disabled, tracks could be destroyed, and trains could be commandeered. All of these viable scenarios are capable of producing mass casualties and spreading terror throughout our country. Still, I would like to point out that DHS has missed an opportunity to make all hazmat shipments—not just those involving railcars loaded with RSSM—more secure. We can only hope that the existing security gaps will eventually be narrowed, rendering trains that run through the United States less viable targets for terrorist attacks.

Endnotes:

[1]*The 9/11 Commission Report*, National Commission on Terrorist Attacks Upon the United States, 22 July 2004.

[2]Rail Transportation Security Rule, *Federal Register*, Vol. 73, No. 229, 26 November 2008.

[3]Ibid. As used in §1580.107, when the rail hazmat receiver and freight railroad carrier communicate and cooperate with each other to ensure the security of the railcar during the physical transfer of custody, they are ''maintaining positive control'' of the car.

[4]RSSM is defined as a railcar containing more than 2,268 kilograms (5,000 pounds) of a Division 1.1, 1.2, or 1.3 (explosive) material as defined in 49 Code of Federal Regulations (CFR) 173.50, a tank car containing a material poisonous by inhalation as defined in 49 CFR 171.8 (including anhydrous ammonia), Division 2.3 gases poisonous by inhalation as set forth in 49 CFR 173.115(c), or Division 6.1 liquids meeting the defining criteria in 49 CFR 173.132(a)(1)(iii) and assigned to Hazard Zone A or B in accordance with 49 CFR 173.133(a) (excluding residue quantities of these materials), or a railcar containing a highway route-controlled quantity of a Class 7 (radioactive) material as defined in 49 CFR 173.403.

[5]A list of HTUAs is contained in the *Federal Register*, Vol. 73, No. 229, Appendix A, 26 November 2008.

[6]49 CFR 174.14, Chapter I, "Movements To Be Expedited." This so-called "48-Hour Rule" does not specify that a hazmat shipment must arrive at its destination within 48 hours—just that it be forwarded from one location to another within 48 hours.

[7]Carl Prine, "No Consensus on Rail Shipment Regulations," *Pittsburg Tribune-Review*, 15 January 2007.

[8]Carl Prine, "Terror on the Tracks," *Pittsburg Tribune-Review*, 14 January 2007.

[9]*2002 Economic Census: Transportation, 2002 Commodity Flow Survey*, U.S. Department of Transportation and U.S. Department of Commerce, December 2004.

[10]*Federal Register*, 26 November 2008. "Residue" refers to the hazmat remaining in a tank car after its contents have been unloaded to the maximum extent practicable and before the tank car is refilled or cleaned of hazmat and purged to remove any hazardous vapors.

[11]Ibid.

[12]Ibid.

References:

49 CFR, *Transportation*, revised 1 October 2008.

Mandatory Hazmat Rerouting, Association of American Railroads, February 2008.

Captain Flowers is a chemical officer with the Reconnaissance Training Department, Technical Training Division (Reserve Component), U.S. Army Chemical, Biological, Radiological, and Nuclear School, Fort Leonard Wood, Missouri. He holds a bachelor's degree in law and a juris doctorate degree from the University of Costa Rica and a master's degree in international trade law from the University of Amsterdam, the Netherlands.

Managing Editor Receives Award

Mrs. Diane E. Eidson, managing editor of *Army Chemical Review*, received the 2008 Secretary of the Army Award for Publications Improvements (Departmental) during an 18 March 2009 ceremony at the Women in Military Service for America Memorial at the gates of Arlington National Cemetery, Arlington, Virginia. Lieutenant General David H. Huntoon Jr. (director of the Army Staff) and Dr. Lynn Heirakuji (Deputy Assistant Secretary of the Army for Personnel Oversight) assisted Secretary of the Army Pete Geren in presenting the award.

Under Mrs. Eidson's leadership, *Army Chemical Review* has seen a total revision in its operation. She and her staff—Mrs. Diana K. Dean (editor) and Mrs. Denise F. Sphar (visual information specialist)—have significantly improved the content, layout, and design of the publication to enhance visual appeal and increase readership. Mrs. Eidson developed production schedules and continually monitored progress for a more efficient, effective operation; and she established a new print contract that upgraded the paper quality and improved the appearance of the bulletin. She procured a new desktop publishing system and graphics programs to ensure that the bulletin was developed using the latest software available. The transformation (which included a new interactive Web site) also incorporated procedural changes, training, and education to develop the production staff.

Mrs. Eidson was nominated for the award by the U.S. Army Chemical, Biological, Radiological, and Nuclear School, Fort Leonard Wood, Missouri.