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-2022080001
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
09/28/2021

4. Time of Incident (use 24-hour time):
17:40

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: NEW HAMPTON
County: CHICKASAW
State: IA
Zip Code: (if known): 50661
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
MP 73, Mason City Sub

8. Mode of Transportation: Rail

9. Transportation Phase: In Transit

10. Carrier/Reporter:
Name: CANADIAN PACIFIC RAILROAD
Street: 2800 CENTRAL AVE NE
City: MINNEAPOLIS
State: MN
Zip Code: 55418-2952
Federal DOT Id Number:
Hazmat Registration Number:

11. Shipper/Offeror:
Name: Canadian Fertilizers LTD
Street: 1250 52nd St NW
City: Medicine Hat
State: ZZ
Zip Code: 00000
Waybill/Shipping Paper: 667630
Hazmat Registration Number:

12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:

13. Destination:
Street: CF Industries Sales LLC, 4 PKWY N STE 40
City: DEERFIELD
State: IL
Zip Code: 60015

14. Proper Shipping Name of Hazardous Material: AMMONIA ANHYDROUS

15. Technical/Trade Name:

16. Hazardous Class/Division: Poisonous Gas

17. Identification Number: (E.g. UN2764, NA 2020) UN1005

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 0.001 Gas - Cubic Inch

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? True
If yes, provide the Hazard Zone: D

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: - 147-Stub Sill (Tank Car)
How Failed: - 302-Bent
Causes of Failure: - Derailment

26a. Provide the packaging identification markings, if available.
Identification Markings: 112J500I
(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:	Packaging Type:
Material of Construction:	Material of Construction:
Head Type (Drums only):	

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:	**Single Package or Inner Packaging (if any):**
Package Capacity: 33680 Gas - Gallon	Package Capacity:
Amount in Package:	Amount in Package:
Number in Shipment:	Number in Shipment:
Number Failed:	Number Failed:

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

Manufacturer:	Manufacture Date:
Serial Number: SHQX 10838	Last Test Date:
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)	

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:	True	- Fire:	False
- Explosion:	False	- Material Entered Waterway/Storm Sewer:	True
- Vapor (Gas) Dispersion:	True	- 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: True
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:	$ 1,500,000.00
Remediation/Cleanup Cost:	$ 1,500,000.00

(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? True

If yes, provide the following information:

Total number of general public evacuated:	36
Total number of employees evacuated:	2
Total evacuated:	38
Duration of the evacuation:	24

36. Was a major transportation artery or facility closed? False

If yes, how many?

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

If yes, provide the following information:

Estimated speed (mph):	38
Weather conditions:	Rain
Vehicle overturned?	True
Vehicle left roadway/track?	True

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:

1. I-2022080001: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2hours. The result of this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City Sub. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out of the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad.

2. I-2022080002: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2 hours. The result pf this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad.

3. I-2022080003: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2 hours. The result pf this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad. The derailing cars and locomotives punctured the A/End of SHQX 10501 resulting in a total loss of the cars contents. The A/end of SHQX 10501 was submerged under the water which helped contain the majority of the release.

4. I-2022080015: NEW HAMPTON IOWA IN CHICKASAW COUNTY IOWA RECEIVED 11 INCHES OF RAIN IN LESS THAN 2 HOURS. THE RESULT OF THIS SIGNIFICANT RAIN EVENT WAS LOCAL RIVERS AND CREEKS OVER RAN THEIR BANKS AND CAUSED COUNTY WIDE FLASH FOLLDING. THE FAST RISING WATERS OF THE LITTLE WASIPINCON RIVER TOOK OUT THE CP RAIL BRIDGE AT MP 73 ON THE MASON CITY SUB. CP TRAIN B39-27 MOVING AT TRACK SPEED APPROACHED THE BRIDGEAND NOTICED THE BRIDGE WAS NO LONGER THERE. THE CREW ATTEMPTED TO BREAK BUT WERE UNABLE TO STOP AND WENT OFF THE TRACKS INTO THE RIVER . THE CREW WAS ABLE TO GET OUT OF THE LOCOMOTIVE AND SWIM TO A MORE STABLE AREA. THEY WERE LATER RESCUED BY NEW HAMPTON FD & CHICKASAW COUNTY RESCUE SQUAD.

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:

1. I-2022080001: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

2. I-2022080002: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

3. I-2022080003: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

4. I-2022080015: AFTER THE DERAILMENT IN NEW HAMPTON ON THE LITTLE WASIPINICON RIVER CP BUILT A MODERN BRIDGE THAT IS DESIGNED TO HANDLE WHATEVER UNFORSEEN NATURAL EVENTS THAT MAY OCCUR

PART VIII – CONTACT INFORMATION

Contact's Name:	Ed Dankbar
Contact's Title:	Hazmat & ER Officer
Business Name and Address:	Canadian Pacific Rail 1010 Shop Rd St Paul MN 55106
E-mail Address:	ed_dankbar@cpr.ca
Telephone Number:	612-202-8497
Fax Number:	
Hazmat Registration Number:	060608550023QR
Date:	09/24/2022
Preparer is:	Carrier

U.S Department of Transportation
Research and Special Programs Administration

Hazardous Materials Incident Report

Form Approval OMB No. 3137-0039

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PART I - REPORT TYPE

1. Incident Id: I-2022080001
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
09/28/2021

4. Time of Incident (use 24-hour time):
17:40

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: NEW HAMPTON
County: CHICKASAW
State: IA
Zip Code: (if known): 50661
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
MP 73, Mason City Sub

8. Mode of Transportation: Rail

9. Transportation Phase: In Transit

10. Carrier/Reporter:
Name: CANADIAN PACIFIC RAILROAD
Street: 2800 CENTRAL AVE NE
City: MINNEAPOLIS
State: MN
Zip Code: 55418-2952
Federal DOT Id Number:
Hazmat Registration Number:

11. Shipper/Offeror:
Name: Canadian Fertilizers LTD
Street: 1250 52nd St NW
City: Medicine Hat
State: ZZ
Zip Code: 00000
Waybill/Shipping Paper: 667632
Hazmat Registration Number:

12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:

13. Destination:
Street: CF Industries Sales LLC, 4 PKWY N STE 40
City: DEERFIELD
State: IL
Zip Code: 60015

14. Proper Shipping Name of Hazardous Material: AMMONIA ANHYDROUS

15. Technical/Trade Name:

16. Hazardous Class/Division: Poisonous Gas

17. Identification Number: (E.g. UN2764, NA 2020) UN1005

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 0.001 Gas - Cubic Inch

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? True
If yes, provide the Hazard Zone: D

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: - 147-Stub Sill (Tank Car)
How Failed: - 302-Bent
Causes of Failure: - Derailment

26a. Provide the packaging identification markings, if available.
Identification Markings: 112J500I
(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:	Packaging Type:
Material of Construction:	Material of Construction:
Head Type (Drums only):	

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:	**Single Package or Inner Packaging (if any):**
Package Capacity: 34190 Gas - Gallon	Package Capacity:
Amount in Package:	Amount in Package:
Number in Shipment:	Number in Shipment:
Number Failed:	Number Failed:

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

Manufacturer:	Manufacture Date:
Serial Number: TILX 501026	Last Test Date:
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)	

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:	True	- Fire:	False
- Explosion:	False	- Material Entered Waterway/Storm Sewer:	True
- Vapor (Gas) Dispersion:	True	- 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: True
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:	$ 1,500,000.00
Remediation/Cleanup Cost:	$ 1,500,000.00

(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? True

If yes, provide the following information:

Total number of general public evacuated:	36
Total number of employees evacuated:	2
Total evacuated:	38
Duration of the evacuation:	24

36. Was a major transportation artery or facility closed? False

If yes, how many?

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

If yes, provide the following information:

Estimated speed (mph):	38
Weather conditions:	Rain
Vehicle overturned?	True
Vehicle left roadway/track?	True

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:

1. I-2022080001: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2hours. The result of this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City Sub. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out of the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad.

2. I-2022080002: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2 hours. The result pf this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad.

3. I-2022080003: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2 hours. The result pf this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad. The derailing cars and locomotives punctured the A/End of SHQX 10501 resulting in a total loss of the cars contents. The A/end of SHQX 10501 was submerged under the water which helped contain the majority of the release.

4. I-2022080015: NEW HAMPTON IOWA IN CHICKASAW COUNTY IOWA RECEIVED 11 INCHES OF RAIN IN LESS THAN 2 HOURS. THE RESULT OF THIS SIGNIFICANT RAIN EVENT WAS LOCAL RIVERS AND CREEKS OVER RAN THEIR BANKS AND CAUSED COUNTY WIDE FLASH FOLLDING. THE FAST RISING WATERS OF THE LITTLE WASIPINCON RIVER TOOK OUT THE CP RAIL BRIDGE AT MP 73 ON THE MASON CITY SUB. CP TRAIN B39-27 MOVING AT TRACK SPEED APPROACHED THE BRIDGEAND NOTICED THE BRIDGE WAS NO LONGER THERE. THE CREW ATTEMPTED TO BREAK BUT WERE UNABLE TO STOP AND WENT OFF THE TRACKS INTO THE RIVER . THE CREW WAS ABLE TO GET OUT OF THE LOCOMOTIVE AND SWIM TO A MORE STABLE AREA. THEY WERE LATER RESCUED BY NEW HAMPTON FD & CHICKASAW COUNTY RESCUE SQUAD.

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.

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2. I-2022080002: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

3. I-2022080003: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

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PART VIII – CONTACT INFORMATION

Contact's Name:	Ed Dankbar
Contact's Title:	Hazmat & ER Officer
Business Name and Address:	Canadian Pacific Rail 1010 Shop Rd St Paul MN 55106
E-mail Address:	ed_dankbar@cpr.ca
Telephone Number:	612-202-8497
Fax Number:	
Hazmat Registration Number:	060608550023QR
Date:	09/24/2022
Preparer is:	Carrier

U.S Department of Transportation
Research and Special Programs Administration

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County: CHICKASAW
State: IA
Zip Code: (if known): 50661
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
MP 73, Mason City Sub

8. Mode of Transportation: Rail

9. Transportation Phase: In Transit

10. Carrier/Reporter:
Name: CANADIAN PACIFIC RAILROAD
Street: 2800 CENTRAL AVE NE
City: MINNEAPOLIS
State: MN
Zip Code: 55418-2952
Federal DOT Id Number:
Hazmat Registration Number:

11. Shipper/Offeror:
Name: Canadian Fertilizers LTD
Street: 1250 52nd St NW
City: Medicine Hat
State: ZZ
Zip Code: 00000
Waybill/Shipping Paper: 667633
Hazmat Registration Number:

12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:

13. Destination:
Street: CF Industries Sales LLC, 4 PKWY N STE 40
City: DEERFIELD
State: IL
Zip Code: 60015

14. Proper Shipping Name of Hazardous Material: AMMONIA ANHYDROUS

15. Technical/Trade Name:

16. Hazardous Class/Division: Poisonous Gas

17. Identification Number: (E.g. UN2764, NA 2020) UN1005

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 30092.5 Gas - 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? True
If yes, provide the Hazard Zone: D

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: - 149-Tank Head; 150-Tank Shell
How Failed: - 309-Punctured; 309-Punctured
Causes of Failure: - Derailment; Derailment

26a. Provide the packaging identification markings, if available.
Identification Markings: 112J500I
(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:	Packaging Type:
Material of Construction:	Material of Construction:
Head Type (Drums only):	

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:	**Single Package or Inner Packaging (if any):**
Package Capacity: 33640 Gas - Gallon	Package Capacity:
Amount in Package:	Amount in Package:
Number in Shipment:	Number in Shipment:
Number Failed:	Number Failed:

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

Manufacturer:	Manufacture Date:
Serial Number: SHQX 10501	Last Test Date:
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)	

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:	True	- Fire:	False
- Explosion:	False	- Material Entered Waterway/Storm Sewer:	True
- Vapor (Gas) Dispersion:	True	- 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: True
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:	$ 1,500,000.00
Remediation/Cleanup Cost:	$ 1,500,000.00

(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? True

If yes, provide the following information:

Total number of general public evacuated:	36
Total number of employees evacuated:	2
Total evacuated:	38
Duration of the evacuation:	24

36. Was a major transportation artery or facility closed? False

If yes, how many?

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

If yes, provide the following information:

Estimated speed (mph):	38
Weather conditions:	Rain
Vehicle overturned?	True
Vehicle left roadway/track?	True

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:

1. I-2022080001: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2hours. The result of this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City Sub. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out of the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad.

2. I-2022080002: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2 hours. The result pf this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad.

3. I-2022080003: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2 hours. The result pf this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad. The derailing cars and locomotives punctured the A/End of SHQX 10501 resulting in a total loss of the cars contents. The A/end of SHQX 10501 was submerged under the water which helped contain the majority of the release.

4. I-2022080015: NEW HAMPTON IOWA IN CHICKASAW COUNTY IOWA RECEIVED 11 INCHES OF RAIN IN LESS THAN 2 HOURS. THE RESULT OF THIS SIGNIFICANT RAIN EVENT WAS LOCAL RIVERS AND CREEKS OVER RAN THEIR BANKS AND CAUSED COUNTY WIDE FLASH FOLLDING. THE FAST RISING WATERS OF THE LITTLE WASIPINCON RIVER TOOK OUT THE CP RAIL BRIDGE AT MP 73 ON THE MASON CITY SUB. CP TRAIN B39-27 MOVING AT TRACK SPEED APPROACHED THE BRIDGEAND NOTICED THE BRIDGE WAS NO LONGER THERE. THE CREW ATTEMPTED TO BREAK BUT WERE UNABLE TO STOP AND WENT OFF THE TRACKS INTO THE RIVER . THE CREW WAS ABLE TO GET OUT OF THE LOCOMOTIVE AND SWIM TO A MORE STABLE AREA. THEY WERE LATER RESCUED BY NEW HAMPTON FD & CHICKASAW COUNTY RESCUE SQUAD.

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:

1. I-2022080001: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

2. I-2022080002: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

3. I-2022080003: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

4. I-2022080015: AFTER THE DERAILMENT IN NEW HAMPTON ON THE LITTLE WASIPINICON RIVER CP BUILT A MODERN BRIDGE THAT IS DESIGNED TO HANDLE WHATEVER UNFORSEEN NATURAL EVENTS THAT MAY OCCUR

PART VIII – CONTACT INFORMATION

Contact's Name:	Ed Dankbar
Contact's Title:	Hazmat & ER Officer
Business Name and Address:	Canadian Pacific Rail 1010 Shop Rd St Paul MN 55106
E-mail Address:	ed_dankbar@cpr.ca
Telephone Number:	612-202-8497
Fax Number:	
Hazmat Registration Number:	060608550023QR
Date:	09/24/2022
Preparer is:	Carrier

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-2022080001
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
09/28/2021

4. Time of Incident (use 24-hour time):
17:40

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: NEW HAMPTON
County: CHICKASAW
State: IA
Zip Code: (if known): 50661
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
MP 73, Mason City Sub

8. Mode of Transportation: Rail

9. Transportation Phase: In Transit

10. Carrier/Reporter:
Name: CANADIAN PACIFIC RAILROAD
Street: 2800 CENTRAL AVE NE
City: MINNEAPOLIS
State: MN
Zip Code: 55418-2952
Federal DOT Id Number:
Hazmat Registration Number:

11. Shipper/Offeror:
Name: Canadian Fertilizers LTD
Street: 1250 52nd St NW
City: Medicine Hat
State: ZZ
Zip Code: 00000
Waybill/Shipping Paper: 667634
Hazmat Registration Number:

12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:

13. Destination:
Street: CF Industries Sales LLC, 4 PKWY N STE 40
City: DEERFIELD
State: IL
Zip Code: 60015

14. Proper Shipping Name of Hazardous Material: AMMONIA ANHYDROUS

15. Technical/Trade Name:

16. Hazardous Class/Division: Poisonous Gas

17. Identification Number: (E.g. UN2764, NA 2020) UN1005

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 0.001 Gas - Cubic Inch

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? True
If yes, provide the Hazard Zone: D

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: - 147-Stub Sill (Tank Car)
How Failed: - 302-Bent
Causes of Failure: - Derailment

26a. Provide the packaging identification markings, if available.
Identification Markings: 112J500I
(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:	Packaging Type:
Material of Construction:	Material of Construction:
Head Type (Drums only):	

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:	**Single Package or Inner Packaging (if any):**
Package Capacity: 34240 Gas - Gallon	Package Capacity:
Amount in Package:	Amount in Package:
Number in Shipment:	Number in Shipment:
Number Failed:	Number Failed:

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

Manufacturer:
Serial Number: TILX 500757
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)
If valve or device failed:
Type:
Model:
Manufacturer:

Manufacture Date:
Last Test Date:

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:	True
- Vapor (Gas) Dispersion:	True	- 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: True
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:	$ 1,500,000.00
Remediation/Cleanup Cost:	$ 1,500,000.00

(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? True

If yes, provide the following information:

Total number of general public evacuated:	36
Total number of employees evacuated:	2
Total evacuated:	38
Duration of the evacuation:	24

36. Was a major transportation artery or facility closed? False

If yes, how many?

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

If yes, provide the following information:

Estimated speed (mph):	38
Weather conditions:	Rain
Vehicle overturned?	True
Vehicle left roadway/track?	True

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:

1. I-2022080001: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2hours. The result of this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City Sub. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out of the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad.

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3. I-2022080003: New Hampton Iowa in Chickasaw County Iowa received 11 inches of rain in less than 2 hours. The result pf this significant rain event was local rivers and creeks over ran their banks and caused county wide flash flooding. The fast rising waters of the Little Wapsipinicon River took out the CP Rail Bridge at MP 73 on the Mason City. CP train B39-27 moving at track speed approached the bridge and noticed the bridge was no longer there. The crew attempted to break but were unable to stop and went off the tracks into the river. The crew was able to get out the locomotive and swim to a more stable area. They were later rescued by New Hampton FD & Chickasaw County Rescue Squad. The derailing cars and locomotives punctured the A/End of SHQX 10501 resulting in a total loss of the cars contents. The A/end of SHQX 10501 was submerged under the water which helped contain the majority of the release.

4. I-2022080015: NEW HAMPTON IOWA IN CHICKASAW COUNTY IOWA RECEIVED 11 INCHES OF RAIN IN LESS THAN 2 HOURS. THE RESULT OF THIS SIGNIFICANT RAIN EVENT WAS LOCAL RIVERS AND CREEKS OVER RAN THEIR BANKS AND CAUSED COUNTY WIDE FLASH FOLLDING. THE FAST RISING WATERS OF THE LITTLE WASIPINCON RIVER TOOK OUT THE CP RAIL BRIDGE AT MP 73 ON THE MASON CITY SUB. CP TRAIN B39-27 MOVING AT TRACK SPEED APPROACHED THE BRIDGEAND NOTICED THE BRIDGE WAS NO LONGER THERE. THE CREW ATTEMPTED TO BREAK BUT WERE UNABLE TO STOP AND WENT OFF THE TRACKS INTO THE RIVER . THE CREW WAS ABLE TO GET OUT OF THE LOCOMOTIVE AND SWIM TO A MORE STABLE AREA. THEY WERE LATER RESCUED BY NEW HAMPTON FD & CHICKASAW COUNTY RESCUE SQUAD.

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:

1. I-2022080001: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

2. I-2022080002: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

3. I-2022080003: After the derailment in New Hampton Iowa on the Little Wapsipinicon River CP built a modern bridge that is designed to handle whatever unforeseen natural events that may occur.

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PART VIII – CONTACT INFORMATION

Contact's Name:	Ed Dankbar
Contact's Title:	Hazmat & ER Officer
Business Name and Address:	Canadian Pacific Rail 1010 Shop Rd St Paul MN 55106
E-mail Address:	ed_dankbar@cpr.ca
Telephone Number:	612-202-8497
Fax Number:	
Hazmat Registration Number:	060608550023QR
Date:	09/24/2022
Preparer is:	Carrier