

## Attachment 3 to NTSB Factual Report

### Waste Management Facilities inspected by FRA personnel

Inspections were conducted at the container and car loading facilities to observe the process as to the loading of the containers.

Waste Management of New York  
500 E 132 ST  
Bronx, NY 10454

An interview was conducted with John J. Sullivan Senior District Manager who gave a tour and the process of loading the containers which is each container is load individually without removing the container from the cars with the means of a front loader with a scale attached to the bucket that goes to a computer that records the weight of the product with each scoop and keep a running sum with each load when the product reaches the limit of the reach of the front end loader bucket. The next step is the front end loaders total weight sum is transfers via radio to a grappling hook loader who finishes loading the container that is also equipped with a scale attached to the grappling hook that goes to a computer that records the weight of the product with each scoop and also keeps a running sum with each load. The grappling hook loader also has the ability to remove product if the container is overloaded. Mr. Joe Raniolo stated that although they have three different weight capacity of the containers (Payload of 66,400, 66,060, 59,850 lbs.) it is their policy to use the lowest payload weight of 59,850 lbs. to minimize the risk of over loading the containers. Scales are calibrated quarterly.

Waste Management of NYC  
123 Varick Avenue  
Brooklyn, NY 11237

An interview was conducted with Mr. Peter Deluca Transfer Station Manager who gave a tour and the process of loading the containers which is each container is loaded individually with the container removed from the cars and placed on transfer chassis and brought to the loading facility and is loaded with a front loader and are then run over a hydraulic scale that is mounted in the floor then transferred to be loaded onto the train cars. Mr. Deluca stated that due to weight limitations of the Hells Gate Bridge the cars at this loading facility are loaded only to a total car weight of 263,000 lbs. Scales are calibrated quarterly.

The following procedure was provided by Waste Management:

Harlem River Yard Container Loading Procedures

- After being de-lidded, cars are moved into position adjacent to the tipping floor. Four cars are inside the building at any given time, each at a different step in the loading process.
  - **Position 1**: Car will start at the East side of the building in Position 1, where they will be partially loaded by a wheel loader equipped with an onboard scale. The loader operator will record his portion of the net weight on his load sheet and communicate the loaded weight to the next operator via a two-way radio.
  - **Position 2**: Cars will be loaded to their final weight in Position 2 by an excavator equipped with a grapple and scale. The grapple operator will record the final net weight on his load sheet.
  - **Position 3**: Lids are placed on containers and pinned in Position 3.
  - **Position 4**: Cars are cleaned of any errant trash in Position 4 before leaving the building.
- Loader and grapple operators from each shift will hand in their load sheets to the Site Manager at the end of their respective shifts.
- The Site Manager will have all car weights entered into an Excel spreadsheet daily, to be emailed to the Sr. District Manager and the Market Area Transportation Manager.
- The Market Area Transportation Manager will monitor the movement and weights of each car and compare the weights at point of origin with the weights at the landfill once emptied. Any necessary corrective action will be communicated to the Site Manager and Sr. District Manager.
- As an added measure of compliance, management at the landfill will alert management at the point of origin of any unusual circumstances.
- All scales will be calibrated quarterly.