

Flammable and Combustible Liquids

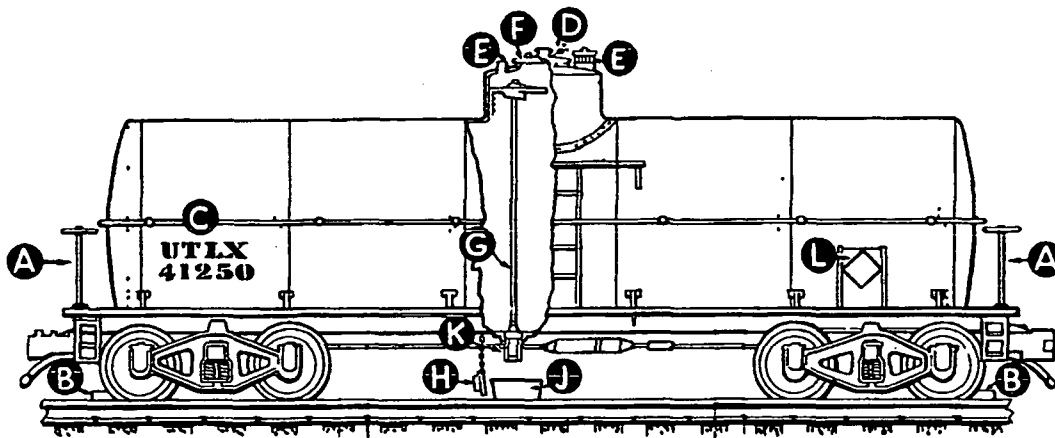


FIG 34-7 - Typical tank car with parts identified

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|---------------------------|----------------------|----------------------|
| A - Car brake | E - Safety valve | J - Drain pan |
| B - Wheel block | F - Dome cover | K - Outlet nozzle |
| C - Identification number | G - Outlet leg valve | L - "Flammable" card |
| D - Car seal | H - Outlet leg cap | |

may be released as soon as the sludge or scale is disturbed. A safe rule to follow is that no tank should be considered free from the possibility of dangerous vapors as long as it contains sludge or scale.

If workmen leave a tank for a period of time, such as overnight, gas tests should be made the next morning before they are permitted to continue work. Many companies use a written permit form when it is necessary for men to enter vessels which have contained flammable liquids or to do "hot work".

repairs in them.

Devices are available for testing for carbon monoxide, benzene, hydrogen sulfide, and tetraethyl lead hazards. (This last instrument is available from suppliers of tetraethyl lead.)

Loading and Unloading Tank Cars

Only trained employees should load or unload tank cars containing flammable liquids. These men should understand the danger of possible fire and explosion and of asphyxia-

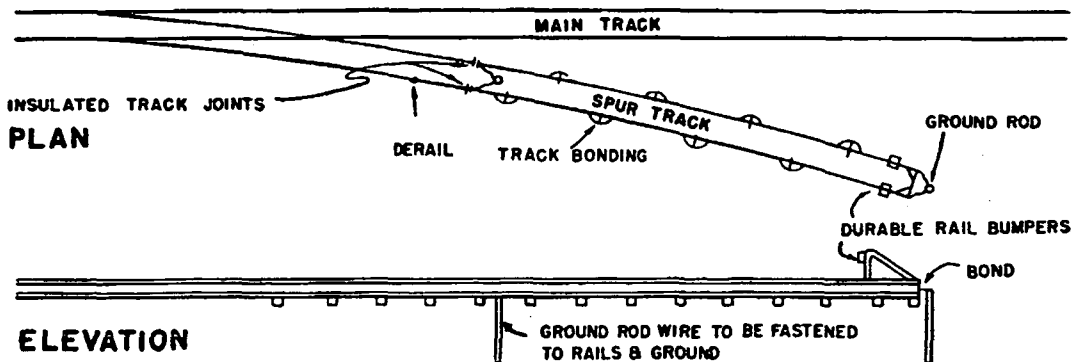


FIG 34-8 - A tank car unloading siding showing bonding of rail joints, insulated track joint, derail, and track grounding