



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: E-2013110202
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 10/22/2013
4. Time of Incident (use 24-hour time): 13:15
5. Enter National Response Center Report Number (if applicable):
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
- City: NEWCASTLE
County: WESTON
State: WY
Zip Code: (if known): 82701
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
MM 6 Wyoming 450
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
- Name: Dixon Bros. Inc.
Street: 5093 US Highway 16
City: Newcastle
State: WY
Zip Code: 82701
Federal DOT Id Number: 122815
Hazmat Registration Number: 060512553063UW
11. Shipper/Officer:
- Name: Wyoming Refining Company
Street: 740 W. Main
City: Newcastle
State: WY
Zip Code: 82701
Waybill/Shipping Paper: 29497
Hazmat Registration Number: 061412600018UW
12. Origin (if different from shipper address)
- Street:
City:
State:
Zip Code:
13. Destination:
- Street: 341 A Antelope Rd
City: Wright
State: WY
Zip Code: 82732
14. Proper Shipping Name of Hazardous Material: DIESEL FUEL
15. Technical/Trade Name: WRC Dyed Premier #2
16. Hazardous Class/Division: Flammable - Combustible Liquid
17. Identification Number: (E.g. UN2764, NA 2020) NA1993

- 18. Packing Group:** (if applicable) III
- 19. Quantity Released:** (Include Measurement Units) 417 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:

Cargo Tank Motor Vehicle (CTMV)

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: - 104-Body

How Failed: - 307-Gouged or Cut

Causes of Failure: - Rollover Accident

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

Identification Markings: DOT 306

(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: 5500 Liquid - Gallon
Amount in Package: 3300 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:	Fruehauf	Manufacture Date:	01/10/1981
Serial Number:	1H4T02325BJ00160	Last Test Date:	10/21/2013
Material of Construction:	Aluminum (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: | 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 #: False
Police Report #: True W111868A
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: | \$ 3,460.00 |
| Carrier Damage: | \$ 24,000.00 |
| Property Damage: | \$ 0.00 |
| Response Cost: | \$ 400.00 |
| Remediation/Cleanup Cost: | \$ 30,254.00 |
- (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: | 0 |
| Total number of employees evacuated: | 0 |
| Total evacuated: | 0 |
| Duration of the evacuation: | 0 |

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

- If yes, how many? 0

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

- If yes, provide the following information:

- | | |
|-----------------------------|-------|
| Estimated speed (mph): | 65 |
| Weather conditions: | Clear |
| 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:

Driver was headed west on Wyo. 450; 6 miles west of Newcastle, WY when allegedly a driver entered his lane and forced him to leave the roadway or hit head on with the alleged vehicle. Vehicle went off the right shoulder then corrected back onto the highway causing the pup trailer to over correct and with product slosh tripped on the pavement and skidded down the shoulder of the roadway. The damage from hitting the pavement and the abrasive effect of the highway the skin was breached and allowed diesel to escape from the tank. The driver was able to keep the tractor and lead trailer upright and safely stop off the roadway.

The driver called 911 and reported the incident; then called Dixon Bros. Inc. dispatch office to report the accident. Driver observed some leakage and was instructed to use spill kit to protect any drainage area. EMS responded as well as I responded to the sight. Diesel was flowing out of the ruptured tank at a fairly rapid rate. A storm water drain (cross over culvert) was about 150' from the spill point so dirt was put in the pipe to plug it preventing any diesel to enter and contaminate the other side of the roadway. A trench was dug to capture diesel and allow a vacuum truck to remove it as it collected in the trench. Approximately 17 barrels or 714 gallons were recovered by the vac truck. Spill duration was close to 2 hours.

The trailer that was overturned was evacuated by another Dixon Bros. truck that was dispatched to assist with the accident. Approximately 2169 gallons were recovered at the crash site from the overturned trailer that was delivered to the end user.

Remediation efforts started the following day with contaminated soil being dug up and stockpiled for transit. All materials were transported to Northeast Wyoming Soil and fresh fill and top soil was hauled in for remediation. Seeding has taken place and we are waiting for the Wyoming Department of Environmental Quality to send the necessary forms to close the incident.

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:

Truck drivers are being trained in quarterly safety meetings to use defensive driving techniques to keep from leaving the roadway when encountering obstacles in their lane. Response time and duties have been discussed to shorten duration of time from accident till company response vehicles are dispatched to the scene. This is subject to distance from terminal to crash site and measures already in place by responding EMS

PART VIII – CONTACT INFORMATION

Contact's Name:	Barry Johnson
Contact's Title:	Safety Director
Business Name and Address:	Dixon Bros. Inc. 5093 US Hwy 16 Newcastle WY 82701
E-mail Address:	bjohnson@dixonbrosinc.com
Telephone Number:	307-746-2788
Fax Number:	307-746-3425
Hazmat Registration Number:	
Date:	11/13/2013
Preparer is:	Carrier

01/10/1981