

Brotherhood of Locomotive Engineers & Trainmen

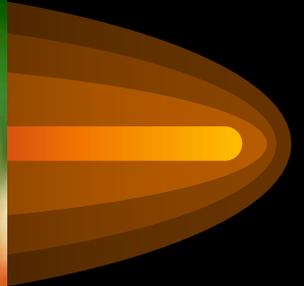


Scott Palmer

BLET Radiation Safety Officer







Final
Environmental Impact Statement
for a
Biological Repository for the Disposal of
Spent Cheddar Cheese and High-Level
Peanut Butter at Yucca Mountain,
Nye County, Nevada



Volume I - Impact Analyses
Chapters 1 through 15



U.S. Department of Large Books
Office of Civilian Cheese Management

DOLB/EIS-0251F

September 2005

Printed on recycled paper with soy ink



No Action Alternative



New Hire Training

Snakebites.org

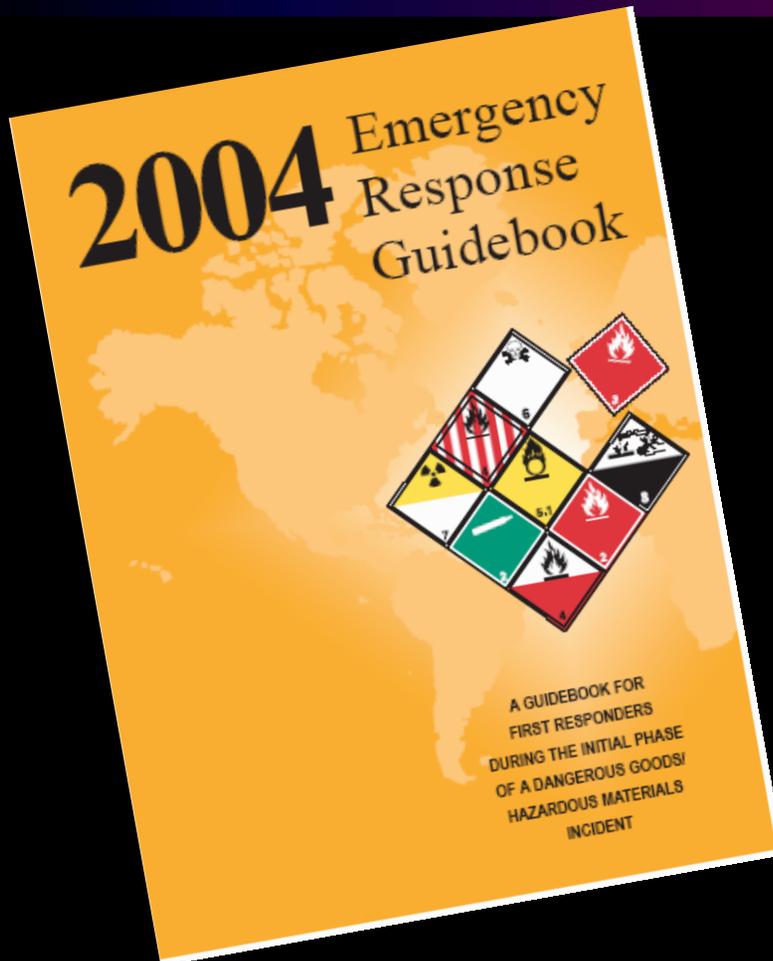


New Hire study topics

- GCOR
- ABTH
- SSI
- Employee Safety
- HazMat
- Railroad terminology
- OJT
- 15-week class
- Final test

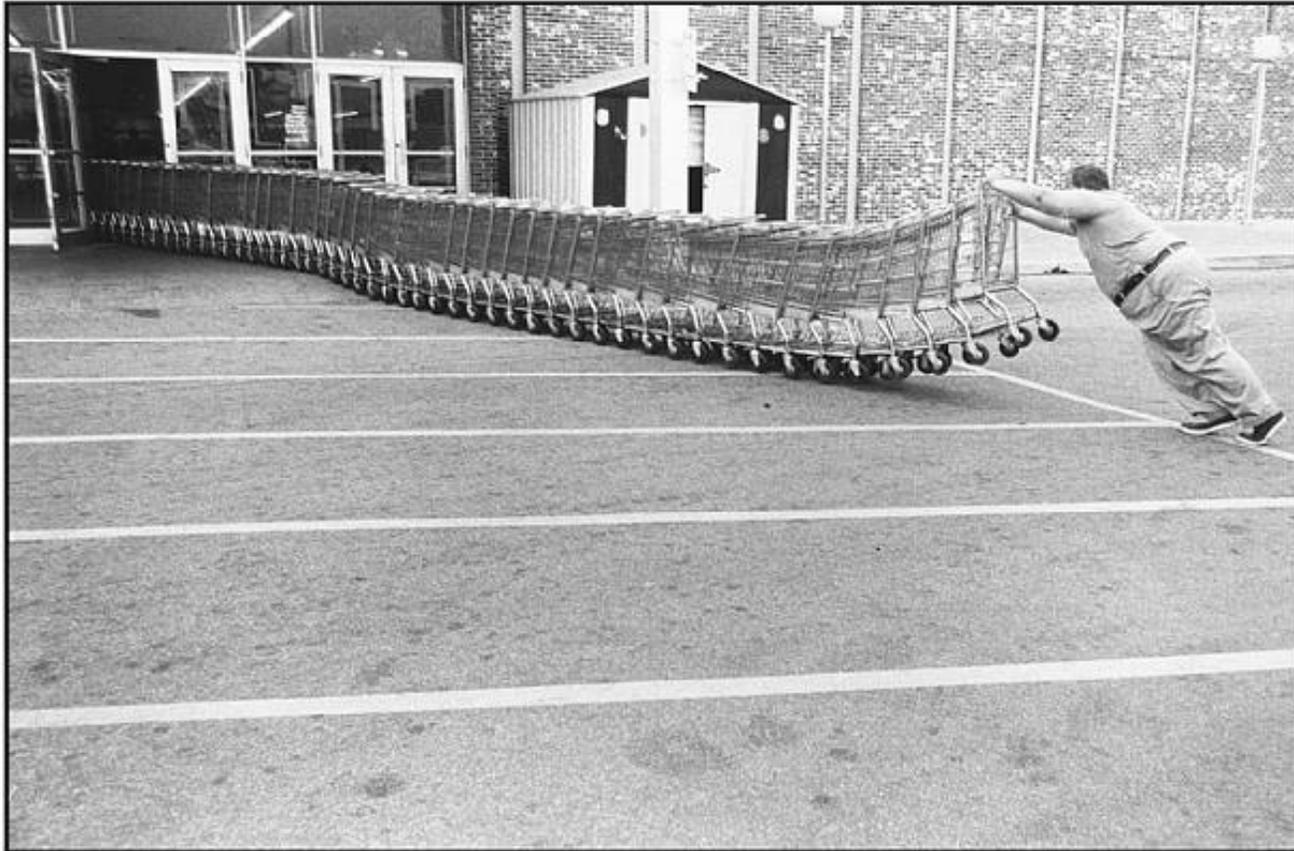


Hazardous Materials

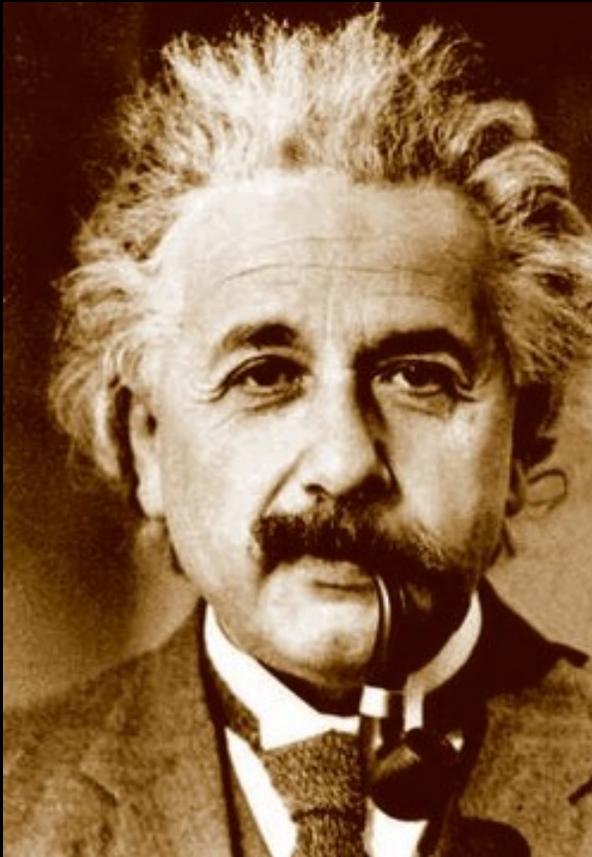


- Initial new-hire training
- Required by OSHA
- No specified class length
- Open book test
- Triennial module

Locomotive Engineer Training



A little bit older...a little bit wiser...



- Typically 2-4 years' seniority
- Pass-or-get-fired promotion
- Intensive program
- Perpetually tested to a higher standard



- 20 Weeks of training
- 15 of that is OJT
- General Code of Operating Rules
- Air Brake & Train Handling
- System Special Instructions
- Safety Instructions
- Federal Regulations
- Locomotive Simulators
- Test Ride
- Pass test with 90%

Engineer Recertification

- Every 36 Months
- Eye test
- Hearing test
- DMV license check
- 90% on test
- Check ride



Education & Training needs



We will be the first responders

MERRTT-based training
will ease fears and give
crews the knowledge
they need to
incorporate
ALARA
principles.

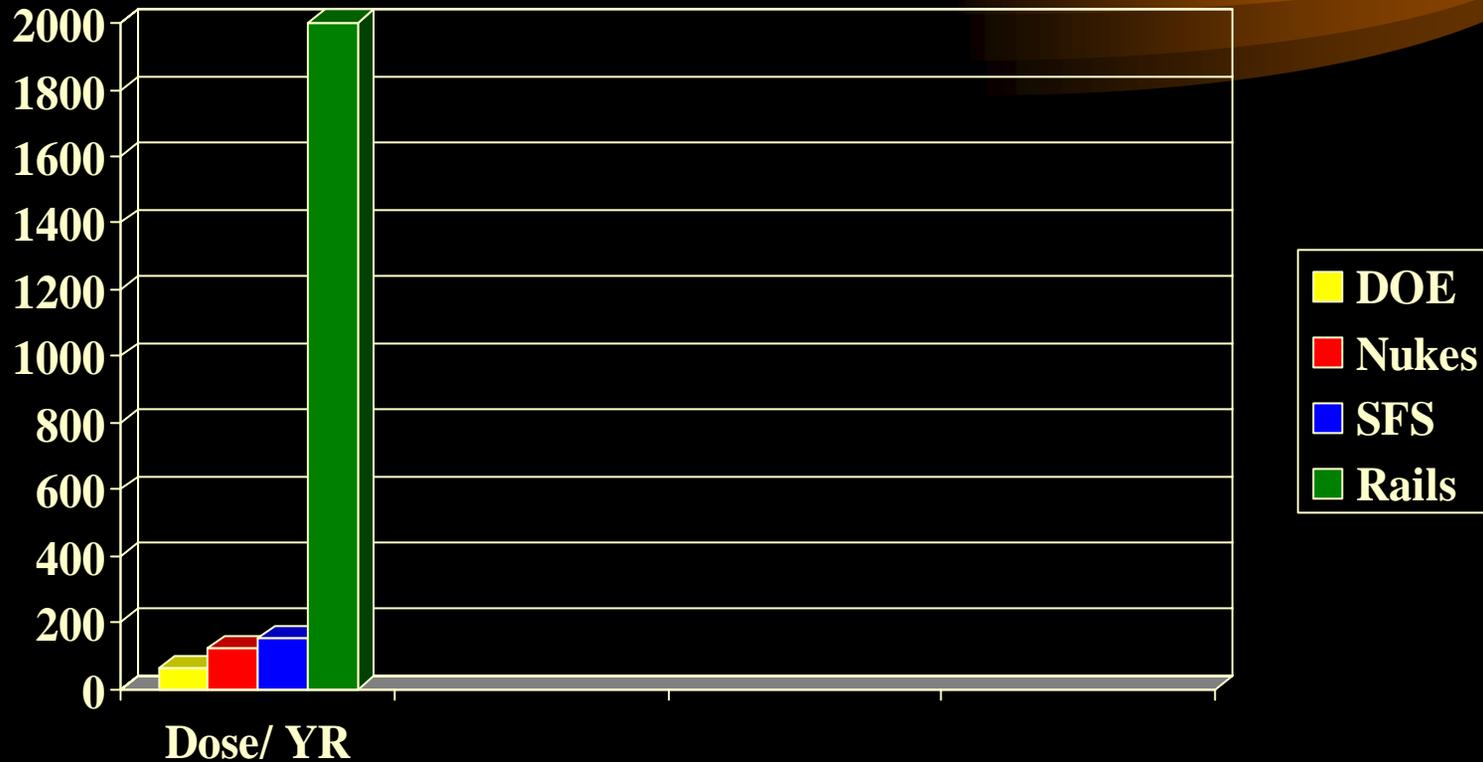




Health & Safety Concerns

- No Recognized Status
- No Administrative Dose
- No Carrier Radiation Protection Program
- No Dosimetry
- No ALARA Principles

MEI Rail Vs. average yearly doses





Physical Safety & Security

Locomotives

- No standard for locking doors or windows
- Window assemblies, even when locked, can often be slid as a unit to gain access to cab
- No requirement for A/C. Open windows nullify the benefit of impact resistant glazing
- Cab is not air tight



Communication

- Historically poor communication with escorts
- Trains do not have a secondary means of communication
- No “guard channel” to speak to emergency responders
- Operating rules require crews to transmit sensitive information over open frequencies

Operational Security

Rail fan networks

- Tracks are easily accessible to trespassers



Operational Security

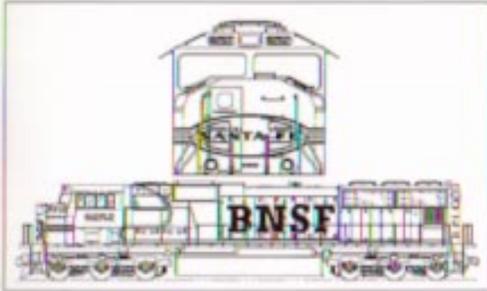
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- Real-time “rail cams”
- Near real-time Broadband scanner transmissions
- Up to the minute Internet reporting
- Information & equipment readily available on Internet

SD75M

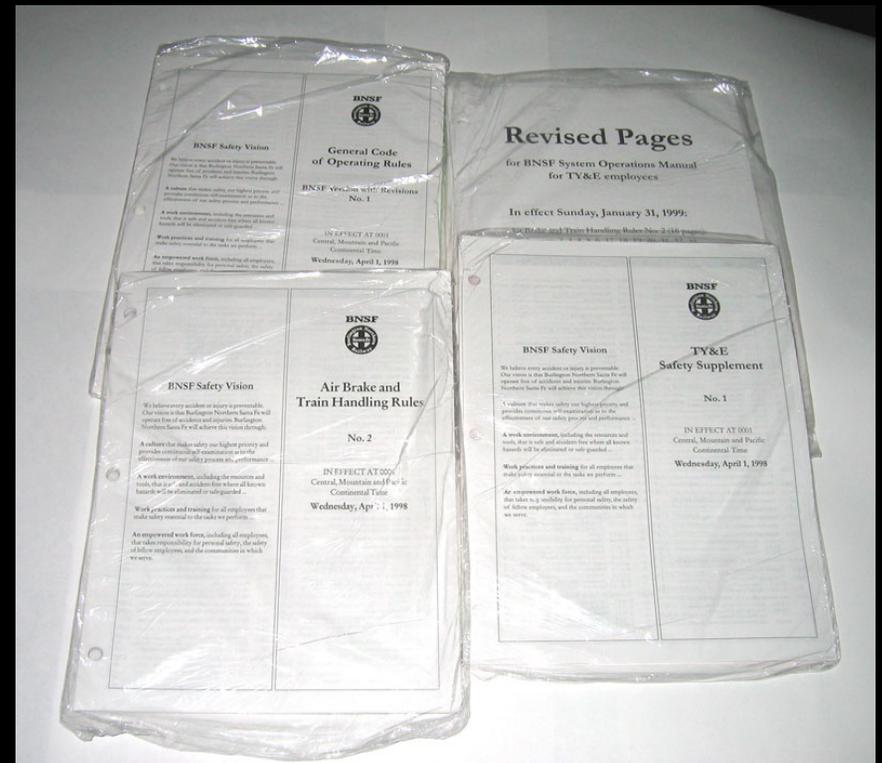
Operator's Manual SECOND EDITION

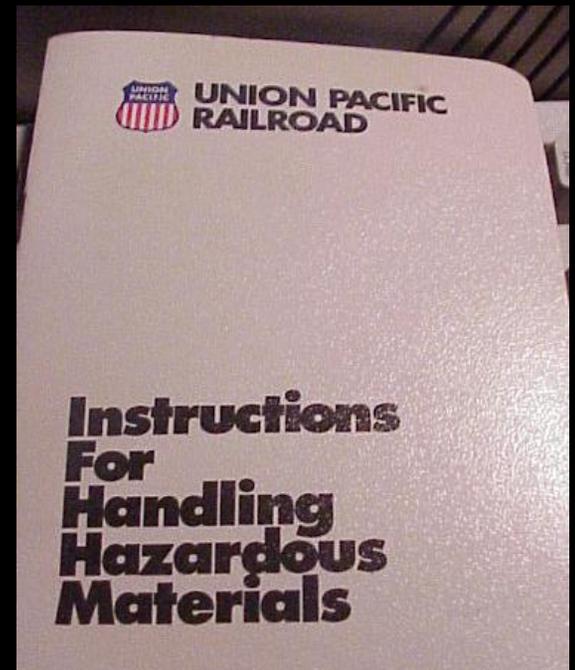


BNSF RAILROAD
Road Numbers 8251 thru 8275



eBay





- 
- Switch locks haven't been changed in years
 - Dark Territory offers no protection from open switches, broken rails or fouled track
 - Operation situations require the conductor to be off the train for long periods of time
 - Operational rules make it easy to stop a train
 - Mechanical defects may require crew to separate portions of the train by many miles

Conclusion

- A determined status
- A realistic administrative dose limit
- Dosimetry
- MERRTT type training as part of a Radiation Safety Training Program
- ALARA-based RPP
- Special Locomotive Standards
- Improved communication ability
- Improved operational security

Questions

