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U.S. Department
of Transportation
**Federal Railroad
Administration**

Emergency Procedures Training of On-Board Passenger Train Personnel

A Report to Congress

Office of Safety

February 1983

MANDATE

This document was prepared in response to the mandate contained in Section 702(b) of the Federal Railroad Safety Authorization Act of 1982, directing the Secretary of Transportation, before March 1, 1983, to conduct a study of the training received by on-board railroad passenger service and operating personnel in evacuation procedures and the use of emergency equipment. Federal regulations and procedures applicable to other modes of transportation are also to be considered in the study, and results are to be submitted to the Senate Committee on Commerce, Science and Transportation, and the House Committee on Energy and Commerce.

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EXECUTIVE SUMMARY

This report presents the results of a study of training received by intercity passenger train personnel in evacuation procedures and the use of emergency equipment. The report also provides a review of the Federal regulations and procedures applicable to other modes of transportation. The Secretary is required to submit this report, before March 1, 1983.

The scope of this publication to the Congress was limited to Amtrak because:

- o The report requirement was initiated as the consequence of a fire on an Amtrak train,
- o Amtrak provides most of the intercity rail passenger service in the United States,
- o On-board operating personnel furnished by the various railroads are guided by Amtrak emergency procedures and receive Amtrak sponsored training on emergency equipment and evacuation, and
- o Rail commuter service is provided by many railroads or local agencies at various locations throughout the country.

Amtrak has two programs involving evacuation procedure and emergency equipment training. The "New Hire" program contains a section on first aid, use of emergency equipment, and evacuation procedures. A second program, for all on-board personnel, focuses exclusively on emergency procedures and use of equipment. This program includes a lecture; a film on procedures, evacuation and use of emergency equipment; an examination; use of the fire extinguisher; use of the emergency exits and use of the emergency equipment.

Review of regulations of the other modes revealed that the Federal Aviation Administration had extensive procedures involving use of equipment, training for evacuations, and examinations. Likewise, the Coast Guard was found to have extensive evacuation procedures. Federal Highway Administration regulations require the presence of emergency equipment but do not call for emergency training. The Urban Mass Transportation Administration does not have regulations governing emergency procedures.

INTRODUCTION

Section 702(b) of the Federal Railroad Safety Authorization Act of 1982 (Pub. L. 97-468) requires the Secretary to submit, before March 1, 1983, a report on: (1) the training received by on-board railroad passenger train operating and service personnel in evacuation procedures and the use of emergency equipment; and (2) Federal regulations concerning evacuation procedures and emergency equipment that apply to other modes of transportation. The report is responsive to issues raised after a fire in an Amtrak passenger car near Gibson, California, on June 23, 1982. The fire resulted in the deaths of 2 passengers and treatment of 50 passengers and 4 on-board employees for smoke inhalation.

The report provides background information on Amtrak, its safety department, and the roles of employees responsible for taking emergency action on an intercity passenger train. The report describes Amtrak's emergency programs. Finally, it reviews Federal regulations governing evacuation procedures and emergency equipment applicable to other transportation modes.

AMTRAK

OVERVIEW OF AMTRAK

The National Railroad Passenger Corporation (Amtrak) was created by the Congress in 1970 to operate intercity railroad passenger service in the United States. The service includes long-distance trains offering meal service and sleeping accommodations, as well as short-distance, day trains, and some commuter service. In 1982, Amtrak operated a 24,000-mile system that served 505 cities and carried over 19 million passengers. Its equipment fleet--coaches, sleepers, diners and snack cars--requires the presence of on-board personnel. Of Amtrak's 18,000 employees, 2,100 are on-board personnel serving approximately 240 trains a day. Amtrak also has entered into contracts with freight railroads to supply operating employees such as locomotive engineers, firemen, conductors, and trainmen.

AMTRAK SAFETY DEPARTMENT

The Amtrak Safety Department plans and implements its safe working and operating practices program. This program is designed to minimize personal injuries, train accidents, and risks to the traveling public. The safety department works with other departments to provide both general and specialized safety training.

The safety department, in conjunction with the Passenger Services Department, prepared the training programs for on-board operating and service personnel in evacuation procedures and use of emergency equipment.

ON-BOARD OPERATING AND SERVICE PERSONNEL

Amtrak trains are operated with various crew combinations. Usually, the operating railroad furnishes operating personnel including the engineer, fireman, conductor, baggageman and trainmen. These employees are responsible for safe operation of the train over facilities of the owning railroad.

Amtrak service personnel may include a steward, chef, lead service attendant, food specialist, service attendant, and train attendant. These employees are responsible for food and beverage service and the orderly maintenance of sleeping and chair car accommodations.

NEW-HIRE TRAINING PROGRAM

Each new Amtrak employee attends a 15-day "New-Hire Training Program." This program consists of a section on Amtrak orientation, wearing of the uniform, use of the timetable, ticketing, customer

service, operating rules, forms of payment, first aid, equipment, assisting the handicapped, safety, emergency procedure, orientation trips, summary, and an examination.

The safety section reviews various types of fires, the methods of fighting fires, the locations of fire extinguishers in cars, a demonstration of how to use a fire extinguisher, and practice in the use of a fire extinguisher.

The emergency procedures section instructs the employee on responsibilities in the event of an emergency, shows the location of emergency equipment, describes the use of emergency equipment, provides the steps to be followed in an emergency, describes the use of a fire extinguisher, illustrates the use of the emergency exits, discusses the emergency lighting, describes the use of the public address system, and emphasizes steps to prevent fires.

DESCRIPTION OF SUPERLINER CAR

Built by Pullman-Standard since 1980, Amtrak Superliners are bi-level passenger cars with four different configurations: coach, coach-baggage, dining, and sleeping. Passengers board Superliner cars through side doors in the lower level at the center of the cars. A stairway, near the center of the car, connects the lower and upper levels of each car, and passage between cars is provided by end doors in the upper level. Because the kitchens occupy the whole lower level of the dining cars, passenger access to these cars is only through the end doors from adjacent cars. The cars are heated, cooled, and lighted with 480-volt power, generated by the locomotive and transmitted through the train. A secondary standby 72-volt d.c. system with batteries on each car provides emergency power.

An intercom and a public address system, powered by the 72-volt d.c. system, transmits routine and emergency communications between crew members, and announcements to passengers. Figure 1 provides a diagram of the Superliner car.

All Superliner cars provide emergency egress through the two end doors, two side doors, and six emergency windows. The end doors can be opened with an Amtrak coach key, by manual operation of one of two emergency switches, or by closing the engine door cutout cock. The side doors open with an Amtrak coach key. Each side door contains a window that can be opened with a latch handle in the door frame. The six emergency windows, four on the upper level and two below, are opened by pulling a red handle on a rubber molding strip, thereby removing the inner molding and permitting the window pane to be removed from the sash and pulled into the car.

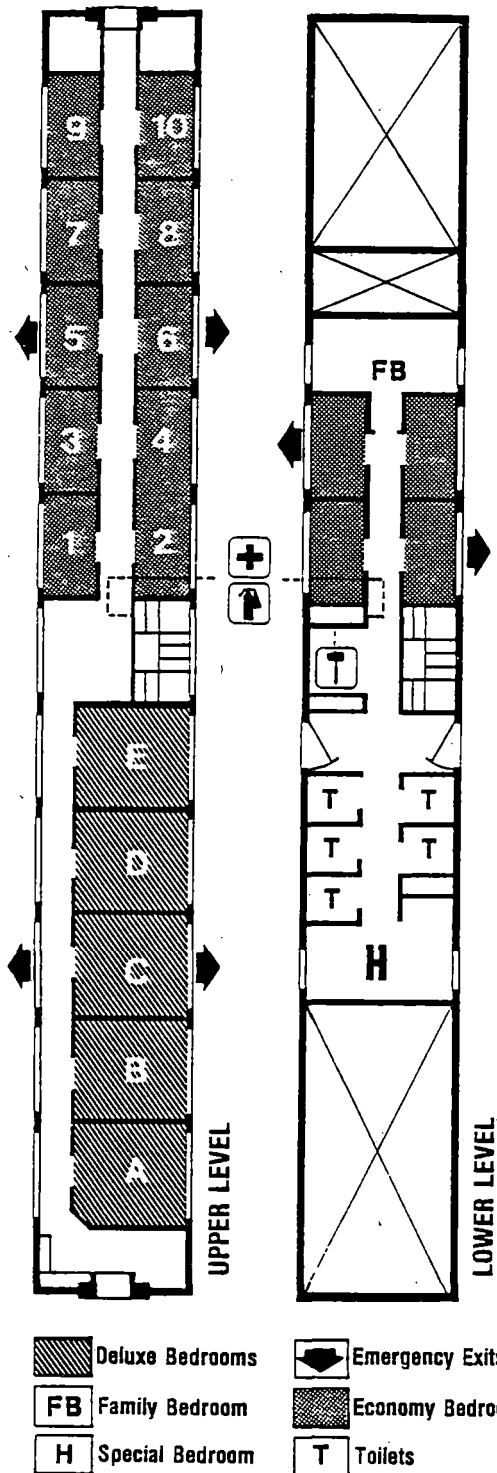
Each car contains two dry chemical fire extinguishers. One, with 10-pound capacity, is found in the upper level near the stairway. The other, with a 15-pound capacity, is placed in the lower level vestibule. Emergency tools consisting of a 6-pound sledge hammer and a pinch bar are located in the lower level vestibule. First-aid kits are placed in the same location in all the cars except dining cars, where the first-aid kit is located at the maitre d' station. All passenger areas have emergency lighting powered by the standby batteries of the 72-volt d.c. system. Figure 2 illustrates the location of emergency equipment and exits. Amtrak has established procedures to place this diagram at strategic locations in Superliner cars, including all sleeping quarters.

SUPERLINER TRAINING PROGRAM

The Superliner program is designed to instruct all operating personnel and other on-board employees in procedures for evacuating the car and using the emergency equipment. The program consists of an introduction, film strip, examination, fire extinguisher demonstration, emergency window removal practice, and a question period. Amtrak has declared that all its employees who work on this equipment and a large number of railroad operating personnel have received this training. Amtrak intends to update this program as needed and provide it to their employees annually.

As part of the introductory session, a sign-up sheet records employee attendance. All who attend are then provided written material that contains emergency exit instructions and shows the locations of emergency equipment (a copy is included in the equipment description as Figure 2). A 20-question examination is provided. To pass the test, participants must score 14 correct answers or attend the training again and be reexamined until they do. The instructor emphasizes the main points of the course--handling fires, other train emergencies, the use of emergency equipment, and the safe evacuation of a Superliner car. The instructor stresses that this information is necessary to save human lives.

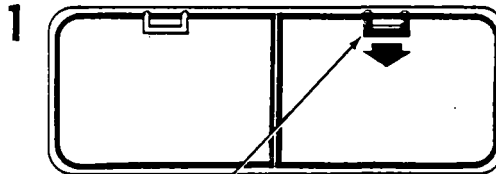
The film strip emphasizes the primary obligation of Amtrak to protect the safety of its passengers. To accomplish this, the on-board crew must understand what emergencies are and how they should be handled. Employees are told that a train emergency is "a problem with the train's operation where the safety of people or equipment is endangered." Definite actions must be taken if the employees are to avoid even more serious consequences than may already exist. Students learn about emergency exits, fire extinguishers, and emergency tools. An on-train fire is suggested as a train emergency. Students are told that the first step is to turn off the air-conditioning blower by using the selector switch downstairs in the control cabinet. Once the switch is in the "off" position, smoke will not be circulated to other parts of the car. Next, members of the train crew are



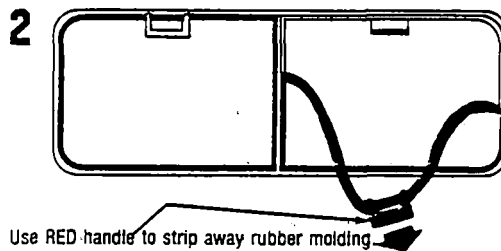
Emergency Exit Instructions

In the event of an accident, normal exits may be blocked or inaccessible. In such cases, passengers should use the specially marked, removable windows to leave the car. The location of these windows is indicated by RED arrows on the car floor plan.

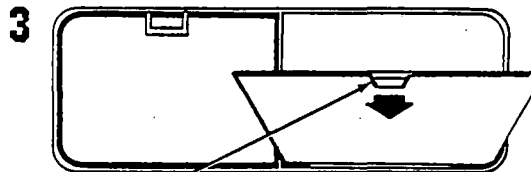
To remove one of the specially marked windows, please follow the directions below.



Locate RED plastic handle on window and pull handle towards you.



Use RED handle to strip away rubber molding.



Locate metal handle on window and pull towards you to remove window pane.

Emergency Equipment

First aid kits, fire extinguishers, and emergency tools are located on both levels of the Sleeping Car. The location of these items is indicated on the car floor plan by the following symbols.



First Aid Kit

Fire Extinguisher

Emergency Tools

Figure 2. Emergency Equipment and Exits

TRAIN EMERGENCY:

**WHEN OPERATION OF THE
TRAIN ENDANGERS THE SAFETY
OF PEOPLE OR EQUIPMENT.**

WHEN TO EVACUATE?

**WHENEVER STAYING IN THE CAR
MEANS A CONTINUING THREAT TO THE
PEOPLE INSIDE.**

IMPORTANT POINTS:

If there is a fire on board:

1. Turn off Blower Selector Switch
2. Notify Operating Crew Member
3. Investigate and Control
4. EVACUATE THE CAR

Steps in Evacuating:

1. Remain Calm
2. Notify Train Crew Member
3. Notify Passengers of Emergency and Evacuation Plan
4. Provide Assistance as Needed
5. DOUBLE-CHECK THE CAR TO INSURE EVERYONE IS OUT

to be told of the fire. The key words "Immediate Assistance" will signify that emergency evacuation procedures have commenced. The crew will usually be informed by the public address system. Next, the employee should seize the nearest fire extinguisher (locations of the upstairs and downstairs extinguishers are identified). Instructions are then provided on how to remove the extinguishers, activate them and position them for use (when the handle is squeezed, the dry chemical is sprayed on the fire). The extinguishers are effective on electrical, cloth, or grease fires. A summary is then presented covering a train emergency, turning off the blower, notifying the train crew, investigating and fighting the fire.

The next segment focuses on how to evacuate the car in the event of a fire, derailment, or other emergency such as a bomb threat. Students are told that a car should be evacuated only if remaining in the car is more hazardous. Participants are told to remain calm, and instructed on how to notify the train crew, and assist the passengers.

Normally, the easiest exit from the Superliner car is through the upper level end-doors. Each end door has two bright red emergency switches: one is in the interior of the car; the other just outside the door. Tripping either switch opens the exit into the next car. If the end doors are blocked, or jammed, or cannot be opened, the downstairs vestibule doors should be used. The emergency windows may also be used in evacuating the car. These windows are in identical locations in the diner, coach, lounge, and sleeper cars. In a sleeper, the emergency windows are upstairs in Economy Rooms 5 and 6 and Bedroom C and downstairs in Economy Rooms 12 and 13.

Students are told that to remove an emergency window, the red plastic handle must be pulled straight back to dislodge the ends of the rubber molding from the window frame. After the molding is removed, the handle attached to the glass must be pulled inward so that the glass can be lifted from the window frame. Before evacuating passengers, the employees are instructed to make sure that conditions outside are safer than those inside.

Instructions are also written on the outside of the window, showing how to open the window from outside the car. First, a key or another pointed object must be inserted into the crack where the rubber molding ends come together in the middle of the window. The key is twisted to pry out the ends of the molding so that the entire molding may be removed. A pry bar, stored in the emergency equipment cabinet in the vestibule of the car, may then be used to remove the window by wedging the curved edge under the remaining molding, raising the other end of the bar until the window gives way, and pushing the window into the car. Passengers can then be helped through the window. Finally, the instructor summarizes those occasions when a car should be evacuated, the steps to be followed, the door choices, and the procedures to be utilized.

The next phase is the 20-question examination. The questions focus on important safety information, stressing when to evacuate, the steps to be taken, the use of fire extinguishers, removal of the emergency windows and use of the words "Immediate Assistance." A copy of the examination is attached to this report (Appendix A).

The safety instruction concludes with a demonstration of the use of a fire extinguisher and the use of a pry bar to remove a window. A participant is selected to move a fire extinguisher from one point to another, activate it, and discharge it by squeezing the handle and moving the hose in a side-to-side motion. Another student is selected to remove an emergency window from a mock-up model. Others are also given the opportunity to use the fire extinguisher and remove the window.

After the class is completed, attendance and test records are placed in the employee's personnel file.

DESCRIPTION OF AMFLEET CAR

Amtrak Amfleet cars are single-level passenger cars in three models: coach cars (Amcoach), coach-club cars (Amclub), and food service cars (Amcafe). Heritage cars are similar to the Amfleet. Passengers boarding the train enter the vestibule (at the end of the car) through sliding doors and walk through a sliding door centrally located on the end wall of the passenger compartment directly to the car aisle (see Figure 3). The outer ends of the vestibules have center swinging doors that open when cars are coupled together to provide inter-car access.

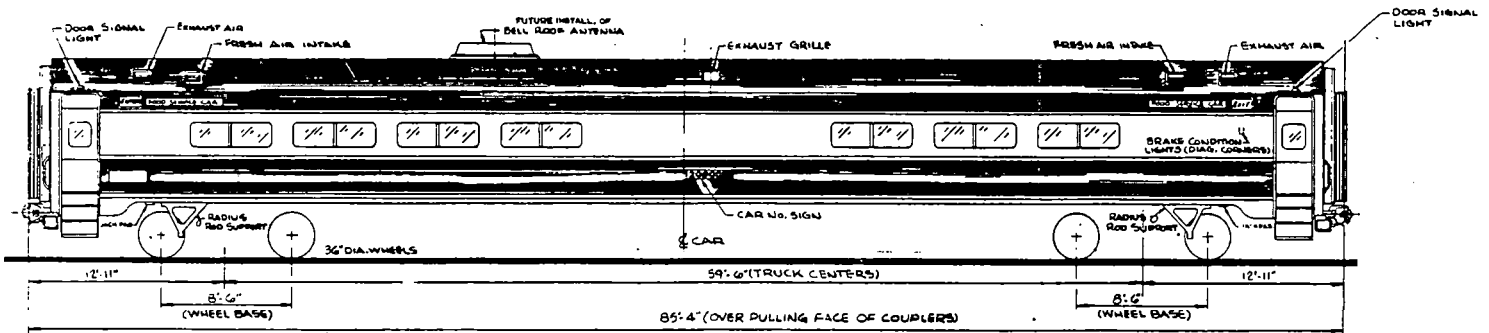


Figure 3. Amcafe Car

The cars are heated, cooled, and lighted with 480-volt a.c. power, generated on the locomotive, and transmitted through the train. A 64-volt d.c. emergency light system charges the standby batteries and supplies emergency lighting and other power when a.c. power is lost. An intercom and public address system, powered by the 64-volt d.c. system, provide routine and emergency communications to crew members and announcements to passengers.

The body end-doors, vestibule side doors, and four emergency windows afford emergency exits. The body end-doors can be opened manually in an emergency. The vestibule side doors can also be opened manually after pulling an emergency release knob in the vestibule ceiling at each door. The four emergency windows, two on each side of the car, can be opened by pulling a red handle on the rubber molding strip, thereby removing the inner molding and permitting the window pane to be pulled inward. All other car windows can be opened from outside the car by prying out a rubber seal strip with a sharp instrument and pushing the window inward.

Each car contains two dry-chemical fire extinguishers: one near the electrical locker, the other near the women's restroom. Emergency tools -- an axe, a hammer, and a pry bar -- are also housed behind a transparent panel near the women's restroom. First-aid kits are located in the food service area of each food service (Amcafe) car.

The Heritage Fleet contains older lightweight passenger cars acquired from predecessor railroads and rebuilt by Amtrak. These cars, of many different configurations, have electrical systems and emergency features similar to and compatible with Amfleet cars.

Figure 4 shows the emergency instructions for exiting the Amfleet and Heritage Fleet cars. Amtrak places these instructions in strategic locations in these cars.

AMFLEET AND HERITAGE CAR TRAINING PROGRAM

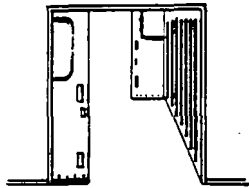
Similar to the Superliner program, the Amfleet and Heritage training program is designed to prepare operating and other on-board employees for an emergency, to instruct them on using the emergency equipment and the safe evacuation of the car. The program consists of an introduction, film, examination, fire extinguisher demonstration, emergency window removal practice, and question session. Amtrak is currently providing this training to its employees and railroad personnel who work on these cars. Amtrak intends to update this program as needed and provide it to their employees annually.

AMFLEET & HERITAGE EQUIPMENT EMERGENCY INSTRUCTIONS

(A-front)

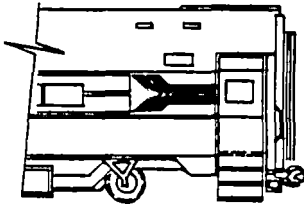
Emergency Exit Options

1st Choice:



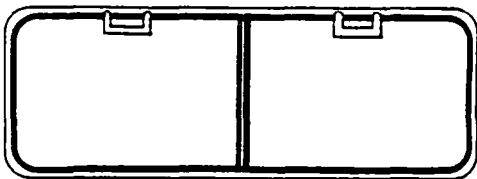
End door to the next car.

2nd Choice:



Vestibule door and off the train.

3rd Choice:



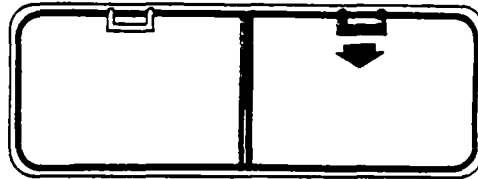
Through the emergency windows.

Emergency Exit Instructions

In the event of an accident, normal exits may be blocked or inaccessible. In such cases, passengers should use the removable windows to leave the car.

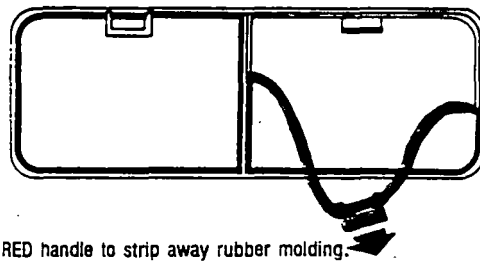
To remove one of the removable windows, please follow the directions below.

1



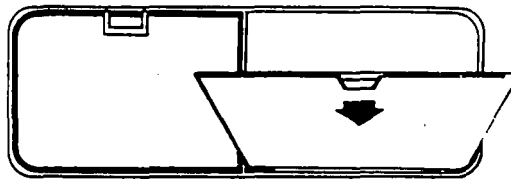
Locate RED plastic handle on window and pull handle towards you.

2



Use RED handle to strip away rubber molding.

3



Locate metal handle on window and pull towards you to remove window pane.

Emergency Equipment

A first aid kit, fire extinguisher and emergency tools are located in every Amfleet/Heritage Car.

BECOME FAMILIAR WITH ALL EMERGENCY FEATURES IN YOUR CAR AS SOON AS YOU BOARD THE TRAIN.

Figure 4. Amfleet and Heritage Instructions

(B-Back)

TRAIN EMERGENCY:

**WHEN OPERATION OF THE
TRAIN ENDANGERS THE SAFETY
OF PEOPLE OR EQUIPMENT.**

WHEN TO EVACUATE

**WHENEVER STAYING IN THE CAR
MEANS A CONTINUING THREAT TO THE
PEOPLE INSIDE.**

IMPORTANT POINTS:

If there is a fire on board:

1. Turn off Blower System
2. Notify Operating Crew Member
3. Investigate and Control
4. EVACUATE THE CAR

Steps in Evacuating:

1. Remain Calm
2. Notify Train Crew Member
3. Notify Passengers of Emergency and Evacuation Plan
4. Provide Assistance as needed
5. DOUBLE-CHECK THE CAR TO INSURE EVERYONE IS OUT

Figure 4. (Con't)

Employees receive an emergency equipment location-and-use card and are encouraged to learn the emergency procedures. (A copy of this card is included in the equipment description section.) Attendance is recorded and a written examination is given. The film shows the location and lectures on the use of emergency equipment. A train emergency is, once again, defined as a fire, derailment, or bomb. The steps in evacuation procedures are explained as are the three possible exits. The words "Immediate Assistance" are also used to notify the crew of an emergency.

The balance of the program consists of using a fire extinguisher, removing an emergency window from a mock-up model, taking the examination, and completing a review period. (A copy of the examination is included as Appendix B.)

EMERGENCY EVACUATION PROCEDURES

In addition to instructing its personnel, Amtrak has issued a booklet "Emergency Evacuation Procedures" to approximately 15,000 fire departments throughout the country. With the assistance of the National Safety Council, plans are underway to distribute additional copies to Emergency Medical Technicians throughout the country (approximately 2,000 to 3,000 groups).

The booklet shows how to gain entry quickly into rail passenger cars and locomotives in emergency situations. A numbered directory of Amtrak cars and locomotives is given to identify different types of cars. One section is devoted to the proper method of gaining entry through windows that cannot be easily penetrated because they are coated with safety glazing. Another section discusses the various types of door openings and the locking and latching devices found on Amtrak equipment.

The floor plans for all passenger-carrying cars (baggage cars, dormitory cars, sleeping cars, lounge cars, food service cars) and Amfleet and Superliner cars floor plans are clearly illustrated in the booklet; and detailed instructions on entering and exiting all cars accompany the diagrams. An entire section of illustrations and instructions deal with entry into or evacuation from the various types of electric and diesel electric locomotives.

In addition, the booklet provides general information about railroad tunnel fires and other emergency situations occurring in tunnels. The information discusses emergency telephones, ventilation systems, electric power systems, and available emergency evacuation equipment.

This booklet has proven to be a practical, easy-to-understand guide that assists emergency personnel in responding to crisis situations involving passengers in railroad cars.

FEDERAL REGULATIONS AND PROCEDURES APPLICABLE
TO OTHER MODES OF TRANSPORTATION

As part of the mandated study, the Secretary was directed to consider the Federal regulations and procedures applicable to other types of public transportation. Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), United States Coast Guard (USCG), and Urban Mass Transportation Administration (UMTA) regulations were reviewed. The following sections discuss these regulations.

FEDERAL AVIATION ADMINISTRATION (FAA)

Each air carrier is required to have a comprehensive training program that includes specific training in passenger evacuation procedures and the use of emergency equipment. All training programs must include each type, model, and configuration of airplane operated by the airline, each type of operation conducted, and each crew member's position. The carrier must provide initial training as a precondition of each crew member's service and recurrent training for each crew member every 12 months thereafter.

Emergency training for airplane crew members includes instructions concerning individual emergency assignments and procedures; coordination among crew members; the location, function, and operation of equipment used in ditching or evacuating an airplane; first aid; portable fire extinguishers -- emphasizing the type of extinguisher to be used for the various classes of fires; the use of emergency exits under adverse conditions; and the handling of particular emergency situations, such as fires and ditchings.

During initial training and at least once every 24 months thereafter, each crew member is also required to practice emergency drills and operate the emergency equipment on each type of aircraft, including each type of fire extinguisher and each type of emergency exit in normal and emergency modes. Continued employment as an airplane crew member depends on satisfactory completion of the entire training program both for that type of airplane and for that position. In addition, a competency check is required every 12 months for flight attendants.

Each airline must have a written curriculum for each type of airplane and each crew member required to fly in that airplane. Each curriculum lists the emergency training subjects, all training aids and the necessary hours required for each phase of training. In addition, the manual for each carrier must

describe the functions of each crew member in passenger evacuations and other emergencies. The air carrier must show that these functions are practical, and that the crew can reasonably handle (deal with) any emergency that can be foreseen.

Periodically, the FAA reviews each air carrier's emergency training program to assure that crew members are required to perform or observe the performance of tasks assigned to them as emergency duties. These tasks include using a hand-held fire extinguisher; locating and removing a first-aid kit from stowage; and when performing ditching and other evacuation drills, opening an overwing emergency exit and each type of door exit. Also, the FAA periodically reviews air carrier policies, flight attendant and passenger emergency manuals, passenger emergency information instructions, emergency training classes, crew briefings, and passenger information cards. These reviews are designed to ensure that carriers give adequate emphasis to the orderly control of passengers during an evacuation.

The FAA regulations on emergency procedures are contained in Subparts O, N and M of Part 121 in Title 14 of the Code of Federal Regulations (14 CFR Part 121) and FAA Order 8430.6B, October 11, 1977.

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Each commercial bus is required to carry limited emergency equipment (fire extinguishers, flares, and reflectors). The bus driver has the responsibility for making sure that the equipment is on the bus and in good working order prior to departure. No training in the use of the emergency equipment or in passenger evacuation procedures is required under FHWA regulations for either drivers or attendants. The FHWA regulations are contained in Subchapter B of Chapter III in Title 49 of the Code of Federal Regulations (49 CFR Part 391).

UNITED STATES COAST GUARD (USCG)

Each passenger vessel is required to issue its own manual that describes the responsibilities and duty station for each member of the crew during emergency situations. The Master of each vessel must display copies of the manual in conspicuous places and periodically conduct training or drills to insure that all crew members are familiar with their duties. This includes weekly fire drills and lifeboat drills, and periodic inspection or use of emergency equipment such as watertight doors, line-throwing devices, and emergency lighting and power systems.

The USCG regulations require that crew members be tested as part of their licensing and certification procedures for merchant marine personnel. Personnel such as deck officers, able seamen, and lifeboatmen must demonstrate knowledge of firefighting equipment and lifeboat operations. The USCG regulations are contained in Subchapters B and H of Chapter 1 in Title 49 of the Code of Federal Regulations (49 CFR Parts 10, 12, and 78).

URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)

UMTA has no regulations governing the training of operating or other on-board personnel in the use of emergency equipment and evacuation procedures. However, guidelines (not regulations) are being developed as part of a cooperative effort between UMTA and the American Public Transit Association. These guidelines will assist rail authorities in planning safety improvements.

The guidelines will focus on the following:

- o criteria for emergency plans;
- o decision-making aids for emergency responses;
- o agreements negotiated with emergency response groups;
- o employee training;
- o training of emergency response personnel on methods and equipment; and
- o public awareness programs.

APPENDIX 1

Name: _____

Date: _____

TRAIN EMERGENCIES
AND
THE EVACUATION OF
SUPERLINER CARS

QUIZ

Please respond to the following statements by putting an "X" through the correct letter in the left hand column ("T" means the statement is true; "F" means the statement is false).

- a b c d 1. An emergency that will NEVER require evacuation of a passenger car is:
a. a heart attack of a passenger
b. a derailment
c. a bomb threat
d. an on board fire
- T F 2. The evacuation of a car should occur only when staying in the car will endanger the lives of its occupants.
- T F 3. Each of the following steps should be followed by the Train Attendant dealing with a controllable fire:
a. turn off blower with the "Selector Switch"
b. notify the conductor or other operating crew member
c. take the nearest fire extinguisher to the fire
d. extinguish the fire
- T F 4. It is important for passengers being moved to know the reason for the evacuation.
- a b c d 5. After telling passengers to evacuate, the Attendant should:
a. immediately leave through the exit to an adjoining car
b. begin to remove passengers' luggage
c. provide assistance as necessary
d. open both vestibule doors downstairs
- a b c d 6. In the event of a fire:
a. turn off all 480 power
b. turn off blower by turning the Selector Switch
c. turn off ceiling light switch
d. none of the above

(over, please)

Take Special Care of Elderly & Disabled Passengers

- T F 7. The first choice as a method to evacuate a Superliner car, is the end door.
- T F 8. The train's fire extinguishers are good for putting out burning electrical panels, as well as grease fires.
- T F 9. Only if you have actually sprayed the chemical in the extinguisher, is it necessary to remove the extinguisher from service.
- a b c d 10. The reason for first turning off the Selector Switch after you learn of a fire in your car is:
- a. it eliminates the possibility of it becoming an electrical fire
 - b. it automatically notifies the engineer of your emergency
 - c. it makes it possible to use the emergency end doors to evacuate
 - d. it prevents the circulation of smoke to other areas of the car
- T F 11. Evacuation of a car should occur when you have decided that controlling the fire is not possible.
- T F 12. Vestibule doors are normally the best means of evacuating on a Superliner car.
- T F 13. There are no emergency window exits in the deluxe bedroom accommodations.
- T F 14. An emergency window can be removed from the frame after the molding has been at least half way pulled away.
- T F 15. All Superliner windows can be removed from the outside of the car.
- T F 16. One of the most important things you must always remember in handling an emergency is that you must remain calm.
- a b c d 17. Which item need NOT be given to passengers as part of the evacuation plan:
- a. The reason for evacuating
 - b. where passengers may collect their belongings later
 - c. where to gather after evacuating
 - d. which exit they should leave through
- T F 18. A coach key could be used to begin opening the outside of a Superliner window.
- T F 19. After you have evacuated your car, although the danger to life continues inside, you should return to check to make sure that all of the passengers have gotten out.
- T F 20. Saying the words "immediate assistance" in calling operating members to your car acts as a sign that you have a real train emergency.

NAME: _____

TRAIN EMERGENCIES AND
THE EVACUATION OF AMFLEET
AND HERITAGE EQUIPMENT

DATE: _____

- QUIZ

Please respond to the following statements by circling the correct letter in the left hand column ("T" means the statement is true; "F" means the statement is false).

- | | | |
|----------------|----|--|
| <u>A B C D</u> | 1. | An emergency that will <u>NEVER</u> require evacuation of a passenger car is: |
| | | A. a heart attack of a passenger
B. a derailment
C. a bomb threat
D. an on board fire |
| <u>T F</u> | 2. | The evacuation of a car should occur only when staying in the car will endanger the lives of its occupants. |
| <u>T F</u> | 3. | All of the following steps should be followed by the train attendant dealing with a controllable fire. |
| | | A. turn off the blower system
B. notify the conductor or other operating crew member
C. take the nearest fire extinguisher to the fire
D. extinguish the fire |
| <u>T F</u> | 4. | It is important for passengers who are being moved to know the reason for the evacuation. |
| <u>T F</u> | 5. | The train's fire extinguishers are good for putting out burning electrical panels, as well as grease fires. |
| <u>T F</u> | 6. | After arming the fire extinguisher, if you have not actually sprayed the chemical it is not necessary to remove the extinguisher from service. |
| <u>A B C D</u> | 7. | The reason for turning off the blower system after you learn of a fire in your car is: |
| | | A. It eliminates the possibility of it becoming an electrical fire.
B. It automatically notifies the engineer of your emergency.
C. It makes it possible to use the emergency end doors to evacuate.
D. It prevents the circulation of smoke to other areas of the car. |
| <u>T F</u> | 8. | Vestibule doors are normally the best means of evacuating a Heritage or Amfleet car. |
| <u>T F</u> | 9. | All windows on Amtrak trains are emergency exits. |

-2-
QUIZ

- T F 10. Where available, berth ladders can be very helpful in evacuating trains.
- T F 11. An emergency window can be removed from the frame after the molding has been at least half way removed.
- T F 12. One of the most important things you must always remember in handling an emergency is to remain calm:
13. When time permits, you should inform your passengers of the following things as part of the evacuation plan:
- T F A. the reason for evacuating
T F B. the need to put on shoes
T F C. the dollar amount passengers can expect from Amtrak for their claims
T F D. where to gather after evacuating
T F E. the exit they should take
- T F 14. A house key or some other pointed object could be used to begin opening the outside of an Emergency Exit window on Amtrak trains.
- T F 15. A train emergency is defined as a problem with the train crew where the safety of operating equipment is endangered.
- T F 16. Amfleet II cars have vestibule windows that allow you to check the outside conditions to insure they are suitable for evacuation.
- A B C D 17. To notify a member of the train operating crew about an emergency in your car, you should use the following words:
- A. Help
B. Immediate Assistance
C. There's a fire in car no. _____
D. Come Quick!
- T F 18. Fire extinguishers on Heritage equipment are ALWAYS located on the wall across from the restroom.
- A B C D 19. Amfleet vestibule doors can be opened in a hurry by:
- A. Using your attendant key
B. Pushing against the door as it is manually operated
C. Flipping the switch to "OPEN"
D. Pulling down on the red door lock handle in the ceiling recess and then sliding the door sideways.
- T F 20. I have NEVER been in an emergency situation that would require the use of emergency action, such as fire fighting or evacuation.

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Emergency Procedures Training of On-Board Passenger Train
Personnel, A Report to Congress, US DOT, FRA, 1983 -21-Freight
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