



Hazardous Materials Response Plan

Effective 0001 Pacific Standard Time

August 5, 2019

Updated February 17, 2021

**Spokane, Spangle & Palouse Railway
4915 S. Ben Franklin Lane, Bldg. 2
Spokane, WA 99224
509-310-3686**

Effective Date: 08-05-2019
Updated: 02-17-2021

In event of EMERGENCY Contact:
SSP Dispatch 509-310-3686

I. INTRODUCTION

This **Hazardous Material Emergency Response Plan** has been established to aid personnel who may be involved with emergency response situations associated with hazardous substances in rolling stock. It is designed to be consistent with Federal emergency response plan provisions identifying guidelines to address releases of, or substantial threats of releases of, hazardous substances as defined in that section. The term “hazardous substances” also includes “hazardous materials” as defined in DOT regulations. For purposes of this plan, both terms will be included and referred to as “hazardous materials”.

II. EMERGENCY ACTIONS, ALERTING AND INITIAL NOTIFICATIONS

A. Train Crew/Initial Observer Instructions

Take the following actions when observing a hazardous materials release:

1. General Requirement

When an emergency occurs, **SAFETY IS OF FIRST IMPORTANCE**. Follow the instructions contain in the Emergency Response Guide including:

- Move upwind/uphill and away from release with shipping papers (as specified in Train List or Emergency Response Guidebook).
- Look for a fire or vapor cloud.
- Avoid contact with material and vapors.
- Determine the status of crew members in the area.
- Warn and keep everyone at a safe distance.
- Eliminate any ignition sources by not smoking or using fuses.



2. Immediate Notifications

DO NOT WAIT TO MAKE NOTIFICATIONS. Promptly supply all available information.

In ALL cases:

- Contact Dispatcher
 - 509-310-3686

If Dispatcher is off duty, contact:

- General Manager, Operations – Jim Soulia
 - 480-584-8025, jim@ssprw.com
- Manager, Train Operations, Chad Stevenson
 - 509-523-4445, chad@ssprw.com
- Safety Director, Joe Colgan
 - 712-828-1323, jcolgan@omahatrack.com

In cases of **IMMEDIATE danger** to people, property, or environment (death, injury, fire, hazmat release, etc.):

- Contact Local Emergency Responders

911

3. Fire or Vapor is Cloud Visible

- Move upwind/uphill and away from release with shipping papers (as specified in Train List or Emergency Response Guidebook).
- Eliminate any ignition sources by not smoking or using fuses.
- Provide Dispatcher with as much information of the following information as possible:
 - Location of Emergency (station, mile post, etc.)
 - Status of Crew
 - Equipment Involved
 - Surroundings (populated areas, bodies of water, terrain, access roads)
 - Location for Rendezvous with Emergency Responders
- Once in safe location, cooperate with emergency responders.



- Review shipping papers and emergency response information.
- If review of Evacuation Section of Emergency Response Guide (ERG) or shipping paper recommends, move farther from the scene.

4. No Fire or Vapor Cloud Visible

- Review shipping papers and inspect train.
- Identify equipment involved.
- Identify release status.
- If a release is identified (unusual smells or noises):
 - Avoid Contact with Material or Vapors.
 - Move Upwind a Minimum of One-Half Mile.
 - Avoid Low Areas.
 - Eliminate Ignition Sources.
- Provide Dispatcher with as much of the following information as possible:
 - Location of Emergency (station, mile post, etc.)
 - Status of Crew
 - Equipment involved
 - Surroundings (populated areas, bodies of water, terrain, access roads)
 - Location for rendezvous with emergency responders
- Once in safe location, cooperate with emergency responders.
- Review shipping papers and emergency response information.
- If review of Evacuation Section of Emergency Response Guide (ERG) or shipping paper recommends, move farther from the scene.

5. Cooperating with Emergency Responders

- Assist emergency response agencies, as appropriate.
- Provide emergency response agency an extra copy of the Train List or shipping papers. If an extra copy is not available, share the copy you have with the emergency response personnel.
- Assist emergency responders in identifying cars and commodities involved.
- Communicate with first railroad manager on scene a description of incident and indicate assistance provide to emergency responders.
- Do not discuss incident with media.



- Remain in a safe location until further instructions are received.

DISPATCHER INSTRUCTIONS

Take the following actions when notified of a hazardous material release:

1. Ensure Protective Action

Ensure that all involved personnel have:

- Moved upwind/uphill and away from release (as specified in Train List, Instructions for Handling Hazardous Materials and the Emergency Response Guidebook.
- Made an emergency call to 911 and other appropriate Dispatchers.
- Looked for a fire or vapor cloud.
- Avoided contact with material and vapors.
- Determined the status of crew members in the area.
- Warned everyone to keep at a safe distance.
- Eliminate any ignition sources by not smoking or using fuses.

2. Immediate Notifications

DO NOT WAIT TO MAKE NOTIFICATIONS. Promptly supply all available information. As other information becomes available, notify railroad management, emergency responders and train crew. Dispatchers must utilize checklist.

In ALL Cases:

- Determine and **ensure applicable initial observer notifications** were made including:
 - 911
 - Local Authorities – Appendix A
 - Joint Operation Dispatchers or Yardmaster
- Contact Railroad Management
 - Contact Dispatcher
 - **509-310-3686**
 - General Manager, Operations – Jim Soulia
 - 480-584-8025, jim@ssprw.com
 - Manager, Train Operations, Chad Stevenson
 - 509-523-4445, chad@ssprw.com
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Once railroad management is notified, the Internal Crisis Plan will be activated. From that point forward, Crisis Manger (Safety Director), will be initial point of contact for all operations (e.g., emergency response, DEQ, etc.)

- If accident occurs on BNSF Railway Trackage (within 1 mile of Marshall, WA yard):
BNSF Emergency 800-832-5452
- Contact National Response Center (NRC)
(800) 424-8802

NOTE: Federal law requires that anyone who releases into the environment a reportable quantity of a hazardous substance (including oil when water is or may be affected) or a material identified as a marine pollutant must immediately notify the NRC. When in doubt as to whether the amount released equals the required reporting levels for these materials, the NRC should be notified.

The NRC, which is operated by the U.S. Coast Guard, receives reports required when dangerous goods and hazardous substances are spilled. After receiving notification of an incident, the NRC will immediately notify the appropriate Federal On-Scene Coordinator and concerned Federal agencies. In many instances State agencies must be notified of a reportable quantity spill.

Contacting NRC applies to incidents on insert RR name trackage ONLY.

- Emergency Contacts – Appendix A

3. Types of Notification Information

The following chart identifies the types of information that can be important when making notifications. Obtain this information only if there is **no risk to personal or other personnel's safety**.

Information about yourself	Name Location (place where you will meet responders) Contact number (telephone number, radio frequency, etc.)
Type of emergency	Derailment Fuel spill Hazardous material release Other



Location of emergency	Mile Post; Subdivision Name of facility/yard/track Street address, City, County
Status of those in area	Number of deaths and injuries, and names, if known
Date and time of emergency	Date Current time: approximate time incident occurred
Effect on train operations	Delays to train operations and service interruptions
Equipment involved (rail, other)	Car initial and number Unit number Name and quantity of hazardous material Hazard Class
Description of surroundings	Nearness to populated buildings, other important or occupied buildings, if so, do the buildings need to be evacuated. Are evacuation shelters in place? Nearness to important roads, bridges, drainage ditches, streams, waterways, bodies of water, and drains. Are any roadways blocked or closed?
Resources required	Fire Ambulance Law enforcement
Initial actions taken	Agencies responding Remedial action taken (evacuation, control of released materials, etc.)
Initial notifications made	Identify any notifications already completed
Weather conditions	Temperature, cloud cover, inclement conditions

4. Attachments:

- Appendix A – Emergency Contacts
- Appendix B – Tank Car Specifications



Appendix A

Emergency Contacts

Spokane, Spangle & Palouse Railway

Jurisdiction	Name:	Contact	Phone
Spokane	Spokane County Sherriff	Police	509-477-5980 (Opt 3)
Spokane	Spokane County Emergency Dispatcher	Fire/Police	509-456-3855
Spokane	Spokane County Fire	Fire	911
State of WA	Washington State Patrol	Police	800-283-7804 or 509-227-6560
City / Town	Spangle	Fire	509-245-9209
City / Town		Police	509-456-2233
City / Town	Whitman County Sherriff	Police	509-397-6266
City / Town	Rosalia	Fire	509-523-3151
City / Town		Police	509-523-3521
City / Town	Oakesdale	Fire	509-285-5001
City / Town	Garfield	Fire	509-635-1122
City / Town		Police	509-635-1133
City / Town	Palouse	Fire	509-878-1331
City / Town		Police	509-878-1611
Haz-Mat Response	Poison Control Center	Poison Control	800-732-7685
Haz-Mat Response	Washington Emergency Mgmt. Division		1-800-258-5990
Haz-Mat Response	National Response Center		1-800-424-8802



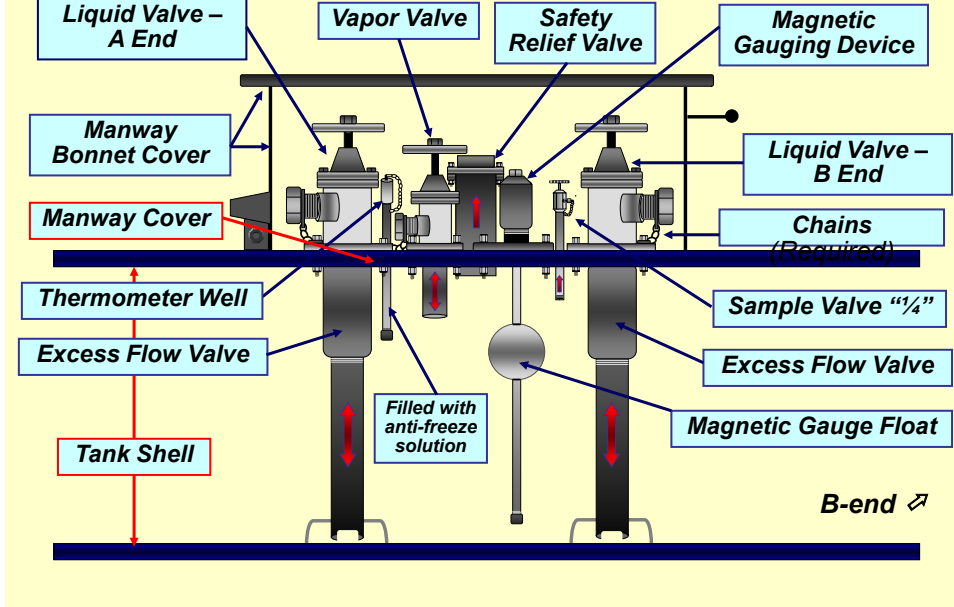
Appendix B Tank Car Specifications

Pressure Tank Cars



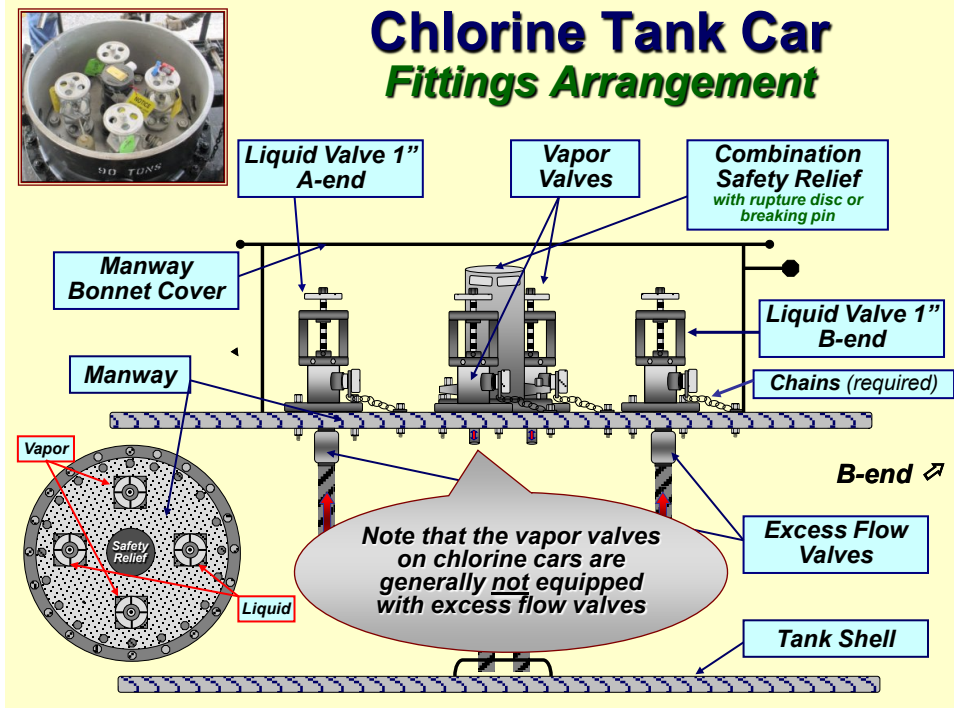
*Pressure tank cars typically transport Hazmat, including Class 2 materials. Tank test pressures are **100, 200, 300, 340, 400, 500 & 600 psi**. They also range in capacity from 4,000 to 45,000 gallons. Most are top loading/unloading with their fittings for loading/unloading, pressure relief & gauging located **inside a protective housing** mounted on the manway cover plate on top of the car. Pressure tank cars represent app. 22% of the tank car fleet.*

Standard Pressure Tank Fittings Arrangement



Appendix B Tank Cars Specifications

Chlorine Tank Car Fittings Arrangement



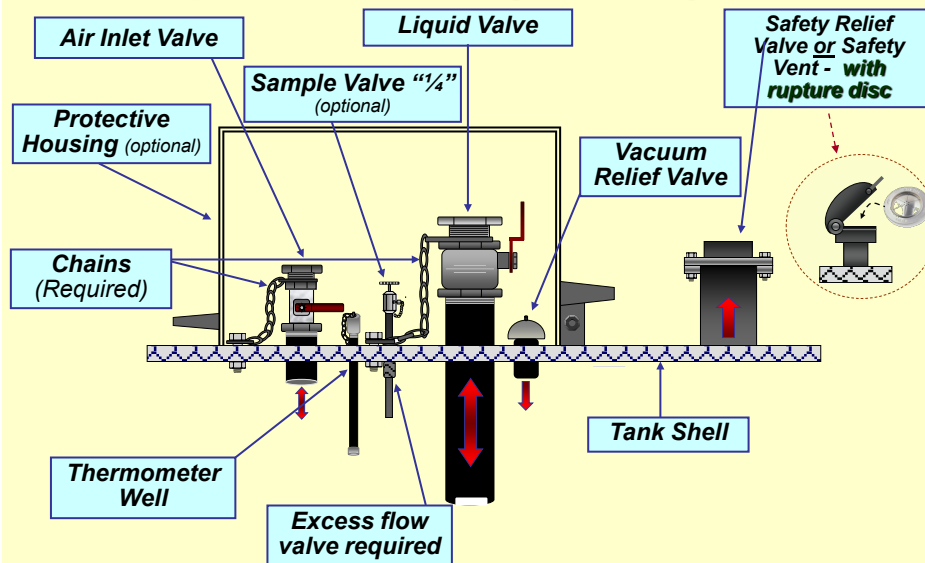
Non-Pressure Tank Cars



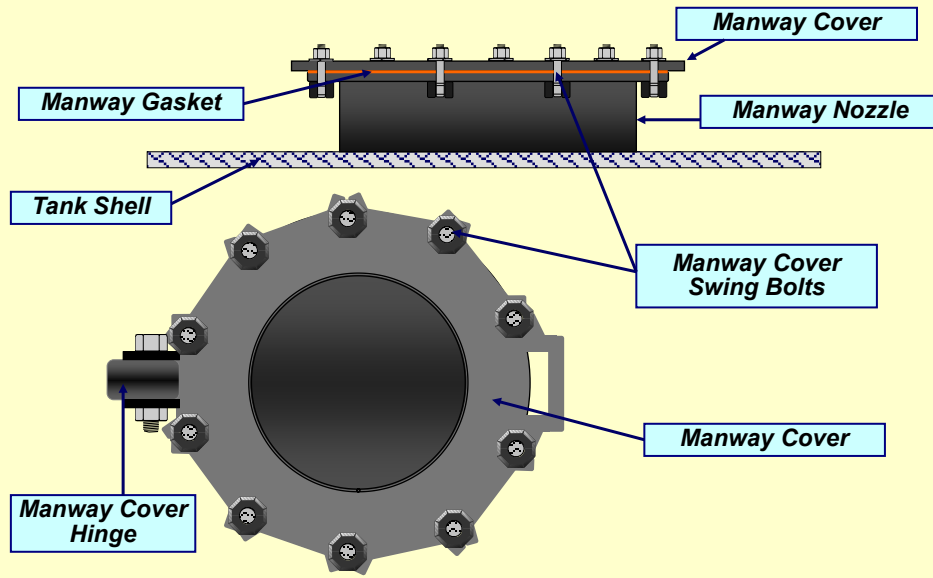
*Non-pressure (low pressure, general service) tank cars – represent app. 77% of the fleet & are used to transport hazmat & non-hazmat. Tank test pressures are **60 & 100 psi**, with capacities ranging from 4,000 to 45,000 gallons. Fittings for loading/ unloading, vacuum relief, gauging, etc. are generally visible on the top of the car. They may be compartmented, with its own set of fittings, and can be equipped with jackets, insulation or without either.*

Appendix B Tank Car Specifications

Standard Non-Pressure Tank Top Valves / Fittings Arrangement

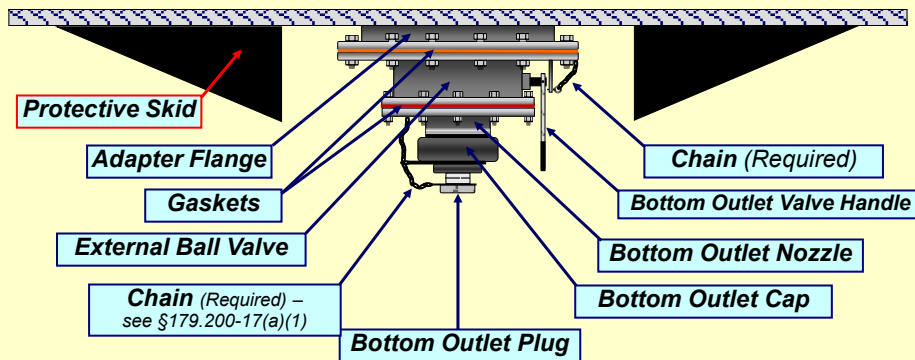


Standard Non-Pressure Tank Top Fittings Arrangement - Manway



Appendix B Tank Car Specifications

Standard Non-Pressure Bottom Outlet Valve Arrangement



Specialized Tank Cars



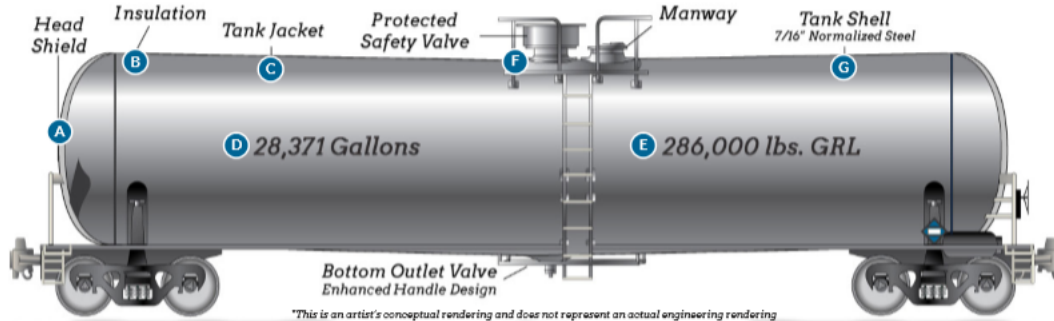
Specialized tank cars comprise only about **½ of 1%** of the tank car fleet. Cryogenic liquids are shipped in **DOT 113** tank cars & their counterpart **AAR 204W** tank cars. Cryogenic tank cars carry Argon, Ethylene, Hydrogen, Nitrogen, Oxygen, etc at very low pressures, generally below 25 psig. These cars are “tanks within a tank”.

Other specialized tank cars, such as **DOT 107A** High Pressure Tube cars are basically a frame car loaded with seamless, non-insulated 40' cylinders, which are permanently attached to the car. Test pressures vary from 3000 to 5000 psi.

Appendix B Tank Car Specifications

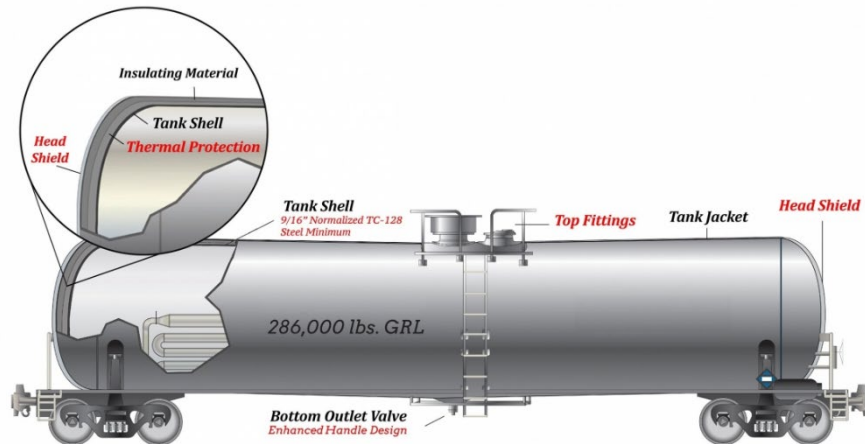
AAR CPC-1232 TANK CAR

In 2011, the tank car industry voluntarily began building rail tank cars to the Association of American Railroads CPC-1232 specification for tank cars in crude oil and ethanol service, with the "good faith" belief that the DOT would adopt standards consistent with this specification. The industry estimates that more than \$7 billion has already been invested to put 57,000 CPC-1232 tank cars into service by 2015. Some of the key features are shown in the diagram below.



- A Head Shield** - Half-inch steel plating is added to reinforce the ends of the tank car. Some cars have full-height head shields, while others have half-height head shields.
- B Insulation** - Jacketed tank cars have a layer of insulation between the tank shell and jacket to keep the contents at an appropriate temperature during shipping, loading and unloading.
- C Tank Jacket** - The tank jacket is a sheet of 1/8" steel surrounding the entire tank. The jacket is an effective means of protecting a car after a derailment occurs, reducing the chances of leaks.
- D Capacity** - Jacketed cars would have various capacities, one example being 28,371 gallons.
- E Gross Rail Load** - Jacketed tank cars have a gross rail load of 286,000 lbs. due to the added weight of steel jackets and other components.
- F Top Fittings** - Tank cars have top fittings protection including a 3/4" structural steel housing, with the safety valve contained within the housing.
- G Tank Shell** - Tank shells are made of normalized steel that has been heat-treated and air-cooled for a more uniform structure. Some CPC-1232 tank cars substitute half-inch, normalized steel tank shells in place of jackets.

DOT 117 Specification Car



Safety enhancements of DOT Specification 117 Tank Car:

- Full-height 1/2 inch thick head shield
- Tank shell thickness increased to 9/16 inch minimum TC-128 Grade B, normalized steel
- Thermal protection
- Minimum 11-gauge jacket
- Top fittings protection
- Enhanced bottom outlet handle design to prevent unintended actuation during a train accident

