



U.S. Department of Transportation
Research and Special Programs Administration

Hazardous Materials Incident Report

Form Approval OMB No. 3137-0039

According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 2137-0039. The filling out of this information is mandatory and will take 96 minutes to complete.

INSTRUCTIONS

Submit this report to the Information Systems Manager, U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety, DHM-63, Washington, D.C. 20590-0001. If space provided for any item is inadequate, use a separate sheet of paper, identifying the entry number being completed. Copies of this form and instructions can be obtained from the Office of Hazardous Materials Website at <http://hazmat.dot.gov>. If you have any questions, you can contact the Hazardous Materials Information Center at 1-800-HMR-4922 (1-800-467-4922) or online at <http://hazmat.dot.gov>.

PART I - REPORT TYPE

1. Incident Id: X-2010120319
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 12/02/2010
4. Time of Incident (use 24-hour time): 07:00
5. Enter National Response Center Report Number (if applicable): 961199
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: Byhalia
County: Marshall
State: MS
Zip Code: (if known): 38611
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
8. Mode of Transportation: Rail
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: 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: 051909004014RT
11. Shipper/Officer:
Name: Tronox LLC
Street: 40034 Tronox Road
City: Hamilton
State: MS
Zip Code: 39746
Waybill/Shipping Paper: BNSF834657
Hazmat Registration Number: N/A
12. Origin (if different from shipper address)
Street: 40034 Tronox Road
City: Hamilton
State: MS
Zip Code: 39746
13. Destination:
Street: 9978 FM Road 3129
City: Texarkana
State: TX
Zip Code: 75501
14. Proper Shipping Name of Hazardous Material: SODIUM CHLORATE
15. Technical/Trade Name:
16. Hazardous Class/Division: Oxidizer
17. Identification Number: (E.g. UN2764, NA 2020) UN1495

- 18. Packing Group:** (if applicable) II
- 19. Quantity Released:** (Include Measurement Units) 2500 Solid - Pound
- 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:**
Other, Covered Hopper
- 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: - 103-Basic Material
How Failed: - 309-Punctured
Causes of Failure: - Vehicular Crash or Accident Damage

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: 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: 220500 Solid - Pound Amount in Package: 219150 Solid - 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:	Manufacture Date:
Serial Number:	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: True |
| - Explosion: True | - Material Entered Waterway/Storm Sewer: True |
| - Vapor (Gas) Dispersion: True | - Environmental Damage: True |
| - No Release: False | |

31. Emergency Response: The following entities responded to the incident: (Check all that apply)

- Fire/EMS Report #: True None
Police Report #: True None
In-house cleanup: True
Other Cleanup: True

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: | \$ 600.00 |
| Carrier Damage: | \$ 0.00 |
| Property Damage: | \$ 0.00 |
| Response Cost: | \$ 5,000.00 |
| Remediation/Cleanup Cost: | \$ 6,000.00 |
- (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? False

If yes, provide the following information:

- | | |
|---|--|
| Total number of general public evacuated: | |
| Total number of employees evacuated: | |
| Total evacuated: | |
| Duration of the evacuation: | |

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

If yes, how many?

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

If yes, provide the following information:

- | | |
|-----------------------------|------------|
| Estimated speed (mph): | 31 |
| Weather conditions: | Clear, 30F |
| Vehicle overturned? | False |
| Vehicle left roadway/track? | False |

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:

Entrained NAHX 2965 (AAR C711, two compartment covered hopper) struck a failed drawbar that broke off of a railcar entrained ahead of NAHX 2965 during train movement. The fallen drawbar component struck the underside of NAHX 2965 causing a small puncture hole at the A-end forward facing bottom outlet hopper slope sheet. This puncture hole allowed product to spill out during movement and continued until the BNSF train was stopped on main track to investigate the emergency brake application that followed. Contract responders applied a temporary patch to the slope sheet hole stopping further product release. The spillage trail and the spillage underneath NAHX 2965 (where NAHX 2965 came to rest) was shoveled into super sacks and later returned to the shipper. A small amount of spillage (estimated at less than one gallon) sifted through the openings of a bridge structure into a creek below. Water samples were taken at the creek site with no recordable product contamination found. FRA verbal emergency movement approval FRA-101202V was granted to move the temporarily repaired and still entrained NAHX 2965 to the next BNSF railyard location (Memphis, TN) for possible product transfer activities and furtherance. Later, FRA-10120834 was subsequently granted to supersede the verbal movement approval. NAHX 2965 arrived at the BNSF Memphis railyard without further incident. NAHX 2965 was reinspected at the BNSF Memphis railyard and contract responders applied an overlaid patch atop the temporary patch on the slope sheet to ensure no further product release from this hole during subsequent movement of NAHX 2965 back to the shipper. FRA-10120834-Revision 1 was granted for this movement and NAHX 2965 arrived at the shipper location without further 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:

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:	051909004014RT
Date:	
Preparer is:	Carrier