKSVILLE



With 3 Main Line Tracks &

Most (Commercial or Passenger) Trains Traffic
East of Hicksville

running through the Westbury Fire District -

It would not be impossible to have a Railroad Incident occur within our boundaries.

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



New York & Atlantic Railway is primary commercial train company, operating on the LIRR tracks.

They connect up train companies such as: CP, CSXT, NS, NYNJ and P&W.



NY&A Railways operate on 269 miles of tracks, with 11 locomotives and runs approx. 20,000 carloads of product, annually through Long Island.

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



New York & Atlantic Railway:

Inbound commodities carried Include –
Rice, Beer, Canned Goods, Vegetables, Bricks, Lumber,
Stone, Paper Goods and *Propane gas.

Outbound loads consist of –
Contaminated Soil, Construction Debris, Municipal Waste,
Scrap Metals and Paper products.

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



New York & Atlantic Railway:

In 1997 NY&A Railways ran approx. 9,000 carloads on the LIRR tracks and by 2009 this was up over 20,000 carloads.

Railway is a growing industries with more carloads added regularly. The products carried changes daily and can include anything.

If there is a need to haul, NY & Atlantic will transport it.

WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS



New York & Atlantic Railway:

As of Aug. 2010 – The main hazardous material carried is – Liquid Petroleum Gas (LPG) to a distribution plant in Suffolk County & occasionally Contaminated Soil from Shoreham & various construction sights through out LI.

Statistics has shown, Railroads prove the safest, most efficient & practical way to transport Hazardous Materials. With over 1.99 million carloads transported annually, they only average about 38 car leaks. (232 leaks - worst ever year)

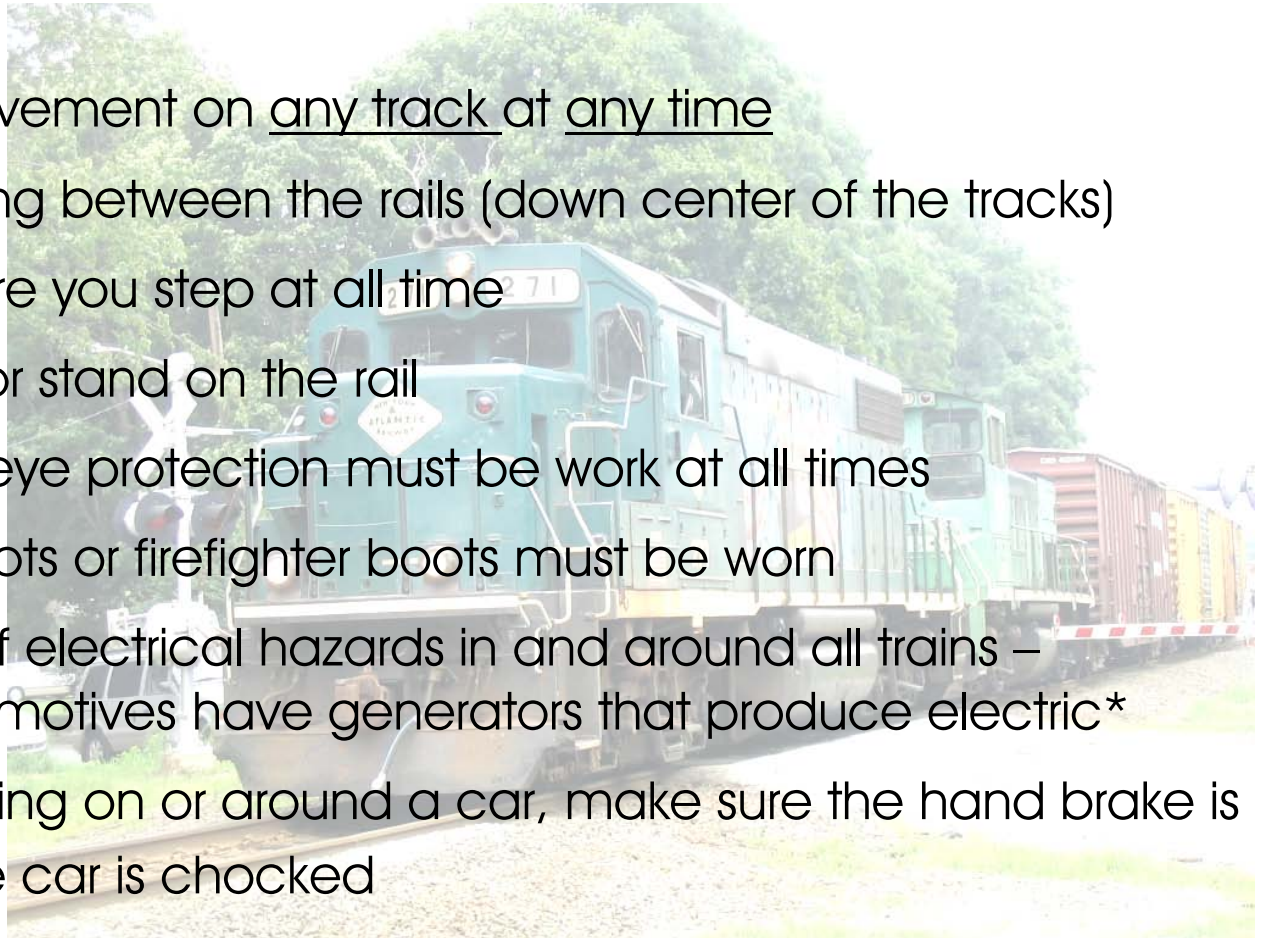
WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Basic Safety Rules – When Working on Tracks or Railroad Properties

- Expect movement on any track at any time
- Avoid walking between the rails (down center of the tracks)
- Watch where you step at all time
- Don't step or stand on the rail
- Head and eye protection must be work at all times
- Steel tip boots or firefighter boots must be worn
- Be aware of electrical hazards in and around all trains –
 - *Fuel Locomotives have generators that produce electric*
- Before working on or around a car, make sure the hand brake is set and the car is chocked



WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Basic Safety Rules – When Working on Tracks or Railroad Properties

- Make sure 3rd rail power is shut down and confirmed before working around any car and always assuming the power is still on
- Before opening any door, make sure you know the direction in is intended to open.
- Guard against the doors falling off and lading falling out.
- Place hose lines under tracks when possible, by digging out ballast
- Look in both directions before stepping across or getting close to tracks.
- Keep a safe distance, at least 30, from any passing train
- Never place or store equipment on tracks, unless it is required for a specific task

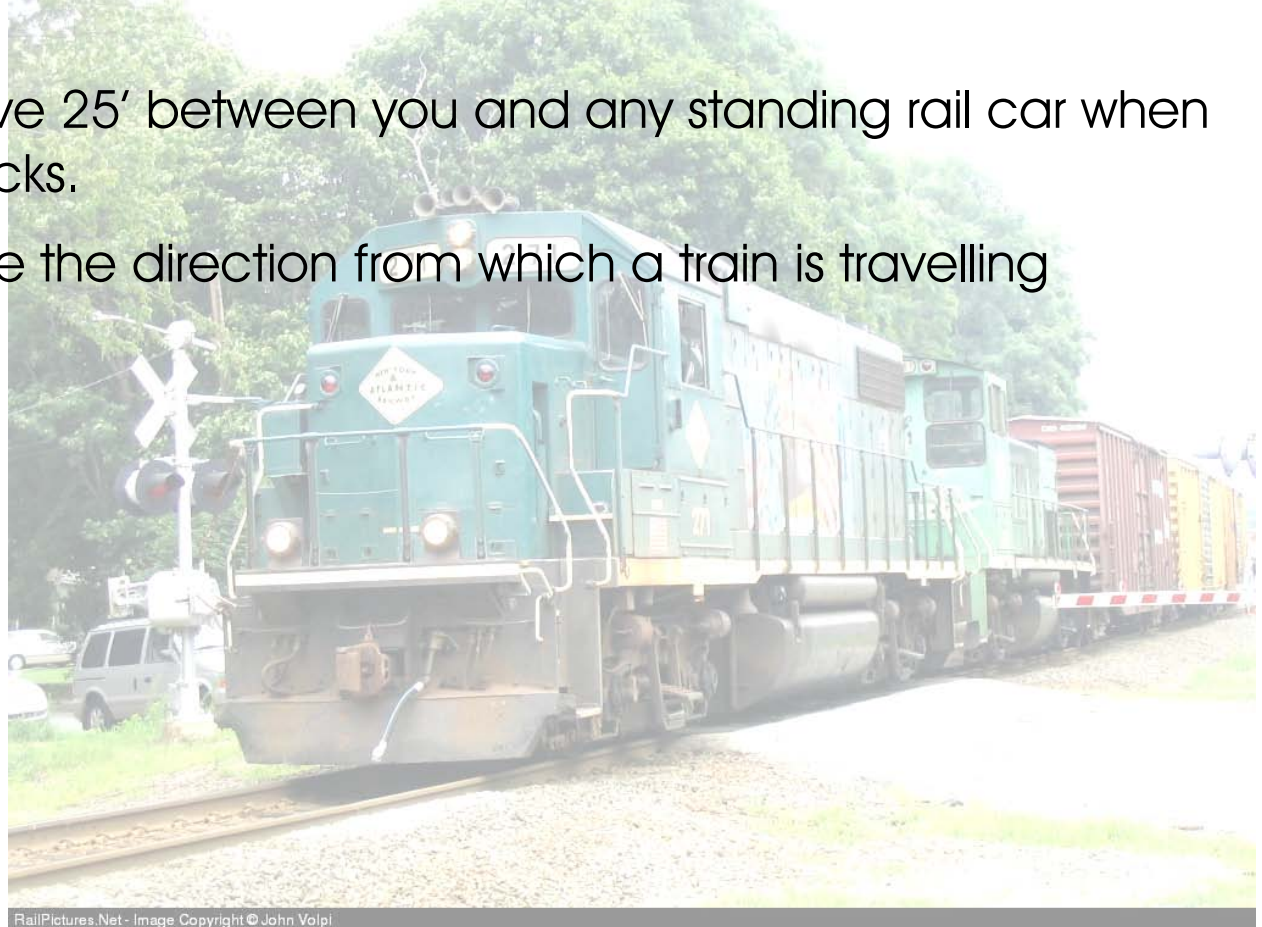
WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Basic Safety Rules – When Working on Tracks or Railroad Properties

- Always leave 25' between you and any standing rail car when crossing tracks.
- Always face the direction from which a train is travelling

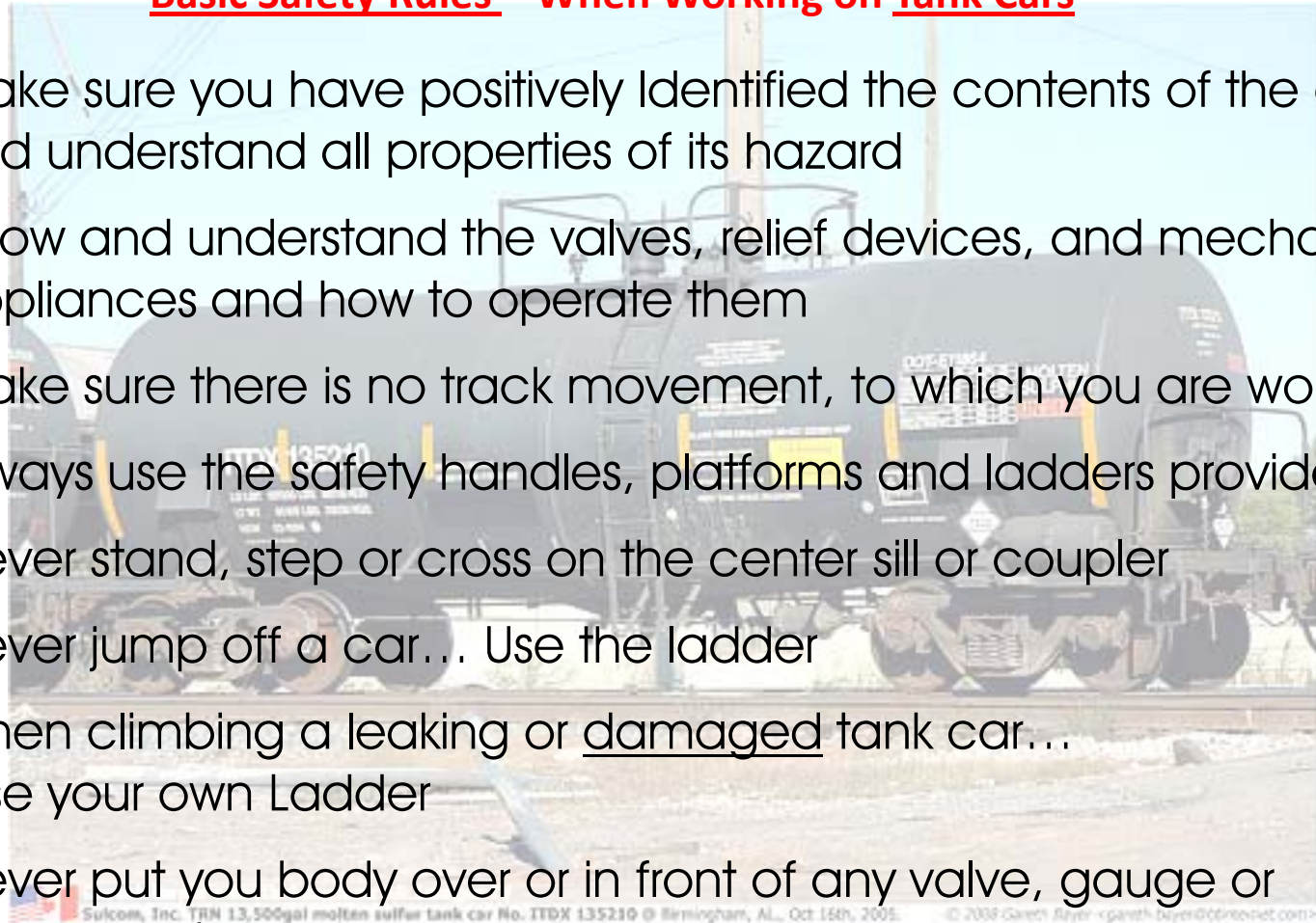


WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Basic Safety Rules – When Working on Tank Cars

- Make sure you have positively identified the contents of the car and understand all properties of its hazard
- Know and understand the valves, relief devices, and mechanical appliances and how to operate them
- Make sure there is no track movement, to which you are working
- Always use the safety handles, platforms and ladders provided
- Never stand, step or cross on the center sill or coupler
- Never jump off a car... Use the ladder
- When climbing a leaking or damaged tank car...
Use your own Ladder
- Never put your body over or in front of any valve, gauge or other opening



WESTBURY FIRE DEPARTMENT



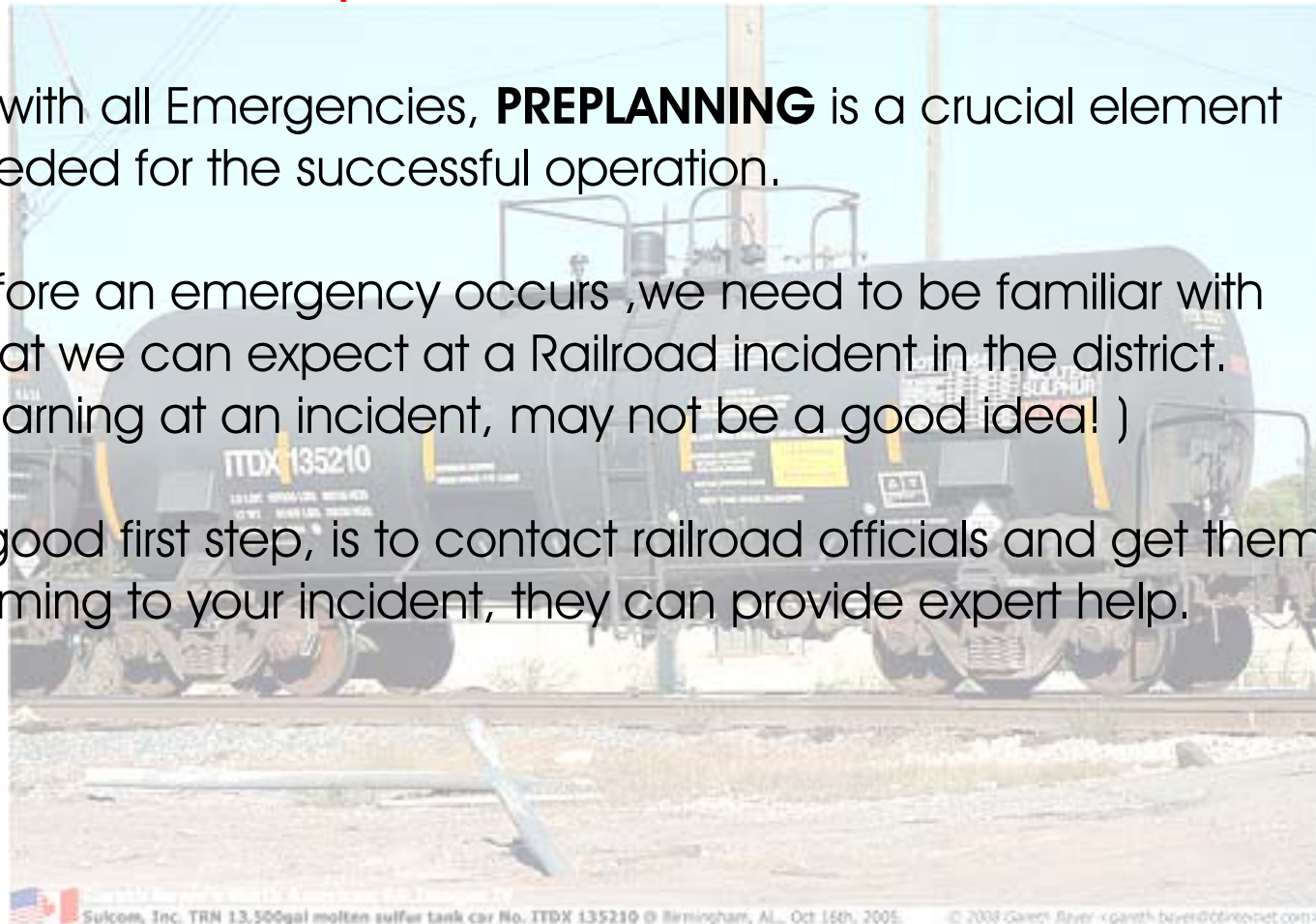
EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Initial Response To Hazardous Material Incidents

As with all Emergencies, **PREPLANNING** is a crucial element needed for the successful operation.

Before an emergency occurs ,we need to be familiar with what we can expect at a Railroad incident in the district.
(learning at an incident, may not be a good idea!)

A good first step, is to contact railroad officials and get them coming to your incident, they can provide expert help.



WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Initial Response To Hazardous Material Incidents

Items that need to be **Preplanned** are:

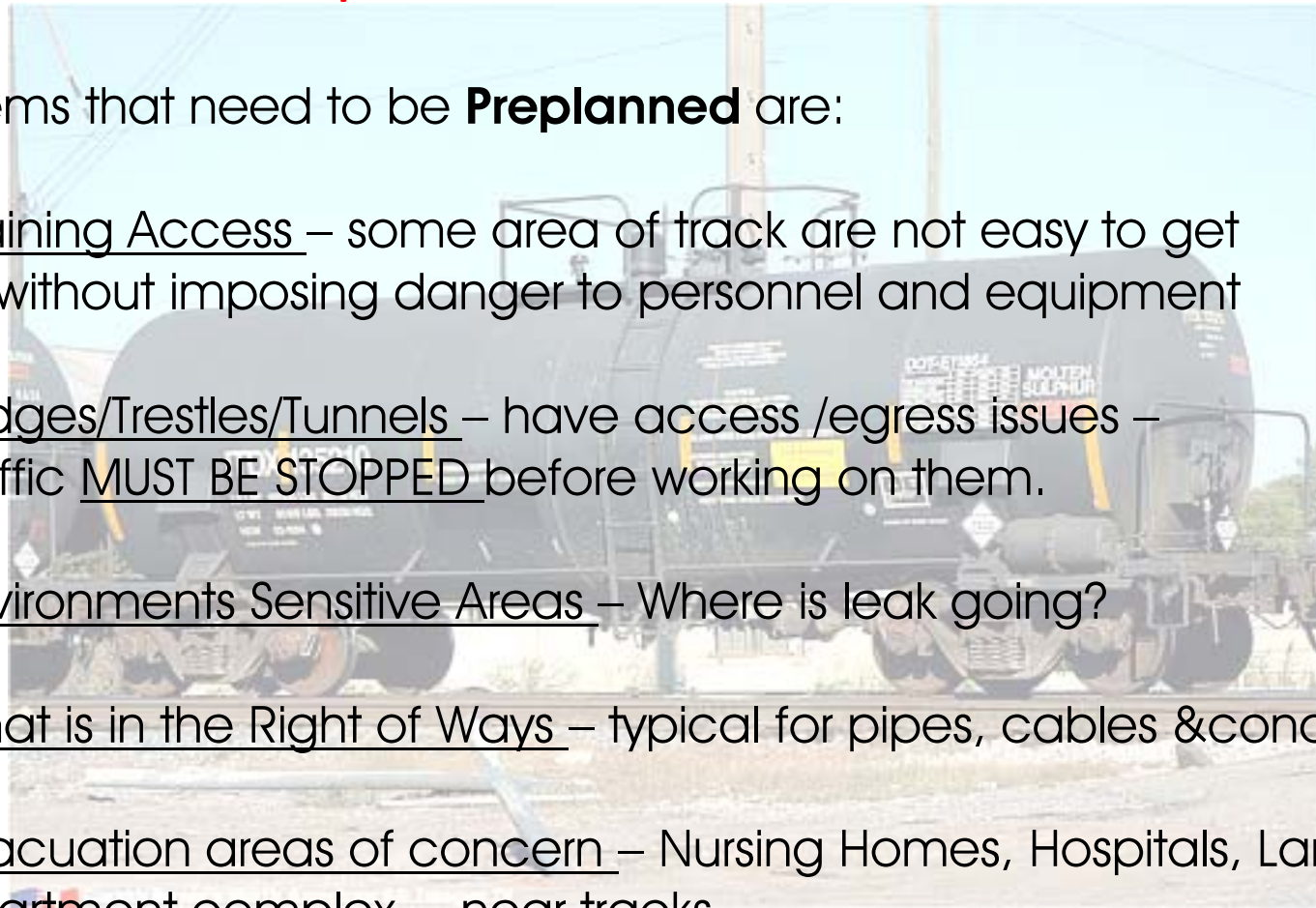
Gaining Access – some area of track are not easy to get to without imposing danger to personnel and equipment

Bridges/Trestles/Tunnels – have access /egress issues – Traffic MUST BE STOPPED before working on them.

Environments Sensitive Areas – Where is leak going?

What is in the Right of Ways – typical for pipes, cables & conduit

Evacuation areas of concern – Nursing Homes, Hospitals, Large Apartment complex... near tracks



WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Initial Response To Hazardous Material Incidents



Detecting the Presence of Hazard Materials

Before jumping into action, responders first on scene **MUST** determine whether or not a Hazardous Material is Involved, for their protection and the protection of all responders.

Survey the scene, looking for detection clues such as: Placards, Labels, shape of containers or even the shipping papers from the conductor, if accessible.

If you discover a Hazardous Material – start protective actions.

First Defensive Tactics - which includes – **ISOLATE & DENY ENTRY**



WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

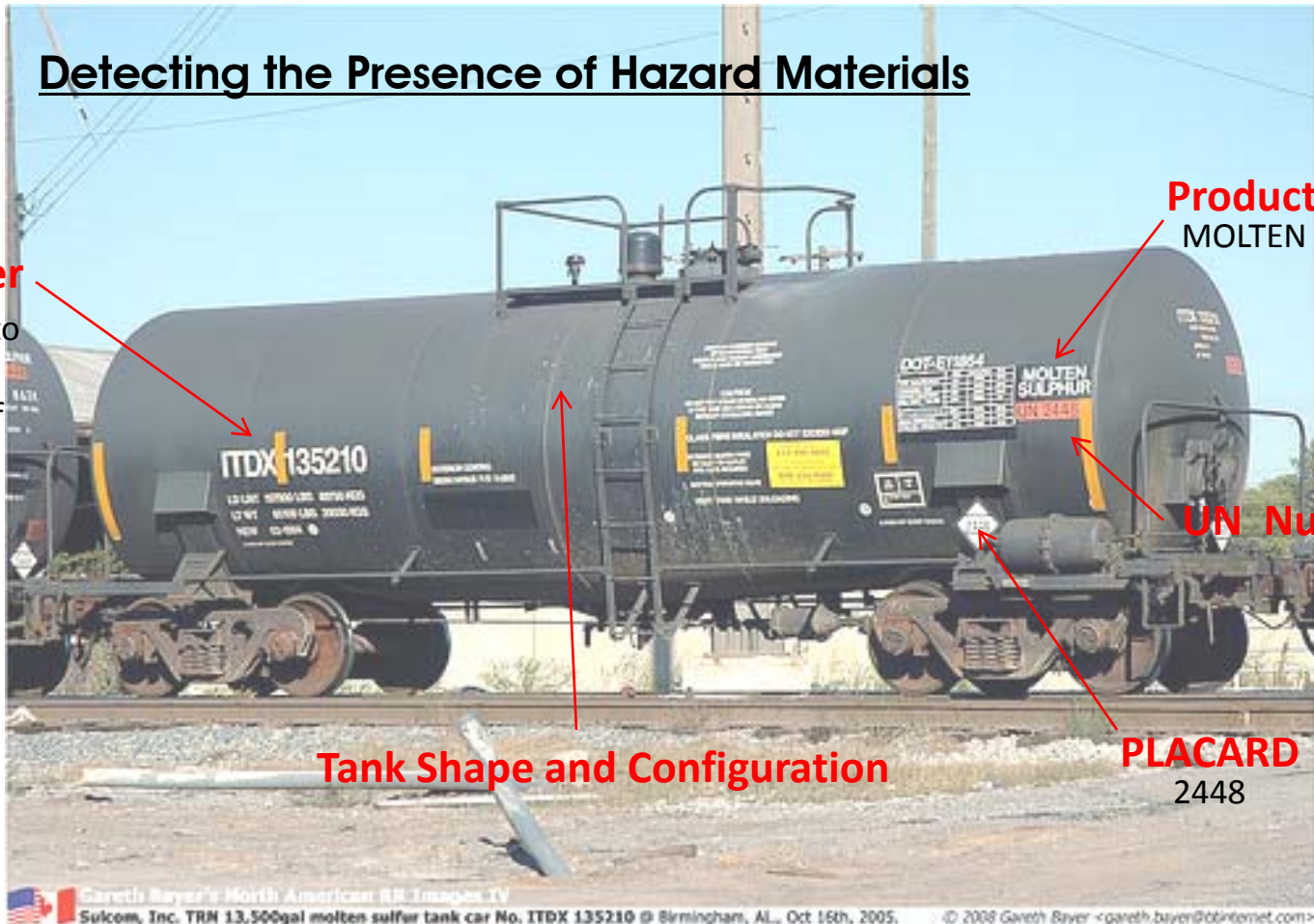
Initial Response To Hazardous Material Incidents

Detecting the Presence of Hazard Materials



Car Number

Call Number into Rail Company to get name of the product being carried



Product Name
MOLTEN SULPHUR

UN Number
2448

Tank Shape and Configuration

PLACARD
2448

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Initial Response To Hazardous Material Incidents

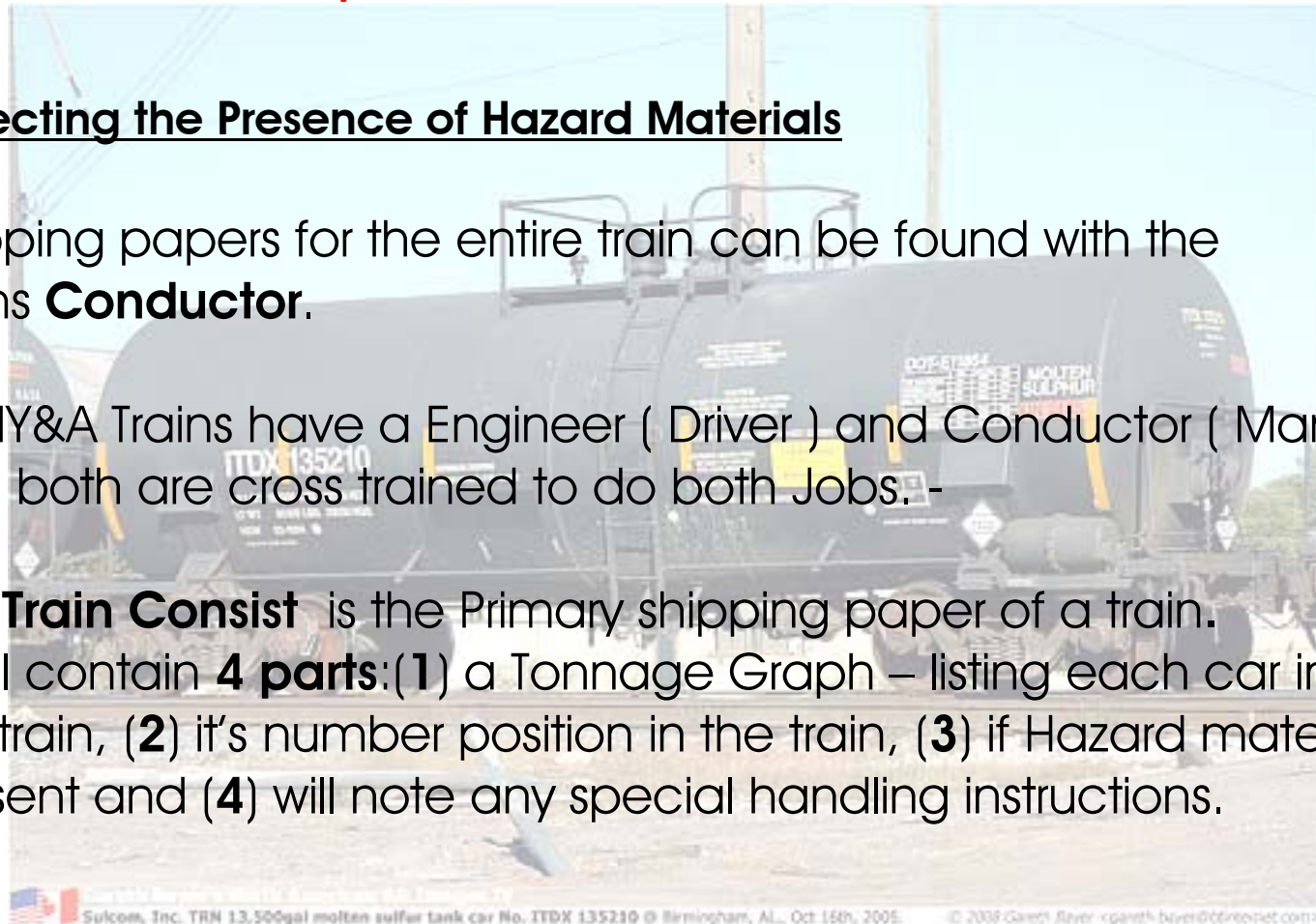


Detecting the Presence of Hazard Materials

Shipping papers for the entire train can be found with the Trains **Conductor**.

All NY&A Trains have a Engineer (Driver) and Conductor (Manager) and both are cross trained to do both Jobs. -

The **Train Consist** is the Primary shipping paper of a train. It will contain **4 parts**:(1) a Tonnage Graph – listing each car in the train, (2) it's number position in the train, (3) if Hazard material is present and (4) will note any special handling instructions.



WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS

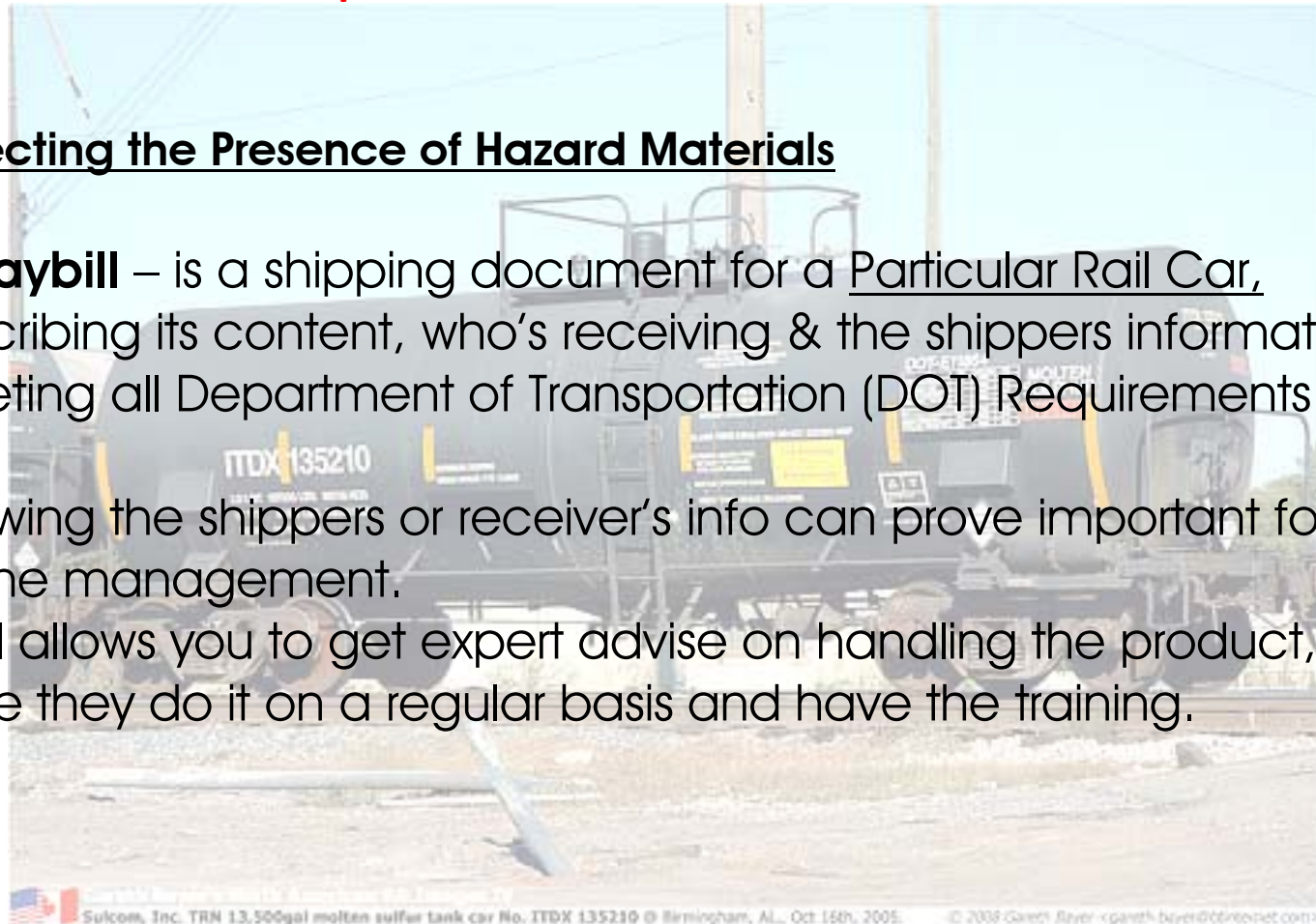
Initial Response To Hazardous Material Incidents

Detecting the Presence of Hazard Materials

A **Waybill** – is a shipping document for a Particular Rail Car, describing its content, who's receiving & the shippers information, meeting all Department of Transportation (DOT) Requirements.

Knowing the shippers or receiver's info can prove important for Scene management.

It will allow you to get expert advice on handling the product, since they do it on a regular basis and have the training.



WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Initial Response To Hazardous Material Incidents

Example of Train Consist



8/15/10 NYA Yard Report Page 1 of 3
11:32:17 RSRAPFR

FORMAT: Switch List #5

Work List . . . : RS-60 Number: 26528 Date: 8/16/10 Time: 6:00
Description . . : EAST END SWITCHER
Origin Station: BRENT Destination Station: BRENT
Conductor: Engineer: Trainman:
INSTRUCTIONS:
ENGINES ----- 151,155.
ELM LOGISTICS ----- SPOT 2
EMJAY ENVIRONMENTAL ----- SPOT 6
BROOKHAVEN NATIONAL LABS ----- SPOT 9
BLUELINK ----- PULL 1
PARACO GAS ----- PULL 3 / SPOT 3
NICOLIA STONE (YAPHANK) ----- PULL 10/ SPOT 10

SET UP RS-50 TRAIN WITH ALL AVAILABLE WESTBOUND CARS.

WATCH FOR EXCESSIVE HEIGHT CARS / OPEN DOORS
REPORT ANY SUSPICIOUS ACTIVITIES

*NOTE: CARS PRINTED IN WORK LIST SEQUENCE...

Seq Car	LE Block To	Switch Instr	Commodity	From IB	Conductor's Information
1	EMJX 92067 E EMJENV Location: FRESH 4IRON	MLE SPOT AT EMJAY	**EMPTY**	CSXT	
2	EMJX 1008 E EMJENV Location: FRESH 4IRON	MLE SPOT AT EMJAY	**EMPTY**	CSXT	
3	EMJX 93120 E EMJENV Location: FRESH 4IRON	MLE SPOT AT EMJAY	**EMPTY**	CSXT	
4	NWSX 5010 E EMJENV Location: FRESH 4IRON	MLE SPOT AT EMJAY	**EMPTY**	CSXT	
5	NWSX 5006 E EMJENV Location: FRESH 4IRON	MLE SPOT AT EMJAY	**EMPTY**	CSXT	
6	NWSX 5043 W EMJENV Location: FRESH 4IRON	MLE SPOT AT EMJAY	**EMPTY**	CSXT	
7	TBOX 666363 L EIMLOG Location: FRESH POCKET	MLE SPOT AT ELM	PLPDPFED N	CSXT	
8	TBOX 660552 L EIMLOG Location: FRESH POCKET	MLE SPOT AT ELM	PLPDPFED N	CSXT	
9	GCCK 200000 E BRONAT Location: FRESH 4IRON	MLE SPOT BROOKHAVEN	**EMPTY**	CSXT	
10	GIMX 516138 E BRONAT Location: FRESH 4IRON	MLE SPOT BROOKHAVEN	**EMPTY**	CSXT	
11	GIMX 516233 E BRONAT Location: FRESH 4IRON	MLE SPOT BROOKHAVEN	**EMPTY**	CSXT	

8/15/10 NYA Yard Report Page 3 of 3
11:32:17 RSRAPFR

FORMAT: Switch List #5

Work List : RS-60 Number: 26528 EAST END SWITCHER

*NOTE: CARS PRINTED IN WORK LIST SEQUENCE...

Seq Car	LE Block To	Switch Instr	Commodity	From IB	Conductor's Information
28	GATX 9370 L PARGAS Location: FRESH 4IRON	MLE SPOT AT PARACO	LIQUEFIED	CPRS	
29	GATX 74986 L PARGAS Location: FRESH 4IRON	MLE SPOT AT PARACO	LIQUEFIED	CPRS	
30	CTCX 780455 L PARGAS Location: FRESH 4IRON	MLE SPOT AT PARACO	LIQUEFIED	CPRS	
31	TTZX 866382 E CSXT Location: YAPHA BLULIN	FPO BLULIN TO PINE	**EMPTY**	CSXT	
32	CGTX 64634 E CPRS Location: RIVER PARGAS	FPO PARACO TO PINE	LIQUEFIED	CPRS	
33	PLMX 135153 E CPRS Location: RIVER PARGAS	FPO PARACO TO PINE	LIQUEFIED	CPRS	
34	CTCX 784012 E CPRS Location: RIVER PARGAS	FPO PARACO TO PINE	LIQUEFIED	CPRS	

----- FINAL TOTALS -----
LOADS 15 EMPTY 19 LOCOS 0 CARS: 34 TONS: 2559 LENGTH: 2290

** END OF REPORT **

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Initial Response To Hazardous Material Incidents

Example of Waybill:

Car contains
Hazardous Material

Car Number

Car is Empty

501	New York & Atlantic Railway Co	501	PAGE OF
Waybill: 937611	Date: 8/13/10	W A Y B I L L (EMPTY)	←
***** HAZARDOUS *****			
CGTX 64634	T3 T389 RR	1	8/13/10 937611
6701			
STOP THIS CAR AT			
2408 ALLENBY	PQ	9254 RIVERHEAD	NY
NYA FPOJ CPRS	S		NS
		BOL Date 8/13/10	BOL Time 9:42
CONSIGNEE	SHIPPER		
ULTRAMAR CANADA INC	PARACO GAS		
165 CHE DES ILES	44 KROEMER AVENUE		
LEVIS	PQ G6W7N1	RIVERHEAD	NY
		Tare	99,000 Sec.7 NO
		Non Revenue	
IN-BOND TYPE:	Blank		
49 054 21	LIQUEFIED PETRO		
LAST CONTAINED - LIQUEFIED PETRO			
HAZARDOUS INFO			
1 Tank Car			
RESIDUE: LAST CONTAINED			
UN1075			
LIQUEFIED PETROLEUM GASES			
CLASS 2.1			
ERAP 2-0122, (18004249300)			
SPECIAL COMMODITY			
4 CLASS 2.1 PLACARDS APPLIED			
24 HOUR NUMBER:			
1-418-835-1494			
HAZMAT STCC=4905421			

***** END OF HAZMAT DATA *****			

WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Initial Response To Hazardous Material Incidents

Note:

A Train Car can be carrying any of the 9 Classes of Haz-Mat.

Don't just think a Tank Cars have Haz-Mat



Hazardous Materials Warning Labels

Actual label size: at least 100 mm (3.9 inches) on all sides

<p>CLASS 1 Explosives: Divisions 1.1, 1.2, 1.3, 1.4, 1.5, 1.6</p> <p>§172.411 * Include compatibility group letter ** Include division number and compatibility group letter</p>	<p>CLASS 2 Gases: Divisions 2.1, 2.2, 2.3</p> <p>§172.405(b), §172.415, §172.416, §172.417</p>	<p>CLASS 3 Flammable Liquid</p> <p>§172.419</p>	<p>CLASS 4 Flammable Solid, Spontaneously Combustible, and Dangerous When Wet: Divisions 4.1, 4.2, 4.3</p> <p>§172.420, §172.422, §172.423</p>	<p>CLASS 5 Oxidizer, Organic Peroxide: Divisions 5.1 and 5.2</p> <p>Organic Peroxide, Section 2011 §172.426, §172.427</p>
<p>CLASS 6 Poison (Toxic), Poison Inhalation Hazard, Infectious Substance: Divisions 6.1 and 6.2</p> <p>For Regulated Medical Waste (RMW), an Infectious Substance label is not required on an outer packaging if the OSHA biohazard marking is used as prescribed in 29 CFR 1910.1030(g). CDC Etiologic Agent label must be used as prescribed in 42 CFR 72.3 and 72.6. A bulk package of RMW must display a BIOHAZARD marking. §172.323, §172.405(c), §172.429, §172.430, §172.432</p>	<p>CLASS 7 Radioactive</p> <p>§172.436, §172.438, §172.440, §172.441</p>	<p>CLASS 8 Corrosive</p> <p>§172.442</p>	<p>CLASS 9 Miscellaneous Hazardous Material</p> <p>§172.446</p>	<p>Subsidiary Risk Label</p> <p>§172.411</p> <p>Cargo Aircraft Only</p> <p>§172.448</p> <p>Empty Label</p> <p>§172.450</p>
<p style="text-align: center;">HAZARDOUS MATERIALS MARKINGS</p> <p>Package Orientation (Red or Black)</p> <p>§172.312(a)</p> <p>OVERPACK</p> <p>Repacked REPACKED PACKAGES COMPLY WITH REGULATORY REQUIREMENTS October 1, 2007 §173.233(d)(4)</p> <p>HOT</p> <p>§172.325</p> <p>Flammable Marking (Red or Black)</p> <p>§172.302(g) and §173.9</p> <p>Biological Substances, Category B</p> <p>§173.199(d)(5)</p> <p>MARINE POLLUTANT</p> <p>§172.313(d)</p> <p>CONSUMER COMMODITY</p> <p>§172.316(d)</p> <p>CONSUMER COMMODITY</p> <p>§172.316(d)</p>				

Keep a copy of the Emergency Response Guidebook handy!

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Initial Response To Hazardous Material Incidents



Class 1 - Explosives

- Division 1.1 Explosives with a mass explosion hazard
- Division 1.2 Explosives with a projection hazard
- Division 1.3 Explosives with predominantly a fire hazard
- Division 1.4 Explosives with no significant blast hazard
- Division 1.5 Very insensitive explosives; blasting agents
- Division 1.6 Extremely insensitive detonating articles

Class 2 - Gases

- Division 2.1 Flammable gases
- Division 2.2 Non-flammable, non-toxic* compressed gases
- Division 2.3 Gases toxic* by inhalation
- Division 2.4 Corrosive gases (Canada)

Class 3 - Flammable liquids/ combustible liquids

Class 4 - Flammable solids; Spontaneously combustible materials; and Dangerous when wet materials

- Division 4.1 Flammable solids
- Division 4.2 Spontaneously combustible materials
- Division 4.3 Dangerous when wet materials

Class 5 - Oxidizers and Organic peroxides

- Division 5.1 Oxidizers
- Division 5.2 Organic peroxides

Class 6 - Toxic* materials and Infectious substances

- Division 6.1 Toxic* materials
- Division 6.2 Infectious substances

Class 7 - Radioactive materials

Class 8 - Corrosive materials

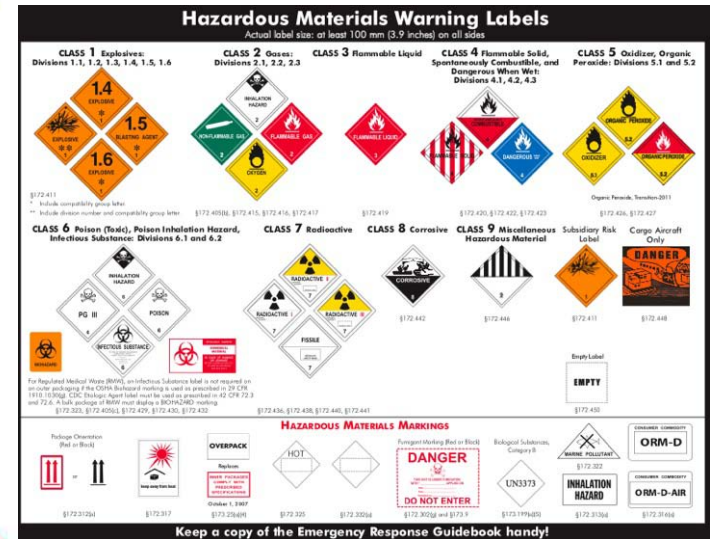
Class 9 - Miscellaneous dangerous goods



Class 2 - Gas



Class 4 - Flammable solid



Class 3 - Flammable liquid

WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Rail Car Information

When we Talk Rail cars we **Always** start from the Hand Brake

B end

A end A

B end

Hand Brake



Hand Brake



While Facing the Hand Brake – our Right will be Right side of train and our Left will be left side of train



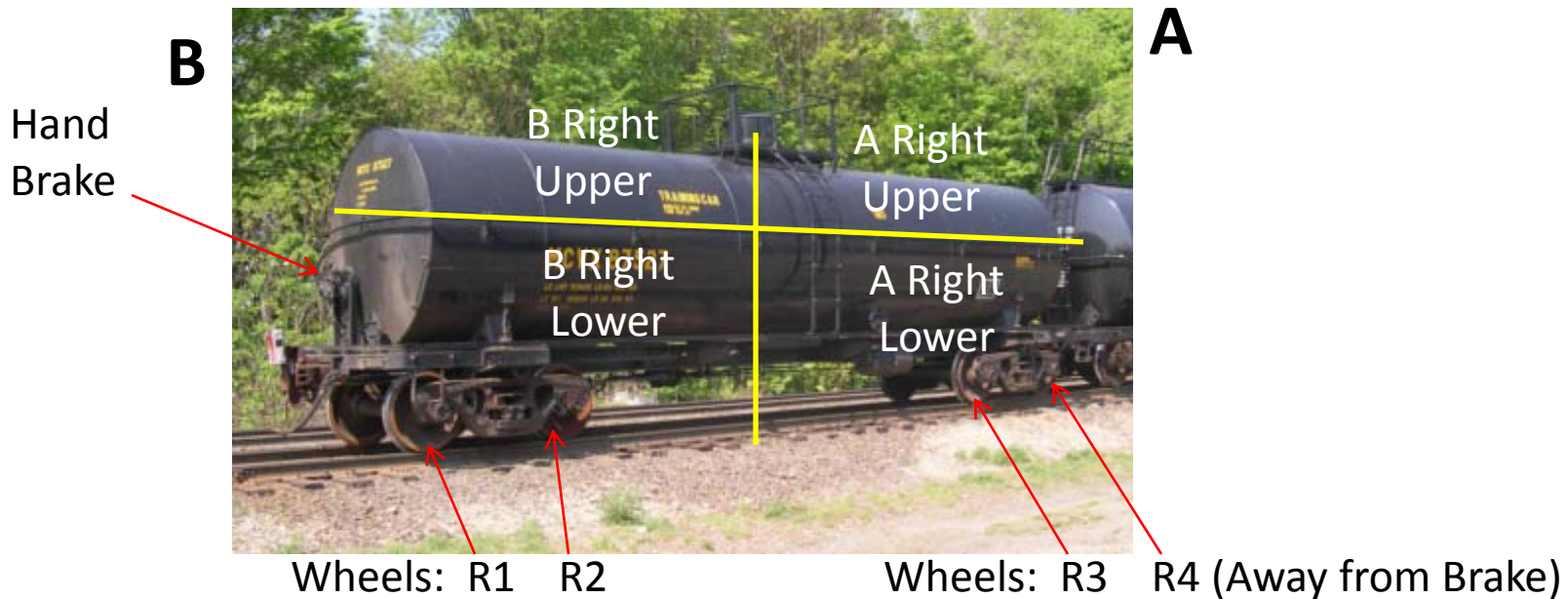
WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Rail Car Information

When Talking Areas of a Train Car:



The opposite side would be Left...
B Left Upper & L1, L2 ...

WESTBURY FIRE DEPARTMENT



EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Rail Car Information

Train markings:

Rail Car Initials:

Rail Car Initials:

Found -
sides and
both ends
of a car



Train Car – DOT Number

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



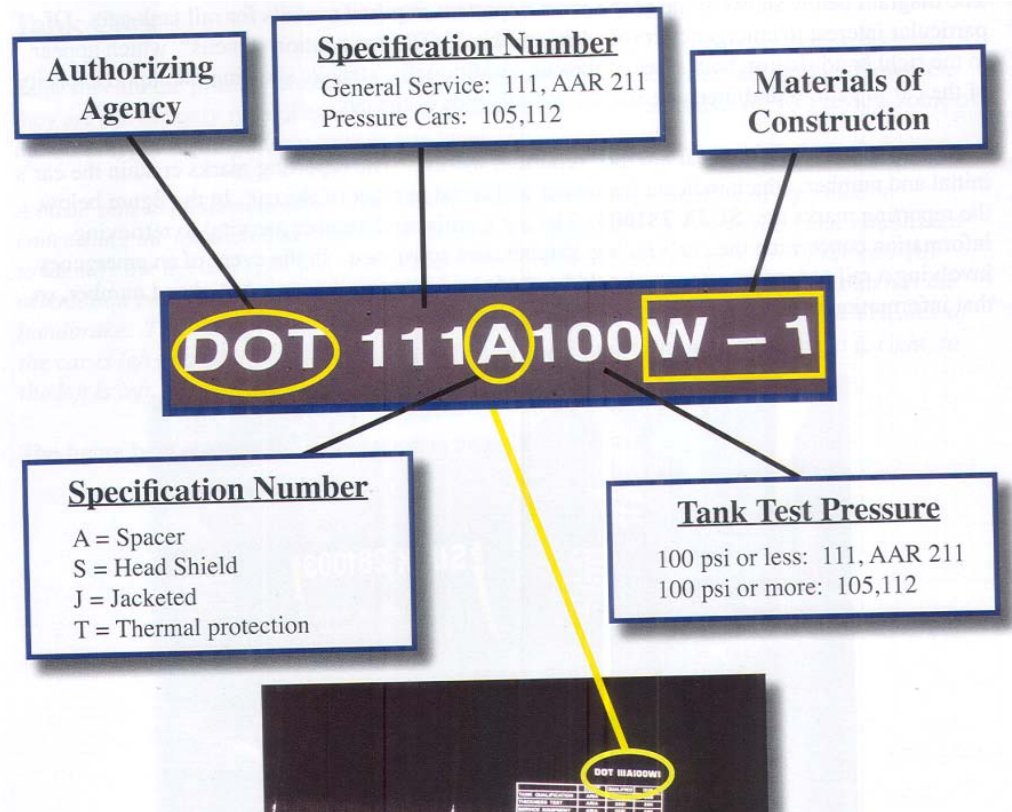
Rail Car Information

Train Car – DOT/AAR Number

Authorizing Agency

DOT – US

AAR - Canada



WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Tank Car Specifications

Low Pressure Car – aka: General Service Car or DOT 111



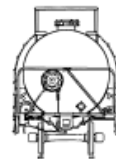
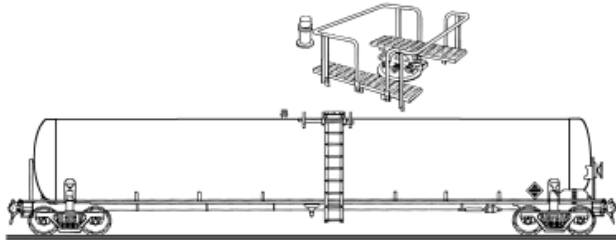
Note:

Pressures LESS THEN 100 psi

Exposed Valves on Top and Bottom of car

Bottom valves for off loading

Used for transport Hazardous & Non - Hazardous Products



The DOT 111 & AAR 211 – Low Pressure Tank cars make up about 70% of all tank cars on tracks

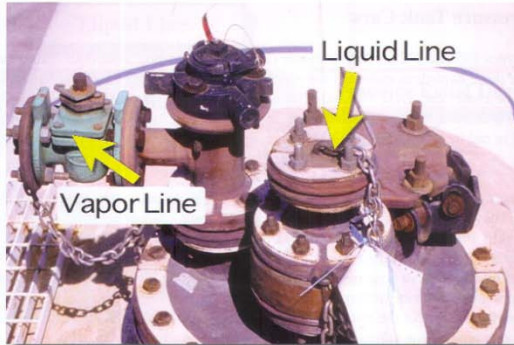
WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

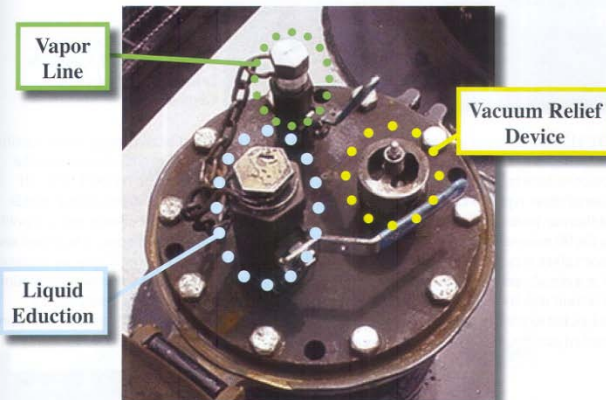


Tank Car Specifications

Low Pressure Car – top valve configurations



Typical Top Fitting Arrangement-General Service Car in Acid Service



Typical Top Fitting Arrangement-General Service Car

Note:

Although Pressures is LESS THEN 100 psi these tanks will contain pressure that fluctuates with the outside temperature.

The pressure relief valves can release excess pressure, at any time.

Dot 111 "J" – These tank Cars will be Jacketed with insulation to protect car from outside elements.

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS

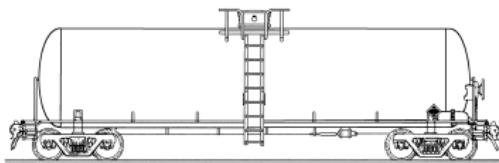


Tank Car Specifications

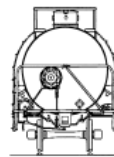
High Pressure Car – aka: DOT 105 or DOT 112 – (Most Commonly Used HP Cars)



Valves are protected



No Valves on bottom of car



Note:

High Pressures Over 100 psi to 600 psi

DOT 105 are used to Transport LPG & other High Hazard or Environmentally Sensitive material.

They are insulated with Foam, Fiberglass, Ceramic fiber or Cork and have an additional jacket of metal for protection. (note - Just because outer jacket is damaged doesn't mean you'll have a product leak)

They have spring load safety valves – set to relieve pressure at 75% of test pressure

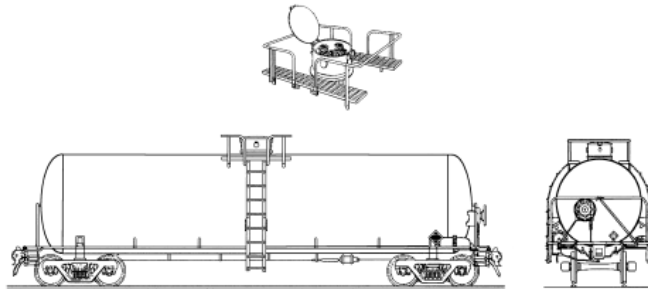
WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Tank Car Specifications

High Pressure Car – aka: DOT 105 or DOT 112



Note:

High Pressures Over 100 psi to 600 psi

DOT 112 are also used to transport High Hazard or Environmentally Sensitive material.

They are required to have **Thermal Protection & A Head Shield**, if they are to carry flammable gases.

They also have spring load safety valves – set to relieve pressure at 75% of test pressure.

Usually found carrying LPG and Ammonia's

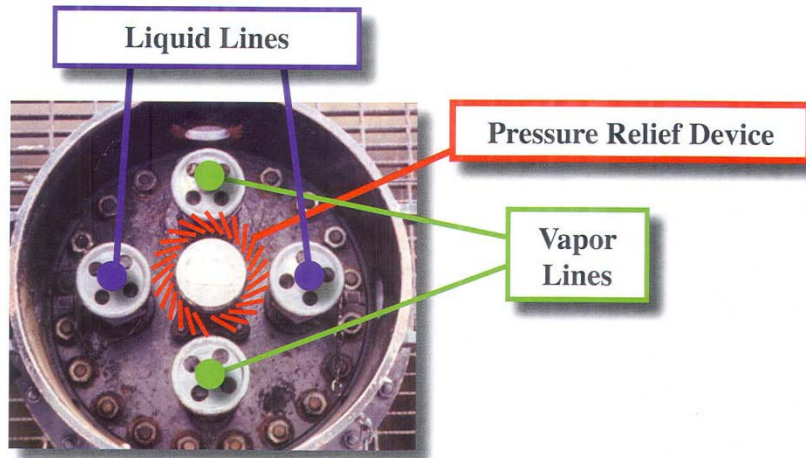
WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



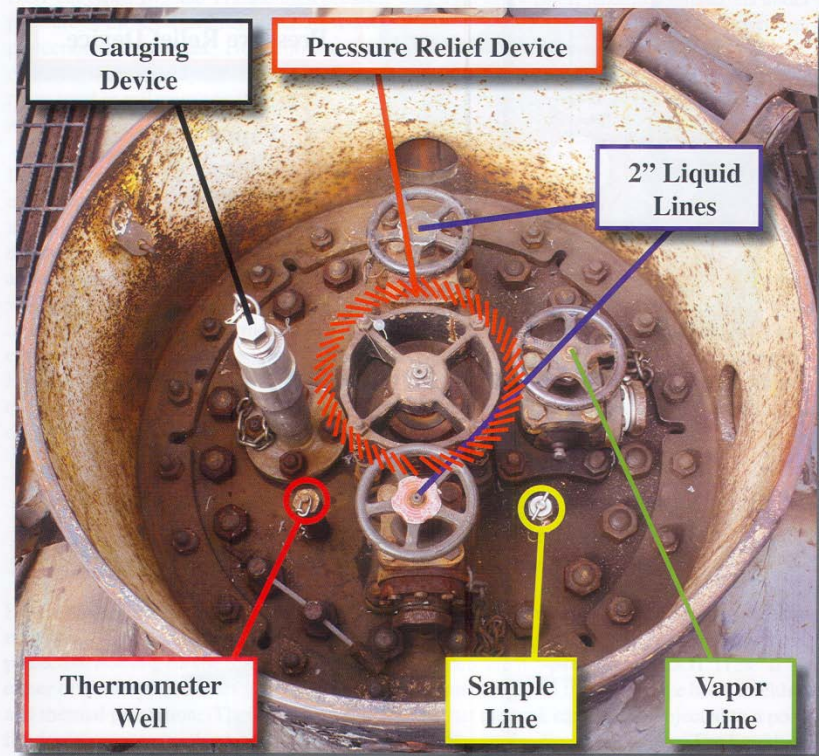
Tank Car Specifications

High Pressure Car – top valve configuration – Chlorine Tank



Note: Cars carrying Atmospheric Gases, such as Carbon Dioxide, are designed to relieve internal gases into the atmosphere while being transported.

High Pressure Car – top valve configuration



Note – Valves are contained in housing, protected

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Other Rail Cars:



Boxcar

Primary function, transport products that need protection from weather.

Transport ALL types of freight in a containers and may be a Hazardous Materials.

Major hazard is shifting of lading during transport or derailment.



Refrigerator Car

Primary function, transport products at low temperatures.

Transport ALL types of freight in containers, may be Hazardous Materials.

Major hazard is fuel spills. Car contains up to 500 Gallons diesel fuel to operator generator that runs Cooling Plant.



Flatcar

Primary function , transport products that don't need protection from weather.

Shipping containers and trailer(s) can be found strapped to a flatcar.

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Other Rail Cars:



Gondola Car

Cars can be 60 – 100' depending on shippers requirements.

Typically used to transport Soil or Hazardous Waste.



Open Hopper Car

Open Hoppers carry dry bulk items that can be exposed to the environment.

Off loaded by shoots at bottom Of car, via gravity.



Covered Hooper Car

Covered Hooper cars carry dry bulk but can be pressurized so product can be off loaded more quickly.

Common Material: Fertilizers & Pigments powders.

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Locomotives:

Represent an ever-present source of **potential hazard** for responders.



Weight: 420,000 lbs

Produces up to 6,000 Horse Power

65' long, 16' High

5,600 Gallons Fuel

380 Gallons cooling water

410 Gallons of lube oil

74 Volts starting & Operating System

Produce up to 600 Volts DC Power

Produce up to 23,000 Volts AC Power

Turned off by Shutting – **EMERGENCY FUEL CUT-OFF**

Found above each fuel tanks at either side or inside engineers cab,
directly Behind Engineers control stand.

WESTBURY FIRE DEPARTMENT

EMERGENCY RESPONSE TO RAILROAD INCIDENTS



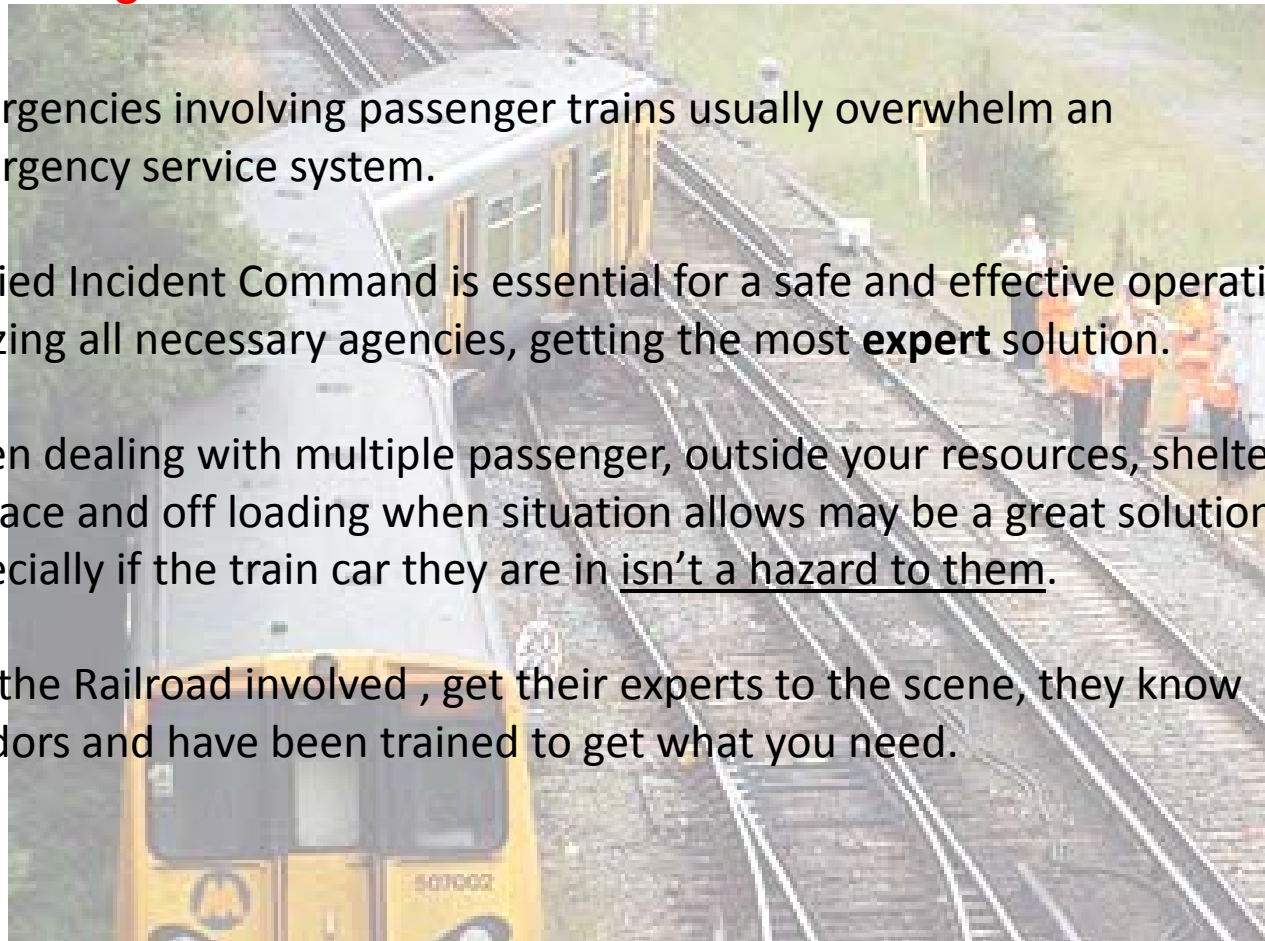
Passenger Trains:

Emergencies involving passenger trains usually overwhelm an emergency service system.

Unified Incident Command is essential for a safe and effective operation, utilizing all necessary agencies, getting the most **expert** solution.

When dealing with multiple passenger, outside your resources, sheltering in place and off loading when situation allows may be a great solution, especially if the train car they are in isn't a hazard to them.

Call the Railroad involved , get their experts to the scene, they know vendors and have been trained to get what you need.



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EMERGENCY RESPONSE TO RAILROAD INCIDENTS



Reminders:

While Operating on Railroad Property, you must:

Expect movement on any track any time, Avoid walking between rails & Stay approximately 30' from a passing train.

When working on tank cars, you should:

Ensure there will be no movement on the track you'll be working on,
Never stand, step or cross on the center sill of coupler on trains and
Never put any part of your body over or in front of any valve or other opening.

The minimum required equipment needed for personnel operating at a site of a derailment is: A hard hat, safety glasses, gloves and steel tip boots.

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS

CSX TRANSPORTATION

Emergency Response to

Railroad Incidents

Final Examination.

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS

CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #1

What is the first crucial element needed for a successful response ?

- A. Preplanning
- B. Equipment
- C. Number of Personnel
- D. None of the Above

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS



CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #2

What must be done before anyone make entry into a railroad tunnel?

- A. Have plenty of Lights
- B. Ensure all rail traffic is stopped
- C. Never go into a tunnel at night
- D. Have only two people in the vehicle at a time

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS

CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #3

What are some detection clues used to detect the presence of Hazardous Materials?

- A. Placards
- B. Shipping papers
- C. Tank car Markings
- D. All of the above

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS

CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #4

Who on the Railroad is responsible for the shipping papers on the Train?

- A. Engineer
- B. Conductor
- C. Yardmaster
- D. Chief Dispatcher

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #5

Shipping Papers on the Railroad are called?

- A. Waybill
- B. Consist
- C. Manifest
- D. A and B

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS

CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #6

The Train Consist contains how many basic sections?

- A. One
- B. Four
- C. Six
- D. Eight

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #7

Which Section of the Consist describes Emergency Handling Precautions?

- A. Tonnage Graph
- B. Position in Train Document
- C. Hazardous Special Handling Instructions
- D. Train Listing Hazardous Material Descriptions

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #8

How many classes of Hazardous Material are there?

- A. 6
- B. 8
- C. 9
- D. 10

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Question #9

What hazard Class would have a white placard with a class number 2 at the bottom?

- A. Oxidizer
- B. Poison
- C. Poison Gas
- D. Non Flammable Gas

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #10

What Hazard class would be a substance that does not meet the definition of any other hazard class ?

- A. Flammable Liquids
- B. Corrosive Materials
- C. Miscellaneous Hazardous Material
- D. None of the Above

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #11

What end of the car will have the handbrake?

- A. B end
- B. Right Side
- C. A end
- D. Both A and B ends

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Question #12

The Car Initial and Number is located on ?

- A. On the ends and sides of the car
- B. Only on the ends of the car
- C. Only on the sides of the car
- D. Makes no difference as long as it is readable

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Question #13

High Pressure tank cars will have test pressure of ?

- A. 90 to 500 psi
- B. 100 to 600 psi
- C. 300 to 500 psi
- D. 75 to 100 psi

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Question #14

One easy way to identify Non-Pressure tank cars is by looking at ?

- A. The exposed valves and fittings on the top of the car
- B. The fittings on the bottom of the tank
- C. Both A and B
- D. The smaller size tank

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Question #15

What is the most common types of Pressure Cars?

- A. 112 and 211
- B. 106 and 107
- C. 112 and 105
- D. 104 and 111

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Question #16

Venting product to atmosphere is normal for what type tank cars?

- A. Flammable compressed gas
- B. Chlorine
- C. Carbon Dioxide
- D. No Car is allowed to vent to atmosphere

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #17

Chlorine tank cars have what type of valve arrangement?

- A. 2 Liquid valves, safety vent, 1 vapor valve & 1 Gauge Rod
- B. 1 Liquid Valve, Pressure Relief Device, 1 vapor valve
- C. 2 Liquid Valves, safety Vent, 2 Vapor Valves
- D. 2 Liquid Valves, 2 Vapor Valves, 1 Pressure Relief device

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #18

What special feature(s) is required on tank cars that transport Flammable compressed gases?

- A. Head shield & Thermal protection
- B. Head Shield & External Pressure Relief Device
- C. Thermal protection
- D. Head Shield & extra Steel Jacket for protection

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Question #19

What s the major hazard that may be encountered with boxcars?

- A. Doors may be hard to open
- B. Top heavy when empty
- C. Lading may shift during derailment
- D. Both A and B

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #20

Emergency Fuel Cut-off switches are located ?

- A. On both sides of the locomotive
- B. On the engineers side of the locomotive
- C. On both sides of the locomotive and on the inside of the locomotive on the conductors side
- D. On both sides of the locomotive and on the inside of the locomotive on the engineers side behind the control stand

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #21

In the event of a derailment of a passenger train the passengers should?

- A. Not be evacuated unless it is absolutely necessary
- B. Stay in the car until shelter and transportation is available
- C. Move into another still on the rail
- D. Both A and B

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #22

If emergency response personnel need to communicate with a passenger train operation on a CSXT track, they should?

- A. Call Chemtrec
- B. Contact CSXT public safety coordination center at 1-800-232-0144
- C. Call the local yard
- D. Contact State Police

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS



CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #23

While operating on railroad property, responders must?

- A. Expect movement on any track at any time
- B. Avoid walking between the rails
- C. Keep a safe distance, 30 feet, from a passing train
- D. All of the above

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS

CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #24

When working on tank cars the first responder should?

- A. Ensure that there will be no movement on the track on which you are working
- B. Never stand, step, or cross on the center sill or coupler
- C. Never put your body over or in front of any valve, gauge or other opening
- D. All the Above

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CSX TRANSPORTATION – Emergency Response to Railroad Incidents – Final Examination.

Question #25

The minimum required equipment for personnel operating at the site of a Derailment is?

- A. A hard Hat/helmet, safety glasses, gloves and steel tip shoes
- B. Safety Glasses and Gloves
- C. Gloves, SCBA, and Bunker Gear
- D. Chemical Protective clothing

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EMERGENCY RESPONSE TO RAILROAD INCIDENTS

The END

Always Remember to
Be Safe!