

# Derailment Resources

## Raymond, MN

### March 30, 2023

**BNSF Hazmat**

Patrick Brady – BNSF Hazmat  
Paul Hester – BNSF Hazmat  
David Morrison – EPA OSC

# Raymond, MN

At approximately 0102CT, the crew on L TWI8801 29 reported derailing 24 cars on the Marshall Subdivision at MP 11.9 at Raymond, MN.

- 11 cars of ethanol. 5 on fire
- 12 cars of corn syrup
- 1 car of corn starch

Temperature 5 degrees.

B804001	P M BRADY	FA381195	03/30/23	05:51:39
TRAIN002	F M BRADY	***** T		
<Train list produced from standing				
Train L TWI8801 29I	Arrived WIL	* HAZMAT	UN1987 // ALCOHOLS, N.O.S.	
Departed MAR		*****	3	
Unit Train Set ID:		EMERGENCY CONTACT: 8004249300	FG II	
Head End	Dyn	SHIPPER CONTACT: CONT: 862818	HAZMAT STCC 4909152	
Locos	HP AvLHP Bsk Bsk	MEXICAN EMERGENCY CONTACT:		
BNSF 82458	4400 4400 8 EF+ Y	CONT: 862818		
BNSF 7908	4400 4400 8 EF+ Y	018006819531		
Total	8800 8800	RAIL CONSIGNEE	RAIL SHIPPER	
Incl DPU:	8800 8800	PHILLIPS 66 CO	VANTAGE CORN PROCESSORS LLC	
		2250 2ND ST SW	400 W ERIE RD	
		ALBUQUERQUE NM 871024512	MARSHALL MN 562880000	
		15 TILX 862545 TDI L HAZMAT ALBUQU	141 ATLASOIL ALBUQUERQ NM 72	
		FL FLAMMABLE		
		>>> KEY SHIPMENT (TWENTY) <<<		
Seq	Car L Contents	*****	1 TNK // 190688 LB	
Num	Init Number Knd E Want Dy De	* HAZMAT	UN1987 // ALCOHOLS, N.O.S.	
		*****	3	
Block WIM	Setout WILLMAR MN	EMERGENCY CONTACT: 8004249300	FG II	
1	ADMX 636136 CKG L GLUTEN CF	SHIPPER CONTACT: CONT: 862818	HAZMAT STCC 4909152	
2	SHQX 42456 CSP L CRNSTR EF	MEXICAN EMERGENCY CONTACT:		
	US-MANIFEST-ID 57157087202	CONT: 862818		
	ITN# X20230329086721	018006819531		
XM	CUSTOMS DOCUMENTATION INTD	RAIL CONSIGNEE	RAIL SHIPPER	
3	TILX 650258 CKG L GRNFRD EF	PHILLIPS 66 CO	VANTAGE CORN PROCESSORS LLC	
	ITN# X20230329086721	2250 2ND ST SW	400 W ERIE RD	
4	ADMX 83160 CKG L GLUTEN CF	ALBUQUERQUE NM 871024512	MARSHALL MN 562880000	
	ITN# X20230329086721			
5	VTGX 190077 T4F L CRNSYR EF	16 TILX 863182 TDI L HAZMAT ALBUQU	141 ATLASOIL ALBUQUERQ NM 76	
	US-MANIFEST-ID 41641088202	FL FLAMMABLE		
IM	CUSTOMS DOCUMENTATION INTD	>>> KEY SHIPMENT (TWENTY) <<<		
6	TILX 641488 CKG L GRNFRD EF	*****	1 TNK // 190478 LB	
7	TILX 170955 T4F L CRNSYR EF	* HAZMAT	UN1987 // ALCOHOLS, N.O.S.	
8	SYRX 200091 T97 L CRNSYR EF	*****	3	
	US-MANIFEST-ID 78231088202	EMERGENCY CONTACT: 8004249300	FG II	
IM	CUSTOMS DOCUMENTATION INTD	SHIPPER CONTACT: CONT: 862818	HAZMAT STCC 4909152	
9	ADMX 17209 T97 L CRNSYR EF	MEXICAN EMERGENCY CONTACT:		
	US-MANIFEST-ID 05683088202	CONT: 862818		
IM	CUSTOMS DOCUMENTATION INTD	018006819531		
10	ADMX 51172 CSP L CRNSTR EF	RAIL CONSIGNEE	RAIL SHIPPER	
	US-MANIFEST-ID 63965088202	PHILLIPS 66 CO	VANTAGE CORN PROCESSORS LLC	
IM	CUSTOMS DOCUMENTATION INTD	2250 2ND ST SW	400 W ERIE RD	
11	NAHX 60864 CSP L CRNSTR EF	ALBUQUERQUE NM 871024512	MARSHALL MN 562880000	
	CA-MANIFEST-ID 6076ENAHX6			
KC	CUSTOMS DOCUMENTATION INTD	17 WFRX 160428 TEI L HAZMAT ALBUQU	142 ATLASOIL ALBUQUERQ NM 80	
12	ADMX 51323 CSP L CRNSTR EF	FL FLAMMABLE		
	US-MANIFEST-ID 95260088202	>>> KEY SHIPMENT (TWENTY) <<<		
IM	CUSTOMS DOCUMENTATION INTD	*****	1 TNK // 193143 LB	
13	ADMX 51297 CSP L CRNSTR CF	* HAZMAT	UN1987 // ALCOHOLS, N.O.S.	
14	WFRX 160607 TEI L HAZMAT AL	*****	3	
		EMERGENCY CONTACT: 8004249300	FG II	
		SHIPPER CONTACT: CONT: 862818	HAZMAT STCC 4909152	
		MEXICAN EMERGENCY CONTACT:		

# During the Drive

- Evacuation notice for the town. Evacuees mobilizing to a church in a neighboring town. **(Local First Responders)**
- 28 fire departments responding with 46 trucks. **(Regional First Responders)**
- BNSF Hazmat (Paul Hester) arrive on scene at 0500 to a deserted town and roads blocked. **(Railroad Resources)**
- EPA arrived on scene at 6:30 a.m. **(Federal and State Resources)**
  - EPA/START provided air monitoring at and around the site and throughout the community,
  - EPA to help with transition to a unified command as the incident evolved and to monitor response activities.
- FD on scene with 3 ground monitors and a ladder truck flowing water on the fire. A line of water trucks extending north out of town.



# Fire Support (Regional Resources)

Willmar FD  
Blomkest FD  
Buffalo Lake FD  
Danube FD  
Olivia FD  
Maynard FD  
Montevideo FD  
Kandiyohi FD  
Atwater FD  
Kerkhoven FD  
Lake Lillian FD  
Sunberg FD  
New London FD  
Prinsburg FD  
Spicer FD  
Clara City FD  
Pennock FD  
Raymond FD  
Granite Falls FD  
Cottonwood FD  
WoodLake FD  
Clarkfield FD  
WoodLake FD  
Clarkfield FD  
Ghent FD  
Hutchinson FD  
Litchfield FD  
Brownton FD  
Winsted  
Sacred Heart

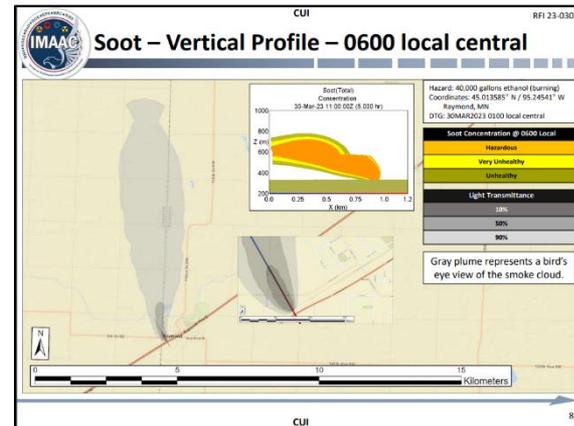
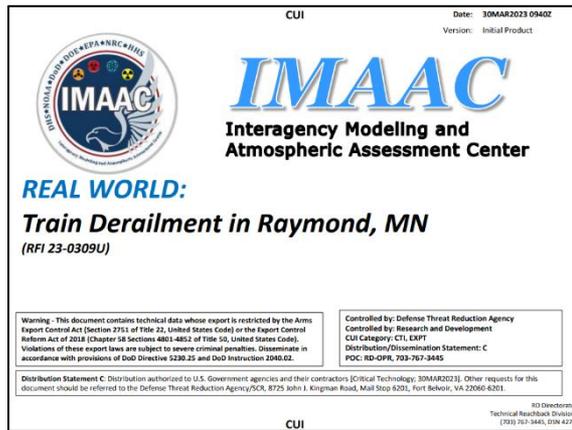


# Do we have enough?



# EPA – Air Monitoring

- EPA mobilized to the scene and requested air modeling support from IMAAC enroute.
- Air modeling detailed downwind risks to the community followed by START air monitoring throughout the community while the fire was active.



- EPA monitored for particulate matter and volatile organic compounds (VOCs) downwind and around the community.
- Air monitoring results supported the lifting of the evacuation at 11:00 although the main highway remained closed.

# Air Monitoring

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- BNSF brought in air monitoring assets to support the response.
  - BNSF contractors developed an air monitoring and sampling plan and provided ongoing fixed and roving air monitoring.
  - WCEC monitored fixed stations upwind and downwind of cleanup operations,
  - CTEH provided roving air monitoring teams throughout the community and in the work zone,
  - GHD provided additional roving air monitoring.
- Air monitoring parameters included: flammability as percent of the lower explosive limit (%LEL), carbon monoxide (CO), hydrogen sulfide (H<sub>2</sub>S), carbon monoxide (CO), benzene, and volatile organic compounds (VOCs) as well as particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>).
- No site safety or community action levels were exceeded and most readings were comparable to background.
- Unified Command subsequently agreed to terminate the community air monitoring at 4pm on March 31, with a contingency developed to reinstate community air monitoring if necessary. Site safety air monitoring was continued during site cleanup activities.



# Fires – Tank Car Ruptures and Melted Gaskets



# What happens to water?



# Safety Concerns?



# Early ICS

\* CLAIMS - COOP FRAC TANKS  
 RABBIT CHANNEL MARKER OIA  
 CLAIMS - Keith Evans - 402-937-5457

1. NRSB ?
2. WHICH BOTH ENDS ?
3. MESSAGES FRAC
4. HOW MANY FRAC TANKS 24 HRS ?
- 5.

\* FRAC TANKS S ORDERED  
 COOP - 5  
 202 COFFELOR  
 RAYMOND MT  
 made return

**VAC TRUCK**

MANAGE 2 - 3K BOOSTER  
 1 - VAC TANKER  
 VCC - 1 VAC TRUCK  
 ELF - 1 VAC TANKER 1257 HRS  
 HMC 4 VAC TRUCKS

Daily Safety/ops  
 07:00 HRS

Dooley Petroleum + Propane  
 Clear City, MN  
 320-847-2438

**FIRE IC**  
 REYNOLD FD BRIAN NEAL 320-979-3210  
 WIN FD MATT GRAVES 320-979-4347  
 DAVIS FIRE MIGHT'S

Tom Binsfeld - Rockleaf  
 -(516) 577-9959

**CONTACTS**

4 Hawk - John Towle - 913-333-8885  
 RYAN - 612-817-7209 (Don Meland PM)  
 SMART CORP - 651-538-5334  
 WCC - Jerry Buns 320-247-1579  
 EUS - Kobler name - 913-260-7583  
 SRS - Austin Gibson - 817-791-7556  
 CTEH - Wilbur Jones 501-529-6250  
 Arcadis - David Bessingpas 320-260-9621  
 Blanche Mary Witzel 612-251-2217  
 GHD - BRADFREY - 224-636-6668  
 BNSF  
 OPS Derek LAMPSON - 612-760-1365  
 SAFETY PAUL ARSTEN 612-614-8641  
 IC - PAT BRADY BNSF IC 817-821-1325  
 PSC - Guy Jeffries  
 Hot oil truck 620-282-4481 Dom Pigge Mike Law  
 Mandiydi Co. Sheriff  
 Chief Deputy - Kent Bowman - 320-212-3933  
 Sheriff - Eric Tolksom - 320-212-3552  
 Sheriff Deputy 320-235-1260



# Safety First – Initial HASP

<b>ICS 208 - Site Safety Plan</b>		Version Name: 2023/03/23	
Incident Name: Raymond MN Derailment		Period: Initial Response [03/30/2023 02:45 - 03/31/2023 02:45]	
Applies to Site:			
<b>Site Characterization</b>			
<b>Water</b>	<b>Land</b>	<b>Weather</b>	Clear Skies
<b>Wave Height</b>	<b>Land Use</b>	<b>Air Temp</b>	9 Fahrenheit
<b>Speed</b>		<b>Wind Speed</b>	4 mph
<b>Direction</b>		<b>Direction</b>	SE
<b>Site Hazards</b>			
<b>Yes</b>	<b>No</b>	<b>Hazards</b>	<b>Yes</b> <b>No</b> <b>Hazards</b>
<input type="checkbox"/>	<input type="checkbox"/>	Boat Safety	<input type="checkbox"/> <input type="checkbox"/> Helicopter Operations
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Chemical Hazards	<input type="checkbox"/> <input type="checkbox"/> Lifting
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cold Stress	<input checked="" type="checkbox"/> <input type="checkbox"/> Motor Vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Confined Spaces	<input type="checkbox"/> <input type="checkbox"/> Noise
<input type="checkbox"/>	<input type="checkbox"/>	Drum Handling	<input type="checkbox"/> <input type="checkbox"/> Overhead/Buried Utilities
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Equipment Operations	<input checked="" type="checkbox"/> <input type="checkbox"/> Bent rail, rerailing equipment
<input type="checkbox"/>	<input type="checkbox"/>	Electrical Operations	<input checked="" type="checkbox"/> <input type="checkbox"/> Plants/Wildlife
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fatigue	<input checked="" type="checkbox"/> <input type="checkbox"/> Pump Hose
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fire, Explosion, In-situ Burning	<input checked="" type="checkbox"/> <input type="checkbox"/> Slips, Trips, and Falls
<input type="checkbox"/>	<input type="checkbox"/>	Heat Stress	<input checked="" type="checkbox"/> <input type="checkbox"/> Steam and Hot Water
<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> <input type="checkbox"/> Uneven ground, Climbing
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> UV Radiation
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> Visibility
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> Weather
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> Work Near Water
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> Combustible
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> Lighting
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> Track Protection
<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> Trenching/Excavation
<b>Air Monitoring Limits</b>			
Oxygen Level	< 19.5- >23.5%	Hydrogen Sulfide	>5 ppm
LEL	>10%	Benzene	Ci2
			>.5 ppm
<b>Engineering Controls</b>			
<input type="checkbox"/>	Source of release secured	<input type="checkbox"/>	Valve(s) closed
<input type="checkbox"/>	Site secured	<input type="checkbox"/>	Facility shut down
<input type="checkbox"/>		<input type="checkbox"/>	Energy sources locked/tagged out
<b>Personal Protective Equipment Required</b>			
<input type="checkbox"/>	Impervious suit	<input type="checkbox"/>	Respirators
<input type="checkbox"/>	Inner gloves	<input type="checkbox"/>	Eye protection
<input type="checkbox"/>	Outer gloves	<input type="checkbox"/>	Personal flotation
<input checked="" type="checkbox"/>	Flame resistant clothing	<input type="checkbox"/>	Boots
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Reflective Vest
		<input checked="" type="checkbox"/>	Safety Glasses
		<input checked="" type="checkbox"/>	SDS



## JOB SAFETY ANALYSIS (JSA) CHEMICAL-SPECIFIC WORKSHEET



<b>Chemical:</b>	<b>ETHANOL</b>	<b>Emergency Procedures</b>	
<b>Date:</b>	February 14, 2018	<b>Muster Point</b>	<b>Egress cross-wind, then upwind to: Entrance Gate</b>
<b>Location:</b>	Emergency Response Site	<b>Medical Emergency</b>	1) Call 911, 2) Administer First Aid, 3) Contact Site Safety Officer
<b>Prepared By:</b>	Scott Skelton, MS, CIH	<b>Emergency Signal</b>	3 long horn blasts, hand signals for entry team
<b>Version:</b>	Ethanol_JSA2.1_2019	<b>Site Safety Contact</b>	John Doe, Site Safety Officer, Phone: 555-123-5555

**Notice:** The content included in this JSA has been prepared in advance of its use during an actual event. Workers engaged in response operations associated with ethanol should use this JSA only after assessing site hazards daily to determine the effectiveness and completeness of this JSA's content. This JSA should not be used as the only safety provision for activities involving an ethanol tank car. Please refer to the Emergency Response Plan (ERP), Contractor and Employee Safety rules, and site safety plans as necessary for policies and procedures not identified herein. The technical content utilized in this JSA includes published information from reputable sources including, but not limited to, hazard information, chemical properties, and safety data sheets.



# ICS, ICS201 and BNSF IMT

Table of Contents	
Incident Name: Raymond MN Derailment	Period: Initial Response [03/30/2023 02:45 - 04/02/2023 08:00]
Report Name	Page
Notification Status	2
Weather Report	3
ICS 201-1 - Incident Briefing Map/Sketch	5
ICS 201-2 - Summary of Current Actions	14
ICS 201-3 - Current Organization	19
ICS 201-4 - Resources Summary	20
ICS 201-5 - Site Safety and Control Analysis	21
ICS 202 - Incident Objectives	23
ICS 202a - Command Direction	24
ICS 205a - Communications List	25
ICS 206 - Medical Plan	29
ICS 208 - Site Safety Plan	30
ICS 214a - Individual Log	33
ICS 230 - Daily Meeting Schedule	37
ICS 231 - Meeting Summary	40
ICS 232 - Resources at Risk	48
ICS 233 - Open Action Tracker	50

Table of Contents			
INCIDENT ACTION PLAN SOFTWARE™	Printed 04/19/2023 06:19 CDT UTC-6	6 of 66	© TRG

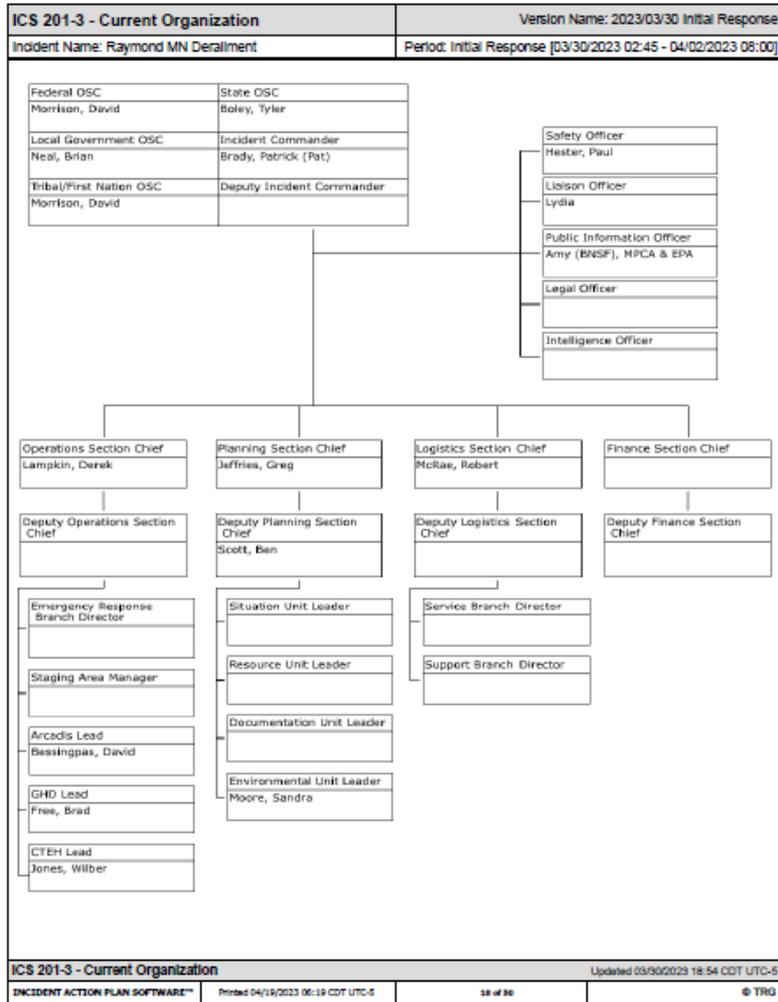
ICS 201-2 - Summary of Current Actions		Version Name: Initial Response	
Incident Name: Raymond MN Derailment	Period: Initial Response [03/30/2023 02:45 - 04/02/2023 08:00]		
<b>Initial Response Objectives</b>			
Priorities: Safety of Responders and Public, Incident Stabilization, Environmental Impact, Infrastructure, Information Management and Situation Awareness			
Provide for Safety of Response Personnel and Public			
Control the Source			
Contain and Recover Spilled Material			
Keep Stakeholders and Public Informed of Response Activities			
Manage Coordinated Response Effort			
<b>Current Actions</b>			
Date/Time	Action/Event/Notes		
03/30/2023 01:44	Notified BNSF Hazmat - Reid, Clay		
03/30/2023 02:01	Notified: Minnesota DPC		
03/30/2023 02:18	Notified: National Response Center (NRC)		
03/30/2023 04:32	Clay Reid: CTEH is sending a PM and 4 tons on a charter (ETA TBD). Additional air monitoring equipment/people that are in route: WCEC - 2 people w/ BNSF Tactox kit and Pinnacle - 1 person w/ BNSF Tactox kit		
03/30/2023 04:34	Clay Reid: EPA is sending Dave Morison (region 5, OGC) to the site		
03/30/2023 04:37	Clay Reid: GHD enroute with people and monitors		
03/30/2023 04:48	Bradley Free: GHD team with MultIRAE is enroute with ETA of 7:00. Julia Knorr enroute to site with ETA 10:00. Bradley Free enroute to site with ETA 15:30.		
03/30/2023 05:07	Clay Reid: Equipment enroute: Vac trucks from Pinnacle (4), EWI (2), and HMRI (3). FRAC Tanks from WCEC (5). Transfer Trailers from HMRI (1) and EWI (1). 1,000 ft of containment Boom from WCEC. BNSF support equipment - Command fort (portable building) and communications trailer		
03/30/2023 07:00	GHD personnel on Site. Community air monitoring Initiated. S-gas meter and particulate matter meters being used.		
03/30/2023 07:30	Community air monitoring update: VOCs, LEL, non-detect, PM below action levels		
03/30/2023 09:24	Update from BNSF Social Media Account: BNSF can confirm that on March 30th, at 1:02 am local time a train derailed near Raymond, MN. Approximately 22 cars carrying mixed freight including ethanol and corn byproduct are reported to be derailed with four cars on fire. There are no other hazardous materials on the train and no injuries as a result of the incident. BNSF field personnel are onsite to assess the derailment site and are working closely with local first responders. Residents and businesses impacted by the incident can contact 866-243-4784 for assistance. The main track is blocked and an estimated time for reopening the line is not available. The cause of the incident is under investigation.		
03/30/2023 10:30	EPA and MPEC on Site		
03/30/2023 12:57	Unified Command established - EPA, MCPA, BNSF Fire and Law.		
03/30/2023 14:00	CTEH on site with air monitoring equipment.		
03/30/2023 14:24	Signed EPA notification document uploaded		
03/30/2023 15:00	Command Post established at Raymond Christian Reformed Church - 202 3rd Ave S, Raymond, MN 56282		
03/30/2023 15:00	IC/UC Meeting: Logistics Update - No additional resources needed. Planning for future needs and unloading the ethanol tank cars.		
	PIO Update: Limited to what is put out publicly due to NTSB investigation. MPCA will have a designated PIO. Will arrive at the Site on March 31, 2023. EPA will have a designated PIO. Will be available by phone.		
<b>ICS 201-2 - Summary of Current Actions</b>			
INCIDENT ACTION PLAN SOFTWARE™	Printed 04/19/2023 06:19 CDT UTC-6	14 of 66	© TRG

ICS 202 - Incident Objectives		Version Name: Period 1 DRAFT
Incident Name: Raymond MN Derailment	Period: Initial Response [03/30/2023 02:45 - 04/02/2023 08:00]	
<b>Objective</b>		
Provide for Safety of Response Personnel and Public		
Control the Source		
Manage Coordinated Response Effort		
Contain and Recover Spilled Material		
Keep Stakeholders and Public Informed of Response Activities		
<b>Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions)</b>		
Priorities: Safety of Responders and Public, Incident Stabilization, Environmental Impact, Infrastructure, Information Management and Situation Awareness		
<b>General Situation Awareness (Safety bullets, Weather, etc.)</b>		
<input type="checkbox"/> Approve Site Safety Plan Located at :		
<b>ICS 202 - Incident Objectives</b>		
INCIDENT ACTION PLAN SOFTWARE™	Printed 04/19/2023 06:19 CDT UTC-6	23 of 66

INCIDENT ACTION PLAN SOFTWARE™	Printed 04/19/2023 06:19 CDT UTC-6	23 of 66	Updated 03/30/2023 18:28 CDT UTC-6	© TRG
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# Unified Command



# Cooperating/Assisting Agencies

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- U.S. Environmental Protection Agency
- Minnesota Pollution Control Agency
- BNSF Railway
- Kandiyohi County Sheriff's Office
- Chippewa County Sheriff's Office
- Minnesota State Patrol
- Willmar Police Department
- DOT
  - FRA
  - PHMSA
- National Transportation Safety Board (NTSB)
- MN Dept. of Transportation
- Raymond Ambulance
- Centa Care Willmar Ambulance
- Kerkhoven Ambulance
- Kandiyohi Public Works
- American Red Cross
- Christian Reformed Church (Incident Command Post)
- Cheers Restaurant (Initial supporting Command location)

# VIP Tour, Press Conference and Public Meeting





# Can we put the fires out?



Yes, but is it a good idea???

# Challenges and Operational Plan

- DOT117 tank cars with Thermal Protection
- Super heated ethanol which is substantially above the flashpoint and safe transfer temperature.
- Extinguished spilled ethanol may reignite causing safety concerns
- Unsafe to put out fires, especially three-dimensional fires
- Limitations of PFOS/PFOA free foam
- Used experience from Oklaunion, TX derailment



# Unified Incident Command and NTSB

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- Unified command approved a soil excavation plan late the first night and contaminated soil excavation began around 4:45 am the following morning.
- Soil cleanup actions and disposal were being overseen by the MPCA.
- NTSB was on scene overnight investigating the derailment, movement of rail cars was adjusted as determined by the needs of the NTSB

# Lots of Capability



# Coordinated Effort



# Resource Needs Change



# Car Removal

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# Whatever it takes to get it done....



# Lessons Learned (again)

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- Water for cooling through “water curtains” should be used tactically to prevent additional cars from being involved through melting of gaskets.
  - Ethanol is miscible in water. 50:50 mixtures of ethanol and water is still flammable
  - Putting water directly on burning 117 tank cars is a waste of water
  - Creates muddy conditions which makes car moving more difficult
  - Increases the footprint and remediation activities
- Only extinguish the fires when it is the right time (burning ethanol is safer than extinguished ethanol)
- Current PFOS/PFOA Free foams will be 2X to 3X what you typically would use with older foams that contained PFOS/PFOA. *(Issues with C6 Foams)*
- There will be additional, but minimal spills, when you are moving cars (unseen holes, product accumulated between the jacket and the shell)
- Well trained and well-run Incident Management Team (IMT) is important
- Communicate, Communicate, Communicate

The image features a blurred train moving from left to right across the frame, set against a sunset sky with orange and blue tones. In the foreground, there is a gravel bed and a signal post with two lights, one green and one red. The BNSF Railway logo is prominently displayed in the center, consisting of the letters 'BNSF' in a large, bold, white sans-serif font with a registered trademark symbol, and the word 'RAILWAY' in a smaller, italicized, white sans-serif font below it. A thick white horizontal bar is positioned behind the 'RAILWAY' text.

**BNSF**<sup>®</sup>  
*RAILWAY*