

HMA

BP-167 (1/71)

REPORT OF UNIT CITATION

AUGUST 28, 1989

Date

HAZARDOUS MATERIALS CO. 1      46 BATT      14 DIVISION  
Unit      Battalion      Division

1.      7162      QUEENS      8/07/89      1250 hrs  
Box      Borough      Date      Time  
1250 hrs      8/07/89  
Time of Act      Date

2. MEMBERS RESPONDING

RANK	NAME	UNIT	ASSIGNED UNIT
LIEUTENANT	ALBERT WARTA	HAZ-MAT 1	46 BATT COV.
FIREFIGHTER	ROBERT INGRAM	"	HAZ-MAT 1
"	PHILIP H. MC ARDLE	"	"
"	PHILIP HUDAK	"	"
"	WILLIAM P. BOKELMANN	"	"
"	MICHAEL S. KANNER	"	"
"	BRENDAN KEYS	"	"
"	JAMES BLACKMORS	"	ENG. 288 lad. 136

3. ARE ANY OF THESE MEMBERS BEING RECOMMENDED INDIVIDUALLY FOR MERITORIOUS ACT IN CONNECTION WITH THIS FIRE? no (If yes - list names)

4. LOCATION OF UNIT OPERATIONS:

a) If in building: Address \_\_\_\_\_  
Height \_\_\_\_\_ Area \_\_\_\_\_ Construction \_\_\_\_\_  
Occupancy \_\_\_\_\_ Number of apartments in building \_\_\_\_\_  
Floor(s) \_\_\_\_\_ Room \_\_\_\_\_

b) If not in building: Give complete descriptive information so that physical setting can be recreated.

SUNNYSIDE RAIL YARDS APPROXIMATLY 35 to 40 SEPERATE TRACKS  
RAILCAR IN MIDDLE OF YARD SURROUNDED BY OTHER RAILCARS SOME  
CONTAINING OTHER HAZARDOUS MATERIALS.

5. PERSON(S) AIDED:

NAME	
ADDRESS	
AGE - SEX	
RESCUE BREATHING	
EXTERNAL CARDIAC MASSAGE	
RESUSCITATOR APPLIED	
HOSPITALIZED	
NAME OF HOSPITAL	
DIAGNOSIS	
LENGTH OF HOSPITALIZATION	

REPORT OF UNIT CITATION

HAZ-MAT 1

Unit  
AUGUST 7, 1989

Date

6. DESCRIPTION OF UNIT OPERATION:

ON AUGUST 7, 1989 HAZ-MAT 1 RESPONDED TO BOX 7162 JACKSON AVE & QUEENS STREET WHICH IS THE LOCATION OF A SWITCHING YARD FOR AMTRAK, CONRAIL AND THE LONG ISLAND RAILROAD.

UPON OUR ARRIVAL WE WERE TOLD BY CHIEF SCHWEMMER 45 BATT. THAT A RAILROAD TANK CAR WAS LEAKING PROPANE AND THAT THE RAILROAD HAD MOVED THE CAR TO A SEPARATE TRACK. THE TRAINS IN THE YARD WERE POWERED BY DIESEL LOCOMOTIVE, OVERHEAD ELECTRIC IN ADDITION TO SOME THIRD RAIL TRACKS. ACCESS TO THE CAR WAS DIFFICULT AND THE APPROACH WAS MADE FROM TWO DIFFERENT DIRECTIONS. THE ENTRY TEAM (FRS. INGRAM & McARDLE) APPROACHED FROM THE EXPOSURE #3 SIDE OF THE CAR BY CROSSING THIRD RAIL TRACK AND CLIMBING OVER CARS. LT. WARTA, THE SAFETY TEAM (FRS. HUDAK & BOKELMAN) AND THE DECON TEAM (FRS. BLACKMORE & KEYS) MADE THE APPROACH FROM THE EXPOSURE #1 SIDE OF THE CAR OVERCOMING THE SAME OBSTACLES. UPON OUR APPROACH TO THE CAR IN QUESTION THE ODOR OF PROPANE WAS IN THE AIR. CHIEF SCHWEMMER 45 BATT. ORDERED ALL RAIL TRAFFIC IN THE YARD STOPPED AND POWER WAS CUT OFF BECAUSE OF THE POSSIBLE SOURCE OF IGNITION. RAILROAD PERSONAL AT THE SCENE TOLD US THEY WERE UNABLE TO FIND THE EXACT CAUSE OF THE LEAK AND DID NOT HAVE THE CAPABILITIES FOR STOPPING ANY SUCH LEAKS AT THE PRESENT TIME.

AT THIS TIME LT. WARTA REQUESTED ALL HANDI TALKIES BE SHUT OFF (MOST AT THE SCENE WERE NOT INTRINSICALLY SAFE). FR. McARDLE RADIOED THE RESOURCE MAN (FR. KANER) INFORMATION ON THE IDENTIFICATION OF THE RAIL CAR TO FIND THE OWNER. THE RAILCAR GATX 40885 WHICH DESIGN DOT112J340W CONTAINED 33,840 GALLONS OF LIQUID PROPANE WAS LEAKING SOMEWHERE IN THE DOME ASSEMBLY AREA.

ON THE EXPOSURE #3 SIDE LESS THAN 50 FEET FROM THE LEAK SAT 5 SIMILAR RAILCARS EACH FULLY LOADED WITH 33,840 GALLONS OF LIQUID PROPANE. THE HAZARD WAS FURTHER COMPLICATED BY 4 REFRIGERATED BOXCARS POWER BY DIESEL OPERATED REFRIGERATION EQUIPMENT SUPPLIED BY 1,000 GALLON FUEL TANKS. WITH THIS INFORMATION AVAILABLE AND THE POTENTIAL FOR DISASTER A REAL POSSIBILITY CHIEF SCHWEMMER TRANSMITTED A 2ND ALARM.

7. AT THIS TIME LT. WARTA CONFERRED WITH CHIEF SCHWEMMER AND RAILROAD PERSONNEL AND ASKED FOR PERMISSION TO EXAMINE THE CAR AND STOP THE LEAK IF POSSIBLE. TIME WAS A FACTOR SINCE IT WAS STILL LEAKING AND AN IGNITION SOURCE WOULD EVENTUALLY BE FOUND. PERMISSION WAS GRANTED AND LT. WARTA AND THE ENTRY TEAM BOARDED THE CAR AND PROCEEDED TO THE DOME AREA. THE DOME WAS SEALED; FR. McARDLE BROKE THE SEAL REMOVED THE PIN AND FR. INGRAM REMOVED THE COVER. UPON CLOSE EXAMINATION THE ENTRY TEAM DISCOVERED A LEAK ON THE LIQUID VALVE ON THE B END OF THE RAIL CAR. THE LEAK WAS IN A PAKING GLAND AND NOT IN THE PRESSURE RELIEF VALVE AS FIRST THOUGHT BY THE RAILROAD. AFTER SECURING THIS LEAK ALL LIQUID AND VAPOR VALVES WERE CHECKED FOR SIMILAR DEFECTS AND CORRECTED. THIS WAS CHECKED WITH LEAK DETECTION EQUIPMENT AND FOUND TO BE REPAIRED.

REPORT OF UNIT CITATION

HAZ-MAT 1  
Unit  
AUGUST 7, 1989  
Date

6. DESCRIPTION OF UNIT OPERATION:

WHILE THE ENTRY TEAM REPAIRED THE LEAK THE SAFETY TEAM MONITORED THE AREA. THEY CHECKED THE OTHER RAILCARS WHICH CONTAINED PROPANE FOR SIMILAR DEFECTS AND FOUND NONE. IN ADDITION TO THIS THEY MONITORED VERY CLOSELY THE REFRIGERATED BOXCARS WHOSE MOTORS WERE A SOURCE OF IGNITION AND WERE READY TO SHUT THEM DOWN IF IT BECAME NECESSARY.

THE DECON TEAM STARTED SECURING THE BRAKES ON THE RAILCARS TO MAKE SURE NO MOVEMENT OF ANY RAILCAR WOULD AFFECT THE OPERATION.

THE WEATHER CONDITIONS THAT DAY WERE VERY HOT AND HUMID; HAZ-MAT USED EXTREME PHYSICAL EXERTION TO GET THE EQUIPMENT IN TO THE SCENE AND THEN OPERATE AFTER GETTING IT THERE.

DESPITE THE COMPLEXITY, HAZ-MAT 1 SUCCEEDED IN CONTROLLING THE HAZARD. THEY EXHIBITED EXCEPTIONAL TEAMWORK AND A HIGH DEGREE OF KNOWLEDGE AND PROFESSIONALISM IN BRINGING THIS OPERATION TO A SUCCESSFUL CONCLUSION.

FOR THEIR EXCEPTIONAL PERFORMANCE AT THIS OPERATION I RESPECTFULLY REQUEST CONSIDERATION BY THE BOARD OF MERIT.

(SHEET TWO)

7. RECOMMENDATION:

Deputy Chief

Division

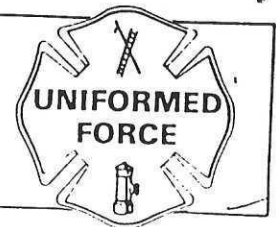
Date



# FIRE DEPARTMENT • CITY OF NEW YORK

Supplement to Department Order No. 40 ☆ Issue No. 22

March 19, 1990



### 2.1.1

The following information records the action of the Special Appeal Board at a meeting held March 13, 1990:

### BOARD OF MERIT

#### MERITORIOUS ACTS

**APPEALS GRANTED**  
**MERIT RATING CLASS II**  
 1989  
 Sept. 4 FF. Thomas Sullivan, L. 113  
 Oct. 13 Lt. Michael A. Telesca, B. 19

**MERIT RATING CLASS III**  
 1989  
 Jan. 26 Capt. Lawrence W. Brennan, L. 113

**SERVICE RATING "A"**  
 1989  
 Nov. 27 FF. Philip Parker, L. 176

**SERVICE RATING "B"**  
 1989  
 Feb. 14 FF. Terence Hatton, R. 2  
 15 FM. Donald J. Green, BFI  
 May 5 FF. Kevin F. Lavelle, L. 33  
 Sept. 21 Lt. William Groneman III, B 35

**APPEALS DENIED**  
 1989  
 Feb. 17 Lt. Thomas J. McMahon, D.O. 14  
 27 FF. William T. Herlihy, E. 166  
 Mar. 11 FF. Frederick Lawrence, Sq. 1  
 Apr. 9 FM. Donald J. Green, BFI  
 May 3 FF. Joseph Woznica, L. 26  
 14 FM. Salvatore Rignola, BFI  
 Aug. 10 FF. Henry Hinton, E. 275  
 Sept. 25 FF. Hector B. Tyler, L. 170  
 Nov. 11 Lt. John Luongo, Jr., B. 43  
 17 FF. Hugh P. Lutz, L. 2  
 18 FM. Salvatore Rignola, BFI  
 Dec. 30 FF. Herman Bringe, L. 155

#### UNIT CITATIONS—APPEALS GRANTED

**LADDER CO. 118**—April 7, 1989  
 Box 22-479, 0935 hours  
 170 Columbia Hgts, Brooklyn  
 Lt. Orio Palmer  
 FF. Darrel Paterson  
 FF. Kevin Byrnes  
 FF. Jonthan Coleman  
 FF. Paul Gottlieb  
 FF. Jeffery Oaklanl  
 FF. John Picciano

**B.F.I. BKLYN. BASE, S.I.U.**—May 14, 1989  
 Box 2574, 0616 hours  
 South & Meredith Avenue, Staten Island  
 SFM. Robert V. Mauro  
 FM. Thomas A. Ruffo, Jr.  
 FM. Alan Cataneo  
 FM. Salvatore Rignola  
 FM. Edward Wysocki  
 FM. Edward Beck

**LADDER CO. 30**—June 2, 1989  
 Box 1506, 0850 hours  
 135 West 128th Street, Manhattan  
 Capt. Anthony Ardisson  
 FF. John Ciccie  
 FF. Anthony Montaruli  
 FF. James Curran  
 FF. Alan Jacobs  
 FF. Philip Pecorella, E. 59

**HAZ-MAT CO. 1**—August 7, 1989  
 Box 7162, 1250 hours  
 Jackson Avenue & Queens Street, Queens  
 Lt. Albert Warta  
 FF. Robert Ingram  
 FF. Philip H. McArdle  
 FF. Philip Hudak  
 FF. William P. Bokelmann  
 FF. Michael S. Kanner  
 FF. Brendan Keys, E. 288  
 FF. James Blackmors, L. 136

**ENGINE CO. 235**—November 23, 1990  
 Box 7-5 960, 0338 hours  
 31 Halsey Street, Brooklyn  
 Lt. Robert F. Sweeney  
 FF. Bennie Chambers  
 FF. Lois J. Mungay  
 FF. Dennis G. Hargett  
 FF. Thomas H. Engel  
 FF. Michael R. Mulligan

**LADDER CO. 176**—November 27, 1989  
 Box 22-1677, 1040 hours  
 2294 Atlantic Avenue, Brooklyn  
 Lt. Charles J. McCarren, L. 170  
 FF. Peter A. Sandre  
 FF. Paul J. Bader  
 FF. Vincent E. Brunton  
 FF. Philip Parker  
 FF. Robert J. Kennedy

**APPEALS DENIED**  
**RESCUE CO. 3**—January 9, 1989  
 Box 55-2538, 1534 hours  
 1140 Clay Avenue, Bronx

**LADDER CO. 56**—January 9, 1989  
 Box 55-2538, 1541 hours  
 1140 Clay Avenue, Bronx

**LADDER CO. 44**—January 9, 1989  
 Box 55-2538, 1514 hours  
 1140 Clay Avenue, Bronx

**LADDER CO. 19**—January 9, 1989  
 Box 55-2538, 1534 hours  
 1140 Clay Avenue, Bronx

**ENGINE CO. 73**—January 9, 1989  
 Box 55, 2538, 1541 hours  
 1140 Clay Avenue, Bronx

**ENGINE CO. 71**—January 9, 1989  
 Box 55-2538, 1535 hours  
 11-40, 11-50 Clay Avenue, Bronx

**ENGINE CO. 92**—January 9, 1989  
 Box 55-2538, 1534 hours  
 1140 Clay Avenue, Bronx

**ENGINE CO. 50**—January 9, 1989  
 Box 55-2538, 1534 hours  
 1140 Clay Avenue, Bronx

**LADDER CO. 113**—January 25, 1989  
 Box 33-1573, 2330 hours  
 1437 & 1439 Nostrand Avenue, Brooklyn

**ENGINE CO. 81**—April 23, 1989  
 Box 75-1780, 1650 hours  
 75 Ellwood Street, Manhattan

**LADDER CO. 103**—May 20, 1989  
 Box 75-2040, 2148 hours  
 739 Sheffield Avenue, Brooklyn

**LADDER CO. 109**—May 24, 1989  
 Box 75-2663, 0207 hours  
 233-55th Street, Brooklyn

**ENGINE CO. 201**—May 24, 1989  
 Box 75-2663, 0207 hours  
 233-55th Street, Brooklyn

**HAZ-MAT CO. 1**—September 3, 1989  
 Box 366, 0800 hours  
 51st Street & 8th Avenue, Manhattan

**ENGINE CO. 265**—October 5, 1989  
 Box 1185, 1411 hours  
 333 Beach 32nd Street, Queens

**LADDER CO. 147**—December 6, 1989  
 Box 22-1503, 1110 hours  
 333 McDonald Avenue, Brooklyn

**ENGINE CO. 282**—December 6, 1989  
 Box 22-1503, 1113 hours  
 333 McDonald Avenue, Brooklyn