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-2001070578
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
06/17/2001

4. Time of Incident (use 24-hour time):
16:00

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: WILMINGTON
County: CLINTON
State: OH
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
US HWY 68

8. Mode of Transportation: Rail

9. Transportation Phase: In Transit

10. Carrier/Reporter:
Name: CSX TRANSPORTATION
Street: 500 WATER STREET
City: JACKSONVILLE
State: FL
Zip Code: 32202
Federal DOT Id Number:
Hazmat Registration Number:

11. Shipper/Offeror:
Name: RHINEHART W H
Street:
City: MIDDLEPORT
State: NY
Zip Code:
Waybill/Shipping Paper: 712068103664787
Hazmat Registration Number:

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

13. Destination:
Street:
City: SUTTON
State: FL
Zip Code:

14. Proper Shipping Name of Hazardous Material: AMMONIA, ANHYDROUS, LIQUEFIED OR AMMONIA SOLUTIONS RELATIVE DENSITY LESS THAN .880 AT 15 DEGREES C IN WATER, WITH MORE THAN 50 PERCENT AMMONIA

15. Technical/Trade Name: ANHYDROUS AMMONIA

16. Hazardous Class/Division: Poisonous Gas

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

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units)

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
How Failed: -
Causes of Failure: - Derailment; Dropped; Rollover Accident

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:	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:	4521.5898 Gas - Cubic Foot	Package Capacity:
Amount in Package:		Amount in Package:
Number in Shipment:	1	Number in Shipment:
Number Failed:	1	Number Failed:

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

Manufacturer:	P L M INTERNATIONAL INC (PLMX)	Manufacture Date:
Serial Number:	PLMX33911	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:	False	- Fire:	False
- Explosion:	False	- Material Entered Waterway/Storm Sewer:	True
- 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? True

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

Material Loss:	$ 0.00
Carrier Damage:	$ 882,694.00
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? True

If yes, provide the following information:

Estimated speed (mph):	30
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:

A) ACFX 84105, A LOADED TANK CAR OF SODIUM HYDROXIDE SOLUTION, WAS INVOLVED IN A DERAILMENT OF CSXT TRAIN Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON AN EMBANKMENT TO COWAN CREAK, APPROXIMATELY 50 FEET BELOW. THE IMPACT OF THE FALL CAUSED THE SAFETY VENT ASSEMBLY TO CRACK, AND THE CAR LEAKED APPROXIMATELY 12,300 GALLONS INTO COWAN CREEK. THE CREEK WAS DAMMED BY LOCAL RESPONDERS AND THE PRODUCT WAS NEWUTRALIZED BY CSXT RESPONSE CONTRACTORS. THE REMAINDER OF THE PRODUCT WAS PUMPED FROM THE CAR INTO A VACUUM TANK FOR DISPOSAL. THE CAR WAS DECONTAMINATED AND CLEANED ON SITE PRIOR TO SALVAGE. B) HOKX 111121, A LOADED TANK CAR OF SODIUM HYDROXIDE SOLUTION, WAS INVOLVED IN A DERAILMENT OF CSXT TRAIN Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON ITS TOP IN COWAN CREEK, APPROXIMATELY 60 FEET BELOW. THE CREEK WAS DAMMED BY LOCAL RESPONDERS AND THE PRODUCT WAS NEWUTRALIZED BY CSXT RESPONSE CONTRACTORS. THE IMPACT OF THE FALL CAUSED THE LIQUID AND VAPOR VALVES, AS WELL AS, THE SAFETY VENT ASSEMBLY TO BREAK OFF THE CAR AND THE CAR LEAKED APPROXIMATELY 16000 GALLONS INTO COWAN CREEK. THE CAR WAS DECONTAMINATED AND CLEANED ON ON SITE PRIOR TO SALVAGE. C) PLMX 33911, A RESIDUE TANK CAR OF ANHYDROUS AMMONIA, WAS INVOLVED IN THE DERAILMENT OF Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON A HILLSIDE APPROXIMATELY 40 FEET BELOW. THE CAR LANDED ON ITS TOP, AND THERE WAS DAMAGE TO THE PROTECTIVE HOUSING. THE ROD OF THE SLIP TUBE GAUGING DEVICE WAS BENT, AND A WISPING VAPOR RELEASE RESULTED. THE TANK CAR WAS UPRIGHTED, MOVED TO A YARD, DEPRESSURED AND PURGED.

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:	M D LUNDSFORD CSP
Contact's Title:	MGR FIELD SERVICES
Business Name and Address:	
E-mail Address:	
Telephone Number:	615-371-6321
Fax Number:	
Hazmat Registration Number:	
Date:	07/02/2001
Preparer is:	

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-2001070578
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
06/17/2001

4. Time of Incident (use 24-hour time):
16:00

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: WILMINGTON
County: CLINTON
State: OH
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
US HWY 68

8. Mode of Transportation: Rail

9. Transportation Phase: In Transit

10. Carrier/Reporter:
Name: CSX TRANSPORTATION
Street: 500 WATER STREET
City: JACKSONVILLE
State: FL
Zip Code: 32202
Federal DOT Id Number:
Hazmat Registration Number:

11. Shipper/Offeror:
Name: OCCIDENTAL CHEMICAL CO
Street:
City: NIAGARA FALLS
State: NY
Zip Code:
Waybill/Shipping Paper: 712017780804299
Hazmat Registration Number:

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

13. Destination:
Street:
City: CANTON
State: NC
Zip Code:

14. Proper Shipping Name of Hazardous Material: SODIUM HYDROXIDE, SOLUTION

15. Technical/Trade Name:

16. Hazardous Class/Division: Corrosive Material

17. Identification Number: (E.g. UN2764, NA 2020) UN1824

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 12300 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
How Failed: -
Causes of Failure: - Derailment; Dropped; Rollover Accident

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:	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:	16166 Liquid - Gallon	Package Capacity:
Amount in Package:		Amount in Package:
Number in Shipment:	1	Number in Shipment:
Number Failed:	1	Number Failed:

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

Manufacturer:	ACF INDUSTRIES	Manufacture Date:
Serial Number:	ACFX84105	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:	False	- Fire:	False
- Explosion:	False	- Material Entered Waterway/Storm Sewer:	True
- 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? True

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

Material Loss:	$ 0.00
Carrier Damage:	$ 882,694.00
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? True

If yes, provide the following information:

Estimated speed (mph):	30
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:

A) ACFX 84105, A LOADED TANK CAR OF SODIUM HYDROXIDE SOLUTION, WAS INVOLVED IN A DERAILMENT OF CSXT TRAIN Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON AN EMBANKMENT TO COWAN CREAK, APPROXIMATELY 50 FEET BELOW. THE IMPACT OF THE FALL CAUSED THE SAFETY VENT ASSEMBLY TO CRACK, AND THE CAR LEAKED APPROXIMATELY 12,300 GALLONS INTO COWAN CREEK. THE CREEK WAS DAMMED BY LOCAL RESPONDERS AND THE PRODUCT WAS NEWUTRALIZED BY CSXT RESPONSE CONTRACTORS. THE REMAINDER OF THE PRODUCT WAS PUMPED FROM THE CAR INTO A VACUUM TANK FOR DISPOSAL. THE CAR WAS DECONTAMINATED AND CLEANED ON SITE PRIOR TO SALVAGE. B) HOKX 111121, A LOADED TANK CAR OF SODIUM HYDROXIDE SOLUTION, WAS INVOLVED IN A DERAILMENT OF CSXT TRAIN Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON ITS TOP IN COWAN CREEK, APPROXIMATELY 60 FEET BELOW. THE CREEK WAS DAMMED BY LOCAL RESPONDERS AND THE PRODUCT WAS NEWUTRALIZED BY CSXT RESPONSE CONTRACTORS. THE IMPACT OF THE FALL CAUSED THE LIQUID AND VAPOR VALVES, AS WELL AS, THE SAFETY VENT ASSEMBLY TO BREAK OFF THE CAR AND THE CAR LEAKED APPROXIMATELY 16000 GALLONS INTO COWAN CREEK. THE CAR WAS DECONTAMINATED AND CLEANED ON ON SITE PRIOR TO SALVAGE. C) PLMX 33911, A RESIDUE TANK CAR OF ANHYDROUS AMMONIA, WAS INVOLVED IN THE DERAILMENT OF Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON A HILLSIDE APPROXIMATELY 40 FEET BELOW. THE CAR LANDED ON ITS TOP, AND THERE WAS DAMAGE TO THE PROTECTIVE HOUSING. THE ROD OF THE SLIP TUBE GAUGING DEVICE WAS BENT, AND A WISPING VAPOR RELEASE RESULTED. THE TANK CAR WAS UPRIGHTED, MOVED TO A YARD, DEPRESSURED AND PURGED.

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:	M D LUNDSFORD CSP
Contact's Title:	MGR FIELD SERVICES
Business Name and Address:	
E-mail Address:	
Telephone Number:	615-371-6321
Fax Number:	
Hazmat Registration Number:	
Date:	07/02/2001
Preparer is:	

U.S Department of Transportation
Research and Special Programs Administration

Hazardous Materials Incident Report

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1. Incident Id: I-2001070578
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
06/17/2001

4. Time of Incident (use 24-hour time):
16:00

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: WILMINGTON
County: CLINTON
State: OH
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
US HWY 68

8. Mode of Transportation: Rail

9. Transportation Phase: In Transit

10. Carrier/Reporter:
Name: CSX TRANSPORTATION
Street: 500 WATER STREET
City: JACKSONVILLE
State: FL
Zip Code: 32202
Federal DOT Id Number:
Hazmat Registration Number:

11. Shipper/Offeror:
Name: OCCIDENTAL CHEMICAL CO
Street:
City: NIAGARA FALLS
State: NY
Zip Code:
Waybill/Shipping Paper: 712017780804299
Hazmat Registration Number:

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

13. Destination:
Street:
City: CINCINNATI
State: OH
Zip Code:

14. Proper Shipping Name of Hazardous Material: SODIUM HYDROXIDE, SOLUTION

15. Technical/Trade Name:

16. Hazardous Class/Division: Corrosive Material

17. Identification Number: (E.g. UN2764, NA 2020) UN1824

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 16000 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
How Failed: -
Causes of Failure: - Derailment; Rollover Accident

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:	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:	16505 Liquid - Gallon	Package Capacity:
Amount in Package:		Amount in Package:
Number in Shipment:	1	Number in Shipment:
Number Failed:	1	Number Failed:

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

Manufacturer:	H O K X	Manufacture Date:
Serial Number:	HOKX111121	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:	False	- Fire:	False
- Explosion:	False	- Material Entered Waterway/Storm Sewer:	True
- 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? True

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

Material Loss:	$ 0.00
Carrier Damage:	$ 882,694.00
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? True

If yes, provide the following information:

Estimated speed (mph):	30
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:

A) ACFX 84105, A LOADED TANK CAR OF SODIUM HYDROXIDE SOLUTION, WAS INVOLVED IN A DERAILMENT OF CSXT TRAIN Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON AN EMBANKMENT TO COWAN CREAK, APPROXIMATELY 50 FEET BELOW. THE IMPACT OF THE FALL CAUSED THE SAFETY VENT ASSEMBLY TO CRACK, AND THE CAR LEAKED APPROXIMATELY 12,300 GALLONS INTO COWAN CREEK. THE CREEK WAS DAMMED BY LOCAL RESPONDERS AND THE PRODUCT WAS NEWUTRALIZED BY CSXT RESPONSE CONTRACTORS. THE REMAINDER OF THE PRODUCT WAS PUMPED FROM THE CAR INTO A VACUUM TANK FOR DISPOSAL. THE CAR WAS DECONTAMINATED AND CLEANED ON SITE PRIOR TO SALVAGE. B) HOKX 111121, A LOADED TANK CAR OF SODIUM HYDROXIDE SOLUTION, WAS INVOLVED IN A DERAILMENT OF CSXT TRAIN Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON ITS TOP IN COWAN CREEK, APPROXIMATELY 60 FEET BELOW. THE CREEK WAS DAMMED BY LOCAL RESPONDERS AND THE PRODUCT WAS NEWUTRALIZED BY CSXT RESPONSE CONTRACTORS. THE IMPACT OF THE FALL CAUSED THE LIQUID AND VAPOR VALVES, AS WELL AS, THE SAFETY VENT ASSEMBLY TO BREAK OFF THE CAR AND THE CAR LEAKED APPROXIMATELY 16000 GALLONS INTO COWAN CREEK. THE CAR WAS DECONTAMINATED AND CLEANED ON ON SITE PRIOR TO SALVAGE. C) PLMX 33911, A RESIDUE TANK CAR OF ANHYDROUS AMMONIA, WAS INVOLVED IN THE DERAILMENT OF Q36516 NEAR WILMINGTON, OH ON JUNE 17, 2001. THE TANK CAR FELL FROM A TRESTLE AND LANDED ON A HILLSIDE APPROXIMATELY 40 FEET BELOW. THE CAR LANDED ON ITS TOP, AND THERE WAS DAMAGE TO THE PROTECTIVE HOUSING. THE ROD OF THE SLIP TUBE GAUGING DEVICE WAS BENT, AND A WISPING VAPOR RELEASE RESULTED. THE TANK CAR WAS UPRIGHTED, MOVED TO A YARD, DEPRESSURED AND PURGED.

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:	M D LUNDSFORD CSP
Contact's Title:	MGR FIELD SERVICES
Business Name and Address:	
E-mail Address:	
Telephone Number:	615-371-6321
Fax Number:	
Hazmat Registration Number:	
Date:	07/02/2001
Preparer is:	