

HOW TO STOP A RUNAWAY PASSENGER TRAIN

1 Locate the emergency brake.

There is an emergency brake valve just inside each end of every passenger car. These valves are generally red and should be clearly marked.

2 Pull the handle.

This opens a valve that vents brake pipe air pressure to the atmosphere, applying the brakes for an emergency stop. There is a possibility of derailment, depending upon track curvature and grade, train weight, and the number of coaches.

IF THE BRAKE DOES NOT WORK

1 Call for help.

Locate a crew member's radio. Depress the "talk" button between the earpiece and the microphone. Do not change the channel, even if you do not hear an answer. Transmit an emergency distress call: Give any information that may help the listener understand the location of the train (for example, train number and destination). The Train Dispatcher should hear you and may clear traffic without responding. If you cannot find anyone on the radio, you will have to attempt to stop the train yourself.

2 Make your way to the front of the train.

Pull all emergency brake valves as you proceed, or instruct other passengers to apply handbrakes. These brakes are different from the red valves described earlier, and are located on each end of the passenger coach, inside the vestibule. They are applied by turning a wheel or pumping a lever. Tighten these valves as much as possible, and leave them applied.

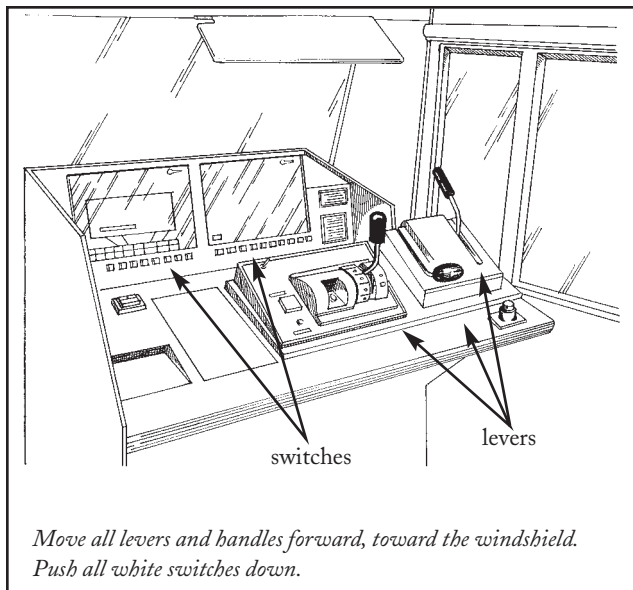
3 Enter the locomotive.

The locomotive is usually right after the baggage car, just in front of the passenger coaches. Exercise extreme caution when stepping over and across the car couplers that connect the locomotive and baggage car.

There may be several locomotives on the train—not just one. Repeat the following steps in each locomotive. However, there is a chance that the trailing locomotive cab will be reversed, and that you will not be able to proceed any farther forward. If this is the case, retreat to the last car of the train and follow the instructions on page 26: "If the Train is Not Slowing or a Crash is Imminent."

4 Open all emergency valves located in the engine room on or near the dash (at the left side of the cab).

The emergency valves will be clearly marked. Place the handles in the farthest position forward.



5 Move all levers and handles forward, toward the windshield.

Be certain to move the brake valves forward (they will have the word “brake” at the base of the handles). Quickly push or move down all white sliding switches on and around the control stand to shut off electricity to the engine(s).

6 If the train is still not slowing down, enter the engine room, which will be behind you to your right.

A very loud engine room will indicate that the locomotive is “under load,” or still operating.

7 Move rapidly through the engine room, along the engine block.

The engine block stands about four or five feet tall and looks like a large automobile engine.

8 Shut down the engine by pulling the layshaft lever.

This is a two-foot-long handle at shoulder height near the end of the engine block. It may be difficult to find, as it is not painted a different color from the engine itself. Push the handle all the way in, and the engine will run too fast and shut down. This lever is mechanical and will shut down the engine without fail.

9 Return to the cab and sound the whistle to warn others of your approach—it may take several miles to stop the train completely.

The whistle is either a handle the size of your hand that points upward, or a button located on the control panel marked “horn.”

IF THE TRAIN IS NOT SLOWING OR A CRASH IS IMMINENT

1 Proceed as calmly and quietly as possible to the rear of the train.

This is the safest place to be in the event of a crash. Instruct the other passengers to move to the back of the train with you.

2 Prepare for a crash.

Sleeping cars are usually placed on the tail end of the train and have mattresses and pillows that can be used for protection. Sit or lay against a wall that is toward the leading end of the train, so you will not fly forward in the event of a crash. The farther you are from the locomotive the better.

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