



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-2006080172
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 06/27/2006
4. Time of Incident (use 24-hour time): 12:27
5. Enter National Response Center Report Number (if applicable): 802220
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: HOUSTON
County: HARRIS
State: TX
Zip Code: (if known): 77078
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
UPRR TERMINAL SUBDIV., MP 353,
8. Mode of Transportation: Rail
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: BNSF RAILWAY COMPANY
Street: 2600 LOU MENK DRIVE
City: FORT WORTH
State: TX
Zip Code: 76131-2830
Federal DOT Id Number: 281683
Hazmat Registration Number: 060203011037LN
11. Shipper/Officer:
Name: SOUTHERN GARRETT
Street: 3303 FM 1960 W
City: HOUSTON
State: TX
Zip Code: 77068
Waybill/Shipping Paper: BNSF 872551
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street: 2627 TIDAL ROAD
City: DEER PARK
State: TX
Zip Code: 77536
13. Destination:
Street: 51 EAST MARYLAND AVENUE
City: SAINT PAUL
State: MN
Zip Code: 55117
14. Proper Shipping Name of Hazardous Material: METHANOL
15. Technical/Trade Name:
16. Hazardous Class/Division: Flammable - Combustible Liquid
17. Identification Number: (E.g. UN2764, NA 2020) UN1230

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 120 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: - 106-Bottom Outlet Valve; 137-Manway or Dome Cover

How Failed: - 308-Leaked; 308-Leaked

Causes of Failure: - Derailment; Loose Closure, Component, or Device

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

Identification Markings: DOT 111A100W1

(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: 192800 Liquid - Pound
Amount in Package: 180000 Liquid - Pound
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:	GAT098	Manufacture Date:	04/01/1974
Serial Number:	GATX11588	Last Test Date:	01/01/2002
Material of Construction:	ASTM A515, GR. 70 (if Tank Car, CTMV, Portable Tank, or Cylinder)		
Design Pressure:	100 (if Tank Car, CTMV, Portable Tank)		
Shell Thickness:	0.444 INCH (if Tank Car, CTMV, Portable Tank)		
Head Thickness:	0.562 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: | 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 #: True
Police Report #: True
In-house cleanup: True
Other Cleanup: False

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: \$ 300.00
Carrier Damage: \$ 0.00
Property Damage: \$ 0.00
Response Cost: \$ 15,000.00
Remediation/Cleanup Cost: \$ 21,500.00
(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: 0
Responders: 0
General Public: 0

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

False

If yes, how many? 0

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: 0
Responders: 0
General Public: 0

Non-Hospitalized:

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

Employees: 0
Responders: 0
General Public: 0

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?

True

If yes, how many? 2

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

True

If yes, provide the following information:

Estimated speed (mph): 26
Weather conditions: CLOUDY, 89 DEG,
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:

A BNSF TRAIN OPERATING ON UPRR MAIN TRACK DERAILED 13 RAILCARS INCLUDING SEVEN TANK CARS LADENED WITH HAZARDOUS MATERIALS AND RESIDUES OF HAZARDOUS MATERIALS. THE CAUSE OF THIS DERAILMENT WAS CONTRIBUTED TO A BROKEN RAIL. GATX 11588 DERAILED ON ITS SIDE AND WAS REPORTED DRIPPING PRODUCT FROM THE MANWAY CLOSURE. NEARBY US HIGHWAY 90 WAS PARTIALLY CLOSED DURING THE INITIAL RESPONSE PHASE. AS REPORTED BY HOUSTON F.D. RESPONDING, THEY RETIGHTENED THE MANWAY SECUREMENT BOLTS ON GATX 11588 WHICH EBBED THE LEAK TO A SLOWER DRIP BY 1445 HRS. CDT, 6/27. A RECEPTACLE WAS PLACED UNDER THE DRIP AREA TO CATCH SPILLAGE. BNSF CONTRACT RESPONDERS ALSO RETIGHTENED THE MANWAY SECUREMENT BOLTS TO SLOW THE DRIP FURTHER. DURING CLEARING OF THE DERAILED RAIL EQUIPMENT, GATX 11588 WAS OBSERVED LEAKING PRODUCT FROM THE BOTTOM OUTLET VALVE (BOV) AREA. THE BNSF CONTRACT RESPONDERS REPORTED THAT THE BOV EXTENSION WAS SHEARED OFF IN THE DERAILMENT AND THE BOV OPERATING HANDLE WAS BENT. RESPONDERS REMOVED THE BOV HANDLE AND TOOL TIGHTENED THE HANDLE STEM RETAINER NUT WHICH STOPPED THE LEAK FROM THIS SOURCE. RESPONDERS ALSO DISCOVERED THAT THE BOV FLANGE AREA WAS LEAKING AND ALL THE FLANGE BOLTS WERE TOOL TIGHTENED WHICH SLOWED THE LEAK FROM THIS SOURCE. GATX 11588 WAS UPRIGHTED AND A WADING POOL WAS PLACED UNDER THE BOV LEAK TO CATCH FURTHER SPILLAGE. THE REMAINING PRODUCT IN GATX 11588 WAS TRANSFERRED INTO TANKER TRUCKS FOR DELIVERY BACK TO THE ORIGIN LOADING TERMINAL. TRANSFER OF GATX 11588 WAS COMPLETED BY 1715 HRS. CDT, 6/28/06. AFTERWARDS ON 6/28, GATX 11588 WAS CLEANED AND PURGED OF ALL HAZARDOUS MATERIAL. MOST SPILLAGE READILY EVAPORATED. BNSF ENVIRONMENTAL CONTRACTORS SAMPLED GROUND IMPACT AREAS AND FURTHER GROUND SOIL REMEDIATION IS PENDING SOIL SAMPLE ANALYSIS.

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:

NO ADDITIONAL COMMENTS.

PART VIII – CONTACT INFORMATION

Contact's Name:	RICHARD MCMAHON
Contact's Title:	MANAGER HAZARDOUS MATERIALS RISK MANAGEMENT
Business Name and Address:	BNSF RAILWAY COMPANY 4200 DEEN ROAD FORT WORTH TX 76106
E-mail Address:	RICH.MCMAHON@BNSF.COM
Telephone Number:	(817) 740-7355
Fax Number:	(817) 740-7250
Hazmat Registration Number:	
Date:	07/26/2006
Preparer is:	Carrier

04/01/1974