"Availability of CHEMTREC and its 24-hour number are publicized to police and fire departments and poison control centers across the country."

member nearest the location of the transportation incident will dispatch an emergency response team regardless of the shipper. Such systems exist for chlorine, pesticides, hydrogen cyanide and vinyl chloride When a transportation incident involves one of these groups of products, the CHEMTREC communicator alerts the appropriate network

CHLOREP CONTENDS WITH CHLORINE INCIDENTS

One example of a mutual-aid network is CHLOREP, the program organized by the Chlorine Institute, representing manufacturers of this basic industrial chemical. Fifty trained teams, located at chemical plants across the country, are equipped with specially designed emergency kits Some kits contain valves and equipment to seal leaking cylinders; others contain items needed to stop leaking valves and fittings in railroad tank cars.

Alerted by CHEMTREC, one such CHLOREP team arrived on the scene by chartered plane within four hours after the tragic derailment in 1978 in Youngstown, Florida. By coincidence, members of the team worked for a competitor of the shipper whose product was involved.

A unique new development —the use of which is spreading among railroads—makes emergency response data available before need arises.

A listing of cars, provided to the conductor and engineer of each train, identifies the location, destination and cargo of each car in the train. Taking advantage of the abilities of computers, railroads are beginning to put emergency action information for hazardous cargoes on these lists.

A quick look at the list tells the conductor where the hazardous materials are located in the train, and what specific emergency action may be required in the case of spill, fire or other exposure.

Widening knowledge of CHEMTREC among carriers and public officials responsible for handling transportation incidents is increasing the effectiveness of CHEMTREC. However, the present system has limitations, and we are working to increase its effectiveness

The Accident Response Subcommittee of the Inter-Industry Task Force on Rail Transportation of Hazardous Materials worked with the Bell system to develop improvements in emergency response capabilities. Step-by-step installation of some of the recommendations is now underway Other changes are coming Here are some examples.

CONTACT ON THE SCENE

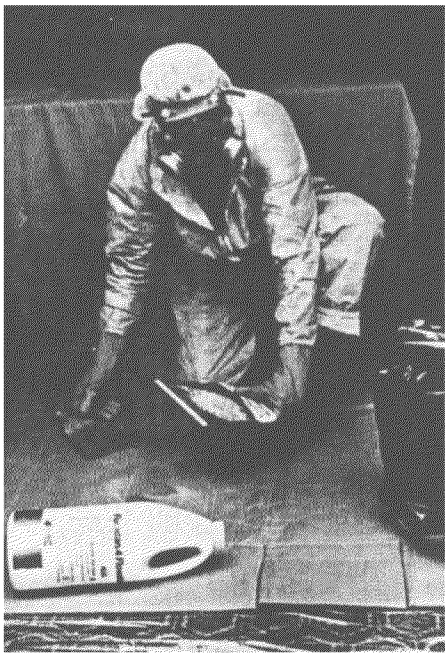
The person in charge at the accident scene is usually in touch with expert consultants only by relaying advice and information through a dispatcher by radio Where emergency services provide radio-telephone interface, direct contact between the scene and the chemical specialist is possible As more such services achieve this capability, our ability to respond with help will be greatly improved.

In the fast-moving pressures of an accident scene, it can be difficult

to remember precisely what one heard a few minutes—or a few hours—ago As the first step, we are installing "hard copy" linkups between CHEMTREC and shippers. In time, if proper equipment can be installed, CHEMTREC will be able to provide printed copies of information to emergency areas.

DOT RECOGNIZES CHEMTREC

In March 1980, the Department of Transportation officially recognized CHEMTREC as the central emergency response service for dealing with incidents involving the transportation of hazardous materials It will work with the U S Coast Guard's National Response Center in this endeavor. □



Left: CHEMTREC workshops teach how to handle hazardous materials at an accident site. Wearing protective clothing, an instructor shows proper cleanup techniques

Bottom left. Urethane foam and a plastic bag can be used to patch a hole in a tank car or truck After patching, the contents can be transferred

Bottom right. At CHEMTREC training session instructor shows how epoxy can be used to patch a leaking drum.