The Driver’s Guide to METRO
Objective:
To ensure a continuous flow of water to the METRO operation.
The Engine Driver
[On a METRO run]

Things you must know-
• Running routes to METRO stations
• METRO SOPs
• Running routes to rail yards
• Rail Yard SOPs
• Access points along the Right-of-way (ROW)
• Location and type of connection(s)
• How to know when the system is full
Each station and each tunnel section is provided with connections for the standpipe/sprinkler system. Your METRO maps will show you where they are located. Each METRO connection is in close proximity to a fire hydrant.

What a METRO FDC Looks Like
The placard on the connection with tell you three things...

1. Your location/the shaft or station identification number
2. The vertical drop of the system...and
3. The maximum horizontal run of the section of pipe you are using...cont...
Another View of a Station Connection

The numbers are stamped into the metal plate and hard to read on a sunny day.
Another type of connection

This connection is located at a fan shaft...it provides the following information:

1. Your location/the shaft or station identification number [FE13 in this case]
2. The vertical drop of the system...and
3. The maximum horizontal run of the section of pipe you are using...cont...
A closer look at FDC for FE13
Filling the System

You must fill the system at hydrant pressure.

You can tell when the system is full by watching your gauges.

Per policy if the system does not fill within 10 minutes you are to notify the IC.
What the Connection Looks Like Underground

Notice the “T” at the bottom….if you send enough water at high enough pressure you can actually “blow” the connection up…
The Truck Driver

Incident Objectives:

Participate in Safety Control Unit (SCU) duties and if third due manage either accountability or ventilation at the direction of the incident commander.
SAFETY CONTROL UNIT

You are tasked with quite a few things like:

- Testing third rail,
- Chocking Trains,
- Discharging Filter Capacitors,
- Placing WSADs
- Monitoring your co-workers.
SCU preparation

Check volt probes and hot sticks on known live sources....
SCU

Before the call review the METRO policy, especially the position you are due in.

Once on scene, Stop! Take a deep breath and then begin work.

Ensure that the first due engine officer has contacted OCC.

Begin by testing third rail locally.
Testing Third Rail

• Check Volt-Probe at morning check-out.

• Check your volt-probe with a **KNOWN** electrical source before testing third rail. (Use an outlet on the ladder truck or plug in a light to a METRO wall plug then test the Volt-Probe.)

• Kneel in between the running rails with the Volt-Probe itself in your hand.

• Make contact with the running rail first.

• Then make contact with the third rail.

• Hold the Volt-Probe so that you can see the lights light up. (E.g. the front of the Volt-Probe should be facing you.)
Chocking the train

To secure the train:
Check third rail locally.
Chock the train on the side opposite the third rail.
Place WASDs
The WSAD
The WSAD is our only way to know if the third rail has been re-energized.
Its proper placement is paramount.
The WSAD should be tested daily to ensure proper function.
• Use the test buttons before placing the unit.
• Note the proper status of the indicator lights.
The WSAD comes with instructions printed on the front of it. Review the directions daily.
WSAD properly placed.

Remember:
White paddle to running rail

Red paddle hits the third rail then…

The box lays down.

Avoid laying box in between running rails.
• After the train is secured, the third rail tested and the WSAD placed you must assist with patient care, fire suppression etc…

• Also monitor all personnel for fatigue, mental lapses, and safety violations.

(A lot of work for three guys admittedly, ask for help as needed.)
Accessing Vent/Fans Shafts

The access is at ground level. There will be hatchway with two doors… on one door you will find a flip up panel (you will need a flathead screwdriver to open the panel) under the panel is a padlock… the key for it is on your METRO key ring.
After you get panel unlocked and hasp flipped up pull on ring to open doors
VENTILATION OF METRO TUNNELS
The third due truck

The third due truck will be responsible for coordinating ventilation…
Your fans will not be enough to vent a tunnel section….you will need to use the METRO fans
If the METRO fans are not functional we will have great difficulty moving heat/air/other by products of combustion
The third due truck

- There are three ways to activate METRO’s fans
- Some activate themselves at a certain temperature
- There are controls at the fan itself
- OCC has remote control over the fan
The third due truck

METRO automatically puts their fans in exhaust mode….

You have to determine where the smoke or other product is venting to and whether that activity should continue.

You have to know that simply placing one fan on exhaust and the adjacent fan on intake may not create the draft you think it will.
The third due truck

You have to be sure that you are not exhausting out of a portal, shaft that other are using for escape or evacuation…
The fans

You might see the fan housing and then have to pass through a door to access the fan controls
The fans
This is the view looking back towards the entry door notice the louvers in the background
The fan controls notice there are two modes you can place the fan in: exhaust or supply. You can also shut the fans off at this point should that be required.
This is an indicator panel near the fans that indicates the status of power to the fans.