

MEMORANDUM

DATE: November 7, 2007

SUBJECT: Alleged Anhydrous Ammonia Leak
Norfolk Southern, Scranton PA

TO: Daniel C. Buckley
DRA, Region 2

FROM: Joseph E. Connelly
RRSS, Region 2

Background Information

On October 11, 2007, the Federal Railroad Administration received information from a reporter working for the Scranton Times Tribune that on Monday, October 7, 2007, shortly before 7:00 pm, 32 secondary school children, practicing for an upcoming cheerleading competition were sickened by fumes, which were described as ammonia-like.

At least 32 of the school children, ranging in age from 9 to 13 years were treated at area hospitals immediately following the incident, and then released. One child was still being treated the day following the release. According to the newspaper reports, a Norfolk Southern train, transporting Anhydrous Ammonia tank cars had passed through the area approximately one hour before the children started smelling the odor.

Due to the nature of the complaint and the allegation that the odor originated from a passing Norfolk Southern train, Deputy Regional Administrator Buckley requested that an immediate investigation be conducted. Inspector Jeffrey Moore was assigned from the Philadelphia Regional Office.

Investigation

Physical Inspection

Inspector Moore determined that the train involved was Norfolk Southern train 13T9908, originating from Binghamton NY, destined for Allentown PA. Reviewing the train consist,

Inspector Moore identified three tank cars containing Anhydrous Ammonia. Those cars were identified with the following reporting marks; GATX 9278; GATX 51993 and GATX 202686. They were the 46th, 47th and 48th cars in the train.

GATX 9278, 51993 and 202686 were offered for transportation by Terra Nitrogen Co., Courtright, Ontario, Canada consigned to two different locations within the State of Pennsylvania. Tank cars 9278 and 202686 were consigned to Airgas Specialty Products Inc at Palmerton, PA and Tank car 51993 was consigned to Tanner Industries at Southampton PA. Though at the time, of notification, Inspector Moore was assigned to other duties, he made immediate arrangements to inspect each of the cars.

On October 12, 2007, at 4:44 am, Inspector Moore arrived at the Airgas Facility to inspect both GATX 9278 and GATX 202686. His inspection of both cars showed the following:

GATX 9278 had been previously unloaded on October 11, 2007. According to Airgas personnel, they broke the seal applied by Terra Nitrogen Co. and unloaded the car, noticing no problems during the unloading process. Though the car had been unloaded, Inspector Moore inspected the car for previous signs of leakage. He also used a leak detection solution to ensure that all gasket materials were intact and all closures, valves and other openings were sealed and in proper condition for service.

GATX 202686 was “on spot” for unloading. Airgas personnel broke the shipper’s seal, which allowed Inspector Moore access to all valves, fittings and closures. Using a leak detection solution, Inspector Moore checked all valves, fittings and closures and found that they were all sealed and in proper condition for service.

With the inspection completed on both cars consigned to Airgas Industries, Inspector Moore drove the railroad interchange at Tamaqua PA to inspect tank car GATX 51993. At Tamaqua, Inspector Moore found GATX 51993 still sealed with the shipper’s seal. He broke that seal to gain access to the valves, fittings and closures under the protective housing cover. Using a leak detection liquid, Inspector Moore found that all valves, fittings and closures were leak free. After his inspection was completed, he replaced the shipper’s seal with an FRA seal of equivalent tamper-resistance.

Pre-Trip Inspection

To determine that the cars were properly prepared for transportation and that each tank car was not overfilled, which could cause venting with drastic changes in temperature, Inspector Moore obtained the loading documents, weight tickets and physical characteristics of the Ammonia shipped by Terra Nitrogen Co. The following calculations were made for each tank car placed into transportation using the correction factor of 4.791. Though normal calculations are made for volume, Terra Nitrogen Co. loads by scale weight. For consistency, calculations are initially made by weight and subsequently made by volume, using the reference temperature specified by 49 CFR § 173.314(c) – SEE NOTE 2.

GATX 9278

Lt Weight of Car	99,500
Maximum Allowable Filling by Weight	158,302
Total Allowable by Weight	<u>257,802</u>
Load Limit	263,000
Actual Load	257,700

GATX 51993

Lt Weight of Car	101,400
Maximum Allowable Filling by Weight	158,189
Total Allowable by Weight	<u>259,589</u>
Load Limit	263,000
Actual Load	258,500

GATX 202686

Lt Weight of Car	99,400
Maximum Allowable Filling by Weight	159,363
Total Allowable by Weight	<u>258,763</u>
Load Limit	263,000
Actual Load	258,700

Volumetric Calculations were also made for each car, which can not exceed the 2% outage requirement for the reference temperature, essentially limiting each car to .98 of volume. This assures that the volume of liquid contained in each car will not expand beyond the containers volume capacity.

GATX 9278 volume capacity calculated to be .979%

GATX 51993 volume capacity calculated to be .979%

GATX 202686 volume capacity calculated to be .979%

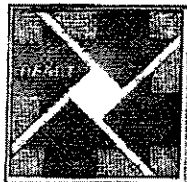
Conclusions

At the time of inspection for each tank car;

1. All tank cars were found in a secure condition and not leaking.
2. All valves, fittings and closures were found secure and in serviceable conditions
3. All tank cars were found not to exceed the maximum gross weight on rails.

4. All tank cars were found not to be overfilled by volume.

ATTACHMENTS:



React Environmental Services, Inc.

716 Jersey Avenue * Gloucester City, NJ 08030
(856) 456-6630 * Toll Free (800) 328-2439 * Fax (856) 456-6632
2810 Preble Avenue, Pitsburg, PA 15233
6901 Kingsessing Avenue, Philadelphia, PA 19142
PO Box 21267, Bethlehem PA 18002
Visit our website at www.reactenv.com

REACT ENVIRONMENTAL SERVICES INCIDENT REPORT
PROJECT NUMBER: 7958-001

10/10/2007

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1. COMPANY RESPONDING: REACT ENVIRONMENTAL SERVICES, INC.
 2. INCIDENT DATE: 10/8/07
 3. LOCATION: Norfolk Southern's Lehighton, Pennsylvania Rail Yard
 4. TIME ARRIVED: React Environmental arrived at the Lehighton rail yard at approximately 23:00. Train 13T arrived at the Lehighton rail yard at approximately 24:00.
 5. PRODUCT(S) INVOLVED: Based on site and car inspections there were no products of any type found released upon investigation.
 6. ESTIMATED QUANTITY: None
 7. CLIENT CONTACT: John Casey, Norfolk Southern Corporation
 8. AGENCIES ON SITE: React Environmental personnel, Norfolk Southern employee John Bender, and the local trainmaster from the Allentown Yard.
 9. TYPE OF INCIDENT: Suspected releases of ammonia from rail cars in train 13T.
 10. APPARENT CAUSE OF INCIDENT: There were no confirmed leaks from any ammonia tank cars or tank cars containing hazardous materials. The incident occurred due to a reported ammonia leak in a town where the train had traveled through.
 11. SITE CONDITIONS UPON ARRIVAL: Upon arrival React personnel awaited the arrival of train 13T. Upon arrival React personnel walked the length of the train. There were no apparent hazardous materials leaks visible or detected.
 12. SUMMARY OF WORK PERFORMED: Once train 13T with lead engine #N.S. 9365 was stopped in the yard and secured React personnel immediately donned proper personal protective equipment (PPE) and checked the three (3) tank cars containing ammonia. GATX 9278, GATX 202686, and GATX 51993 were all checked with a properly calibrated ammonia vapor detector and no measurable ammonia vapors were found. React personnel checked the pressure relief housing and all possible points of release including valves, caps, and plugs. React again found no ammonia vapors at any possible points of release. All fittings, caps, plugs, and valves were found properly secured and no evidence of tampering with the tank cars was observed. React then concluded that there were no ammonia vapors being released from any of the tank cars inspected.
- React personnel then checked additional hazardous material tank cars for any leaks not related to ammonia vapors. Numerous butane tank cars were found on the train as well as a caustic soda tank car. No evidence of a release was observed on any tank car. React and Norfolk Southern determined that train 13T was secure and no hazardous material vapor was released from the tank cars. React then secured the scene and demobilized.

REACT ENVIRONMENTAL SERVICES INCIDENT REPORT
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- 13. ADDITIONAL WORK TO BE PERFORMED: None
- 14. WASTE GENERATED: No waste was generated from this response.
- 15. SAMPLES TAKEN: Air monitoring was performed and no measurable ammonia vapors were detected.
- 16. ATTACHMENTS: None
- 17. ADDITIONAL INFORMATION: None
- 18. PERSON MAKING REPORT/PHONE # : Joseph Caccamo 800-326-2439

Post-It® Fax Note		7671	Date	10/22/07	# of pages	2
To	Jeff Moore		From	WES Colander		
Co./Dept.	FRA		Co.	Norfolk Southern Corp.		
Phone #	(610) 521-8227		Phone #	(717) 541-2243		
Fax #	(610) 521-8225		Fax #	(717) 541-2419		



React Environmental Services, Inc.

716 Jersey Ave., Gloucester City, NJ 08030
(800) 326-2439 / Fax (856) 456-6632

November 6, 2007

Mr. Dave Schoendorfer
Manager – Hazardous Materials
Norfolk Southern Corporation, Box 13
110 Franklin Road
Roanoke, VA 24042-0013

RE: Supplemental Letter Report to:
React Environmental Services, Inc. Incident Report - 10/10/07
Ammonia Tank Cars , Lehighton, PA - Project Number 7958-001

Dear Mr. Schoendorfer,

This letter is to provide additional information to support the determination that (3) tank cars containing ammonia that I personally inspected were not leaking and did not appear to have leaked prior to the inspection completed around mid-night on October 8, 2007 at Norfolk Southern's Lehighton, PA Rail Yard. As noted on the incident report previously submitted, tank cars GATX 9278, GATX 202686, and GATX 51993 were inspected when train 13 T arrived at Lehighton Yard.

As background information, I have been personally involved with numerous high pressure tank car inspections, leaks and product transfers since 1971. This includes ammonia cars. Upon approaching the cars, there was no apparent ammonia odor or hissing noise. If any of the cars were leaking, it would usually be apparent from the ground because ammonia has an extremely low odor threshold. Based upon previous experience, even a relatively small leak of ammonia is noticeable from the ground. After climbing onto the platform of each car, I checked the cable seal to make sure the dome of the car was secure and not tampered with. The cable seal for each car was intact. I felt confident that I could determine if a car was leaking, or had leaked, without breaking a cable seal and actually opening the dome using the procedure described in the following paragraph. However, if I had detected a leak, or there was any evidence of a previous leak, I planned on cutting the cable seal, opening the dome, and dealing with the problem.

There was no ammonia odor present on the ground or on top of any of the cars. I used a small Honeywell, BW Technologies, Gas Alert, Extreme Ammonia Meter, Model GAXT-A to determine if there was any residual ammonia vapor inside the dome, if any of the valves or fittings were leaking. The meter provides a triple warning if any ammonia vapor is detected. It flashes, vibrates and provides an audible alarm if any ammonia vapor is present. The meter was calibrated the previous week. The device is small enough to fit through the side ports located on the sides of each dome. If there had been a previous release of ammonia, or any fittings were

Supplemental Letter Report to:
React Environmental Services, Inc. Incident Report - 10/10/07
Ammonia Tank Cars, Lehighton, PA - Project Number 7958-001
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leaking, the dome is a confined space, and there would have been ammonia vapor present sufficient to set off the meter's multiple alarms. The device did not detect the presence of any ammonia vapor. Then, I used a flashlight and looked into the dome of each car through the side ports and pressure relief port on top of the dome. All valves were in the closed position and it was obvious that the plugs were in place and tight based upon the distance they were screwed into the pipe fittings. Also, I was able to reach in through the ports. I tried to move the valves further to the closed position. There was no play in any of the valves checked.


Therefore, based upon my inspection, and actions taken to check for leaks, I feel confident with, and stand by the statement in the October 10, 2007 incident report that, "the pressure relief housing and all possible points of release including caps, plugs, and valves were found properly secured and there was no ammonia vapors at any possible points of release". Also, that, "no evidence of tampering with the tank cars was observed and there were no ammonia vapors detected at any possible points of release."

Please contact me if you have any questions or require additional information.

Sincerely,


Ron Gould
President

Cc: Mr. John Casey, Norfolk Southern, Engineer Environmental Operations



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Odor sickens 32 in city

BY JEN MARCKINI
STAFF WRITER
10/09/2007

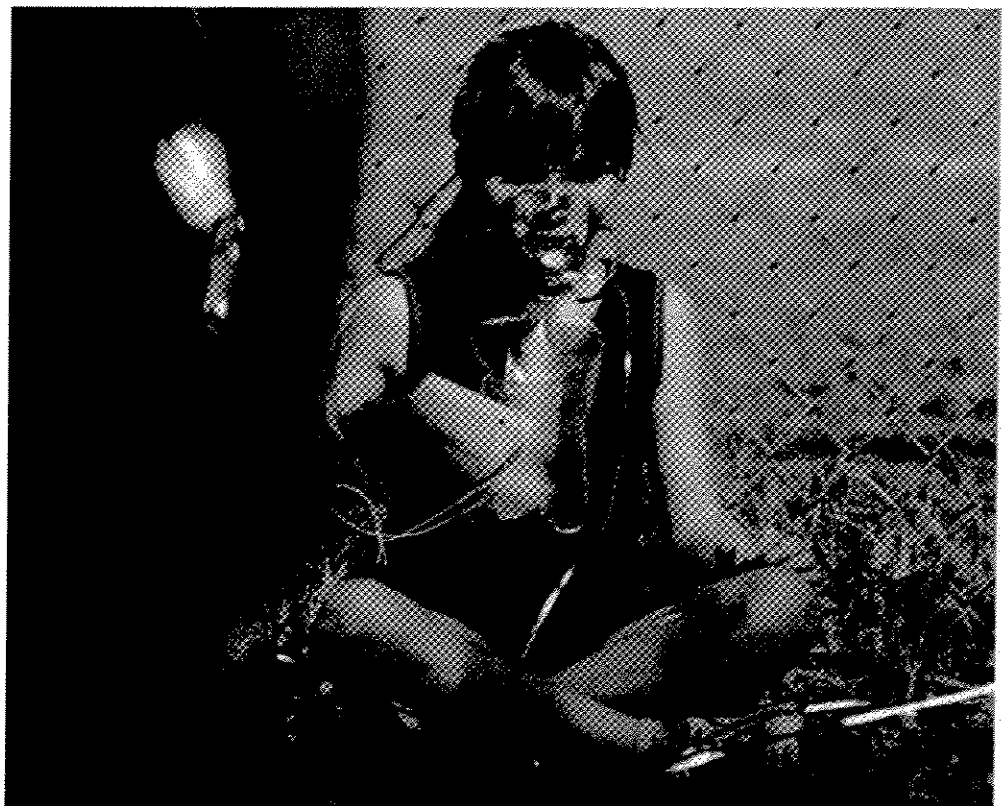
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Thirty-two girls became ill after inhaling ammonia-like fumes Monday night while at cheerleader practice at the North Scranton Vikings football field on Putnam Street, police say.

The girls, ranging in age from 9 to 13, complained of nausea and burning eyes, throats and noses. They were transported to Community Medical Center and Moses Taylor and Mercy hospitals in the city and Mid-Valley Hospital in Peckville, according to hospital spokesmen.

There was no further word on their conditions.

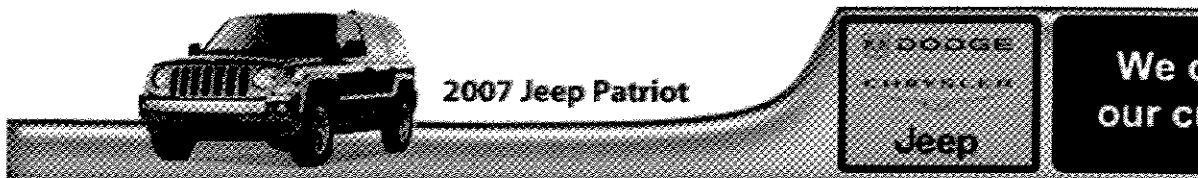
The incident occurred just before 7 p.m., and the smell had dissipated not long after, police said. Officials were trying to determine the cause of the odor late Monday.



A young girl breathes through an oxygen mask after being overcome by a chemical odor on Monday night during a North Scranton Vikings cheerleading practice held at North Scranton Vikings Field. Butch Comegys/ Staff Photographer

"We have nothing to verify where it came from," Scranton Fire Chief Tom Davis said. "We don't have any definite answers there."

They were investigating reports that a Canadian Pacific train traveled through the area on nearby tracks just before the smell occurred.



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Officials investigate cause of sickening fumes

By: Kimm R. Montone/STAFF WRITER
10/09/2007

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SCRANTON - Questions lingered today about the origins and contents of fumes that left 32 middle-school aged cheerleaders hospitalized.

One of them still remained at Community Medical Center for treatment this afternoon, said Dave Maconeghy, president of the North Vikings Football League.

Meanwhile, the Lackawanna County Emergency Management Agency and the Scranton Fire Department had few answers about the reported fumes that polluted the air at the North Scranton football field, located adjacent to the McDade Expressway and railroad tracks.

"We're going to continue to look into this and do some follow ups, working in conjunction with the communications center to see what we can come up with," said Scranton Fire Chief Tom Davis. "As of right now, we don't have an answer. It's strictly a mystery."

A hazardous materials team and first responders were dispatched to the field shortly before 7 p.m. for a reported ammonia odor.

Cheerleaders were using the field to practice for an upcoming competition.

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Parents fume over odor

BY KIMM R. MONTONE
STAFF WRITER
10/10/2007

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A day after an ammonia-like odor sickened 32 young cheerleaders at a North Scranton football field, officials are no closer to determining what it was or its origin. That has some parents fuming.

"They better find out what it was. There were a lot of sick kids here," said Dana Woysnar, a mother of a 13-year-old who was taken to a hospital after the incident happened Monday just before 7 p.m. "I don't think they should let it go. There's a reason everybody got sick."

North Scranton Vikings President Dave Maconeghy also wants answers.

"What if this ammonia has any side effects? Will they have lung problems tomorrow or weeks from now?" he asked. "We want to know where it came from."

Officials said Tuesday there are few leads.

"It was a brief occurrence, and nothing could be found one way or another," said Robert M. Flanagan, emergency management coordinator for Lackawanna County Emergency Management Agency. "If we can't find anything, there's nothing we can do."

Within 10 minutes of the initial call, first responders arrived at the North Scranton Vikings football field and started treating children as young as 9 years old for respiratory ailments, including shortness of breath and difficulty breathing.

In all, 32 children and two adults were hospitalized. One child remained hospitalized Tuesday, but parents said she was released later in the day.

Initial accounts pointed blame toward a nearby stretch of railroad tracks, where two tankers carrying anhydrous ammonia passed an hour prior to Monday's complaint. Emergency and railway officials were investigating that theory late Monday and Tuesday.

A Norfolk Southern Railroad Company spokesman confirmed Tuesday that a train carrying anhydrous ammonia - a product for industrial disinfectants and agricultural uses - passed through the area, although initial reports stated it was a Canadian Pacific Railway train.

Norfolk Southern's Rudy Husband said the train was inspected by five different railroad companies and that there was no leaks or malfunctions.

"There was no indication that the train was the source of the problem," he said.

At the practice field Tuesday evening, Mr. Maconeghy took a telephone call from a Norfolk Southern representative to schedule a meeting for today at 1 p.m. at the field.

Glancing over the dusty field, he pointed toward the locations where different cheering squads practiced.

The squad, situated at the southern end of the field, first noticed the fumes, he said.

Jackie Lishman attended her daughter's practice that night. Her daughter was among the first cheerleaders affected. She described it as a terrible ammonia smell.

"It started subtle and was to the point where your eyes were burning," she said. "I'd like to know. It's not normal for an area to become overwhelmed by an odor that made people sick."

A second squad at the 50 yard line felt ill shortly afterward, Mr. Maconeghy said.

And, a third squad of younger girls that were located near the highway suffered the least.

For parents, official comments provided little assurance.

"If they don't know what caused it, how can you tell if it'll happen again," Mrs. Lishman said.

Contact the writer: kmontone@timeshamrock.com

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**Bad Credit? No Credit?
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Mom still fuming over foul odor

BY KIMM R. MONTONE
STAFF WRITER
10/11/2007

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When Patti Whyte learned railroad company officials were meeting with the North Scranton Vikings president Wednesday, she made it a point to be there.

She had hoped to learn what caused her daughter and 31 other youth cheerleaders to become sick after they inhaled an ammonia-like odor on their practice field two days earlier.

"It's not the train, it's not that ... then what was it?" she asked after meeting privately with officials from the Norfolk Southern Railroad.

Rail company representatives reinforced earlier statements, saying a train hauling anhydrous ammonia that passed through the area Monday was inspected several times with the same results: there was no leak.

"Things haven't changed. We found out yesterday our train wasn't the problem," said Rudy Husband, a company spokesman, adding that the tankers hauling the anhydrous ammonia do not vent fumes and the cars were inspected by several railroad companies and officials.

According to eyewitness accounts and local authorities, the girls, ages 9 to 13, were practicing for a competition when some girls at the southern end of the field began complaining about an odor and started to experience breathing difficulties.

Other girls were also affected, but to a lesser extent. The smell dissipated and air monitoring equipment later failed to detect any traces of the mysterious odor. In all, 34 people were treated at four local hospitals and released.

On Tuesday, county and city officials said they had few leads and that there was not much to investigate.

"I think it's a done deal," said Scranton fire Chief Tom Davis on Wednesday. "We'll keep our eyes on things."

In the meantime, parents still wonder about the odor's origin, and whether it will happen again.

"I'm not totally happy, but I believe the railroad," said league president Dave Macone. "I still want to know where it came from."

Contact the writer: kmontone@timeshamrock.com

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Bad Credit? No Credit? Need A Car?



Feds investigating odor

BY KIMM R. MONTONE
STAFF WRITER
10/12/2007

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While local officials claim a lack of evidence has stalled an investigation into an ammonia-like odor that sickened 34 people Monday, a federal agency plans to launch its own probe into the incident.

A Federal Railroad Administration spokesman confirmed Thursday that the agency will inquire into whether a passing railroad car was the source of the smell that struck a group of cheerleaders and their parents at a North Scranton football field Monday evening.

"We are looking into the matter to ascertain if a leak could have occurred or if it was a highway vehicle," FRA spokesman Warren Flatau said. "We're still waiting to get information on the event."

Additional details may be available as soon as today, Mr. Flatau said.

Thirty-two cheerleaders, ages 9 to 13, and two adults were hospitalized for difficulty breathing, shortness of breath and other respiratory ailments after encountering the fumes.

A railroad tanker hauling anhydrous ammonia passed through the area about an hour before the complaints, but the Virginia-based Norfolk Southern railroad has previously denied allegations the fumes originated from its train.

"It's the first I heard of it ... We are obviously going to cooperate with the FRA," Norfolk Southern spokesman Rudy Husband said of the federal investigation. "I'll stand by the statement I made Tuesday and Wednesday. Our inspections of the train did not produce evidence that the source of the problem came from the train."

Company officials said the tanker cars were inspected several times without traces of a leak or malfunction.

Mr. Husband also said, during a meeting with several parents Wednesday, that the tanker cars do not vent fumes.

Meanwhile, the president of the North Scranton Vikings football league hopes the administration will provide some answers.

"We're not getting anywhere now, and I'm glad some other agency is looking into this," said David Maconeghy, president of the North Scranton Vikings football league.

Contact the writer: kmontone@timeshamrock.com

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AMMONIA TANK CAR INSPECTION REPORT

CAR NUMBER: GATX 51993 DATE: SEPT 23 107
 RELIEF VALVE DUE: 08 SAFETY SETTING: _____
 TANK TEST DUE: 08 SCALE NO.: #4 260
 YEAR BUILT: 98 PRODUCT: CG
 DOT SPEC: 112.5340W MG

TOP INSPECTION

ITEM	GOOD COND.	REPAIRS REQUIRED AS LISTED	ITEM	GOOD COND.	REPAIRS REQUIRED AS LISTED
Valves Liquid A	<input checked="" type="checkbox"/>		Face Plates Checked	<input checked="" type="checkbox"/>	
Liquid B	<input checked="" type="checkbox"/>		S02 Test	<input checked="" type="checkbox"/>	
Vent	<input checked="" type="checkbox"/>		Safety Platform	<input checked="" type="checkbox"/>	
Relief	<input checked="" type="checkbox"/>		Handrails	<input checked="" type="checkbox"/>	
Sample	<input checked="" type="checkbox"/>	Plugged Yes/No <input checked="" type="checkbox"/>	Slide Bar/Chain	<input checked="" type="checkbox"/>	
Thermowell	<input checked="" type="checkbox"/>	Plugged Yes/No <input checked="" type="checkbox"/>	Dome Pin/Chain	<input checked="" type="checkbox"/>	
Gauging Device	<input checked="" type="checkbox"/>	Plugged Yes/No <input checked="" type="checkbox"/>	Port Hole Flaps	<input checked="" type="checkbox"/>	
			Dome Cover/Vent	<input checked="" type="checkbox"/>	
			All Dome Parts	<input checked="" type="checkbox"/>	
			Seal on Dome Cover	<input checked="" type="checkbox"/>	
			Operator's Signature:	<u>ROSS</u>	

BOTTOM INSPECTION

Ladders, H'Rails Running Boards	<input checked="" type="checkbox"/>	Center Pin and Housing	<input checked="" type="checkbox"/>
Placard Holders	<input checked="" type="checkbox"/>	Stencilling, Paint Work, Air Lines	<input checked="" type="checkbox"/>
Brake Pads, Chain & Spring	<input checked="" type="checkbox"/>	Rust Holes Cracks in or Jacket	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Side Roller Bearing or Pads	<input checked="" type="checkbox"/>	Wheel Burns	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Wheel Damage	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Shell Damage	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Placards Instal.	Yes <input checked="" type="checkbox"/>	Flared	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Depressured	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Operator's Signature:	<u>[Signature]</u>

POST LOADING

All Valves Closed Tight	<input checked="" type="checkbox"/>	Stencilled Lt. Wt.	<u>100,400</u>
All Plugs Inserted Tight	<input checked="" type="checkbox"/>	Actual Weight	<u>101,200</u>
Checked for Leaks	<input checked="" type="checkbox"/>	Gross Weight	<u>258,500</u>
WHMIS Tag Installed	<input checked="" type="checkbox"/>	Car Seal #	<u>115745</u>
OK to Ship	<input checked="" type="checkbox"/>	Customer Seal #	<u>115241</u>
		Operator's Signature:	<u>[Signature]</u>
		Weight In Gallons	<u>33690</u>

Comments: (Please use back side of this sheet)

258559 MAXLOAD

Todd Wagner 2%



AMMONIA TANK CAR INSPECTION REPORT

CAR NUMBER: GATX 9278 DATE: Oct 9/07
 RELIEF VALVE DUE: 17 SAFETY SETTING: 2805
 TANK TEST DUE: 42 SCALE NO.: 3
 YEAR BUILT: 42 PRODUCT: CG
 DOT SPEC: 112 J 340 W MG

TOP INSPECTION

ITEM	GOOD COND.	REPAIRS REQUIRED AS LISTED	ITEM	GOOD COND.	REPAIRS REQUIRED AS LISTED
Valves	✓		Face Plates Checked	✓	
Liquid A	✓		S02 Test	✓	
Liquid B	✓		Safety Platform	✓	
			Handrails	✓	
Vent	✓		Slide Bar/Chain	✓	
			Dome Pin/Chain	✓	
Relief	✓		Port Hole Flaps	✓	
			Dome Cover/Vent	✓	
Sample	✓	Plugged Yes/No	All Dome Parts	✓	
Thermowell	✓	Plugged Yes/No	Seal on Dome Cover	✓	
Gauging Device	✓	Plugged Yes/No	Operator's Signature:	<i>[Signature]</i>	

BOTTOM INSPECTION

Ladders, H'Rails Running Boards	✓		Center Pin and Housing	✓	
Steps and Grab Irons	✓		Coupler A	✓	
			Coupler B	✓	
Placard Holders	✓		Stencilling, Paint Work, Air Lines	✓	
Brake Pads, Chain & Spring	✓		Rust Holes Cracks in or Jacket	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Side Roller Bearing or Pads	✓		Wheel Burns	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Wheel Damage	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Shell Damage	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Placards Instal.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		Flared	Yes <input type="checkbox"/>	
			Depressured	Yes <input type="checkbox"/>	
			Operator's Signature:	<i>[Signature]</i>	

POST LOADING

All Valves Closed Tight	✓	Stencilled Lt. Wt.	99500
All Plugs Inserted Tight	✓	Actual Weight	101300
Checked for Leaks	✓	Gross Weight	257700
WHMIS Tag Installed	✓	Car Seal #	113058
OK to Ship	✓	Customer Seal #	112227
		Operator's Signature:	<i>[Signature]</i>
		Weight in Gallons	33714

Comments: (Please use back side of this sheet)

257802 MAX LOAD



AMMONIA TANK CAR INSPECTION REPORT

CAR NUMBER: CATX 202686 DATE: SEPT 22/07
 RELIEF VALVE DUE: 10 SAFETY SETTING: _____
 TANK TEST DUE: 15 SCALE NO.: #9 280
 YEAR BUILT: 05 PRODUCT: CG
 DOT SPEC: 112#24000 MS

TOP INSPECTION

ITEM	GOOD COND.	REPAIRS REQUIRED AS LISTED	ITEM	GOOD COND.	REPAIRS REQUIRED AS LISTED
Valves Liquid A	<input checked="" type="checkbox"/>		Face Plates Checked	<input checked="" type="checkbox"/>	
Valves Liquid B	<input checked="" type="checkbox"/>		S02 Test	<input checked="" type="checkbox"/>	
Vent	<input checked="" type="checkbox"/>		Safety Platform	<input checked="" type="checkbox"/>	
Relief	<input checked="" type="checkbox"/>		Handrails	<input checked="" type="checkbox"/>	
Sample	<input checked="" type="checkbox"/>	Plugged Yes/No <input checked="" type="checkbox"/>	Slide Bar/Chain	<input checked="" type="checkbox"/>	
Thermowell	<input checked="" type="checkbox"/>	Plugged Yes/No <input checked="" type="checkbox"/>	Dome Pin/Chain	<input checked="" type="checkbox"/>	
Gauging Device	<input checked="" type="checkbox"/>	Plugged Yes/No <input checked="" type="checkbox"/>	Port Hole Flaps	<input checked="" type="checkbox"/>	
			Dome Cover/Vent	<input checked="" type="checkbox"/>	
			All Dome Parts	<input checked="" type="checkbox"/>	
			Seal on Dome Cover	<input checked="" type="checkbox"/>	
			Operator's Signature:	<i>[Signature]</i>	

BOTTOM INSPECTION

Ladders, H'Rails Running Boards	<input checked="" type="checkbox"/>	Center Pin and Housing	<input checked="" type="checkbox"/>
Steps and Grab Irons	<input checked="" type="checkbox"/>	Coupler A	<input checked="" type="checkbox"/>
Placard Holders	<input checked="" type="checkbox"/>	Coupler B	<input checked="" type="checkbox"/>
Brake Pads, Chain & Spring	<input checked="" type="checkbox"/>	Stencilling, Paint Work, Air Lines	<input checked="" type="checkbox"/>
Side Roller Bearing or Pads	<input checked="" type="checkbox"/>	Rust Holes Cracks in or Jacket	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Wheel Damage	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Wheel Burns	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Placards Instal.	Yes <input checked="" type="checkbox"/>	Shell Damage	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Flared	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Depressured	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Operator's Signature:	<i>[Signature]</i>

POST LOADING

All Valves Closed Tight	<input checked="" type="checkbox"/>	Stencilled Lt. Wt.	<u>99,400</u>
All Plugs Inserted Tight	<input checked="" type="checkbox"/>	Actual Weight	<u>100,900</u>
Checked for Leaks	<input checked="" type="checkbox"/>	Gross Weight	<u>258,200</u>
WHMIS Tag Installed	<input checked="" type="checkbox"/>	Car Seal #	<u>115715</u>
OK to Ship	<input checked="" type="checkbox"/>	Customer Seal #	<u>115715</u>
		Operator's Signature:	<i>[Signature]</i>
		Weight in Gallons	<u>33910</u>

CG -> MG
 Comments: (Please use back side of this sheet)



Terra Product Analysis Sheet



Product Grade: Commercial Grade

Terra Industries Inc.
608 Fourth Street
Sioux City, Iowa 51161
712-277-1340

Traffic Coordinator Pam Boland
Phone: (519) 867-2739

Attn: James Matyasovsky
Fax: 724-379-7220

Certificate of Quality

Truck/Rail Shipment	
Ship Date:	OCT 5, 2007
Order Number:	81234448
Truck/Rail ID:	GATX 9278
Customer:	AIRGAS SPECIALTY PRODUCTS INC
Destination:	PALMERTON, PA.
Weight - lbs	158,200
Customer PO:	131006983

Laboratory results along with specifications for each constituent are listed below.

Chemical Properties	Minimum	Maximum	Analysis Results
Ammonia % by Weight	99.5%	99.8%	99.6 %
Water			3865 ppm
Oil		5 ppm	1 ppm
Appearance			Colourless Gas
Physical State			Liquidified Gas

The product listed herein has been tested and meets the identified specifications stated above at the time of testing, or will typically have similar physical characteristics as those listed. Product characteristics may vary slightly depending on the source. Although the information is provided in good faith, Terra makes no guarantee, warranty or representation as to the suitability of the product for any purpose, and the user accepts full responsibility to determine the suitability of the product for its own use. Terra's liability for damages or losses resulting from failure of the product to meet the specifications listed above shall be limited to replacement of the product or refund of the purchase price, at Terra's option. In no event shall Terra be liable for any special or consequential damages. Product information is subject to change.

Name/Title of Person Approving Analysis and Shipment:
Tom Croskery Lab/Quality Supervisor
(519) 867-2739

**Airgas Specialty Products
Anhydrous Ammonia RR Tank Car
Unloading Check List**

Location: Palmerton, Pa.

Car No. GATX 202686

Operator YANICK KOCHER

Date 10-12-07

Incoming Condition of Car

	<u>Yes</u>	<u>No</u>
1. Test date on Rail Car in date If no, contact Manager immediately.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Placarding meets requirement	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Domes secure and seal unbroken	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Inbound seal number <u>115715</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. No leaks in dome area	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Valve plugs in place and tight	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. No obvious damage to rail car	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Test Results	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Pass	Fail

Unloading Information

	<u>Yes</u>	<u>No</u>
1. Blue flag in place	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Hand brake set	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Chock the wheels – both directions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Check for ice buildup between wheel and brake shoe during winter months.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Outgoing Condition of Rail Car

	<u>Yes</u>	<u>No</u>
1. No leak on gauging device packing	<input type="checkbox"/>	<input type="checkbox"/>
2. Gauging device plugged, not leaking	<input type="checkbox"/>	<input type="checkbox"/>
3. Sample valve plugged, not leaking	<input type="checkbox"/>	<input type="checkbox"/>
4. No leaks around pressure safety Valve	<input type="checkbox"/>	<input type="checkbox"/>
5. All valves closed, plugs in place and tight	<input type="checkbox"/>	<input type="checkbox"/>
6. No leaks on ammonia valves	<input type="checkbox"/>	<input type="checkbox"/>
7. Gauge housing cover in place and secure	<input type="checkbox"/>	<input type="checkbox"/>
8. Dome hatch closed and latched	<input type="checkbox"/>	<input type="checkbox"/>
9. No obvious loose bolts, fittings, or other car defects	<input type="checkbox"/>	<input type="checkbox"/>
10. Plant hose end caps in place and tight	<input type="checkbox"/>	<input type="checkbox"/>
11. Placards:	<input type="checkbox"/>	<input type="checkbox"/>
Visibility	<input type="checkbox"/>	<input type="checkbox"/>
Color	<input type="checkbox"/>	<input type="checkbox"/>
Deterioration	<input type="checkbox"/>	<input type="checkbox"/>
12. Remove blue flag	<input type="checkbox"/>	<input type="checkbox"/>
13. Outbound seal number <u>115713</u>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks _____

Date: 10/07/2007 Time: 8:41 AM To: 17243737220

Terra D 1/1



161 BICKFORD LINE
PO BOX 1900
COURTRIGHT, ON NON 1HO

BO# No. 81234457
Shipping Date 10/05/2007
Order No 244585
Customer PO No 131006990
PO Number

Ship To:

10794
AIRGAS SPECIALTY PRODUCTS INC
ZCA - EAST PLANT
900 DELAWARE AVE
PALMERTON PA 18071-0000
USA

Ship From:

LAMBTON, ON - TERMINAL
COURTRIGHT, ON

Analysis:

Contract/Tariff Reference * CN-511226 NSSC-89872
Routing * CN 0000004945
Charges to be Prepaid

Product Description: STCC Code: 4904210

Vehicle No.	Qty Shipped	Gross Wt(LB)	Tare Wt.(LB)	Net Wt.(LB)
GATX202888	79.660 Ton	288,700	99,400	189,300
Shipping Instr: BROKER LIVINGSTON MG 18 PPM WATER 1 PPM OIL				



Terra Industries Inc.
 600 Fourth Street
 Sioux City, Iowa 51101
 712-277-1340

Traffic Coordinator Pam Roland
 Phone: (319) 867-2739

ATTN: James Matyssovsky
 FAX: 724-379-7220

Terra Product Analysis Sheet

Product Grade: Metallurgical Grade

Certificate of Quality

Truck/Rail Shipment	
Ship Date:	OCT 5, 2007
Order Number:	81234457
Truck/Rail ID:	GATX 202686
Customer:	AIRGAS SPECIALTY PRODUCTS INC
Destination:	PALMERTON, PA.
Weight - lbs	159,300
Customer PO:	131006990



Certified to
 ANSI/NSF 60

Chemical: AMMONIA Maximum: 18 PPM
 Suspended Solids: 5 mg/l
 Total Dissolved Solids, M Grade: 5 mg/l
 Total Solids: 5 mg/l

NSF-60

Laboratory results along with specifications for each constituent are listed below.

Chemical Properties	Minimum	Maximum	Analysis Results
Ammonia % by Weight	99.995%		99.9980 %
Water			18 PPM
Oil		2 ppm	1 PPM
Appearance			Colourless Gas
Physical State			Liquefied Gas
% residue			ppm %

The product listed herein has been tested and meets the identified specifications stated above at the time of testing, or will typically have similar physical characteristics as those listed. Product characteristics may vary slightly depending on the source. Although the information is provided in good faith, Terra makes no guarantee, warranty or representation as to the suitability of the product for any purpose, and the user accepts full responsibility to determine the suitability of the product for its own use. Terra's liability for damages or losses resulting from failure of the product to meet the specifications listed above shall be limited to replacement of the product or refund of the purchase price, at Terra's option. In no event shall Terra be liable for any special or consequential damages. Product information is subject to change.

Name/Title of Person Approving Analysis and Shipment:

Tom Croskery Lab/Quality Supervisor
 (519) 867-2739

**Airgas Specialty Products
Anhydrous Ammonia RR Tank Car
Unloading Check List**

Location: Palmerton, Pa.

Car No. SATX 9278

Operator KOCHER / MANICK

Date 10-11-07

Incoming Condition of Car

	Yes	No
1. Test date on Rail Car in date If no, contact Manager immediately.	✓	—
2. Placarding meets requirement	✓	—
3. Domes secure and seal unbroken	✓	—
4. Inbound seal number <u>113058</u>	✓	—
5. No leaks in dome area	✓	—
6. Valve plugs in place and tight	✓	—
7. No obvious damage to rail car	✓	—
8. Test Results	(Pass)	Fail

Unloading Information

	Yes	No
1. Blue flag in place	✓	—
2. Hand brake set	✓	—
3. Chock the wheels – both directions Check for ice buildup between wheel and brake shoe during winter months.	✓	—

Outgoing Condition of Rail Car

	Yes	No
1. No leak on gauging device packing	✓	✓
2. Gauging device plugged, not leaking	✓	—
3. Sample valve plugged, not leaking	✓	—
4. No leaks around pressure safety Valve	✓	—
5. All valves closed, plugs in place and tight	✓	—
6. No leaks on ammonia valves	✓	—
7. Gauge housing cover in place and secure	✓	—
8. Dome hatch closed and latched	✓	—
9. No obvious loose bolts, fittings, or other car defects	✓	—
10. Plant hose end caps in place and tight	✓	—
11. Placards:		
Visibility	✓	—
Color	✓	—
Deterioration	✓	—
12. Remove blue flag	✓	—
13. Outbound seal number <u>112227</u>	✓	—

Remarks EMPTY 10-11-07

Date: 10/5/2007 Time: 9:46 AM To: 17243797220

Terra 1/1



161 BICKFORD LINE
PO BOX 1900
COURTRIGHT, ON NON 1EO

BOL No. 61234448
Shipping Date 10/05/2007
Order No 244563
Customer PO No 131006983
PO Number

Ship To:

10794
AIRGAS SPECIALTY PRODUCTS INC
ZCA - EAST PLANT
900 DELAWARE AVE
PALMERTON PA 19071-0000
USA

Ship From:

LAMBTON, ON - TERMINAL
COURTRIGHT, ON

Analysis:

Contract/Tariff Reference * CN-511226 NSSC-89872
Routing * CN 0000004945
Charges to be Prepaid

Product Description: STCC Code: 4904210

RQ, AMMONIA, ANHYDROUS, 2.2, UN1005, INHALATION HAZARD. DOT-E-7616

Vehicle No.	Qty Shipped	Gross Wt(LB)	Tare Wt.(LB)	Net Wt.(LB)
QATX009278	79.100 Ton	267,700	99,500	168,200
Shipping Instr: BROKER LIVINGSTON 3865 PPM WATER 1 PPM OIL				

MEMORANDUM

DATE: November 7, 2007

SUBJECT: Complaint Investigation regarding the alleged leak of three Anhydrous Ammonia tank cars from a passing Norfolk Southern freight train in Scranton, PA.

TO: Joseph Connelly
Hazardous Materials Specialist
Crum Lynn, PA - Region 2

FROM: Jeffrey S. Moore
Hazardous Materials Inspector
Crum Lynne, PA - Region 2

Background Information

On October 11, 2007, the Federal Railroad Administration received information from a reporter working for the Scranton Times Tribune that 32 secondary school cheerleaders, who were practicing outside at the North Scranton Vikings field, were overcome by a smell of ammonia. This reportedly happened shortly after a Norfolk Southern train passed through the area. According to the reporter's findings, NS claimed that they inspected all tank cars on the train after being notified by local emergency responders and found no leak.

Norfolk Southern/REACT Inspection Report

Norfolk Southern reported that three tank cars loaded with Anhydrous Ammonia were on train 13T. NS reported that after being contacted by emergency personnel train 13T was stopped and inspected by the on-board 13T train crew and two passing local trains. All of train crews no evidence of an Ammonia vapor leak. The train eventually ended up at the Norfolk Southern Lehighton yard. NS contacted their response contractor, REACT Environmental, to conduct a more thorough inspection of the tank cars that were allegedly involved.

REACT reported on October 8, 2007 that they checked all three Ammonia tank cars, GATX 9278, GATX 202686 and GATX 51993 were checked with a properly calibrated ammonia vapor detector. REACT reported that no measurable amount of ammonia vapor was detected. REACT further stated that all possible points of release were checked and found no ammonia vapors from any possible points of release. REACT concluded their report by stating that all fittings, valves, caps and plugs were found properly secured. REACT also reported that all of the hazardous materials cars in this train were inspected and no leaks were detected.

My Inspection and Investigation

On October 11, 2007, I began to conduct the follow up investigation to ascertain what train and tank car numbers were involved in this alleged incident. I contacted the NS Chief Dispatchers office in Harrisburg, PA for the information. The Chief's office did convey that the train involved was the 13T, but they had no additional information. They stated that they forwarded all of the applicable documents to their Claims department.

I contacted the NS Claims agent Mr. Wes Calendar, via telephone, identified myself and requested the train information from this alleged incident. Mr. Calendar relayed to me that he was out of town and asked that I send him my e-mail request in writing. After receiving my e-mail request he would then forward it to his supervision for an approval to release the information.

I relayed this information to Mr. Joe Connelly, the Federal Railroad Administration (FRA) Hazardous Materials Specialist, who contacted our attorney, Ms. Roberta Stewart, for her assistance in this matter. Shortly after a conversation between the NS and FRA attorneys, I was put in contact with Mr. Terry Ritchie, an associate to Mr. Calendar. Mr. Ritchie forwarded me the tank car numbers of three Anhydrous Ammonia tank cars that were included on train 13T. After receiving the tank car numbers, GATX 9278, GATX 51993 and GATX 202686, I began the process to track the locations of each tank car for an inspection. I also requested a copy of the train documents and waybills for each tank car.

Two of the tank cars, GATX 9278 and GATX 202686 were located at their final destination, Air Gas, Palmerton, PA for unloading. Tank car GATX 51993 was interchanged to the Reading and Blue Mountain Railroad in Tamaqua, PA.

I contacted the personnel at the Air Gas facility in Palmerton, PA for the current disposition on tank cars GATX 9278 and GATX 202686. Unfortunately, tank car GATX 9278 had been unloaded earlier in the day, but tank car GATX 202686 wasn't scheduled to be unloaded until the next morning. I requested that Air Gas Personnel wait until my arrival before they unload GATX 202686. They also conveyed to me that GATX 9278 had not been sealed and was ready for my inspection when I arrived the next morning.

On October 12, 2007, at 4:44 a.m., I arrived at the Air Gas facility to inspect both tank cars, GATX 202686 and GATX 9278. I followed Air Gas personnel to the top of GATX 202686 and observed him break the shippers seal and open the protective housing. Upon opening the protective housing there was no presence of any ammonia vapor. I checked every valve, fittings, the gauging device, the thermometer well, and the Safety Relief Valve for any leaks by using a Snoop detection liquid. No leaks were found and all closures were too tight.

Air Gas personnel conveyed that they detected no odor or evidence of any leak when they broke the shippers seal and opened the protective housing of GATX 9278. In addition, they stated that none of the fittings were loose and there were no signs on any previous leak. I still went through all of the fitting with Snoop detection liquid and detected no leaks. All of the closures were tool tight.

The third tank car GATX 51993 was located at the Reading and Blue Mountain Railroad in Tamaqua, PA. I climbed the tank car and broke the shippers seal to inspect the valves and fittings. All of the closures were tool tight and I checked the entire area with the Snoop leak detection liquid. No leaks were detected and I resealed the tank car with FRA/DOT seal No# 272.

Shippers Investigation

I contacted the shipper of all three tank cars, Terra Industries, Courtright, Ontario, Canada. I spoke with Ms Pam Bouland who forwarded all of the shipping documents and the loading information.

All of the shipping documents were correct and in compliance with both the US DOT and Canutec standards. Canutec stands for the Canadian Transportation Emergency Center and is the Canadian Hazardous Materials Regulatory Agency counterpart to our US DOT.

The loading records indicated that all three cars were scale weighed prior to their release and were less than the maximum gross weight on rail of 263,000 lbs.

In addition, outage calculations were made that determined that all the tank cars were not overfilled with Anhydrous Ammonia.