



Photo #5--The Johnson lock is a special locking device installed by the Transit Authority to provide additional security.



Photo #7--After the Billy Bar is placed into the holes of the Johnson lock, the large subway key then is inserted into the round opening within the Billy Bar. This procedure facilitates opening the emergency exit hatch.



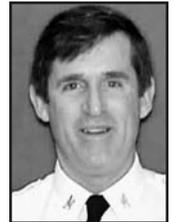
Photo #6--The Billy Bar has two nubs that fit into the two holes of the Johnson lock collar. This steel bar is used to counteract the action of someone who tries to open the subway emergency exit in the conventional manner with a subway key.

have vertical doors. There are a few exceptions to this rule. In some of the very large subway stations, emergency exit doors actually are located within the station itself. Units must be familiar with these locations.



About the Author...

Deputy Chief Peter J. Hart (retired) was a 30-year veteran of the FDNY. He was assigned to Operations, Research and Development. As a Firefighter, he served with Engine 83 and Ladders 29 and 155. He was a Lieutenant in Engine 28, the Captain of Engine 302 and a Battalion Chief and Commander of the 7th Battalion. He holds a BS degree in Criminal Justice from the New York Institute of Technology. While a Captain, he taught the Back to Basics program. After 9/11, as part of the McKinsey Group, he was detailed to the High-Rise Communications project, which developed the Post radio. He was a member of the first West Point Terrorism class and taught several classes for the Chiefs Command Course at the Fire Academy. He is a frequent contributor to WNYF.



Tanker Releases Chloromethane; FDNY Units Mitigate Incident

by Battalion Chief John A. Calderone, Battalion 22

Staten Island Box 8510, New York Container Terminal, Holland Hook/239 Western Avenue, July 6, 2010.

The containerized tank had just been removed from a container ship when workers noticed vapor leaking from the control box. The leaking tank was stacked on top of a similar tank. Vapors were heavier than air, but dissipated before reaching the ground.

FDNY units were held at a distance. Water supply was established to a Stang, but it went unmanned and unused. The Haz-Mat entry team assessed the situation and managed to greatly reduce the leak by closing a valve.

The container then was moved to a remote location and turned over to a haz-mat contractor for repair. It was theorized that the extreme heat (101+ degrees Fahrenheit) that day caused the contents (UN #1018, refrigerant gas R-22, or chloromethane) to expand, over-pressurizing the tank and forcing the gas to release through the defective valve.

photo by Battalion Chief John A. Calderone, Battalion 22

