

Andrea Poole, Environmental Protection
Specialist Surface Transportation Board
Office of Environmental Analysis
395 E. Street SW Washington, DC 20423

Docket No. FD 36575

The property in question is 140 Old Northport Road and has been owned by the Carlson family since the 1960's. The property was used illegally as a dumping ground. If you google Greenwood Road that is the Carlson property a highlight comes up "To the Dump." Has that illegal dump been excavated and cleaned up? The property where the new rail line will be built was also illegally sand mined. There is also a plume traveling 2 miles into local estuaries and into the Long Island Sound. There is absolutely no mention of these in the Draft EA and its effect on the local environment.

The OEA sent 21 letters out to federal, state, county and local government agencies and letters to three Indian tribes on Long Island. Only 8 letters were returned. The one from Suffolk County Health Department asked to see more information. There was no follow up revealed. The Setalcott Indian Nation does not have a reservation, the Shinnecock Indian Nation resides in Southampton NY, 55 miles away and the Poospatuck Indian Reservation is located in Mastic NY, 47 miles away from the Carlson property. There is barely any mention of the Kings Park residents that live closest to the Carlson property just North over the current tracks 400 ft away. There is NO mention of the thousands of residents that live in the surrounding communities of Commack, Kings Park, FT Salonga and East Northport that all border the industrial area.

New York State Historic Preservation Office letter dated 7/15/2022 says "there would be No Adverse Effects on historic resources." This train trestle on Townline Road and Pulaski Road is historic because it was built in 1872. Moreover, did anyone question if this could handle the weight of fully loaded freight trains that weigh 130 tons and NYAR locomotives that weigh 438,000 lbs. It won't be a preservation National Register bridge if it comes crashing down. Did an Engineer do any tests or calculations to say this bridge was up to specs to handle these weights considering it was built 150 years ago? I did not see it in the Draft EA. **Appendix A**

The claim that this line is to move ash waste for Covanta, there is no guarantee that Carlson will even get that business as Covanta might prefer to be on the main line that runs on electric and is more reliable and better for the environment. There also is no reason to move quickly because Brookhaven said it can still take ash till 2028.

Let's talk about Townline Road. This road is called a County Road. The Town of Smithtown Highway Dept and Traffic Dept conducted a study of traffic about 10 years ago on Townline Road. 14,400 trucks a day on that road. The main problem is Townline Road is not built to the specifications of a County Road. If you walk down Townline Road there are few sidewalks, on most of the streets where there are sidewalks, they are not level, having trees growing and uprooting the cement. They don't have handicap accessibility and it just so happens that The Commack High School and North Ridge Elementary Schools are on this road. On Townline Road between Scholar Lane and Marshmallow Road is a 20-mph school speed limit.

Currently many parts of the entire length of Townline Road floods to the point it even covers the few spots where there are no sidewalks. **Appendix B.** The students that walk down Townline in many places must walk in the street. Trucks and the many cars that bring kids to those schools along with buses don't obey the speed limits. Tractor trailers and garbage trucks are supposed to follow a law that they cannot

use Townline Rd till 7:00 am that rule is not obeyed either. Covanta business hours MON -FRI 6:00 am to 4:pm SAT 6:am to 12:30 pm. These trucks are traveling at 40 to 60 mph in the 20-mph restriction. Now the petitioner wants to add more truck traffic to a road that is already overburdened on a road that is not built to safety specifications.

The road has potholes and is buckling under the heavy weight of relentless truck traffic especially around the sewers again because it's not built to the correct specifications to handle the weight. When the residents make complaints to the Suffolk County Police Precinct, they show up for a week, give out tickets for speeding and overweight trucks and then you don't see them unless you continue to call again and again.

The Draft EA says the truck traffic will be decreasing the number of trucks on the surrounding network. It anticipates the Proposed Action would not have adverse impacts on transportation. It mentions the Sunken Meadow Pkwy as a resource for traffic but Parkways in New York don't allow Commercial Vehicles. It also mentions Greenwood Road, the entrance to 140 Old Northport Road. It is paved for only the first 100 ft; the rest is a dirt road. How would they know they never looked. The site plan shows a 50-truck bay, which will store trucks used to deliver and pickup aggregates and anything else that could ship on freight trains. There will be more trucks on our local roads.

Regarding water, Suffolk County law does not allow large quantities of oil or petroleum over our Sole source Aquifer Zone 1 recharge area that the railyard would be right on top of. **Appendix C** The proposed property and some of the properties in that area are only 30 to 75 feet over the groundwater. The proposed property sits right in the above-mentioned plume.

This location for the proposed rail yard is on the outskirts of a small industrial area that is surrounded by residential neighborhoods. In this area there is The Town of Huntington Landfill 300 ft high on Townline Road, just behind it is the Iroquois natural gas pipeline that originates at the Northport Power Plant Just next to the Landfill is the Covanta incinerator south of Pulaski Rd. If you are driving north from the start of the industrial area on Townline Road it would take about 1 minute to go through the industrial area to Pulaski Road. At that traffic signal you will be going into Fort Salonga, a residential area that resides in the Town of Huntington to the left and Town of Smithtown on the right.

The Port Jefferson line of the Long Island railroad currently runs through the heart of Huntington where people live on both sides of the tracks. There are schools, pre-schools, childcare, churches, parks, and adult assisted living places along that route. The tracks run only feet away from buildings and playing fields of Harborfields High School and Northport High schools. It's the busiest commuter line for the LIRR.

The residents in the area around the proposed site are exposed to many cancer-causing heavy metals, odors, chemicals, hazardous waste that was dumped here since the 1930's. **Appendix D** The Ogden Martin Huntington incinerator that was there prior to Covanta burned garbage and the ash fell on the entire residential areas depending on which way the wind was blowing. Currently, the Covanta incinerator, depending on the weather and the way the wind is blowing, **Appendix E** makes the air quality for Kings Park, Northport, Commack, East Northport, and Fort Salonga issues unhealthy. Kings Park and Suffolk County already have air issues, but the Draft EA seems to reveal that adding diesel locomotives into the area twice a day, 5 days a week would not harm our air quality. **Appendix F** What happens in a year or two when they want to add freight trains all the way to Port Jefferson? Are diesel fumes cancerous? It contains a mixture of gasses and soot that cancer- causing agents carcinogens may

stick to. These can easily travel deep into your lungs when you breathe them in. Chemicals in DEE (Diesel Engine Exhaust) increase your risk of developing long term health problems, including lung cancer and possibly bladder cancer. What are the long-term effects of smelling diesel fuel? Long term exposure can cause chronic cough and mucus, decreased lung function, worsening of heart and lung diseases, increased risk of lung cancer and premature death. Other symptoms may include feeling lightheaded, headache, asthma, and nausea, long term exposure may lead to serious health effects.

Suffolk County

Total population	1,526,344
Children under 18	316,216

Pediatric Asthma	20,669
Adult asthma	121,698
COPD	68,368
Lung cancer	850
Cardiovascular Diseases	93,778
Pregnancy	14,801
Poverty Estimate	95,569
People of color	522,831

Anyone can look these numbers up online.

There is no mention of plans how they intend to build the rails, how will they secure the tracks in the sand? Will they have put pilings down through the ground into the sand that will disturb the residue of the plume on that property? How deep will the pilings or whatever they will use to stabilize then go down into the plume residue and the buried C & D and materials thrown into the illegally sand mined property enough to puncture the clay lining of the Aquifer leaching into our sole source of drinking water. **Appendix G**

There are no plans that show how much oil, petroleum and diesel fuel would need to be stored over the aquifer to refuel the diesel trucks, locomotives and Atlas shifter, none of which is allowed by County and State law. Where would Long Island get its drinking water from if a spill or derailment occurred over the aquifer? It will be brought in on hundreds of trains so Long Islanders can pay more for water. The petitioner has put in for a Common Carrier Obligation, where it must agree to handle and provide freight transportation for hazardous materials if asked by anyone requiring that type of service. Attached are a couple of examples of these hazardous materials. **Appendix H** A 28,600 Gallon Crude oil Tank car these cars are already in use on the main line. There is a 34,300-gallon Anhydrous Ammonia Pressure tank car 286,000 lbs. 67ft long. Anhydrous Ammonia, used by Covanta to clean the turbines. They could request that service. It is also used in food and beverage pharmaceuticals, water treatment and agriculture industries. As a gas, in a derailment, the vapors could kill residents before a response could even happen. The third example is a 25,800-gallon VCM (Vinyl Chloride Monomer) Pressure Tank Car 286,000 lbs. 53ft long used in the following industries; building and construction, healthcare, automobile, appliance and electronic parts, packaging, upholstery, wire and cable insulation and consumer products. A derailment or spill or even a fire on the train would again require an emergency evacuation for anyone within the first mile. **Appendix I**. The question is if they could all be notified immediately. There would be thousands of residents in four towns. Could that happen timely enough? Gasoline, diesel, and home heating fuel are the most common hazardous cargoes moved in tank cars. **Appendix J**

One of the railroads biggest problems is there is an average of 3 train derailments in the U.S. daily. What are the effects on human life with oil spills? Severe health problems like heart damage, stunted growth, immune system effects and even death. Increased cancer risks derailment along the tracks or a hazardous material spill on the proposed property could be catastrophic. **Appendix K. There are thousands of people living at least 500 - 1000 feet near these tracks. Ten mile radius from the Proposed rail yard could be 400- 500 thousand people.**

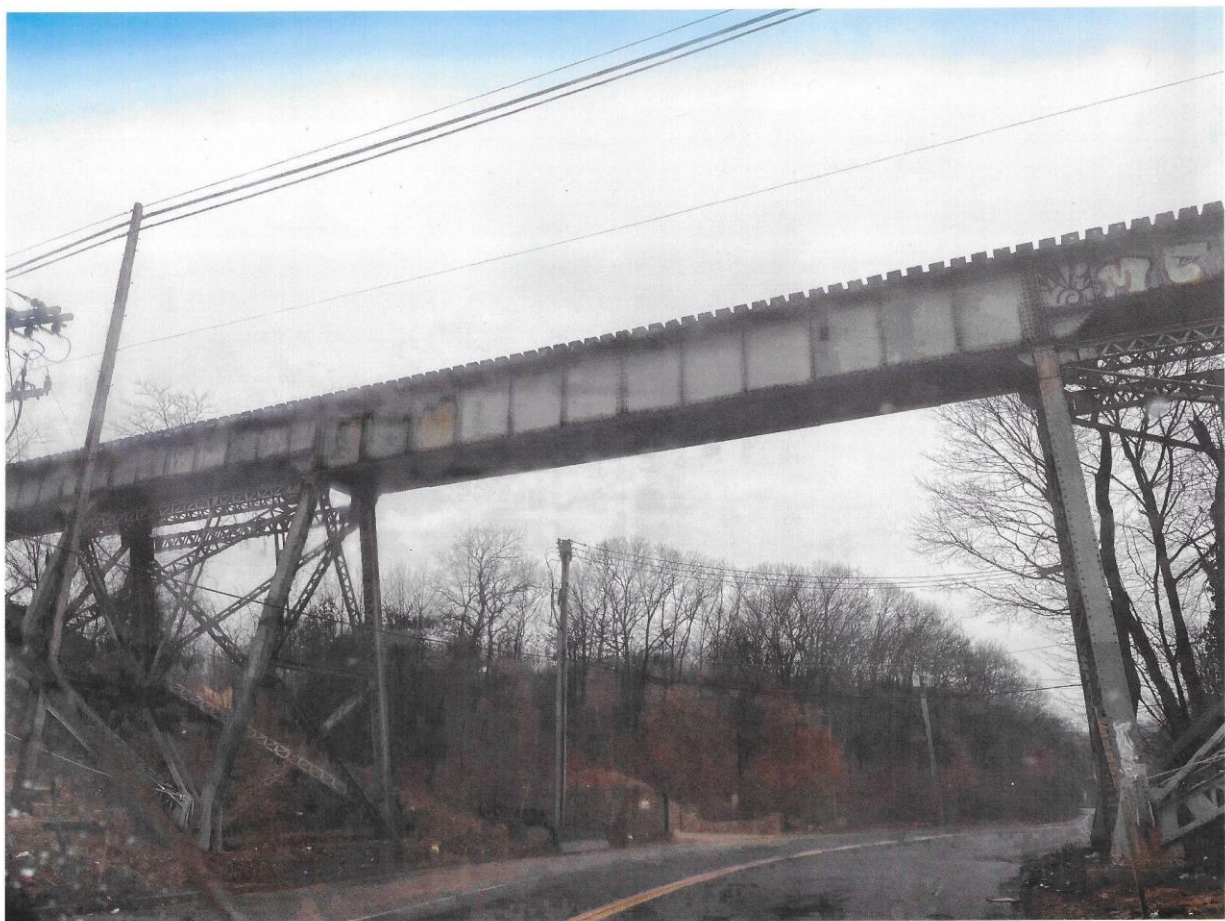
The OEA should take into account all the entirety of environmental impacts that are in that area. Suffolk County has two of the dirtiest power plants in New York State, the Northport Port Power Plant and the Port Jefferson Power Plant. The Covanta incinerator is just across the street from the proposed site.

How is it that Northern long eared bats get over 50 pages in a 211-page report and the residents that live right next to the bats across the tracks with trees in their backyard get one sentence that says it is ok to put a rail yard there, it won't affect them? Noise won't affect them. Pm2.5 won't affect them. Derailments won't affect them. Hazardous materials won't affect them. It will affect their lives, and the lives of their children and grandchildren for generations to come.

Regards,
Janet Husted

A







B



FLOODING ON TOWN LINE RD ACROSS FROM COUNTRY BEFORE RAILROAD BRIDGE



FLOODING TOWNLINE ROAD AND FRACONIA RD E. NORTHPORT

C

Appendix 2

Select Language ▼

*Suffolk County, NY
Wednesday, July 5, 2023*

Chapter 512. Hazardous Waste

Article I. Illegal Transport or Disposal

§ 512-1. Legislative findings.

The Legislature finds that the growth of industrialization and population in Suffolk County has resulted in an increase in the generation of hazardous wastes. Some of these substances have been illegally discharged into the ground by unscrupulous transporters and generators of these wastes. The Legislature notes that the federal government has officially designated the aquifers below Suffolk County as a sole source for water supply. Long Island's sandy soil makes it easy for spilled materials to seep into the aquifers, thus increasing the dangers to public health imposed by illegal discharge of these wastes. This article is intended to render the improper disposal of hazardous wastes an unprofitable venture.

Detailed Description

Sole-source aquifer system - This representative cross-sectional view of the Long Island aquifer system shows that about 630 Bgal/d of water enters the flow system as recharge at the water table from rainfall and flows in the subsurface until either discharging to ponds, streams, coastal waters or pumping wells. Groundwater withdrawals remove as much as 23% of the total recharge entering the aquifer. A small portion of the pumped water (about 20%) is returned to the aquifer system as wastewater returnflow from septic systems and cesspools. Most of that occurs in the nonsewered areas of western Suffolk Co., an area with high housing density.

AAR 038 L

Sources/Usage

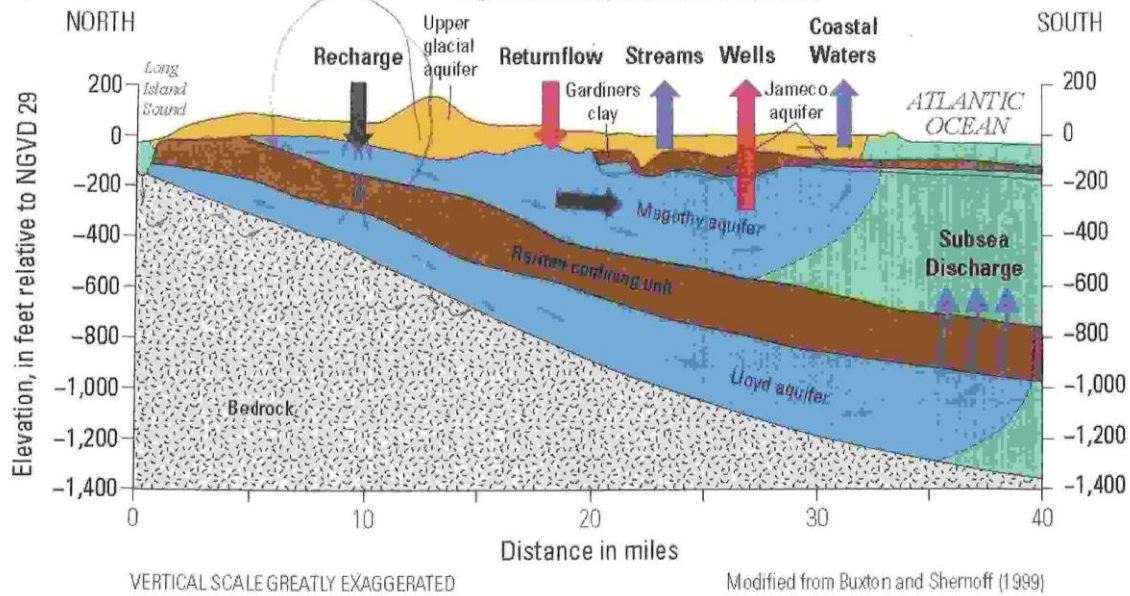
Public Domain.

Explore Search

Water

Long Island

Appendix 2



EXPLANATION

	Bedrock		Upper glacial aquifer
	Freshwater aquifer		Confining unit
	Saltwater aquifer		Groundwater flow direction

D



New York State Department of Health
Center for Environmental Health

Public Health Assessment

Huntington Landfill

Town of Huntington, Suffolk County, New York

Public Comment Draft

September 1, 2000

Cerclis No. NYD980506844

Prepared under a Cooperative Agreement with
U.S. Department of Health & Human Services
Public Health Service
Agency for Toxic Substances and Disease Registry

APPENDIX A

PUBLIC COMMENT DRAFT

Table 3.
Summary of Compounds Detected in Off-Site Groundwater Monitoring
Wells at the Huntington Landfill From the Remedial Investigation
(All values in micrograms per liter, mcg/L)

	High	Low	Up-gradient	
			High	Low
aluminum	2,680	104	718	1368
antimony	69	ND	ND	ND
arsenic	85J	1.2B	2.3UW	1.1B
cadmium	38	4.7B	8.1	4.1B
chromium	737	7.2B	5.4B	ND
iron	30,000	132N	804	190
lead	643J	1.5B	31.2	38NW
magnesium	85,900	839B	8,100	3,750
manganese	15,000	6.1B	3,740J	26.2
mercury	17	0.25	ND	ND
sodium	957,000	6,470E	21,800	8,030E
thallium	18.3UN	ND	ND	1.8UNW
vanadium	36	19.8B	ND	ND
vinyl chloride	2J	ND	ND	ND
methylene chloride	12B	1J	ND	ND
1,1-dichloroethene	ND	ND	ND	0.7J
1,2-dichloroethene	31	0.7J	ND	ND
(total)				
1,2-dichloropropane	2J	1J	2J	1J
trichloroethene	40J	1J	2J	ND
benzene	4J	1J	ND	ND
tetrachloroethene	34	0.7J	2J	ND
chlorobenzene	7	ND	ND	ND
ethylbenzene	6	2J	ND	ND
alpha-hexachlorocyclohexane	0.04J	ND	ND	ND
gamma-hexachlorocyclohexane	0.04J	ND	ND	ND
heptachlor epoxide	0.11J	ND	ND	ND
dieldrin	0.01J	ND	ND	ND
Aroclor 1254	ND	ND	2.5	0.76J
bis(2-ethylhexyl)- phthalate	3J	ND	ND	ND

This table includes only those contaminants at levels in groundwater that exceed NYS DOH drinking water standards and/or public health assessment comparison values (refer to table 5).

N = Matrix spike recovery outside of required quality control (QC) limits

E = Reported value is estimated due to the presence of interference

U = Result less than contract required detection limits (CRDL) or analyte not detected due to qualification through method or field blank.

B = Result between instrument detection limit and CRDL

J = Estimated due to variance from quality control limit

W = The recovery of the analytical control sample was less than the allowable QC limits of 85-115%.

PUBLIC COMMENT DRAFT

Table 4.

Results of the Private Wells Sampled
Downgradient from the Huntington Landfill
by the Suffolk County Department of Health
Services from 1973-1994
(All values in micrograms per liter)

Compound	High	Low
aluminum	300	60
berium	678	58
cadmium	4.0J	3.90
calcium	70,300	5,100
chromium	50J	ND
cobalt	6.88	58
copper	210	4.78
*iron	4,100	918
*lead	41.2	1.0
magnesium	25,600	430
manganese	142J	4.68
mercury	0.33	0.20J
nickel	24.68	110J
potassium	2,800	9048
selenium	2.1 UNW	2.20J
silver	30J	ND
*sodium	60,100	5,400
*thallium	50	2.38
vanadium	20	ND
zinc	1,800	4.88
*nitrate	24,900	300
*dichlorodifluoro- methane	8	1J
*vinyl chloride	0.3J	ND
*1,1-dichloroethene	0.5	ND
methylene chloride	2.0	ND
*1,1-dichloroethane	10	0.2J
*1,2-dichloroethene(total)	16	1.00
chloroform	8	0.3J
*1,1,1-trichloroethane	62	0.2J
*carbon tetrachloride	5	0.7
*trichloroethene	150	0.4J
*tetrachloroethene	39	0.2J
*1,2-dichloro- propane	2	ND

*Contaminant selected for further evaluation

Refer to Table 5 for comparison to existing New York State and United States Environmental Protection Agency (US EPA) standards/guidelines and public health assessment comparison values. There were no standards for these chemicals in 1978-1980; the NYS DOH guideline for these compounds in 1980 was 50 micrograms per liter except for vinyl chloride which was 5 mcg/L.

N = Matrix spike recovery outside of required quality control (QC) limits
E = Reported value is estimated due to the presence of interference
U = Result less than contact required detection limits (CRDL) or analyte not detected due to qualification through field blank.
B = Result between instrument detection limit and CRDL
J = Estimated due to variance from quality control limits
W = The recovery of the analytical control sample was not within the allowable QC limits of 85-115%.

E

APPENDIX M



2/24/24 COVANTA WIND BLOWING SMOKE TOWARD COMACK/EAST NORTHPORT OVER RESIDENTIAL AREAS.

F

2:49

Appendix Q



 particulate emissions fr.  

All Images Videos Shopping News

Diesel-powered locomotives emit multiple air pollutants, including **diesel particulate matter, fine particulate matter (PM_{2.5})**, oxides of nitrogen (NO_x) and greenhouse gases (GHG).

Apr 27, 2023

 <https://ww2.arb.ca.gov/programs> 

Locomotive Fact Sheets -
California Air Resources Board
- CA.gov

 About featured snippets  Feedback

People also ask 

What are the emissions of a diesel locomotive?



2:47



 diesel locomotive air po  

People also ask

Do diesel locomotives cause pollution?

Diesel locomotive engines are a major contributor to air pollution. The culprits are NO_x SO₂. Both are readily produced by diesel locomotives and both cause an array of health and environmental problems.

 <https://projects.research-and-innovation.ec.europa.eu/en/research-and-innovation/en/infrastructure/transport/diesel-locomotives>

Reducing harmful emissions from diesel locomotives | Research and Innovation

MORE RESULTS

Are diesel trains bad for your health?



2:40



What is more polluting diesel or petrol? ▾

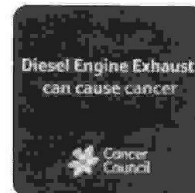
What is the most polluting transport? ▾

What is the most eco friendly transportation? ▾

What is the least polluting mode of transportation? ▾

Are diesel fumes cancerous? ▲

It contains a mixture of gases and soot that cancer-causing agents (carcinogens) may stick



to. These can easily travel deep into the lungs when you breathe them in. Chemicals in DEE increase your risk of developing long-term health problems, including lung cancer and possibly bladder cancer.

<https://www.cancer.org.au> > diesel

Diesel | Cancer Council

2:40



Footprints? - Greenly

MORE RESULTS

Do trains pollute the air? 

Are diesel fumes worse than cigarettes? 

Can diesel fumes damage your lungs? 

The studies showed these workers were more likely to develop lung cancer than workers who were not exposed to diesel emissions. These studies provide strong evidence that **long-term occupational exposure to diesel exhaust increases the risk of lung cancer.**

 <https://oehha.ca.gov/diesel4-02>

Health Effects of Diesel Exhaust -
OEHHA

MORE RESULTS



2:41



developing long-term health problems, including lung cancer and possibly bladder cancer.

<https://www.cancer.org.au> › diesel

Diesel | Cancer Council

MORE RESULTS

Can diesel fumes cause COPD? 

What are the long-term effects of smelling diesel fuel? 

Long-term exposure can cause: •
Chronic cough and mucus; •
Decreased lung function; •
Worsening of heart and lung diseases; • Increased risk of lung cancer;5 and, • Premature death.

 <https://www.deq.ok.gov> › uploads

Health Impacts of Diesel Exhaust

MORE RESULTS

Is Def a carcinogen? 

Is diesel bad for your skin? 

Why do humans like the smell of diesel? 

What happens when you breathe in diesel fumes? 

Breathing in diesel exhaust can cause lung irritation and/or an allergic reaction causing asthma (wheezing and difficult breathing), or making pre-existing asthma worse. Other symptoms may include feeling lightheaded, headache, or nausea. Long term exposure may lead to serious health effects.

 <https://www.ccohs.ca> > chemicals

Diesel Exhaust - CCOHS

MORE RESULTS

Why do I like the smell of diesel fuel? 

Will a carbon monoxide 

Appendix O

The screenshot shows the American Lung Association website. The header includes the organization's logo, a "Call the Lung HelpLine" button, and a search bar. The navigation menu lists: Lung Health & Diseases, Quit Smoking, Clean Air, Research & Reports, Policy & Advocacy, and Get Involved. The main content area features a paragraph about the risks of ozone and particle pollution, followed by a section titled "Ozone Pollution:" which contains a bulleted list of findings. The bottom of the page has a dark footer with a "Subscribe" button and a copyright notice.

American Lung Association. Call the Lung HelpLine Ask a Question

Lung Health & Diseases Quit Smoking Clean Air Research & Reports Policy & Advocacy Get Involved

High levels of ozone and particle pollution can harm the health of everyone, but especially at risk are children, older adults, pregnant people and those living with chronic disease. Both ozone and particle pollution can cause premature death and other serious health effects such as asthma attacks, cardiovascular damage, and developmental and reproductive harm. Particle pollution can also cause lung cancer," said Trevor Summerfield, director of advocacy for the Lung Association in New York. "Fortunately, we did see some improvement in the levels of ozone across the state."

Ozone Pollution:

- Erie, Monroe, Jefferson and Chautauque counties saw improved grades for ozone.
- The Albany metro area posted slightly worse values for ozone, moving its ranking from 13th to 11th most polluted.
- Albany moved in rank with the Syracuse-Auburn metro area and the Erie-Saratoga-Schoharie metro area included the Buffalo-Cheektowaga-Olean metro area, which showed improved ozone (moving from 10th to 1st last year).
- The Rochester-Saratoga-Seneca-Falls metro area improved on ozone, ranking at 84th most polluted (from 70th last year).
- Compared to the 2001 report, New York City experienced fewer unhealthy days of high ozone in this year's report—reporting its first ever level of 10 days. It ranked ranked at 14 on our list of "Cities Most Polluted by Ozone".
- The Bronx, Manhattan and Queens counties maintained failing grades for ozone, with Rochester County improving from an F to a D and Kings County lacking relevant data.
- Suffolk County remained the worst county for ozone in the metro area (and in New York State) with 20 unhealthy days.

Subscribe

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G

8:08

APPENDIX P



Nine million people served by the New York City water system receive surface water. The majority of ground water supplies are concentrated within Nassau and Suffolk Counties, together accounting for **nearly 3 million** users.



New York State Department of ...

[https://www.health.ny.gov > facts_...](https://www.health.ny.gov/facts_...)

Drinking Water Program: Facts and Figures

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Where do people in Suffolk and Nassau counties get their drinking water?

How much water does the average person use on Long Island?

What is the population of

H

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APPENDIX R



THE GREENBRIER
COMPANIES



- 169,000 lbs load limit
- Single-unit double-stack well
- 53' well

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28,600 Gallon Crude Oil Tank Car

- 28,600 gallon capacity
- Designed for various flammable commodities
- Meets DOT 117J100W specification
- Fiberglass insulation bonded to thermal ceramic blanket
- Various options for loading/unloading valve configurations

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THE SPOKESMAN-REVIEW

Washington Idaho

NEWS > IDAHO

Oil cars found leaking along rail route to West Side

Thu., Feb. 12, 2015



By **Becky Kramer** 
beckyk@spokesman.com
(509) 459-5466

A train hauling crude oil across Idaho and Washington last month had to have 14 leaking tank cars removed at three different stops before it reached its destination at an Anacortes, Washington, refinery.

BNSF Railway officials said less than 25 gallons of oil was spilled from the cars over the three-day period, but the incident remains under investigation by Washington state regulators. >

The first leak was discovered about 20 miles east of Spokane at the refueling depot in Hauser. On Jan. 12, train crews spotted oil on the side of a single tank car, which was removed from the 100-car train, said Courtney Wallace, a BNSF spokeswoman.

After traveling through Eastern Washington along the Columbia River, the train reached Vancouver, where seven more cars were determined to be leaking. BNSF employees and federal rail inspectors examined the train again in Auburn, south of Seattle. Another six cars were found to be leaking and taken out of service.

The tank cars had slow oil leaks from the top valves, Wallace said. Some of the leaks couldn't be seen from the ground and weren't detected until railroad employees climbed up onto the cars. No oil was spotted along the railroad tracks or right of way, she said.

The train was carrying crude from North Dakota's Bakken oil fields to a Tesoro refinery, where the remaining cars arrived Jan. 14.



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information later this month.

The leaks occurred in the newer CPC-1232 tank cars, which are designed to higher safety standards than the older DOT-111 cars. They have thicker shells, head shields, rollover protections and more secure fittings on top.

The UTC wasn't notified of the leaks until Jan. 14, a delay that violated state reporting requirements. Leaks or releases of hazardous materials must be reported to a state or national hotline within 30 minutes, Lewis said.

The leaks come two months after a rail car was found to have leaked more than 1,600 gallons of crude oil somewhere between North Dakota and Western Washington. The oil-stained car, which was missing a valve cap, was discovered in November at BP's Cherry Point refinery. State and federal officials didn't learn about that incident until December.

When BNSF reported the recent leaks, railroad officials thought they were in compliance with state requirements, Wallace said. BNSF has since amended its reporting protocols, she said.

Lewis said the recent incident highlights the need for additional state inspectors. Washington's only rail inspector specializing in hazardous materials was in the Tri-Cities when the leak was reported. He dropped what he was doing to get to Anacortes.

State agencies have asked the Legislature for eight additional rail inspectors specializing in track, hazardous materials, locomotive equipment, signals and other areas. The \$1.25 million annual cost would be paid for by railroads through fee increases.

THE SPOKESMAN-REVIEW

Local journalism is essential.

Give directly to The Spokesman-Review's Northwest Passages community forums series -- which helps to offset the costs of several reporter and editor positions at the newspaper -- by using the easy options below. Gifts processed in this system are not tax deductible, but are predominately used to help meet the local financial requirements needed to receive national matching-grant funds.



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APPENDIX S

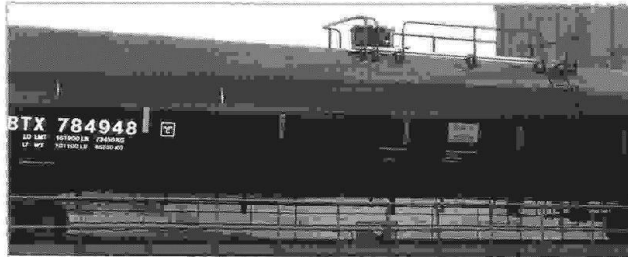


THE
GREENBRIER
COMPANIES



- Rugged and durable design
- Custom side height

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34,300 Gallon Anhydrous Ammonia Pressure Tank Car

- 34,300 gallon capacity
- Operates at 286,000 lbs gross rail load
- Built to a DOT 112H500W specification
- Thermal ceramic blanket
- Designed for anhydrous ammonia
- Meets DOT 112J500W specifications
- Internal tank pressure of 500 psi

[Read more >](#)



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Fact Sheet: Anhydrous Ammonia

Anhydrous ammonia is used widely and in large quantities for a variety of purposes. More than 80% of the ammonia produced in the United States is used for agricultural purposes; less than 2% is used for refrigeration. The substance is stored and used at agricultural retailers and facilities with ammonia refrigeration systems. Anhydrous ammonia also is a key ingredient in the illegal production of methamphetamines. Illegal drug makers often steal anhydrous ammonia from areas where it is stored or used.

Dangers

Anhydrous ammonia is stored as a liquid under pressure. When released to the environment, though, it becomes a toxic gas. Liquid anhydrous ammonia expands 850 times when released to ambient air and can form large vapor clouds. It may aerosolize and behave as a dense gas, even though it is normally lighter than air. Anhydrous ammonia may also cause water vapor to condense in the air forming a visible white cloud. Therefore, when anhydrous ammonia is released to the air, it may travel along the ground in a cloud instead of immediately rising into the air and dispersing. This dense gas behavior may increase the potential for exposure of workers, responders and the general public.

Risks and Safety

Anhydrous ammonia is toxic and can be a health hazard if safe handling procedures are not followed. Effects of inhalation of anhydrous ammonia range from lung irritation to severe respiratory injuries, with possible death at higher concentrations. Anhydrous ammonia is also corrosive and can burn the skin and eyes. When stored as a liquid, it has a boiling point of minus 28 degrees Fahrenheit and can cause

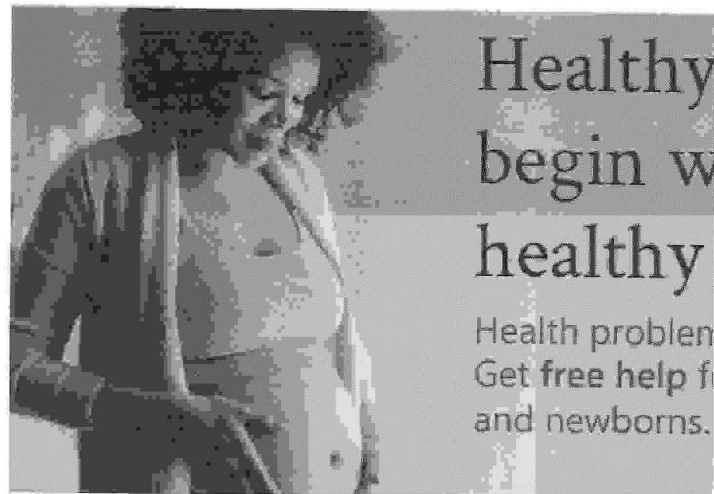
freezing burns. Special precautions must be taken when handling anhydrous ammonia to avoid exposure of workers and others. People who work with this chemical on a daily basis, such as the refrigeration industry, are at risk of exposure and must be cautious.

Last reviewed on Sep 13, 2001

request edits

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9:22

Appendix T



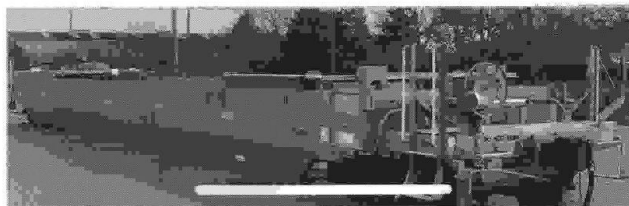
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12/10/23, 7:48 PM

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Showing results for what effects are caused by **vinyl** chloride.
Search instead for what effects are caused by vinnlyl chloride

Vinyl chloride exposure is associated with an increased risk of a rare form of liver cancer (hepatic angiosarcoma), as well as primary liver cancer (hepatocellular carcinoma), brain and lung cancers, lymphoma, and leukemia. Nov 3, 2022

National Cancer Institute (.gov)
<https://www.cancer.gov/causes-prevention/risk/vinyl...>

Vinyl Chloride - Cancer-Causing Substances - NCI

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People also ask

How does vinyl chloride affect the body?

What are the effects of vinyl chloride spill?

How likely is vinyl chloride to cause cancer?

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Feedback

United States Environmental Protection Agency (.gov)
<https://19january2017snapshot.epa.gov/files>

Vinyl chloride - US EPA

Acute (short-term) exposure to high levels of vinyl chloride in air has resulted in central nervous system effects (CNS), such as dizziness, drowsiness, and ...

4 pages

Agency for Toxic Substances and Disease Registry (.gov)
<https://www.atsdr.cdc.gov/sp20-c1-b>

PUBLIC HEALTH STATEMENT Vinyl Chloride

If you breathe high levels of vinyl chloride, you will feel dizzy or sleepy. These effects occur within 5 minutes if you are exposed to about 10,000 ppm of ...

7 pages

National Institutes of Health (.gov)
<https://www.ncbi.nlm.nih.gov/books/NBK544334>

Vinyl Chloride Toxicity - StatPearls

by MS Fralish · 2022 · Cited by 10 — Complications from significant chronic exposure may manifest as thickened skin over the hands and forefingers, or Reynaud phenomenon and ...
Continuing Education Activity · Introduction · Evaluation · Treatment / Management

Toxic-Free Future
<https://toxicfreefuture.org/toxic-chemicals/vinyl-ch...>

Get the Facts: Vinyl Chloride - Toxic- ...

4:07

Appendix T



Overview

Properties

Function

Vinyl chloride

It is also called vinyl chloride monomer (VCM) or chloroethene. This colorless compound is an important industrial...

Uses

Production

Storage and transport

People also ask



What is VCM in chemical?



Is VCM hazardous?



Is vinyl chloride harmful to human health?



Vinyl chloride **can irritate the eyes, mucous membranes, and respiratory tract.** Escaping compressed gas or liquid can cause frostbite or irritation of the skin and eyes. Chronic exposure can cause permanent liver injury and liver cancer, neurologic or behavioral symptoms, and changes to the skin and bones of the hand.

4:10

Appendix T



Overview

Properties

Function

Lightweight and durable plastic. PVC is used in a variety of applications.

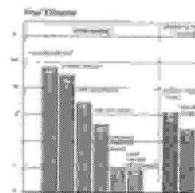
<https://www.oxy.com/vinyl...> PDF

Product Stewardship Summary Vinyl Chloride Monomer - Oxy

MORE RESULTS

How cancerous is vinyl chloride?

Cancer is a major concern from exposure to vinyl chloride via inhalation, as vinyl



chloride exposure has been shown to increase the risk of a rare form of liver cancer in humans. **EPA has classified vinyl chloride as a Group A, human carcinogen.** for lifetime exposure to vinyl chloride.

<https://19january2017snapshot.epa.gov> > ...

Vinyl chloride - US EPA

I

Google

Search for: Does CSX carry hazardous materials?

Do most trains carry hazardous materials?

How much do they carry? U.S. railroads are responsible for moving more than two million carloads of hazardous materials annually, including 2.2 million carloads in 2021, the most recent AAR data available. [explore data](#)



Why do trains transport hazardous materials? - NewsNation

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- What is the most common hazard reported?
- What does CSX transportation carry?
- How many chemicals are transported by rail?
- What are the most common goods transported via rail?
- Why are chemicals transported by rail?

Long Island Business News

Long Island's other railroad looks to expand

what hazardous chemicals are moved on long island by train? *Appendix V*

NEWSNATION.COM
http://www.newsnation.com/charlotte-nc/

Why do trains transport hazardous materials? - NewsNation

Search for: Do most trains carry hazardous materials?

What caused the derailling of the URR?

What is the most common HazMat transported?

Gasoline, diesel, and home heating fuel are the most common hazardous cargoes moved in tank trucks.



Chapter 2 Overview of Hazardous Materials Transportation

Search for: What is the most common HazMat transported?

What does CSX transportation carry?

How many chemicals are transported by rail?

What are the most common goods transported via rail?

Why are chemicals transported by rail?

What is the most common route of exposure at a hazmat incident?

What is the best hazmat training company to work for?

What are the 4 types of hazardous materials?

Taskbar

J

4:33

APPENDIX ✓



January 11
9:26 AM

Edit



derailments a year.

Hazardous materials were released in 172 train derailments over the last decade, or **roughly 17** each year. But when derailments involve hazardous cargo, the sheer size and amount of materials being transported can make wrecks dangerous and costly.

Mar 30, 2023

https://www.vox.com › policy › mi...

Why train derailments involving hazardous chemicals keep ... - Vox

MORE RESULTS

How can we prevent train derailment?



How easy is it to derail a train?



What state has the most train



4:33

Appendix W



January 11
9:27 AM

Edit



It is **not easy to derail a train by force or collision**, but derailments are the most common type of train accident.

 <https://www.arnolditkin.com> > derai...

Train Derailment Accident Attorneys -
Arnold & Itkin LLP

MORE RESULTS

What state has the most train accidents? 

What was the worst train derailment in history? 

Are trains safer than planes? 

What small object can derail a train? 

How often do trains normally



4:32

Appendix 2



January 11
9:28 AM

Edit



train take to stop at 55 mph?

Fact #4: Trains Can Stop, But Not Quickly

It takes the average freight train traveling at 55 mph more than a mile to stop. That's the length of **18 football fields**.

 <https://www.up.com> > track-record

UP: 11 Train Facts that Could Save Your Life - Union Pacific

MORE RESULTS

How many trains derail per day in the US? 

How fast can the slowest train go? 

How far does it take for a bullet



4:34

Appendix W



January 11
9:26 AM

Edit



Derailments.

Derailments rank as the most common type of accident involving major freight railroads, federal data shows. Equipment failures are increasingly responsible for derailments, and problems with equipment and train tracks accounted for nearly 60% of derailments nationwide last year. Mar 25, 2023

 <https://www.wsj.com/articles/wh...>

What's Behind Train Derailments and Are They Happening More Often?

MORE RESULTS

What caused the derailment on the LIRR? 

How many chemical train derailments a year?



4:34

Appendix W



January 11
9:27 AM

Edit



While fatalities from train derailments are rare, derailments themselves are actually quite common. From 1990, the first year the BTS began tracking derailments and injuries on a yearly basis, to 2022, there have been 55,741 accidents in which a train derailed. That's an average of **1,689 derailments per year**. Jun 28, 2023

5 <https://ktla.com> > news > nationworld

How often do trains derail? More often than you think - KTLA

MORE RESULTS

Can a pickup truck derail a train?



Can a train derail if it goes too fast?



4:13

Appendix W



Tuesday
10:01 PM

Edit



are safe."

For their part, transportation trade unions believe the focus needs to be on improving safety within the infrastructure and workforce to ensure that transporting hazardous materials is safer for rail workers and the surrounding community in case of derailment. There have been 1,500 train derailments in the almost 12 months since the East Palestine disaster, according to AFL-CIO Transportation Trades Department President Greg Regan.

To them, the goal is to minimize derailments through better safety standards and to give first responders better tools for when



K

Experiences of a Railroad Community.
Life Is Hard - PMC - NCBI

MORE RESULTS

How far should you live from railroad tracks?

To avoid the immediate destruction from train cars derailing and striking buildings near the tracks, you would want to be **at least 500–1,000 feet** away from the nearest track. In the case of chemical spills, hazardous gas releases or fires and explosions, you need to be almost ten miles away from the tracks. Nov 18, 2018

<https://www.quora.com/How-far-should-you-live-from-railroad-tracks>

How far away from train tracks should you live to eliminate the risk

