



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: X-2015090223
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
08/11/2015
4. Time of Incident (use 24-hour time):
01:22
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: Bolton
County: Hinds
State: MS
Zip Code: (if known): 39041
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
8. Mode of Transportation: Rail
9. Transportation Phase: In Transit
10. Carrier/Reporter:
- Name: Kansas City Southern Railroad
Street: 427 W 12th Street
City: Kansas City
State: MO
Zip Code: 64105-1804
Federal DOT Id Number: KCS
Hazmat Registration Number: 060914550077WY
11. Shipper/Officer:
- Name: Sandhill Group LLC
Street: 3295 HWY 80 E
City: Brandon
State: MS
Zip Code: 39042
Waybill/Shipping Paper: 22101
Hazmat Registration Number:
12. Origin (if different from shipper address)
- Street: 3295 HWY 80 E
City: Brandon
State: MS
Zip Code: 39042
13. Destination:
- Street: 1233 TOWSON AVE
City: Fort Smith
State: AR
Zip Code: 72901
14. Proper Shipping Name of Hazardous Material: CARBON DIOXIDE, REFRIGERATED LIQUID
15. Technical/Trade Name:
16. Hazardous Class/Division: Nonflammable Compressed Gas
17. Identification Number: (E.g. UN2764, NA 2020) UN2187

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 6700 Liquid - Gallon

20. Was the material shipped as a hazardous waste? False

If yes, provide the EPA Manifest Number:

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

If yes, provide the Hazard Zone:

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

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

23. Was this an undeclared hazardous materials shipment? False

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: - 143-Pressure Relief Valve or Device - Non-Reclosing

How Failed: - 303-Burst or Ruptured

Causes of Failure: - Over-pressurized

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

Identification Markings: 105J500W

(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: 20100 Liquid - Gallon
Amount in Package: 18100 Liquid - Gallon
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:	FULL	Manufacture Date:
Serial Number:	GATX38058	Last Test Date:
Material of Construction:	AAR TC-128, Gr. B (if Tank Car, CTMV, Portable Tank, or Cylinder)	
Design Pressure:	(if Tank Car, CTMV, Portable Tank)	
Shell Thickness:	0.787 INCH (if Tank Car, CTMV, Portable Tank)	
Head Thickness:	0.812 INCH (if Tank Car, CTMV)	
Service Pressure:	(if Cylinder)	
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:	Transport Index:
Activity:	
Critical Safety Index:	

PART IV – CONSEQUENCES

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

- | | |
|--|--|
| - Spillage: | - Fire: |
| - Explosion: | - Material Entered Waterway/Storm Sewer: |
| - Vapor (Gas) Dispersion: True | - Environmental Damage: |
| - 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?

True

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

Material Loss:	\$ 0.00
Carrier Damage:	\$ 0.00
Property Damage:	\$ 0.00
Response Cost:	\$ 5,000.00
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:
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:

At 0122 hrs. on 8/11/2015 the Kansas City Southern Railway (KCS) was notified that a car was venting extremely loudly in a siding between MP 112 and 110 on the Meridian Subdivision. The KCS Environmental + Hazmat Department dispatched an emergency response contractor to investigate. Upon arrival, the contractor found GATX 38058, a loaded CO2 car, to be leaking from the protective housing. Air monitoring was performed throughout the night. The point of release was determined to be the rupture disk. The release stabilized shortly after when balance of liquid CO2 auto-refrigerated to a solid dry ice. The car has been isolated and spotted and is awaiting replacement of the rupture disc next week.

File Note: Item 19-the quantity released was estimated. The actual amount released from this container is unknown to the carrier. To determine actual amount released: contact the offeror to determine actual quantity in tank car at origin (if available), then contact consignee to determine actual amount in tank car once unloaded (if available), and the difference will be the total amount released.

File Note: Item 27-Amount in package was estimated by this report preparer because the exact information is not available to carrier. Shipper provided bulk quantity on shipping paper as 1 Tank Car, per DOT requirements.

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:

The Kansas City Southern Railway (KCSR) notified shipper of this release. Non Accidental Releases (NAR) can be devastating on several different levels. They can cause personal injury, environmental damage, disrupt rail yards, adjacent facilities and communities, and snarl train operations for hundreds of miles and both directions. NARs are troublesome to all because they are, by and large, preventable. For non accident releases (a.k.a. package closure issues such as this), the shipper is requested to conduct a root-cause investigation to determine the cause(s) of release and to then facilitate corrective action to prevent recurrence. It is requested that the shipper share their findings with KCS.

(Please direct your root cause investigation results and corrective actions to Steve McNealy, KCS Railway, P.O. Box 219335, Kansas City, MO 64121. The shipper can reference <http://nar.aar.com> for help understanding and preventing NARs.

PART VIII – CONTACT INFORMATION

Contact's Name:	Chad Cliburn
Contact's Title:	Consultant, EHS
Business Name and Address:	Kansas City Southern Railroad 427 W 12th Street Kansas City MO 64105-1804
E-mail Address:	ccliburn@kcsouthern.com
Telephone Number:	(816) 983-1906
Fax Number:	(816) 983-1622
Hazmat Registration Number:	060914550077WY
Date:	
Preparer is:	Carrier