



Recommended Guidelines for Fire Suppression Operations Involving Engine Compartment Fires on P-32 and P-42 Locomotives



Over the past few years there have been a number of fires involving P-42 and P-32 Genesis Locomotives across the country.

This training/safety bulletin was put together to assist fire service personnel prepare for their responses to a fire involving one of these locomotives. This document provides basic recommended guidelines for dealing with fires within the engine compartment of a P-42 or P-32 locomotive.

This bulletin is not a substitute for a structured railroad emergency response training program. It is recommended that all fire service personnel in New York State, with the potential of being involved a passenger train emergency, participate in the New York State Passenger Train Emergency Response Procedures Course. For more information about this training in New York State, contact the following:

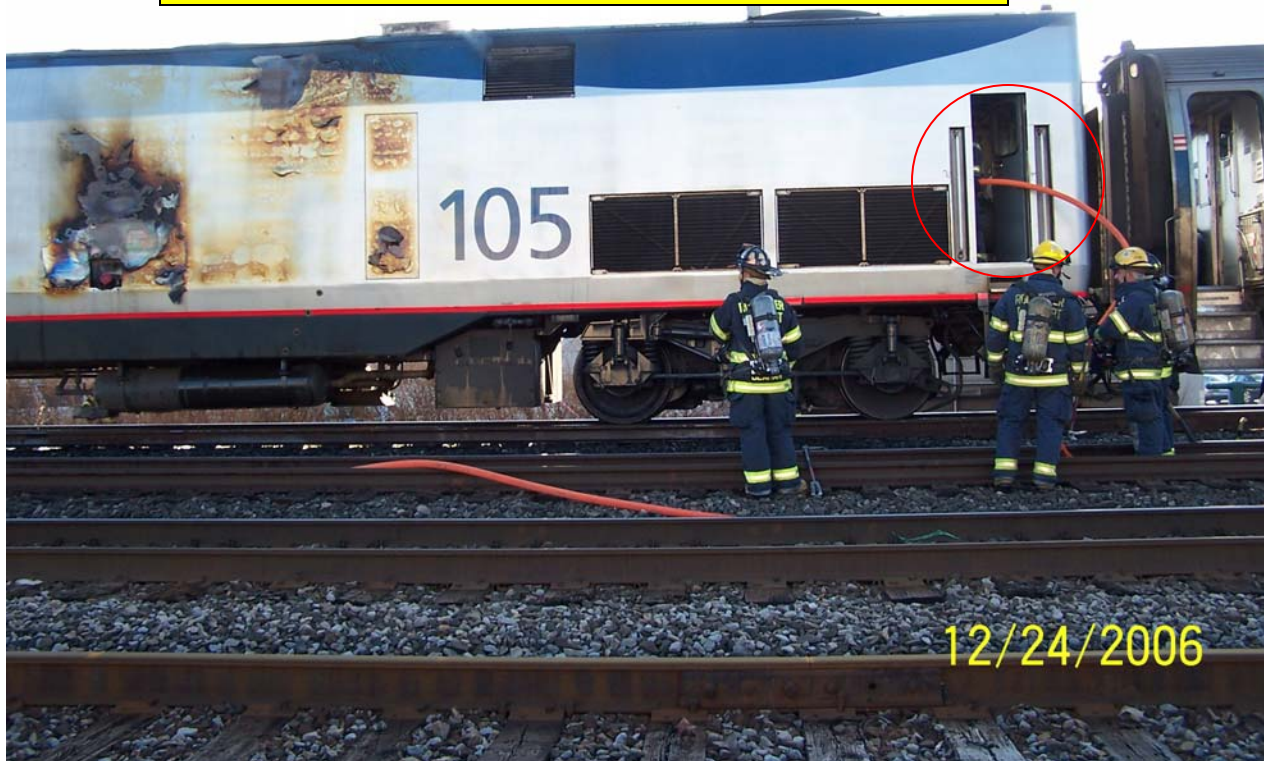
- **Amtrak:** Contact Mike Stammel, Amtrak Emergency Preparedness, 518-846-5743
Or
Chief Gary Hearn, 212-630-7163
- **Metro North Railroad,** Chief Bob Stinson, 914-271-1608
- **Long Island Rail Road,** Lee Sorensen, Fire Marshal, 347-494-6031

It is recommended that all fire service personnel in New York State with the potential of being involved in an incident involving a *freight* train, participate in the Rail Safety for Emergency Responders Course. For more information about this training, visit www.oli.org. This program is administered through Operation Lifesaver and all inquiries can be directed to the New York State Executive Director via email at NYSOPLIFESAVER@aol.com.

- Confer with the train crew (Conductor & Engineer).
- Create a safety zone and request that train movement be stopped on the tracks that impact incident operations, or are impacted by the incident. **WAIT FOR THE CONFIRMATION THAT TRAIN MOVEMENT IS STOPPED BEFORE OPERATING WITHIN 15' OF THE TRACKS, OR STRETCHING HOSELINES ACROSS THE TRACKS.**
- If the locomotive is located in catenary territory, request AC power removal and **WAIT FOR THE CONFIRMATION THE POWER HAS BEEN REMOVED AND GROUNDED BEFORE OPERATING WITHIN 15' OF THE CATENARY WIRE.**
- If the locomotive is located in 3rd rail territory, request **DC power removal and WAIT FOR CONFIRMATION THE DC POWER HAS BEEN REMOVED.**
- Make sure the Engine was shut down. If the crew is not present, use one of the emergency fuel shut off's on either side of the locomotive.
- These locomotives can carry between 1800 and 2400 gallons of diesel fuel

Recommended Fire Suppression Operations

Stretch a foam line (Class B Foam) to the rear door.



Recommended Fire Suppression Operations

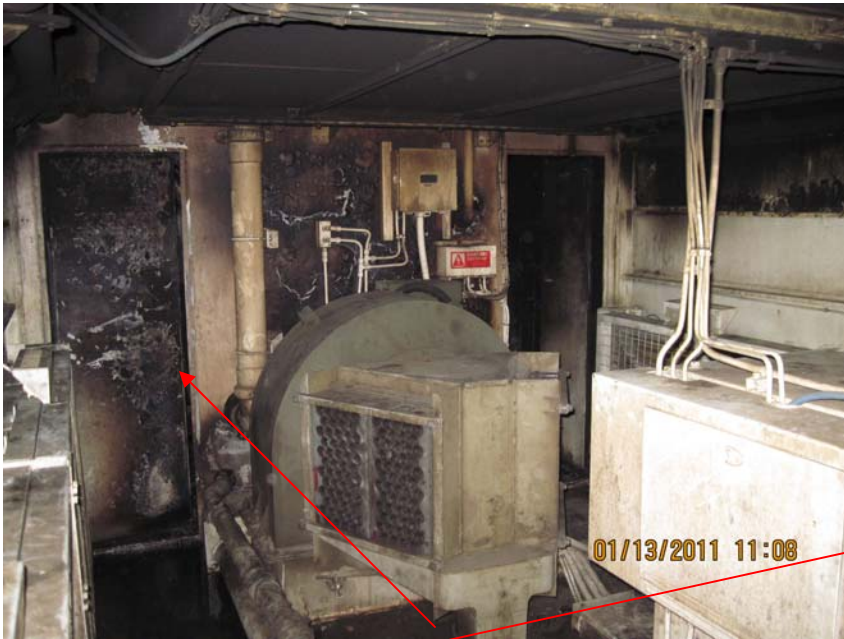
If necessary, stretch a handline(s) to protect the fuel tanks and extinguish burning paint on the side(s) of the locomotive.



If this door is locked, have the train crew unlock the door. If there is no one on the scene with a key (in a yard, for example), place a ladder against the locomotive, remove the gasket from around the window, remove the window, reach in and open the door.

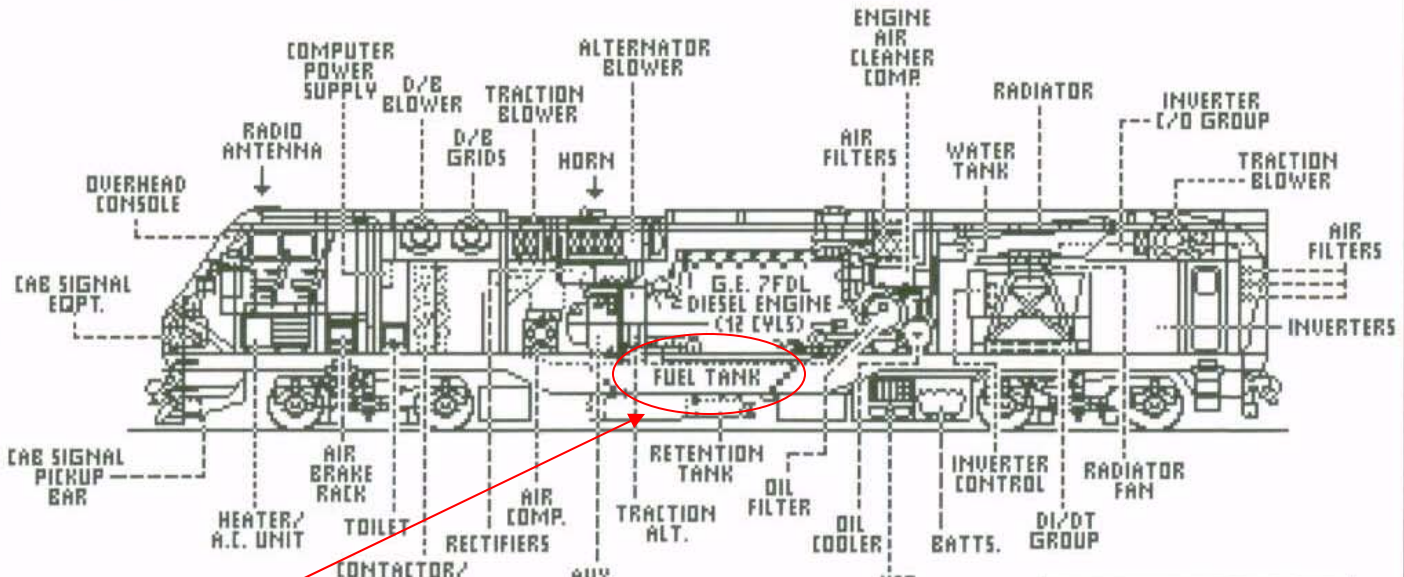
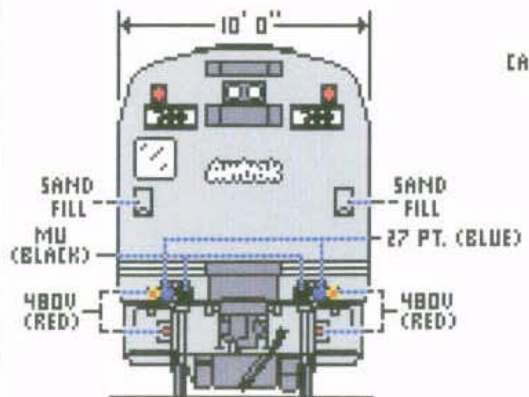
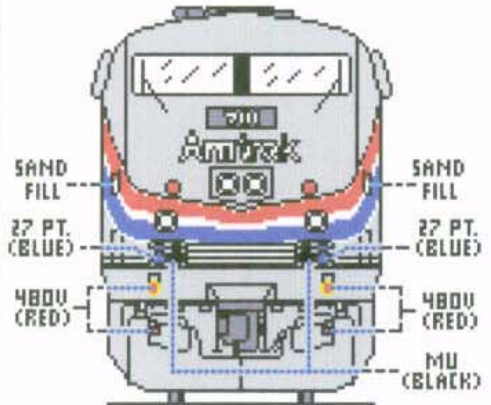
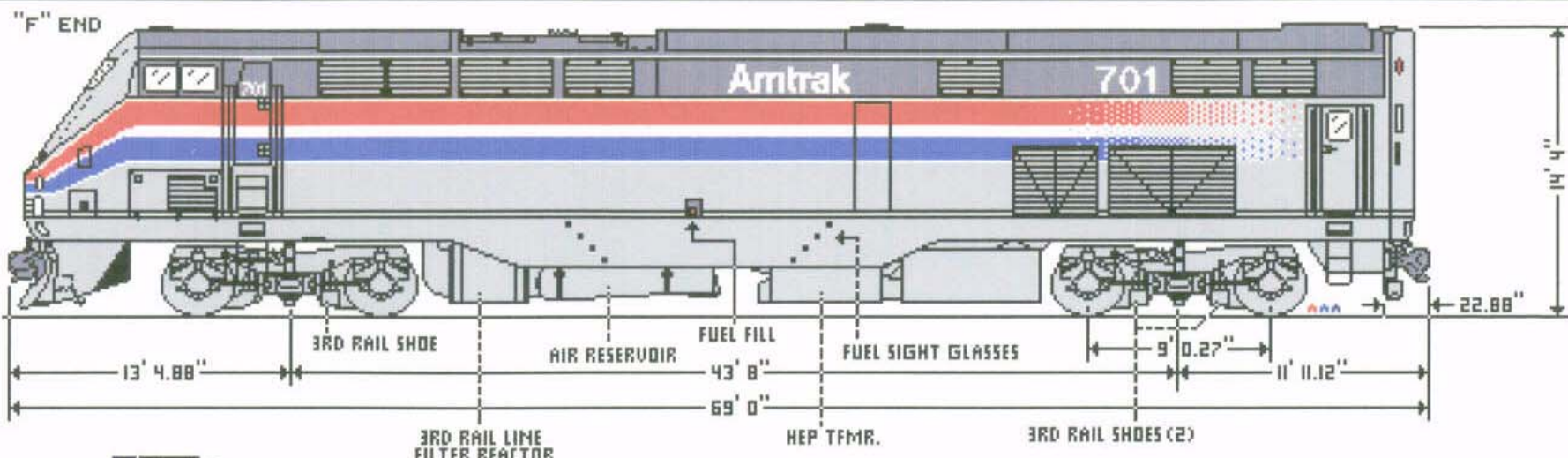


Don your face piece, enter the rear door, and stay low



Operate the foam line from this door into the engine compartment.

NOTE – There is more equipment in this area on a dual mode P-32 locomotive, making it a “tighter” area to operate in.



Fuel tank (both sides)

CUTAWAY VIEW

SPECIAL THANKS: GENERAL ELECTRIC REFER TO G.E. P32AC-DM OPERATING MANUAL, FIG.3 PAGE 6.

P-42 DIESEL LOCOMOTIVE

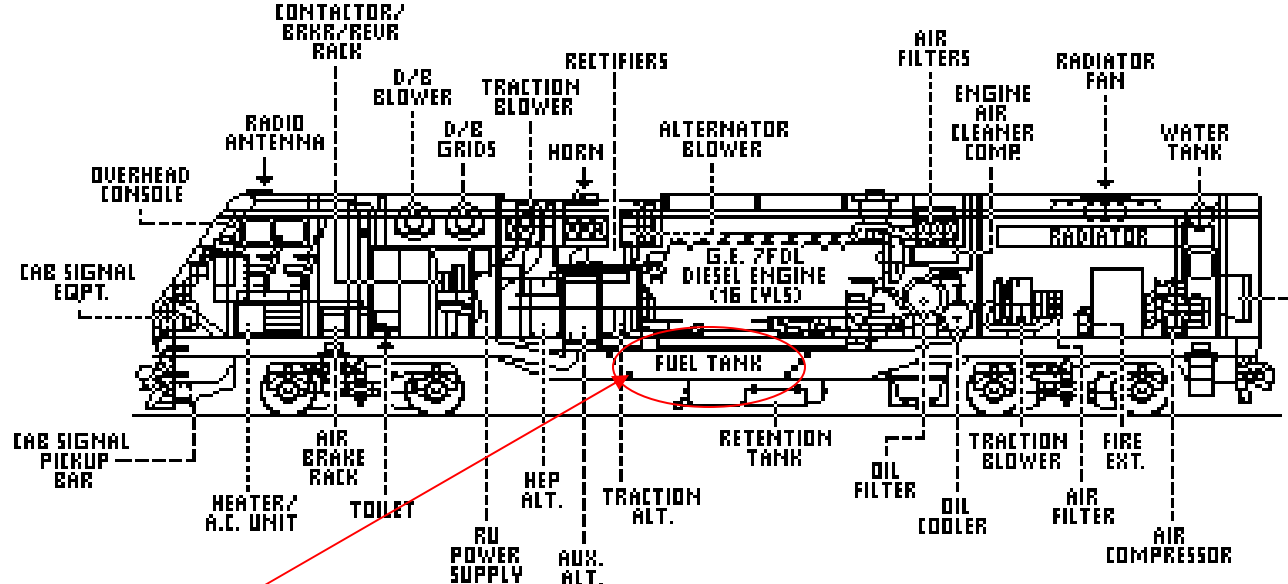
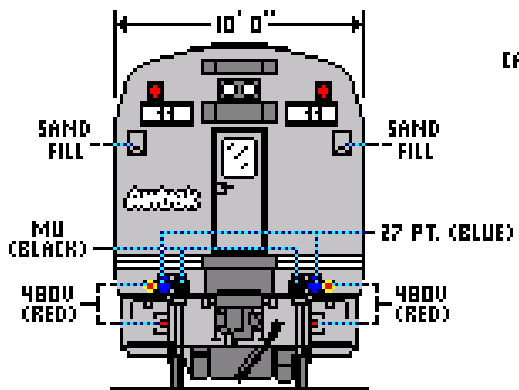
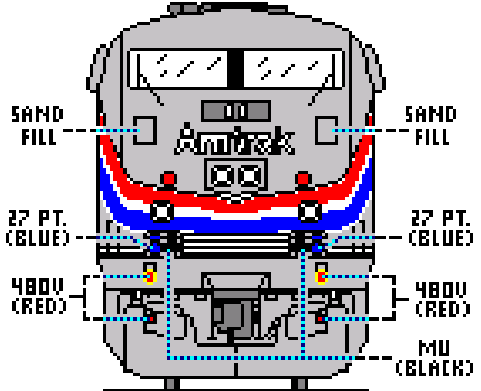
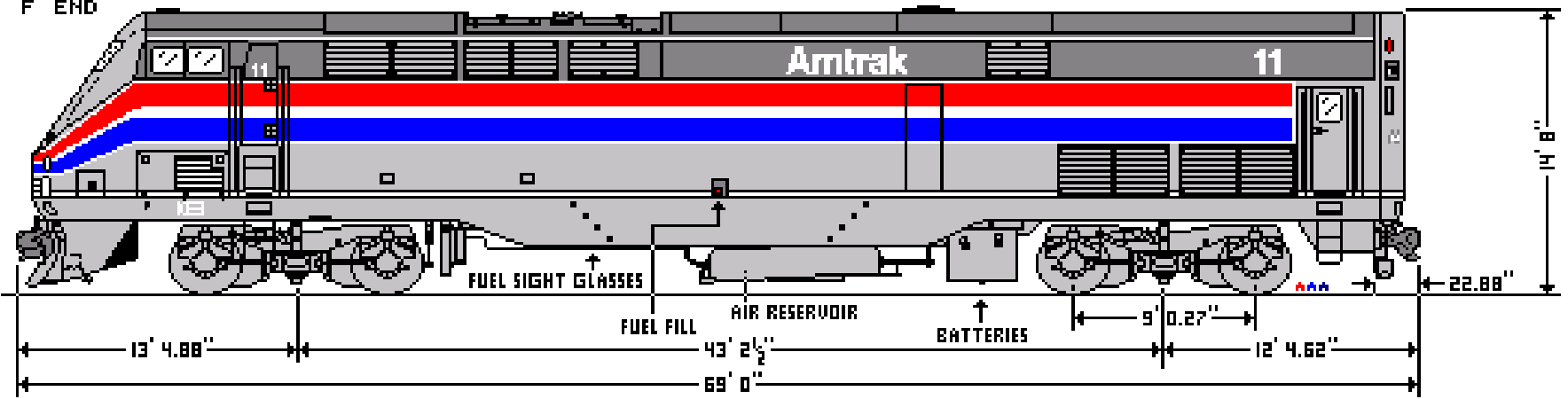
4250 HP

Eqpt. Code: BD

110 MPH

Unit Nos: 1-140

"F" END



CUTAWAY VIEW

Fuel tank (both sides)

SPECIAL THANKS: GENERAL ELECTRIC REFER TO G.E. DASH B-428P OPERATING MANUAL.

P-32 & P-42 Locomotive-Emergency Fuel Shutoffs



Emergency Fuel Trips (shut offs) on each side of the locomotive.



Emergency fuel Trip (shut off) on the panel on the rear wall of the engineers compartment



**DANGER!!!!
STAY OFF
THE ROOF OF
ALL TRAIN
EQUIPMENT**

Please, do not send your personnel to the roof of any piece of train equipment. In structural fire terms, think of it as a light weight truss constructed roof, with heavy fire conditions below the trusses.

STAY SAFE!



Chief Gary Hearn
Station Action Team Coordinator
Fire Safety – Amtrak Police Department
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E-Mail: hearng@amtrak.com

