



U.S. Department of Transportation
Research and Special Programs Administration

Hazardous Materials Incident Report

Form Approval OMB No. 3137-0039

According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 2137-0039. The filling out of this information is mandatory and will take 96 minutes to complete.

INSTRUCTIONS

Submit this report to the Information Systems Manager, U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety, DHM-63, Washington, D.C. 20590-0001. If space provided for any item is inadequate, use a separate sheet of paper, identifying the entry number being completed. Copies of this form and instructions can be obtained from the Office of Hazardous Materials Website at <http://hazmat.dot.gov>. If you have any questions, you can contact the Hazardous Materials Information Center at 1-800-HMR-4922 (1-800-467-4922) or online at <http://hazmat.dot.gov>.

PART I - REPORT TYPE

1. Incident Id: I-1997050254
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
04/11/1997
4. Time of Incident (use 24-hour time):
00:15
5. Enter National Response Center Report Number (if applicable):
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
- City: CHESAPEAKE
County: CHESAPEAKE (CITY)
State: VA
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
REPUBLIC RD
8. Mode of Transportation: Rail
9. Transportation Phase: In Transit Storage
10. Carrier/Reporter:
- Name: NORFOLK & PORTSMOUTH BLT LN RR
Street: 1050 VIRGINIA AVE-PO BOX 7547
City: PORTSMOUTH
State: VA
Zip Code: 23707
Federal DOT Id Number: NPB549
Hazmat Registration Number:
11. Shipper/Officer:
- Name: DEL TECH CORP
Street: PO BOX 97875
City: BATON ROUGE
State: LA
Zip Code: 70874
Waybill/Shipping Paper: 398754
Hazmat Registration Number:
12. Origin (if different from shipper address)
- Street:
City:
State:
Zip Code:
13. Destination:
- Street: 5100 BAINBRIDGE BLVD
City: CHESAPEAKE
State: VA
Zip Code: 23324
14. Proper Shipping Name of Hazardous Material: STYRENE MONOMER, STABILIZED
15. Technical/Trade Name: STYRENE, ETHYL BENZE
16. Hazardous Class/Division: Flammable - Combustible Liquid
17. Identification Number: (E.g. UN2764, NA 2020) UN2055

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 743.75 Liquid - Gallon

20. Was the material shipped as a hazardous waste?

If yes, provide the EPA Manifest Number:

21. Is this a Toxic by Inhalation (TIH) material?

If yes, provide the Hazard Zone:

22. Was the material shipped under an Exemption, Approval, or Competent Authority Certificate?

If yes, provide the Exemption, Approval, or CA number:

23. Was this an undeclared hazardous materials shipment?

PART III - PACKAGING INFORMATION

24. Check Packaging Type (check only one - if more than one, list type of packaging, copy Part III, and complete for each type:

Tank Car

25. See instructions and enter the appropriate failure codes found at the end of the instructions. Be sure to enter the codes from the list that corresponds to the particular packaging type checked above. Enter the number of codes as appropriate to describe the incident.

Enter the most important failure point in line 1. If there are more than two failure points, provide in this format in part VI.

What Failed: - 102-Auxiliary Valve; 141-Piping or Fittings; 158-Vapor Valve

How Failed: -

Causes of Failure: - Over-pressurized

26a. Provide the packaging identification markings, if available.

Identification Markings:

(Examples: 1A1/Y1.4/150/92/USA/RB/93/RL, UN31H1/Y0493/USA/M9339/10800/1200, DOT - 105A - 100W (RAIL), DOT 406 (HIGHWAY), DOT 51, DOT 3-A)

26b. For Non-bulk, IBC, or non-specification packaging, if identification markings are incomplete or unavailable, see instructions and complete the following:

Single Package or Outer Packaging:

Single Package or Inner Packaging (if any):

Packaging Type:
Material of Construction:
Head Type (Drums only):

Packaging Type:
Material of Construction:

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:

Single Package or Inner Packaging (if any):

Package Capacity: 22250 Liquid - Gallon
Amount in Package:
Number in Shipment: 1
Number Failed: 1

Package Capacity:
Amount in Package:
Number in Shipment:
Number Failed:

28. Provide packaging construction and test information, as appropriate:

Manufacturer: ACF INDUSTRIES SHPR-CAR LN
DIV
Serial Number: ACFX81561
Material of Construction: (if Tank Car, CTMV, Portable Tank, or Cylinder)
Design Pressure: (if Tank Car, CTMV, Portable Tank)
Shell Thickness: (if Tank Car, CTMV, Portable Tank)
Head Thickness: (if Tank Car, CTMV)
Service Pressure: (if Cylinder)

Manufacture Date:

Last Test Date:

If valve or device failed:
Type:
Model:
Manufacturer:

29. If the packaging is for Radioactive Materials, complete the following:

Packaging Category:
Packaging Certification:
Certification Number:
Nuclide(s) Present:
Activity:
Critical Safety Index:

Transport Index:

PART IV – CONSEQUENCES

30. Result of Incident (check all that apply):

- | | | | |
|---------------------------|-------|--|-------|
| - Spillage: | True | - Fire: | False |
| - Explosion: | False | - Material Entered Waterway/Storm Sewer: | False |
| - Vapor (Gas) Dispersion: | False | - Environmental Damage: | False |
| - No Release: | False | | |

31. Emergency Response: The following entities responded to the incident: (Check all that apply)

Fire/EMS Report #:
Police Report #:
In-house cleanup:
Other Cleanup:

32. Damages Was the total damage cost more than \$500?

False

If yes, enter the following information: (If no, go to question 33.)

Material Loss: \$ 200.00
Carrier Damage: \$ 0.00
Property Damage: \$ 0.00
Response Cost: \$ 0.00
Remediation/Cleanup Cost: \$ 0.00

(See damage definitions in the instructions)

33a. Did the hazardous material cause or contribute to a human fatality?

False

If yes, enter the number of fatalities resulting from the hazardous material:

Employees:
Responders:
General Public:

33b. Were there human fatalities that did not result from the hazardous material?

False

If yes, how many?

34. Did the hazardous material cause or contribute to personal injury?

False

If yes, enter the number of injuries resulting from the hazardous material:

Hospitalized (Admitted Only):

Employees:
Responders:
General Public:

Non-Hospitalized:

(e.g.: On site first aid or Emergency Room observation and release)

Employees:
Responders:
General Public:

35. Did the hazardous material cause or contribute to an evacuation?

False

If yes, provide the following information:

Total number of general public evacuated:
Total number of employees evacuated:
Total evacuated: 0
Duration of the evacuation:

36. Was a major transportation artery or facility closed?

False

If yes, how many?

37. Was the material involved in a crash or derailment?

False

If yes, provide the following information:

Estimated speed (mph):
Weather conditions:
Vehicle overturned?
Vehicle left roadway/track?

PART V - AIR INCIDENT INFORMATION (please refer to S 175.31 to report a discrepancy for air shipments)

38. Was the shipment on a passenger aircraft?

If yes, was it tendered as cargo, or as passenger baggage?

39. Where did the incident occur (if unknown, check the appropriate box for the location where the incident was discovered)?

40. What phase(s) had the shipment already undergone prior to the incident? (Check all that apply)

- | | |
|--|--|
| - Shipment had not been transported | - Transported by air (first flight) |
| - Transport by air (subsequent flights) | - Initial transport by highway to cargo facility |
| - Transfer at sort center/cargo facility | |

PART VI - DESCRIPTION OF EVENTS & PACKAGE FAILURE

- Describe the sequence of events that led to the incident and the actions taken at the time it was discovered. Describe the package failure, including the size and location of holes, cracks, etc. Photographs and diagrams should be submitted if needed for clarification. Estimate the duration of the release, if possible. Describe what was done to mitigate the effects of the release. Continue on additional sheets if necessary.

Describe:

TANK CAR ACFX 81561 WAS DISCOVERED VENTING THROUGH THE SAFETY VALVE AROUND 12.15 A.M. ON APRIL 11, 1997. PERSONNEL FROM THE RAILROAD, FIRE DEPARTMENT, AND HUNTSMAN CHEMICAL CORPORATION RESPONDED TO THE SCENE. EFFORTS WERE MADE TO COOL THE CONTENTS BY RUNNING CARBON DIOXIDE, REFRIGERATED LIQUID, THROUGH THE INTERIOR HEATER COIL PIPING. THIS WAS DISCONTINUED BECAUSE OF PROBLEMS WITH EXCESSIVE PRESSURE IN THE PIPING. A PRESSURE GAUGE WAS CONNECTED TO THE VAPOR VALVE UNDER THE TOP PROTECTIVE COVER, AND IT WAS FOUND THAT THE PRESSURE INSIDE THE TANK WAS 20 PSI. A SMALL AMOUNT OF VAPORS WERE STILL ESCAPING FROM A SECOND VAPOR VALVE MOUNTED ON THE TOP THE MANWAY. A DECISION WAS MADE TO MOVE THE CAR TO THE HUNTSMAN CHEMICAL PLANT. A SPECIAL TRAIN WAS MADE UP AND TANK CAR WAS MOVED TO THE PLANT, A DISTANCE OF ABOUT ONE MILE, THE CAR WAS PLACED IN THE PLANT ABOUT 7:00 P.M. ON APRIL 11, 1997. AT THE PLANT, HUNTSMAN PERSONNEL WERE TO FURTHER HANDLE THE CAR TO REMOVE THE CONTENTS. DURING THE INCIDENT THERE WAS NOT A FULL EVACUATION OF THE AREA. IT IS AN INDUSTRIAL AREA WITH FEW RESIDENCES, BUT PEOPLE WERE NOT ALLOWED TO ENTER OR LEAVE THE AREA. ** HUNTSMAN CHEMICAL PERSONNEL INDICATED THAT THE LOAD POLYMERIZED. THEY ESTIMATED THAT ABOUT 25% OF THE LOAD WAS LOST DURING THE VENTING. WHILE THE CAR WAS VENTING THE FIRE DEPARTMENT WAS SPRAYING WATER ON THE ESCAPING VAPORS, TO REDUCE THE CHANCE OF THE VAPORS TRAVELING TO AN IGNITION SOURCE. AN INITIAL EXAMINATION OF THE CAR INDICATES THAT IT WAS NOT DAMAGED BY THE HEAT AND PRESSURES GENERATED DURING THE POLYMERIZATION PROCESS. THE TANK CAR, ACFX 81561, IS A 111A100WI BUILT IN JANUARY 1965. IT HAS A FULL CENTER SILL, IS JACKETED WITH INTERIOR HEATER COILS. THE TANK, COILS, AND SAFETY VALVE WERE LAST TESTED IN 1993. THE REASON THE LOAD POLYMERIZED HAS NOT BEEN DETERMINED.

PART VII - RECOMMENDATIONS/ACTIONS TAKEN TO PREVENT RECURRENCE

- Where you are able to do so, suggest or describe changes (such as additional training, use of better packaging, or improved operating procedures) to help prevent recurrence. Provide recommendations for improvement to hazardous materials transportation beyond the control of your individual company. Continue on additional sheets if necessary.

Describe:

PART VIII – CONTACT INFORMATION

Contact's Name: LEON RODGERS
Contact's Title: TERMINAL SUPERINTENDENT
Business Name and Address:

E-mail Address:
Telephone Number: 7575431790
Fax Number:
Hazmat Registration Number:
Date: 05/05/1997
Preparer is: