



Combined NEPA/SEPA

Environmental Impact Statement Proposed Gateway Pacific Terminal/Custer Spur

Comment form

Please submit your comments on the Gateway Pacific Terminal/Custer Spur Environmental Impact Statement by January 21, 2013 to be included in the scoping summary report. Comments can also be submitted online at www.eisgatewaypacificwa.gov.

What part of the proposal does your comment relate to?

- Vessel
- Rail
- Industrial site
- Multiple/not listed

See attached

Does your comment relate to any of the following topic areas? (check all that apply)

Human environment

- Noise
- Air quality
- Human health
- Traffic or safety
- Other human environment topic

Natural environment

- Wildlife or vegetation
- Marine species, fish or fisheries
- Wetlands or streams
- Water quality
- Other natural environment topic

EIS Process

- Alternatives
- Areas of potential effect
- EIS regulatory process
- Other EIS process topic

Please share your comments below: (comments can also be attached to this form)

x Property deprecitation.

x Wants to know 'net effect' of potential detriments on Bellingham in prox of gas lines wooden trestles + power lines + spur train collision

x Mitigation - choose to build or project w/out coal.

"Safe commodities"

or ~~new~~ re-route railway. City spent \$ on Mud Bay - landing for kayak / canoe etc. access.



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- Wetlands or streams
- Water quality
- Other natural environment topic

EIS Process

- Alternatives
- Areas of potential effect
- EIS regulatory process
- Other EIS process topic

Breaza - stand off Chehalis.

Please share your comments below: (comments can also be attached to this form)

• Wooden Trestle for BNSF
worried about derailment
& fires @ trestle
- Crossing @ co generation plant

• Fires due to gasoline by " " & / ^{Elect} power lines
trestle (worried about explosion)

• Winds going into town from SW & into town

• Train hauling haz mats (per list by Whatcom County) - worried about collision w/ dangerous materials

First name: Joseph Yaver

Last name: _____

Email: _____

Address: 117 Scapire Lane

City, State, Zip: Bellingham (1/2 mi fracks mud bay)

Phone: _____

Would you like to be added to the mailing list? Yes No

Note: Any information provided to the agencies will be posted on the website and may be released to a third party as part of the agencies' record for this action. This includes the release of identifiable personal information such as personal name, address, phone number, etc., that is provided in the response.



Combined NEPA/SEPA

Environmental Impact Statement
Proposed Gateway Pacific Terminal/Custer Spur

Place
Stamp
Here

GPT/BNSF Custer Spur EIS Co-Lead Agencies
c/o CH2MHILL
1100 112th Avenue NE, Suite 400
Bellevue, WA 98004



• Coal train - hot wheel bearing caused trestle fire

WARR ST
JOURNAL

A6 | Wednesday, March 28, 2012

U.S. NEWS

Hazardous-Material Spill Causes Evacuations in Indiana



TROUBLE ON THE TRACKS: Crews clean up after a train derailed Tuesday outside Ligonier, Ind., about 40 miles northwest of Fort Wayne. Twenty-two cars came off the rails, causing a tanker hauling hazardous materials to burst into flames and prompting the evacuation of nearby homes.

Stephen Murray / Associated Press

THE WALL STREET JOURNAL.

WSJ

WEEKEND

SATURDAY/SUNDAY, JANUARY 7 - 8, 2012

WATCH

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Associated Press

PILEUP: Three freight trains collided and derailed near Valparaiso in northwest Indiana on Friday. No injuries were reported, officials said.

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ers from local and state agencies. For decades, the FBI had defined rape as the carnal knowledge of a female, forcibly and against her will. The language meant only sexual assaults in which women

physically resisted were counted. The new definition makes clear a victim may be a man or a woman, and covers cases where a victim cannot give consent.
Devlin Barrett

CRECTIONS & AMPLIFICATIONS

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ment of Transportation and FlightStats.com, followed in order by US Airways, United Airlines and American Airlines. A chart with Thursday's Middle Seat column incorrectly showed US Airways ahead of Southwest and American ahead of United.

took place over the last week.

Joyce Coleman of Walnut Creek, Calif., says that residents' main objection to a proposed religious sanctuary is its size and that only "the tiniest percent" of people object because of the religious organization. A Dec. 29 article in some editions about

The Act

BY NICK
AND LUCY

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HEADLINES

BellinghamHerald.com/nationandworld Contact: Andy Norstadt, 360-715-2267, andy.norstadt@bellinghamherald.com

A3

Thursday
July 12, 2012

AROUND THE NORTHWEST

Confederated tribes plan wild horse roundup

ASSOCIATED PRESS

NESPELEM — The Confederated Tribes of the Colville Reservation said they plan to round up about 1,000 wild horses on its land and give them up for adoption in the next few years.

Tribal officials said they plan to remove between 200 and 400 horses a year until about 200 are left.

Tribal officials said the wild horses — some of them abandoned by their owners who could no longer afford them — are now overgrazing parts of the 1.4 million acre reservation.

Granite Falls mayor arrested in family dispute

ASSOCIATED PRESS

SEATTLE — The mayor of Granite Falls was released from jail after police arrested him at Seattle-Tacoma International Airport, alleging he threatened an adult niece.

Port police responded to a dispute that involved shouting and threats. Haroon Saleem was arrested on investigation of domestic violence harassment.

According to court papers, Saleem was at the airport to pick up his 13-year-old daughter who had been on vacation in California, where she had quarreled with relatives. Officials said the dispute lingered and the daughter sat apart from her relatives on the flight to Seattle.

Saleem's wife said he was just acting as a protective father in a long-standing family dispute.

Counselor, teen apparently drown in waterfall pool

ASSOCIATED PRESS

MAUPIN, Ore. — The Wasco County Sheriff's Office said the bodies of a Vancouver, Wash., teen and a Portland, Ore., camp counselor have been recovered from a pool below White River Falls in north-central Oregon.

The two are believed to have drowned when they slipped on wet rocks while trying to walk behind the waterfall to take a photo.

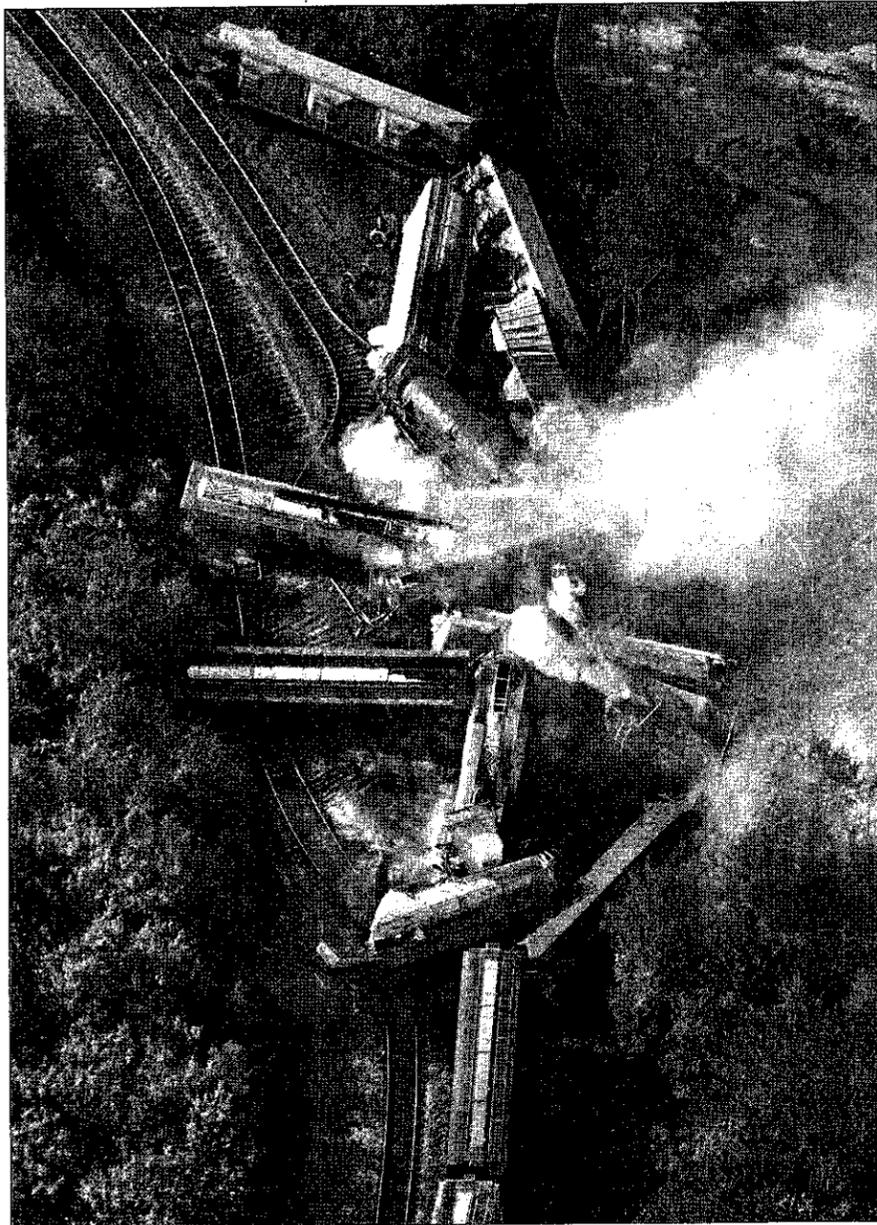
The bodies of 15-year-old Caleb Justice and 26-year-old Jonathan Brett McLean were found by a diver late Tuesday afternoon. The two were at the falls as part of a weeklong camp organized by several church groups.

Swimmer pulled from river dies

ASSOCIATED PRESS

RAVENSDALE — The King County Sheriff's Office said a 19-year-old swimmer who was rescued Monday after he got into trouble in a fast-moving

PHOTO OF THE DAY



A derailed freight train is shown on Wednesday in Columbus, Ohio, in this aerial photograph. Some of the cars containing ethanol caught fire, prompting the evacuation of a mile-wide area as firefighters and hazardous materials crews monitored the blaze. See story below. Doral Chenoweth III / The Columbus Dispatch

section of the Green River has died.

The man had been airlifted to Harborview Medical Center in Seattle. His name was not immediately released.

AROUND THE NATION

Burning rail cars spur evacuation of Ohio neighborhood

ASSOCIATED PRESS

COLUMBUS, Ohio — Exploding freight cars full of ethanol made for a dramatic early morning scene in Ohio's capital on Wednesday (see photo above), but officials said the train derailment that led to a hurried evacuation of an urban neighborhood could have been much worse.

The National Transportation Safety Board dispatched a 10-person team to investigate the derailment on the Norfolk Southern Corp. tracks, which led to explosions and the burning of three tank cars each carrying 30,000 gallons of ethanol. Nobody aboard the train was injured.

Officials said they don't know yet what caused the accident, which occurred at around 2 a.m. The explosions were felt for blocks and sent flames shooting high in the air.

Two people were injured while walking on the tracks to investigate when a second explosion occurred.

Romney booed during speech to the NAACP

ASSOCIATED PRESS

HOUSTON — Unflinching before a skeptical NAACP crowd, Mitt Romney declared Wednesday he'd do more for African-Americans than Barack Obama, the nation's first black president. He drew jeers when he lambasted the Democrat's policies.

The reception was occasionally rocky though generally polite as the Republican presidential candidate sought to woo a Democratic bloc that voted heavily for Obama four years ago and is certain to do so again. Romney was booed when he vowed to repeal "Obamacare" — the Democrat's signature health care measure — and the crowd interrupted him when he accused Obama of failing to spark a more robust economic recovery.

Feds declare drought disaster in 26 states

BLOOMBERG NEWS

WASHINGTON, D.C. — More than 1,000 counties in 26 states are being named natural-disaster areas, the biggest such declaration ever by the Department of Agriculture, as drought grips the Midwest.

The declaration makes farmers and ranchers in

1,016 counties — about a third of those in the entire country — eligible for low-interest loans to help them weather the drought, wildfires and other disasters, Agriculture Secretary Tom Vilsack said.

The declaration covers counties in California, Oregon, Nevada, Utah, Arizona, New Mexico, Colorado, Nebraska, Wyoming, Kansas, Oklahoma, Texas, Louisiana, Arkansas, Missouri, Kentucky, Tennessee, Illinois, Indiana, Alabama, Mississippi, Georgia, South Carolina, Florida, Delaware and Hawaii.

Report: Arcing power lines sparked wildfire

ASSOCIATED PRESS

SALT LAKE CITY — A Utah wildfire that destroyed 52 homes and left one man dead was caused by arcing between power transmission lines that were built too closely together and sent a surge to the ground that ignited dry grass, a fire investigator said Wednesday.

The central Utah Wood Hollow Fire began June 23 and wasn't fully contained for 10 days, costing nearly \$4 million to fight, according to state officials. Officials said 160 structures total were destroyed.

Rocky Mountain Power, which owns the lines, said a thief stripped protective cooper wire from its poles that may have prevented the surge.

AROUND THE WORLD

Syrian envoy reportedly defects to Turkey

ASSOCIATED PRESS

ISTANBUL — The Syrian ambassador to Iraq has defected and is on his way to Turkey, the most senior diplomat to abandon President Bashar Assad during the 16-month-old uprising, a Syrian opposition figure said Wednesday.

Nawaf Fares, a former provincial governor, would be the second prominent Syrian to break with the regime in less than a week. Brig. Gen. Manaf Tlass, an Assad confidant and son of a former defense minister, fled Syria last week, buoying Western powers and anti-regime activists, who expressed hope that other high-ranking defections would follow.

Bosnians bury 520 victims of 1995 massacre

ASSOCIATED PRESS

SREBRENICA, Bosnia-Herzegovina — The pain that seared Srebrenica 17 years ago burned fresh Wednesday as tens of thousands of Bosnian Muslims came to bury their dead in the town whose name is now synonymous with genocide.

In a ceremony broadcast live on television across the country, 520 coffins were placed in the ground as tears flowed like water from family and friends.

On the anniversary of Europe's worst massacre since World War II, 30,000 Muslims traveled to a memorial center in Srebrenica to honor the thousands of Muslim men and boys slaughtered in July 1995 by Serb forces.

54 migrants die on voyage; 1 man survives

LOS ANGELES TIMES

JOHANNESBURG, South Africa — One man survived. His 54 fellow migrants weren't so lucky. They died of thirst during the 15-day voyage on an inflatable boat from Libya to Italy — most of them so close to reaching their goal, U.N. officials said Wednesday.

The survivor, Abbes Setou, an Eritrean who drank seawater in desperation, was found by rescuers clinging to the remains of the rubber boat and a jerry can. He later told officials that 55 people boarded the boat in Libya in late June and within a day nearly reached the Italian coast, only to be swept out to sea and lost.

The boat began leaking air a few days after setting to sea, according to the U.N. agency. The migrants, without food or water as the days dragged on, began to die of thirst, hunger and exposure, according to Setou. Most reportedly were from Eritrea and Somalia.

TODAY'S TALKER

Raccoons chase, attack woman in Lakewood park

ASSOCIATED PRESS

LAKEWOOD — A Washington state woman says she was attacked and bitten by raccoons after her dog chased several of the animals up a tree.

Michaela Lee had just finished jogging in Lakewood's Fort Steilacoom Park on Monday when her dog got loose.

When she went to grab the dog's leash, several other raccoons started to scratch her legs, chased her for about 75 feet, knocked her down and bit her.

Neighbor Michael Parks said he heard Lee screaming and saw her on the ground. He called 911.

Two other neighbors also went to help. Lee said her American dingo dog began barking and helped drive the raccoons off.

The 28-year-old Lee was treated for about 16 puncture wounds and had numerous scratches.

TODAY'S HISTORY

On July 12, 1862,

President Abraham Lincoln signed a bill passed by Congress authorizing the Medal of Honor.

Ten years ago: The

Senate adopted a ban on personal loans from companies to their top officials, a practice that had benefited executives from Enron to WorldCom. The U.N. Security Council agreed to exempt U.S. peacekeepers from war crimes prosecution for a year, ending a threat to U.N. peacekeeping operations.

Five years ago: A

Bush administration assessment said Iraq had achieved only limited military and political progress toward a democratic society; Iraqi leaders responded by insisting they were making progress.

CORRECTIONS

Date of drowning corrected

Dave Johnston disappeared while swimming in Lake Whatcom Sunday, July 8. The date was incorrect in a story headlined "Drowning victim ID'd" on page A2 in the News section of the July 11 edition of The Bellingham Herald.

Crossword puzzle clues reprinted

The crossword puzzle clues on page B6 of the Wednesday, July 11, 2012, edition of The Bellingham Herald were garbled. The corrected clues are on page B10 of today's Bellingham Herald.

We correct errors of fact promptly and courteously. If you have a correction or clarification, please call Executive Editor Julie Shirley at 360-715-2261.

Recipe of the Day by email

We Buy Scrap Metals

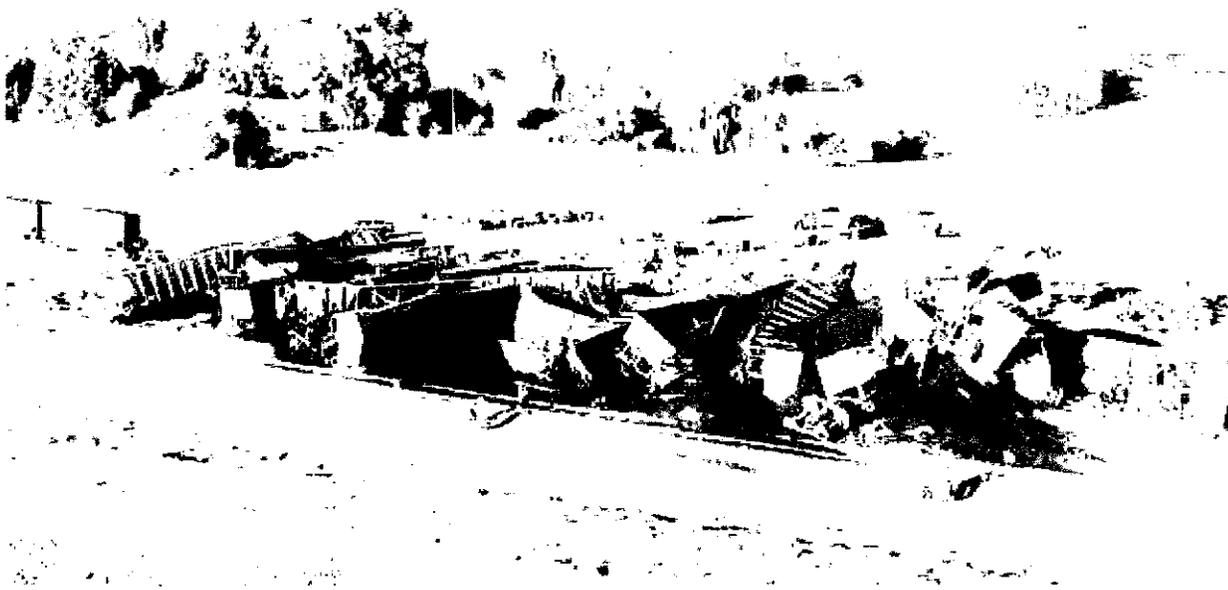
Posters - Banners Indoor/Outdoor

Tri-CityHerald.com

Jest In Time Circus delivers laughs at fair

Coal train derails in Mesa; no one injured

Published: July 3, 2012



About 25 coal cars derailed Monday on a train heading through Mesa. No injuries were reported. The BNSF train was passing through the small town in north Franklin County when the accident happened about 6 p.m. The overturned cars spilled coal, sending up a cloud of dust, but no fire was reported, according to initial reports from witnesses. The derailment is blocking Manton Way, which leads to a grain elevator and at least one home on the north side of town.

Photo courtesy of Tony Eveland

Kristin M. Kraemer, Tri-City Herald

MESA — A loaded coal train passing through Mesa derailed Monday evening, knocking about 30 cars off the track and sparking a major cleanup effort well into today.

There were no injuries to the two-person crew as about one quarter of the 125-car train left the track and tipped over, sending what witnesses described as "a haze of black smoke" into the sky.

The accident happened at 6:30 p.m. and within two hours, 40 personnel were dispatched to the small town in

north Franklin County to work on the site through the night, according to BNSF Railway Co. spokesman Gus Melonas in Seattle.

BNSF brought in heavy equipment from Pasco, including front-end loaders and bulldozers, "to shove the derailed cars off to the side to enable the track crews to make the necessary track repairs," he told the Herald.

The derailment is blocking Manton Way, which leads to a grain elevator and at least one home on the north side of town, according to initial reports from witnesses.

Franklin County sheriff's Sgt. Jim Dickenson said the accident started at the railroad crossing at First Avenue and May Street.

The approximately 30 cars that fell onto their sides were about midway through the train and now appear to be destroyed, he said.

Dickenson, who responded to make sure no one was injured in the destruction, said he remained on the scene to provide crowd control because there were a lot of spectators.

He said the department would be doing extra patrols around the site overnight to make sure no one was bothering the cleanup crews.

Dickenson added that the county roads department was called in to barricade the affected railroad crossing until that intersection is cleared.

Initial estimates are that the line could be opened as early as today.

Some coal spilled from the overturned cars and sent up a cloud of dust.

However, Melonas said there is no environmental threat from the derailment.

*Therefore spray on
cool dust does not
prevent coal dust.*

A company official was at the scene Monday night but had not yet determined a cause, he said.

The train originated in Powder River Basin, Wyo., and was destined for British Columbia.

"Approximately 30-plus trains operate on this line daily," Melonas said, adding that "some traffic will be rerouted via Wenatchee and the Seattle to Vancouver, Wash., route."

-- Kristin M. Kraemer: 582-1531; kkraemer@tricityherald.com

What's happening Aug. 24



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Jest In Time Circus delivers laughs at fair

Yaver

From: ADay@cob.org
Sent: Monday, August 22, 2011 4:41 PM
To: ajyaver@comcast.net
Subject: Hazardous Materials
Attachments: Whatcom_Final_Hazardous Materials Flow_Report.pdf; Whatcom Haz Mat Plan 9-2010.pdf

Hi Joe,

Thanks for the conversation today. Following up:

- A conversation with Legal confirmed that we have little legal leverage over what the railroads do as they fall under the realm of Interstate Commerce. For instance, we do not have franchise agreements with BNSF

- A number of hazardous materials are known to travel through Bellingham and Whatcom County via rail. Some of the more common ones, and their prominent hazard, include:

- Liquefied Petroleum Gas (Flammability/Explosion)
- Styrene Monomer - Stabilized (Flammability/Explosion)
- Butane (Flammability/Explosion)
- Chlorine (Toxic by inhalation)
- Pentanes (Flammability/Explosion)
- Methanol (Flammable/Toxic)
- Sodium Hydroxide (Toxic)
- Butane (Flammability/Explosion)

Also, for your reference, attached is a recently completed study describing the kinds of materials passing through our county, primarily by road:

And a copy of our Countywide Hazardous Materials Response Plan:

I hope this information is of assistance to you.

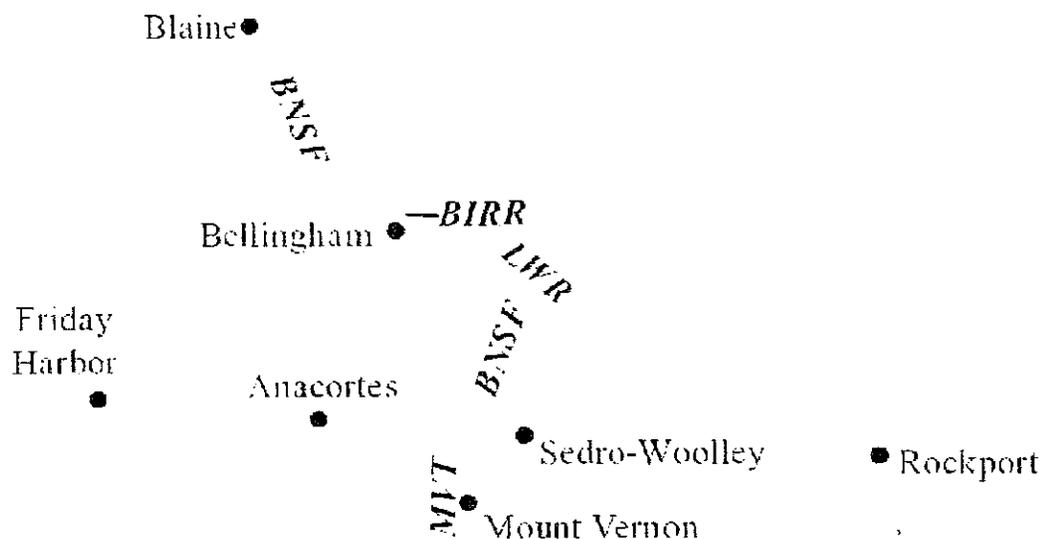
Regards,
Andy

Andy Day, Coordinator
City of Bellingham Office of Emergency Management
Whatcom Unified Emergency Management
(360) 778-8442

HAZARDOUS MATERIALS TRANSPORTED BY OTHER SYSTEMS

RAIL

Railway systems throughout the nation routinely carry substantial quantities and types of hazardous materials, and are also of concern to local emergency managers and planners. There are approximately twenty railroad companies in Washington that operate about 3,198 miles of track. In addition to these carriers, the Washington Department of Transportation owns over 200 miles of track. Whatcom County is at risk for potential rail incidents, as there are significant railway system facilities in the county. Burlington Northern Santa Fe (BNSF) owns and operates tracks running from Blaine to Bellingham and out of the county to the south as well as tracks passing parallel to these which reach the Canadian border. More detailed information on railroads in Washington can be found at



The BNSF railway line, shown above in orange, runs from the northwest corner of Whatcom County and extends on multiple tracks to the south and east with a large presence

along the Columbia River. BNSF owns most of the line on this I-5 corridor rail line which runs from the Canadian border through Bellingham and serves as the backbone of the state rail system with access to west-east lines. This line operates at about 40-60 percent of its capacity in most sections but can be congested as trains pass through ports, terminals, and industrial yards causing delays that may affect the entire state's rail system.

Washington State has very little jurisdiction of railway safety (beyond street crossings) as most of this regulatory arena is controlled by the federal government. While states may conduct inspections of trains at various checkpoints, by and large all enforcement is handled by the Federal Railroad Administration (FRA), especially when it comes to hazardous materials and the various signals, tracks, and operating mechanisms on a rail line. Washington currently has four FRA-certified state inspectors qualified to examine hazardous materials, tracks, signals, and operating procedures.

Data regarding what type of materials are being transported along BNSF lines in Whatcom County is not readily accessible. The main goods transported by rail in all of Washington State are wheat, grain, wood and coal, as well as other "mixed shipments." In 2007, 6.8 million tons of chemical or allied products were shipped compared to 36.1 million tons of farm products, 12.9 million tons of lumber products, and 10.6 million tons of coal. County wide data is elusive in these areas.

BNSF itself does not offer easily accessible data regarding what is passing over its lines through Whatcom County (it having the strongest rail presence there), but the company does offer its customers the ability to ship chemicals and other hazardous materials such as paints, pigments, industrial gases, chlorine, and acids via tank car along its lines. A 2006 National Hazardous Materials Audit was conducted by the Federal Railroad Administration's

Office of Safety to determine how well rail carriers, including BNSF, were complying with requirements pertaining to hazardous materials shipment and communication and notification to train crew members of the presence of such materials in their train consists.

The two basic federal requirements for transporting hazardous materials by rail are found at 49 CFR 174.26 and mandate that a train crew must know the position of a rail car carrying hazardous materials and that they must possess a copy of a document with information regarding the hazardous material being transported. Being able to immediately locate a hazardous materials-containing rail car in the event of an accident is essential to being able to quickly respond to it. 211 BNSF trains were inspected in the audit with a total of 17, or 8.1%, non-compliant rail cars. Documentation was not so much a problem with BNSF but rather errors in updating the location of hazardous materials in the train consist. Of seven rail carriers inspected, BNSF had the second lowest non-compliance record, second only to Union Pacific Railroad Company, although BNSF's score did increase from its 2003 defect ratio of 6.5%.

Specific information for hazardous materials being transported through Whatcom County is not readily accessible and is perhaps best obtained by public information requests to BNSF, the Washington State Department of Transportation, the National Transportation Safety Board, or the Federal Railroad Administration.

PIPELINE

There is also a significant presence of pipeline systems running through Whatcom County, although the exact quantities of materials running through them is oftentimes difficult to discern even by the Washington Utilities and Transportation Commission as pipeline volume responds to market fluctuations. We do however know the contents of the pipelines

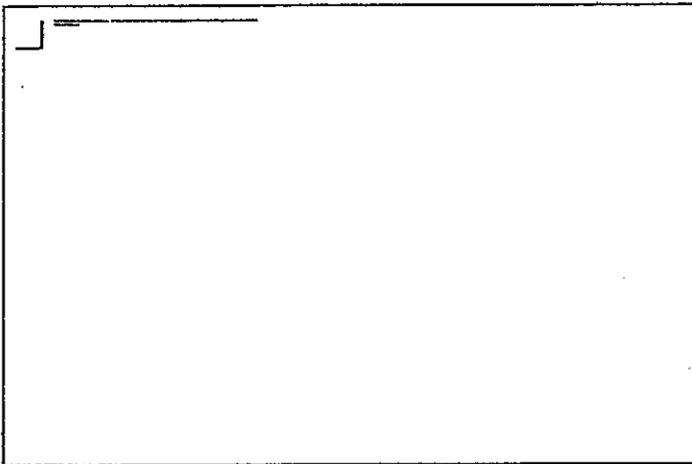
Yaver

From: tgilmore66@comcast.net
Sent: Saturday, August 20, 2011 12:48 PM
To: Amy Glasser
Cc: ajyaver@comcast.net
Subject: Railroad accident lawyers

Amy, Do you know these lawyers? They might have information on train derailments. Tom

http://www.washingtoninjury.com/railroad_collisions.asp

Railroad & Train Accidents



Every 90 minutes, a train accident occurs in the United States. Many of these railroad accidents are preventable and are caused by poor track maintenance, poorly marked railroad crossings, and distracted train operators. Regardless of the cause, railroad accidents are typically catastrophic, often resulting in severe injury or death for the victims.

The personal injury lawyers at Brett Murphy - Washington's Injury Lawyers help their railroad accident victims receive prompt, fair, and just compensation for injuries caused by the negligence of railroads.

We practice throughout Washington State and have offices in

, and . Because of our computer technology, we are paperless and wireless so we can meet with clients anywhere in the state.

Brett Murphy train accident attorneys have been helping personal injury victims for over 39 years. We understand that as a railroad accident victim, you may be overwhelmed and suffering from emotional, physical and financial burdens. Brett Murphy lawyers strive to return victims of railroad accidents to the life they led prior to their . While monetary compensation cannot change the past, it can help victims and their families worry less about the economic side of their future.

RAILROAD ACCIDENTS

Railroads have a legal obligation to provide adequate safety for passengers and crew. Unfortunately, **the Federal Railroad Administration reported over 13,000 accident/incidents in 2004. More than 8,000 people were injured and almost 960 people died.**

A railroad must provide a reasonably safe workplace for the benefit and protection of its employees. When a railroad fails to ensure the safety of its workers by providing safe tools and equipment, by delivering adequate training and supervision, or by warning employees of hazardous conditions, they can be found negligent. Employees who have been injured and families of those killed in a railroad accident are able to seek reparation of their damages. Passengers or bystanders injured due to a railroad accident may also seek personal injury damages if negligence can be proven.

If you are a railroad worker, please remember that you could be a party to litigation against the employing railroad for your own injuries under FELA. Whenever a worker is injured or killed, the railroad begins to collect information to defeat the personal injury or wrongful death claim. To protect yourself: obtain the best medical care possible; make note of names and addresses of all potential witnesses; avoid giving a statement until you have spoken to a lawyer or union representative (the people who are taking the statement are trained to obtain damaging information in a manner you will not detect); finally, speak to an experienced personal injury attorney as soon as possible.

HOW WE CAN HELP WITH YOUR RAILROAD ACCIDENT

If you have been injured in a railroad accident anywhere in Washington State, or have lost someone to a , Brett Murphy lawyers can make certain that you receive prompt, fair and just compensation for medical costs, future medical expenses, lost income, loss of future earning capacity, as well as for general damages for pain and suffering.

To learn what we have been able to recover for other victims of railroad accidents, see examples in

At Brett Murphy - Washington's Injury Lawyers, our personal injury and wrongful death attorneys give proactive attention to the needs of each client. We help by coordinating medical payments, organizing documentation and supporting each client through the sometimes difficult claims process. Since insurance companies know our firm's determination to litigate cases when a settlement offer is inadequate, we are usually able to resolve railroad accident and injury claims through negotiation. Call the attorneys at Brett Murphy PLLC today at 877-852-9197, 360-714-0900, or contact us via our . We work with railroad accident clients across Washington State from our offices in Seattle, Bellingham, Mount Vernon, Spokane, Vancouver, and Tacoma.

From: "Amy Glasser" <amyglassersw@yahoo.com>

To: aiyaver@comcast.net, "brady" <bradymayson@yahoo.com>, diegometz@hotmail.com, gambarupat@hotmail.com, gaz2000@comcast.net, hb@bluefuturefilters.com, jphvanderveen@earthlink.net, kenkaiher@hotmail.com, lesliemeehan@yahoo.com, mtcronnie@yahoo.com, pbfollett@gmail.com, ronniemitchell1@comcast.net, tgilmore66@comcast.net, wechslerlaw@comcast.net, zimls@earthlink.net

Sent: Saturday, August 20, 2011 12:01:55 PM

Subject: Minutes from the 8 20 11 Sierra Club meeting

Attached are the details of what was covered at the meeting. At least it was what I wrote down. Did my best. Hope you all are having a great weekend. Please read and pay close attention to the highlighted area. I need some more help.

Amy

HAZMAT RAILCAR INCIDENCE NUMBERS USA AND WASHINGTON STATE							
Year	USA		Washington				
	Hazmat Incidents		Hazmat Incidents				
	Number	Number of Cars	Number	Number of Cars			
1975	82	134	0	0			
1976	119	166	0	0			
1977	111	169	2	2			
1978	136	228	1	1			
1979	105	165	0	0			
1980	108	172	2	3			
1981	77	109	1	1			
1982	57	131	0	0			
1983	50	60	1	1			
1984	52	98	0	0			
1985	53	103	1	1			
1986	51	79	0	0			
1987	87	86	1	1			
1988	44	74	1	2			
1989	55	84	0	0			
1990	33	85	1	2			
1991	46	83	1	1			
1992	26	32	0	0			
1993	28	57	1	1			
1994	34	40	0	0			
1995	26	48	0	0			
1996	34	69	0	0			
1997	31	38	0	0			
1998	41	66	1	3	Incidents in 5 yr periods		
1999	41	75	0	0			
2000	35	75	0	0		USA	Washington
2001	32	57	0	0		Hazmat Incidents	
2002	31	56	1	1		Number	Number
2003	30	41	0	0	1975-1979	553	3
2004	31	49	1	2	1980-1984	344	4
2005	39	52	1	1	1985-1989	290	3
2006	30	71	0	0	1990-1994	167	3
2007	46	76	0	0	1995-1999	173	1
2008	22	36	0	0	2000-2004	159	2
2009	22	44	0	0	2005-2009	159	1
2010	21	40	0	0			
2011	13	50	1	2			

Source: safetydata.fra.gov/OfficeofSafety/publicsite/Query

Train	Locos	Car Types	Hazard Placard #	Material/	Risk	# Cars	Full/Empty	# Cars	Full/Empty
Cherry Point Local	9/27/2011 4 GP38s	Tankcar	1075	Car Propane	Flammable Liquid	27	F		
		Closed 3 Bay Hopper	-	Calcined Coke	-	18	F		
	South	Tankcar	3257	Diesel	Flammable Liquid	5	F		
		Tankcar	2187	CO2	Inert Gas	4	F		
		Tankcar	2448	Molten Sulfur	Flammable Solid	3	F		
		Tankcar	-	Calc Lignosulf	Low Hazard	1	E		
		Tankcar	1203	Gasoline	Flammable Liquid	1	F		
		Tankcar	1202	Heating Oil	Flammable Liquid	1	F		
		Tankcar	1824	Caustic Soda Soln	Toxic/Corrosive Liquid	1	E		
		Open 3 Bay Hopper	-	Green Coke	-	1	F		
					Total Cars in Train	62			
						9/29		9/30	
Manifests to/from Canac	9/29/2011								
	3 ES44AC incl Ferromex	Closed Gondola	3077	Car Treated Ore	Low Hazard	31	F	39	E
		Boxcar	-	Lumber?	-	23	F		
		2 Bay Closed Hopper	-	Cement	-	19	F		
	South	Tankcar	-	?	Empty	8	E	10	E
		Tankcar	3257	Diesel	Flammable Liquid	8	F	5	E
	9/30/2011	Open Gondola	-	Scrap Steel	-	6	F		
	2 ES44AC	Centerbeam	-	Lumber	-	5	3F/2E		
	1 C44-9W	Tankcar	1075	Propane	Flammable Liquid	4	F	1	E
		3 Bay Closed Hopper	-	Grain	-	4	F		
	North	4 Bay Closed Hopper	-	Grain	-	4	F		
		2 Bay Spec Closed Hopper	1825	Sodium Monoxide	Toxic/Corrosive Substanc	4	E		
		Closed Air Press Hopper	-	Powder?	-	2	E		
		Tankcar	3295	Hydrocarbons	Flammable Liquid	2	F	1	E
		Tankcar	1017	Chlorine	Toxic/Corrosive Gas	1	F	1	E
		Tankcar	1824	Caustic Soda Soln	Toxic/Corrosive Liquid			2	F
		Tankcar	1789	Hydrochloric Acid	Toxic/Corrosive Liquid			1	F
		Open 3 Bay Hopper	-	Coal	-	1	E		
					Total Cars in Train	122		60	

Yaver

From: tgilmore66@comcast.net
Sent: Saturday, August 20, 2011 1:20 PM
To: ajyaver@comcast.net
Subject: 131 accidents

Joe,

BNSF had 131 accidents last year. Tom
Go to:

ACCIDENTS IN DESCENDING FREQUENCY BY RAILROAD

Selections: Railroad Group - Group 1 (Class 1 Railroads)
State - WASHINGTON County - All Counties
All Regions
All Causes / All Types of Accidents / All Track Types
January through May, 2011

	Total		Total Year Counts			YTD Counts Jan - May		% Change Over Time		
	Accs	Pct of Total	2008	2009	2010	2010	2011	2008 to 2010	2009 to 2010	To May 2010 2011
BNSF BNSF Rwy Co. [BNSF]	131	86.8	42	31	40	22	18	-4.8	29.0	-18.2
UP Union Pacific RR Co. [UP]	13	8.6	4	5	3	1	1	-25.0	-40.0	.
ATK Amtrak [ATK]	7	4.6	3	1	2	.	1	-33.3	100.0	.

ACCIDENTS IN DESCENDING FREQUENCY BY STATE

Selections: Railroad Group - Group 1 (Class 1 Railroads)
State - WASHINGTON County - All Counties
All Regions
All Causes / All Types of Accidents / All Track Types
January through May, 2011

	Total		Total Year Counts			YTD Counts Jan - May		% Change Over Time		
	Accs	Pct of Total	2008	2009	2010	2010	2011	2008 to 2010	2009 to 2010	To May 2010 2011
GRAND TOTAL....	138	100.0	45	33	42	23	18	-6.7	27.3	-21.7

	Total	Accs Pct of Total	Total Year Counts					YTD Counts Jan - May		% Change Over Time		
			2008	2009	2010	2010	2011	2008 to 2010	2009 to 2010	To May 2010 2011		
Washington	138	100.0	45	33	42	23	18	-6.7	27.3	-21.7		

ACCIDENTS IN DESCENDING FREQUENCY BY TRACK CLASS

Selections: Railroad Group - Group 1 (Class 1 Railroads)
 State - WASHINGTON County - All Counties
 All Regions
 All Causes / All Types of Accidents / All Track Types
 January through May, 2011

Trk Cls	Total	Accs Pct of Total	Total Year Counts					YTD Counts Jan - May		% Change Over Time		
			2008	2009	2010	2010	2011	2008 to 2010	2009 to 2010	To May 2010 2011		
Total	138	100.0	45	33	42	23	18	-6.7	27.3	-21.7		
1	104	75.4	30	26	33	16	15	10.0	26.9	-6.3		
4	15	10.9	7	3	4	4	1	-42.9	33.3	-75.0		
3	8	5.8	3	2	2	1	1	-33.3	.	.		
2	5	3.6	1	2	2	1	.	100.0	.	.		
5	3	2.2	1	.	1	1	1	.	.	.		
X	3	2.2	3	.	.	.	.	.	.	.

ACCIDENTS IN DESCENDING FREQUENCY BY CAUSE

Selections: Railroad Group - Group 1 (Class 1 Railroads)
 State - WASHINGTON County - All Counties
 All Regions
 All Causes / All Types of Accidents / All Track Types
 January through May, 2011

	Total	Accs	Pct of Total	Total Year Counts			YTD Counts Jan - May		% Change Over Time		
				2008	2009	2010	2010	2011	2008 to 2010	2009 to 2010	To May 2010 2011
----GRAND TOTAL.....	138	100.0	45	33	42	23	18	-6.7	27.3	-21.7	
H3 General Switching Rules	23	16.7	8	4	5	3	6	-37.5	25.0	100.0	

	Total		Total Year Counts			YTD Counts Jan - May		% Change Over Time		
	Accs	Pct of Total	2008	2009	2010	2010	2011	2008 to 2010	2009 to 2010	To May 2010 2011
H7 Switches, Use of	14	10.1	4	3	4	2	3	.	33.3	50.0
T1 Track Geometry	13	9.4	6	2	5	2	.	-16.7	150.0	.
H5 Train Handling/Makeup	12	8.7	2	5	3	2	2	50.0	-40.0	.
H6 Speed	10	7.2	2	5	2	1	1	.	-60.0	.
M4 Unusual Operational Situations	10	7.2	4	1	2	2	3	-50.0	100.0	50.0
T3 Frogs, Switches, Appliances	10	7.2	4	3	2	1	1	-50.0	-33.3	.
H0 Brakes, Use of	9	6.5	1	3	5	2	.	400.0	66.7	.
T2 Rail, Joint Bar & Anchors	8	5.8	3	1	4	1	.	33.3	300.0	.
E6 Wheels	5	3.6	2	.	2	2	1	.	.	-50.0
M5 Other Miscellaneous Causes	5	3.6	1	1	3	1	.	200.0	200.0	.
H9 Miscellaneous Human Factors	4	2.9	2	.	2	1	.	.	.	.
E2 Body	2	1.4	1	1	.	.	.	.	.	.
E5 Axles & Journal Bearings	2	1.4	1	1	.	.	.	.	.	.
H4 Main Track Authority	2	1.4	.	1	1	1	.	.	.	.
M1 Environmental Conditions	2	1.4	.	1	.	.	1	.	.	.
E3 Coupler & Draft System	1	0.7	.	.	1	1	.	.	.	.
E4 Truck Components	1	0.7	1	.	.	.	.	.	.	.
E7 LOCOs	1	0.7	.	1	.	.	.	.	.	.
M2 Loading Procedures	1	0.7	1	.	.	.	.	.	.	.
S0 Signal Defects	1	0.7	.	.	1	1	.	.	.	.
S1 S1	1	0.7	1	.	.	.	.	.	.	.
T4 Other Track Defects	1	0.7	1	.	.	.	.	.	.	.

ACCIDENTS IN DESCENDING FREQUENCY BY TYPE

Selections: Railroad Group - Group 1 (Class 1 Railroads)
State - WASHINGTON County - All Counties
All Regions
All Causes / All Types of Accidents / All Track Types
January through May, 2011

Total	Total Year Counts	YTD Counts Jan - May	% Change Over Time
-------	-------------------	----------------------	--------------------

	Accs	Pct of Total	2008	2009	2010	2010	2011	2008 to 2010	2009 to 2010	To May 2010 2011
GRAND TOTAL.....	138	100.0	45	33	42	23	18	-6.7	27.3	-21.7
01 Derailments	101	73.2	38	21	32	17	10	-15.8	52.4	-41.2
12 Other impacts	19	13.8	5	6	6	3	2	20.0	.	-33.3
04 Side collision	7	5.1	1	3	2	2	1	100.0	-33.3	-50.0
13 Other events	4	2.9	1	2	1	.	.	.	-50.0	.
05 Raking collision	3	2.2	.	.	.	.	3	.	.	.
09 Obstruction impact	3	2.2	.	1	1	1	1	.	.	.
11 Fire/violent rupture	1	0.7	.	.	.	.	1	.	.	.

Yaver

From: wechslerlaw@comcast.net
Sent: Tuesday, August 09, 2011 5:19 PM
To: amyglassersw@yahoo.com; pbfollett@gmail.com; tgilmore66@comcast.net;
kenkaliher@hotmail.com; diegometz@hotmail.com; ronniemitchell1@comcast.net;
gambarupat@hotmail.com; jphvanderveen@earthlink.net; ajyaver@comcast.net;
zimls@earthlink.net
Subject: Data on train incidents

This is the link to the search page for train "incidents." In the first drop box, select BNSF. Then choose date parameters for your search. I chose Jan-Dec 2010 and that's how I got that staggering number that there were over 1600 "incidents" in 2010.

Terry J. Wechsler
360-656-6180 (r), 541-913-5976 (c)



1.06 - Ten Year Accident/Incident Overview by Railroad

Category	LABEL OF FORMER VARIABLE	2002	2003	2004	2005	2006	2007	2008	2009	2010
TOTAL ACCIDENTS/INCIDENTS		846.0	786.0	858.0	878.0	815.0	816.0	782.0	619.0	711.0
Total a/i rate (events per million train miles)		13.0	11.2	11.4	11.0	10.0	10.5	10.0	9.3	10.5
--- Total fatalities		53.0	42.0	53.0	60.0	65.0	50.0	30.0	41.0	52.0
--- Total nonfatal conditions		483.0	458.0	452.0	501.0	451.0	486.0	469.0	369.0	450.0
Employee on duty deaths		2.0	1.0	1.0	1.0	1.0	.	1.0	4.0	.
Nonfatal EOD injuries		316.0	291.0	267.0	289.0	218.0	303.0	312.0	261.0	309.0
Nonfatal EOD illnesses		21.0	17.0	15.0	14.0	18.0	13.0	5.0	6.0	11.0
Total employee on duty cases		339.0	309.0	283.0	304.0	237.0	316.0	318.0	271.0	320.0
Employee on duty rate per 200K hours		2.1	2.0	1.7	1.8	1.3	1.8	1.8	1.7	2.1
Cases with days absent from work		213.0	192.0	183.0	190.0	133.0	217.0	230.0	198.0	233.0
Trespasser deaths, not at HRC		23.0	20.0	26.0	37.0	32.0	26.0	22.0	21.0	27.0
Trespasser injuries, not at HRC		16.0	14.0	18.0	32.0	32.0	32.0	20.0	13.0	22.0
TRAIN ACCIDENTS		231.0	225.0	290.0	283.0	257.0	249.0	244.0	157.0	178.0
Train accidents per million train miles		3.6	3.2	3.8	3.6	3.1	3.2	3.1	2.4	2.6
--- Train accident deaths		1.0	1.0	1.0	.	.	.	.	.	.
--- Train accident injuries		15.0	17.0	9.0	16.0	6.0	4.0	9.0	3.0	5.0
> Human factor caused		98.0	106.0	109.0	127.0	112.0	108.0	105.0	59.0	75.0
> Track caused		61.0	59.0	76.0	63.0	67.0	82.0	62.0	47.0	53.0
> Motive power/equipment caused		41.0	20.0	57.0	39.0	23.0	29.0	37.0	27.0	25.0
> Signal caused, all track types		2.0	1.0	4.0	6.0	3.0	.	4.0	3.0	5.0
> Signal caused, main line track		.	.	1.0	3.0	1.0	.	.	.	1.0
> Miscellaneous caused		29.0	39.0	44.0	48.0	52.0	30.0	36.0	21.0	20.0
> Collisions		5.0	15.0	22.0	18.0	5.0	6.0	10.0	8.0	10.0
> *** Collisions on main line track		4.0	8.0	2.0	5.0	2.0	2.0	2.0	3.0	2.0
> Derailments		181.0	167.0	218.0	195.0	186.0	198.0	191.0	115.0	135.0
> Other types, e.g., obstructions		45.0	43.0	50.0	70.0	66.0	45.0	43.0	34.0	33.0
Accidents with reportable damage > \$100K		50.0	54.0	82.0	71.0	61.0	60.0	59.0	47.0	47.0
*** Percent of total > \$500K		21.6	24.0	28.3	25.1	23.7	24.1	24.2	29.9	26.4
*** Percent of total > \$1,000,000		12.0	17.0	23.0	28.0	16.0	23.0	15.0	10.0	13.0
*** Percent of total > \$1,000,000		5.2	7.6	7.9	9.9	6.2	9.2	6.1	6.4	7.3
*** Percent of total		6.0	8.0	11.0	11.0	9.0	12.0	6.0	5.0	6.0
*** Percent of total		2.6	3.6	3.8	3.9	3.5	4.8	2.5	3.2	3.4
Train accidents on main line		78.0	81.0	94.0	97.0	78.0	76.0	68.0	53.0	59.0
Rate per million train miles		1.3	1.3	1.3	1.3	1.0	1.1	0.9	0.9	1.0
Accidents on yard track		123.0	123.0	165.0	157.0	150.0	136.0	141.0	91.0	101.0
Rate per million yard switching train miles		22.7	22.7	29.6	26.2	24.0	21.4	22.2	16.3	18.5
HAZMAT RELEASES		2.0	2.0	4.0	4.0	2.0	4.0	1.0	4.0	2.0
--- Cars carrying hazmat	CARS	803.0	835.0	1,210.0	1,299.0	1,293.0	851.0	1,287.0	754.0	1,134.0
--- Hazmat cars damaged/derailed	CARS DMG	78.0	123.0	147.0	127.0	116.0	97.0	107.0	110.0	71.0
--- Cars releasing	CARS HZD	8.0	4.0	9.0	5.0	2.0	4.0	1.0	7.0	3.0
HIGHWAY-RAIL INCIDENTS		184.0	156.0	172.0	166.0	170.0	135.0	117.0	120.0	118.0
Rate per million train miles		2.8	2.2	2.3	2.1	2.1	1.7	1.5	1.8	1.7
--- Highway-rail incidents		27.0	15.0	25.0	19.0	32.0	23.0	7.0	16.0	24.0
--- Highway-rail incidents deaths		51.0	53.0	58.0	80.0	78.0	61.0	48.0	44.0	50.0
--- Highway-rail incidents injuries										

Category	LABEL OF FORMER VARIABLE	2002	2003	2004	2005	2006	2007	2008	2009	2010
Incidents at public xings		162.0	135.0	139.0	137.0	144.0	111.0	100.0	96.0	104.0
*** Percent of total		88.0	86.5	80.8	82.5	84.7	82.2	85.5	80.0	88.1
***OTHER		431.0	405.0	396.0	429.0	388.0	432.0	421.0	342.0	415.0
ACCIDENTS/INCIDENTS										
2/***										
--- Other incidents deaths		25.0	26.0	27.0	41.0	33.0	27.0	23.0	25.0	28.0
--- Other incidents injuries		417.0	388.0	385.0	405.0	367.0	421.0	412.0	322.0	395.0
Employee hours worked		31,984,455.030,684,343.032,403,430.033,828,194.036,007,637.035,591,996.034,753,948.031,009,262.030,931,327.033,898.0								
Total train miles		65,058,133.069,917,603.075,381,770.079,715,604.081,638,312.077,827,218.078,510,117.066,246,100.067,524,019.071,382.0								
Yard switching miles		5,429,796.0	5,407,199.0	5,580,793.0	5,995,336.0	6,247,037.0	6,348,838.0	6,360,514.0	5,575,866.0	5,456,585.0
Passengers transported	REVPASS	.	.	.	.	.	.	.	.	.
Passengers kld in train accs or crossing Incs		.	.	.	.	.	.	.	.	.
Passengers inj in train accs or crossing Incs	
Passengers kld in other incidents	
Passengers inj in other incidents	

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Pedestrian struck, killed by train near Castle Rock

- [Story](#)

Pedestrian struck, killed by train near Castle Rock

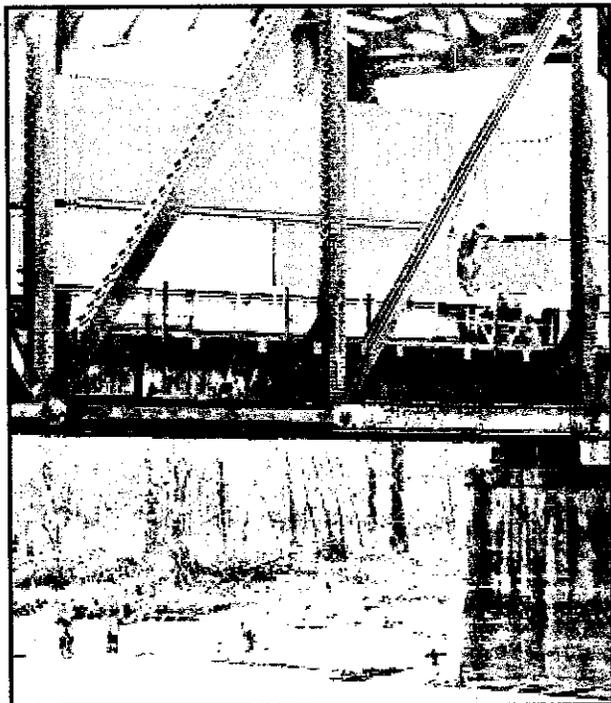
By Leslie Slape / The Daily News The Daily News Online | Posted: Tuesday, March 13, 2012
10:30 pm

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Roger Werth / The Daily News

Two officials walk under the Toutle River railroad trestle Tuesday where a man was struck by a train and killed around 9 a.m. earlier in the day.

A man was struck and killed by a freight train while walking across the Toutle River railroad bridge north of Castle Rock shortly before 9 a.m. Tuesday.

Cowlitz County sheriff's deputies recovered the man's body from the north end of the span.

Gus Melonas, spokesman for Burlington Northern Santa Fe Railroad, said a southbound Union Pacific freight train traveling on the BNSF double main line struck the man as he trespassed on the trestle about 18 miles north of Longview.

Deputy Coroner Brett Dundas said the death appears to be accidental. He said his office should be able to release the man's identity Wednesday.

"We think we know who it is," Dundas said. "We have to verify through prints and then notify next of kin."

One set of tracks was reopened at 10:45 a.m. BNSF officials are continuing to investigate the accident, Melonas said Tuesday afternoon.

The man was the fourth person killed on BNSF railroad tracks in Washington this year and the second near Castle Rock, Melonas said. In January, an Amtrak passenger train struck and killed Phillip Hix, a 31-year-old Longview transient, as he walked alongside the tracks a half-mile north of

Castle Rock. The other two fatal accidents happened near Wapato and Ephrata, Melonas said.

Seven trains were delayed: two Amtrak trains, two BNSF freight trains and three UP freight trains, he said. Sixty trains operate in a 24-hour period on this line, he said.

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Posted in Local on *Tuesday, March 13, 2012 10:30 pm* Updated: 8:27 am.

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Other Stories

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- Longview's pesky squirrels fuel lively debate

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Coal's Spontaneous Combustion Problem

Coal fires are a given, but what are the risks?

Eric de Place on April 11, 2012 at 10:21 am



This post is part of the research project: [Northwest Coal Exports](#)

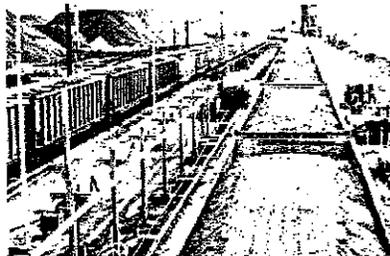


Photo courtesy of Paul K Anderson. Used with permission.

Those who are evaluating export proposals might do well to examine one little-talked-about peculiarity of Powder River Basin coal: it has an unfortunate tendency to spontaneously combust, even in rail cars and stockpiles.

To be clear, it's not as if coal trains will be delivering blazing cargoes. The threat is likely to be more insidious—slowly smoldering coal that is perhaps emitting noxious gases into neighboring communities. Yet the severity and toxicity of these gases are largely unknown.

Does self-ignited coal pose a genuine public health risk or is it little more than a handling annoyance for coal shippers? We don't know. But we do know that even the

coal industry says self-ignition is a problem:

Operators familiar with the unique requirements of burning PRB coal will tell you that it's not a case of "if" you will have a PRB coal fire, it's "when."

In fact, one technical analysis—demonstrating that "PRB represents the extremes of handling problems"—found that:

Spontaneous combustion of coal is a well-known phenomenon, especially with PRB coal. This high-moisture, highly volatile sub-bituminous coal will not only smolder and catch fire while in storage piles at power plants and coal terminals, but has been known to be delivered to a power plant with the rail car or barge partially on fire...

Needless to say, even low intensity fires are potentially troublesome for communities near stockpiles or along rail corridors. Yet it's hard to evaluate the magnitude of the problem.

I'm not aware of any scientific study that has looked at the health risks of spontaneously combusted Powder River Basin coal. (There is ample occupational safety literature for coal facility operators.) That said, there is reason to worry that smoldering coal emits harmful pollutants:

A study in Israel that evaluated oxidizing coal found that stockpiles emit concentrations of carbon monoxide and hydrogen, as well as hydrocarbons like propane and methane. (This study looked at US coal, but of a higher sulfur variety than PRB coal.)

A study of spontaneous combustion in coal fields in South Africa found that the coal fires emitted a range of gases, including toxic substances, carcinogens, and heavy metals. (This study focused on coal mining sites, which can have rather different characteristics than stockpiles.)

Though Powder River Basin coal does not spontaneously explode or burst into full flame (at least not outside of confined environments) it is clear that under the wrong conditions it can self-ignite and burn slowly while traveling in a rail car, standing in a stockpile, or moving along a conveyor system.

We don't know enough to understand the risk of hazardous emissions from smoldering coal. But the problem is worrisome enough that Northwest officials should carefully evaluate the health and safety risks to ensure that large coal shipments would not threaten local communities with spontaneous combustion problems.

To:

Subject: Re: [COAL-EXPORT-FORUM] Powder River Basin coal: Spontaneous Combustion!

It's the reason they can't cover the gondolas. That smoldering 80-acre pile at Cherry Point will be sitting near huge propane and butane storage tanks next door at BP. What a fun combination!

Any stories out there about coal fires on ships?

Terry

Terry J. Wechsler

360-656-6180 (r), 541-913-5976 (c)

From: "Joëlle Robinson" <

>

To:

Sent: Wednesday, April 11, 2012 1:54:31 PM

Subject: [COAL-EXPORT-FORUM] Powder River Basin coal: Spontaneous Combustion!

Sharing from our colleagues at Sightline.

From: Eric Hess [

]

Sent: Wednesday, April 11, 2012 1:47 PM

@sierraclub.org'; 'ckiyomura@hotmail.com'; 'Bethany Cotton (

); 'Peter

Cornellison (

); Krista Collard

Subject: New Sightline post: Spontaneous Combustion!

Here's our latest:

Coal companies acknowledge that with PRB coal, it's not a matter of if, but when, coal fires will happen. It's unlikely we'll get massive fireballs, but it could smolder along the rail line, emitting some toxic gases. We don't know what the effect of those will be, but it's probably something that should be looked at.

Share, please!

Facebook:

Smoldering coal down our railways? What's the impact?

Twitter:

#Coal's spontaneous combustion: what's the risk? bit.ly/ltQKfk #toxics

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information: [Check out our Listserv Lists support site for more information:](#) Sign up to receive Sierra Club Insider, the flagship e-newsletter. Sent out twice a month, it features the Club's latest news and activities. Subscribe and view recent editions at

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Yaver

From: Beyond Coal Bellingham [COAL-WA-BELLINGHAM-LEADERS@LISTS.SIERRACLUB.ORG] on behalf of Terry Wechsler [wechslerlaw@COMCAST.NET]
Sent: Wednesday, April 11, 2012 3:37 PM
To: COAL-WA-BELLINGHAM-LEADERS@LISTS.SIERRACLUB.ORG
Subject: [COAL-WA-BELLINGHAM-LEADERS] Fwd: [COAL-EXPORT-FORUM] Powder River Basin coal: Spontaneous Combustion!
Attachments: image005.jpg; image006.jpg

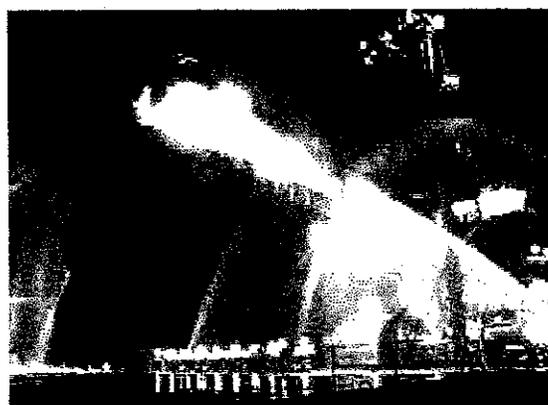
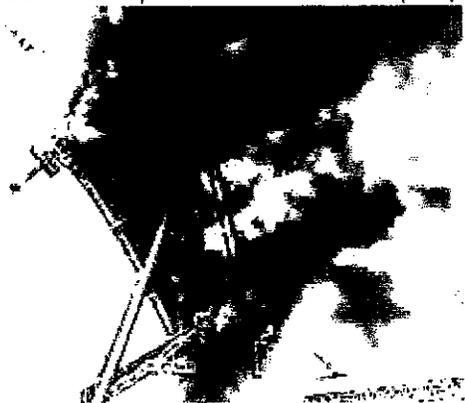
You've got to see this if you're not on the other listserve!
Terry

Terry J. Wechsler
360-656-6180 (r), 541-913-5976 (c)

From: "Jan Hasselman" < >
To: " < >,"

Sent: Wednesday, April 11, 2012 3:09:50 PM
Subject: RE: [COAL-EXPORT-FORUM] Powder River Basin coal: Spontaneous Combustion!

Shiploaders. 2 separate fires in LA coal port, 2000-01.



From: Coal Exports Working Group [Terry Wechsler
Sent: Wednesday, April 11, 2012 2:29 PM

] On Behalf Of



FATAL COLLISION: A 32-year old man was killed and two children injured Monday morning when a Capital Metro train struck a car in North Austin, Texas. Everyone on board the train was evacuated safely.

