

Hazardous Materials Incident
Bogalusa, Louisiana – October 23, 1995

- 1 Faxed copy of the Telephonic Incident Report from the National Response Center dated 10/24/95 (3 pages)
- 2 Situation Report dated October 24, 1995, 10 00 a m EDT (1 page)
- 3 Situation Report #2 dated October 24, 1995, 5 00 p m EDT (2 pages)
- 4 Situation Report #3 dated October 25, 1995, 11 00 a m EDT (1 page)
- 5 Situation Report#4 dated October 26, 1995, 4 00 p m EDT (1 page)
6. Brief Profile of Nitrogen Tetroxide provided by the Office of Hazardous Materials Technology (1 page)
- 7 Initial Telephonic Reports to the National Response Center dated 10/24/95 (1 page)
- 8 Table of Initial Isolation and Protective Action Distances from the 1993 Emergency Response Guidebook (1 page)
- 9 Guide #20 from the Emergency Response Guidebook (1 page)
- 10 Approval SA-9511009 to Gaylord Chemical Corporation dated November 14, 1995 (2 pages)
- 11 Approval SA-9510014 to U S. Environmental Protection Agency dated November 8, 1995 (2 pages)
- 12 Approval SA-95-9510014 to U S Environmental Protection Agency dated October 25, 1995 (2 pages)
- 13 Letter from Toby Frierson to James Enoch Jones dated October 25, 1995 (1 page)
- 14 Letter from Wilham Householder to Harpreet Singh dated October 27, 1995 (should have been dated October 25, 1995) (2 pages)
- 15 Memorandum from Robert M Ryan to Alan I Roberts dated September 27, 1995 (should have been dated October 27, 1995) (1 page)
- 16 Letter from Toby Frierson to James Enoch Jones dated January 4, 1995 (1 page)
- 17 Letter from Toby Frierson to James Enoch Jones dated September 21, 1993 (1 page)
- 18 Letter from Robert E Wilson to James Enoch Jones dated March 5, 1991 (1 page)
- 19 Letter from Robert Wilson to James Enoch Jones dated March 30, 1990 (2 pages)
- 20 Letter from Robert Wilson to James Enoch Jones dated September 5, 1989 (1 page)
21. Letter from John Ferguson to James Enoch Jones dated January 24, 1989 (1 page)
- 22 Letter from John Ferguson to James Enoch Jones dated February 25, 1988 (1 page)
- 23 Gaylord Container Bill of Lading, Consigned to Union Tank Car Company dated November 4, 1987 (1 page)
- 24 Letter from James Enoch Jones to G R Cowan dated April 30, 1987 (2 pages)
- 25 Gaylord Container Bill of Lading, Consigned to Union Tank Car Company dated April 22, 1987 (1 page)
- 26 Vickburg Chemical Division of Cedar Chemical Bill of Lading, Consigned to Gaylord/Crown Zellerbach dated February 20, 1987 (1 page)
- 27 Gaylord Container Bill of Lading, Consigned to Cedar Chemical Company dated February 17, 1987 (1 page)
- 28 Vertac Chemical Corporation Bill of Lading, Consigned to Crown Zellerbach dated June 10, 1986 (1 page)

- 29 Crown Zellerbach Bill of Lading, Consigned to Vicksburg Chemical Company dated May 30, 1986 (1 page)
- 30 Letter from G R Cowan to James Enoch Jones dated January 24, 1986 (1 page)
- 31 Letter from G R Cowan to James Enoch Jones dated January 15, 1985 (1 page)
- 32 Letter from G R Cowan to James Enoch Jones dated January 10, 1985 (1 page)
- 33 Letter from G R Cowan to James Enoch Jones dated January 9, 1984 (1 page)
- 34 Letter from James Enoch Jones to T J Sutfin dated August 5, 1983 (2 pages)
- 35 Letter from R.J Holden to James E Jones dated August 1, 1983 (9 pages)
- 36 Letter from T J Sutfin to Roy Holden dated July 22, 1983 (2 pages)
- 37 Letter from T J Sutfin to Roy Holden dated June 2, 1983 (no enclosures) (2 pages)
- 38 Letter from George Griger to Alan I Roberts dated March 14, 1983 (8 pages)
- 39 Letter from Andy McMillan to Terry Gose dated January 3, 1983 (13 pages)
- 40 DOT-E 11335 (Second Revision) Trinity Industries, Incorporated, Dallas, Texas, party status issued to Union Tank Car Company on October 17, 1995 (4 pages)
41. Letter from Wayne Gose to Alan I Roberts dated September 22, 1995 (1 page)
- 42 DOT-E 10717 (Second Revision) Union Tank Car Company dated August 2, 1995 (5 pages)
- 43 Letter from Carl Hybinette to Exemptions Branch dated July 24, 1995 (2 pages)
- 44 Supplement Page 2 to letter dated July 13, 1995 DOT-E 11135 (1 page)
- 45 Letter from Tony Warwick to Alan I Roberts dated July 13, 1995 (1 page)
- 46 DOT-E 10589 (Second Revision) Monsanto Chemical Company, St Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
- 47 Memorandum from Carl Hybinette to Sherrie Nelson dated April 27, 1995 (1 page)
- 48 DOT-E 10589 (First Revision) Monsanto Chemical Company, St Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
- 49 Letter from Wayne Gose to Alan I Roberts dated February 6, 1995 (1 page)
- 50 DOT-E 11335 (First Revision) Trinity Industries, Incorporated, Dallas, Texas, party status issued to Union Tank Car Company on February 10, 1995 (4 pages)
- 51 Letter from Thomas DeLafosse to Alan I Roberts dated October 31, 1994 (2 pages)
- 52 Letter from Carl Hybinette to Alan I Roberts dated October 25, 1994 (1 page)
- 53 DOT-E 11272
Union Tank Car Company, Chicago, Illinois dated August 19, 1994 (3 pages)
- 54 DOT-E 10589
Monsanto Chemical Company, St Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
- 55 Letter from Benjamin Damiani to Sherrie Nelson dated March 25, 1994 (2 pages)
- 56 Letter from Benjamin Damiani to Suzanne Hedgepeth dated March 23, 1994 (2 pages)
- 57 DOT-E 10717 (Extension) dated February 28, 1994
First Revision March 15, 1992 to Union Tank Car Company (1 page)
58. Letter from Benjamin Damiani to Alan I. Roberts dated December 17, 1993 (4 pages)
- 59 DOT-E 11030
Union Tank Car Company, East Chicago, Illinois dated May 28, 1993 (3 pages)
60. Letter from Benjamin Damiani to Alan I Roberts dated June 4, 1993 (4 pages)

- 61 Memorandum from Bill Householder to Harpreet Singh dated October 19, 1995 (1 page is missing) (1 page)
- 62 Letter from Benjamin Damiani to Suzanne Hedgepeth dated December 22, 1992 (2 pages)
- 63 DOT-E 10717
Union Tank Car Company, East Chicago, Illinois dated March 24, 1992 (2 pages)
- 64 Letter from Benjamin Damiani to Exemptions Branch dated November 22, 1991 (2 pages)
- 65 Letter from Linda Cooper to George Fallon dated July 5, 1991 (4 pages)
- 66 Letter from Linda Cooper to J F Borg dated July 5, 1991 (4 pages)
- 67 Letter from Robert Wilson to James Enoch Jones dated January 17, 1990 (1 page)
- 68 Letter from Linda Cooper from Richard Becker dated July 5, 1991 (see #66 for attachments) (1 page)
- 69 Letter from Linda Cooper to David Leslie dated July 5, 1991 (see #66 for attachments) (1 page)
- 70 Letter from Linda Cooper to Ken Kostanski dated July 5, 1991 (see #66 for attachments) (1 page)
- 71 Letter from Linda Cooper to James Huff dated July 5, 1991 (see #66 for attachments) (1 page)
- 72 Letter from Linda Cooper to William Carroll dated July 5, 1991 (see #66 for attachments) (1 page)
- 73 Letter from Linda Cooper to Lawrence Coler dated July 5, 1991 (see #66 for attachments) (1 page)
- 74 Letter from Linda Cooper to Steve Harshbarger dated July 5, 1991 (see #66 for attachments) (1 page)
- 75 Letter from Linda Cooper to Randy Olson dated July 8, 1991 (see #66 for attachments) (1 page)
- 76 Letter from Linda Cooper to Connie Ucker dated July 8, 1991 (see #66 for attachments) (1 page)
- 77 Letter from Linda Cooper to Felton Ferguson dated July 8, 1991 (see #66 for attachments) (1 page)
- 78 Letter from Linda Cooper to Beverly Harris dated July 8, 1991 (see #66 for attachments) (1 page)
- 79 Letter from Linda Cooper to David O'Grady dated July 8, 1991 (see #66 for attachments) (1 page)
- 80 Letter from Linda Cooper to Allen Ison dated July 8, 1991 (see #66 attachments) (1 page)
- 81 Letter from Linda Cooper to William Carroll dated July 8, 1991 (see #66 for attachments) (1 page)
82. Letter from Linda Cooper to Tom Rellergert dated July 8, 1991 (see #66 for attachments) (1 page)
83. Letter from Linda Cooper to Paul Wilkins dated July 8, 1991 (see #66 for attachments) (1 page)
- 84 Letter from Linda Cooper to William Carroll dated July 8, 1991 (see #66 for

- attachments) (1 page)
- 85 Letter from Linda Cooper to Scott Jeffrey dated April 12, 1993 (1 page)
- 86 Hazardous Materials Information Systems Report on Incidents Involving Gaylord Container and Gaylord Chemical (Bogalusa Plant) (2 pages)
- 87 Hazardous Materials Information Systems Report on Incidents Involving Vicksburg Chemical Corporation (2 pages)
- 88 Hazardous Materials Information Systems Report on Incidents Involving Cedar Chemical (Vicksburg and West Helena Plants) (3 pages)
- 89 Hazardous Materials Information Systems Report on Incidents Involving Union Tank Car Company (Ville Platte Plant) (2 pages)
- 90 Hazardous Materials Information Systems Report on Incidents Involving Nitrogen Tetroxide (2 pages)
- 91 Hazardous Materials Incident Report (HAZREP) Guide (14 pages)
- 92 Letter from Bill Householder to James Enoch Jones dated October 17, 1995 (1 page)
- 93 Memorandum from Bill Householder to Harpreet Singh dated October 16, 1995 (1 page)
- 94 Letter from Benjamin J Damiani to Grady Cothen, Federal Railroad Administration dated May 24, 1993 (2 pages)
- 95 Letter from M A DeSmedt to Bill Schoonover, Federal Railroad Administration dated November 8, 1995 (1 page)
- 96 Federal Railroad Administration's Office of Safety Situation Report dated October 24, 1995 (1 page)
- 97 Memorandum from Bill Householder to Harpreet Singh dated November 30, 1995 (1 page)
- 98 Approval SA-9512002 to Gaylord Chemical dated December 13, 1995 (2 pages)
- 99 Memorandum from Bill Householder to Harpreet Singh dated December 15, 1995 (1 page)
- 100 Approval SA-95110009 to Gaylord Chemical dated December 20, 1995 (2 pages)
- 101 Letter from Marilyn Burke to Michael S Rolland dated May 6, 1996 with enclosures (7 pages)
- 102 Letter from Michael S Rolland to Secretary Federico Pena dated April 9, 1996 with enclosures (10 pages)
103. Letter from Dorothy A Chambers to Michael S Rolland dated April 17, 1996 (2 pages)
- 104 FOIA Requests from William W Goodell dated November 16, 1995 (3 pages)
- 105 Letter from Marilyn Burke to William W Goodell dated November 21, 1995 (2 pages)
- 106 Letter from Marilyn Burke to William W Goodell dated January 5, 1996 (8 pages)
- 107 Letter from Marilyn Burke to William W Goodell dated May 7, 1996 (2 pages)
- 108 Hazardous Materials Information System Report for Incidents Involving Vertac Site Contractors dated June 25, 1996 (2 pages)
109. Hazardous Materials Information System Report for Incidents Involving Vertac, Inc. dated June 25, 1996 (4 pages)

- 110 Hazardous Materials Information System Report for Illinois Central Gulf Railroad dated June 25, 1996 (4 pages)
- 111 Hazardous Materials Information System Report for Incidents Involving UTLX dated June 25, 1996 (2 pages)
- 112 Hazardous Materials Incident Report dated November 13, 1995 (2 pages)

INFORMATION SHOWN ON THIS FORM IS SUBJECT TO MINOR CHANGES.
OFFICIAL NRC REPORTS ARE SENT TO VNTSC ON A DAILY BASIS.

1 (3)

From: National Response Center
USCG HQ Washington, D.C.
1-800-424-8802 FTS 202-267-2675

To: MS WISS
RSPA OFFICE HAZARDOUS MATERIALS
Incident Report # 311710

INCIDENT DESCRIPTION

*Report taken by MST3 BLANCHARD at 06:11 on 24-OCT-95, Incident Type: RAILROAD

Incident Cause: EQUIPMENT FAILURE
Affected Area: ATMOSPHERE
The incident occurred on 23-OCT-95 at 16:15 local time.
Affected Medium: AIR

REPORTING PARTY

Name: MARK MJONESS
Organization: EPA-ERD

Day Phone: (703) 6038870
Type of Organization: FEDERAL GOV'T

SUSPECTED RESPONSIBLE PARTY

Name: UNKNOWN
Organization: GAYLORD CHEMICALS
BOUGALUSA, LA

Type of Organization: PRIVATE ENTERPRISE

INCIDENT LOCATION

DOWNTOWN County: WASHINGTON
BOUGALUSA, LA

RELEASED MATERIAL(S)

SOURCE/CAUSE OF INCIDENT

RAILROAD(S)

Railroad Involved: UNKNOWN

Train Number: N/A

DAMAGE

Injuries: Fatalities: Evacuations: Damages: Air Close: Road Close:
4000 N N

REMEDIAL ACTIONS

WILL NEUTRALIZE WITH CAUSTIC

NOTIFICATIONS BY CALLER

NOTIFICATIONS BY NRC

U. S. EPA VI
24-OCT-95 06:44
MSO NEW ORLEANS
24-OCT-95 06:45
GULF STRIKE TEAM
24-OCT-95 06:46
24-OCT-95 06:47

MR FISHER
PO METZLER
DUTY OFFICER

INFORMATION SHOWN ON THIS FORM IS SUBJECT TO MINOR CHANGES.
OFFICIAL NRC REPORTS ARE SENT TO VNTSC ON A DAILY BASIS.

om: National Response Center
USCG HQ Washington, D.C.
1-800-424-8802 FTS 202-267-2675

To: MS WISS
RSPA OFFICE HAZARDOUS MATERIALS
Incident Report # 311710

NOTIFICATIONS BY NRC

NTSB HIGHWAY

FEDERAL RAILROAD ADMIN.

FEDERAL EMERGENCY MANAGEMENT AGENCY	MR SULLIVAN
24-OCT-95 06:48	
EPA EMERGENCY RESPONSE DIVISION	MR MJONES
24-OCT-95 06:49	
OCCUPATIONAL SAFETY & HEALTH ADMIN	MR CURTIS
24-OCT-95 08:58	
AGCY TOXIC SUBST & DISEASE REGISTRY	MR NICKOLS
24-OCT-95 06:52	
RSPA OFFICE HAZARDOUS MATERIALS	MS WISS

ADDITIONAL INFORMATION

GENERIC / UPDATE QUESTIONS & ANSWERS

1. WHAT WAS THE ORIGINAL CALL NUMBER?
311690
2. ADDITIONAL INFORMATION
MATERIAL RELEASED WAS NITRIC ACID / MATERIAL WAS BEING NEUTRALIZED AND
BECAME MORE CORROSIVE / TANK IMPLoded DUE TO A FAILED 350 PSI PRESSURE
DOME / PLUME SIZE UNKNOWN / AIR SAMPLES = 1.4 PPM / 3000-4000 PEOPLE
EVACUATED / LOCAL ICU AT HOSPITAL EVACUATED
3. ADDITIONAL INFORMATION
EVACUATED / LOCAL ICU AT HOSPITAL EVACUATED

Information Bulletin
for the Administrator, RSPA

Subject: Railroad incident
Date & time activity occurred: 10/23/95 at 16:15 local time
Location: Downtown Bogalusa, LA (Washington county)
Date and time info rec'd.: 10/24/95 at 6:11 by MST3 Blanchard
Details: The nitric acid released from the rail tank car was being neutralized and became more corrosive. The tank imploded due to a failed 350 psi pressure dome. The plume size is unknown. Air samples are 1.4 ppm. About 4,000 people have been evacuated although no major roads have been closed.

Deaths/Injuries: 0	Evacuation Made?: 4,000 people
HazMat Involved? Yes	Chemical Name: Nitric acid
Hazmat in the Water? No	

Policy/Programmatic Issues:
RSPA Actions:
Notification made to: US EPA VI Mr. Fisher; MSO New Orleans PO Metzler; Gulf Strike Team Duty Officer; Federal Railroad Administration; FEMA Mr. Sullivan; EPA ERDA Mr. Mjones; OSHA Mr. Curtis; ATSDR MR. Nickols; RSPA Ms. Ann Weiss
Prepared by: Ann Weiss 10/23/95 6-2229



Situation Report
Tank Car Incident - Bogalusa, Louisiana

October 24, 1995
10:00 am EDT

GENERAL:

At approximately 4:15 pm on October 23, 1995 a DOT Specification 105A500W tank car containing nitrogen tetroxide failed, resulting in the release of the material within the Gaylord Chemical facility and causing an evacuation in Bogalusa, Louisiana. Preliminary reports indicate the incident was caused by contamination of the material by water.

BACKGROUND:

- o The tank car was found contaminated by plant personnel on October 17, 1995. The tank car was not in transportation.
- o The plant unloaded as much of the product as possible into stainless steel cargo tanks for temporary storage. However, the residue continued to react, causing the failure of the tank car.
- o There were no fatalities; however several injuries were reported.
- o Approximately 4,000 people were evacuated, including a local hospital. Reports indicate that the evacuation will remain in effect until the tank car is deemed safe.

DEPARTMENT OF TRANSPORTATION ACTIONS:

- o All information is being coordinated with the Federal Railroad Administration (FRA), Office of Safety Enforcement. FRA has investigators enroute to the scene as well as to the material supplier (Vicksburg Chemical).
- o An NTSB team is investigating the accident, and FRA has been invited to assist.

Source: Office of Hazardous Materials Safety

Contact: Robert McGuire, OHMS
(202) 366-0656

Prepared by: Charles Hochman, OHMS
(202) 366-4545



US Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street S W
Washington D C 20590

Situation Report #2
Tank Car Incident - Bogalusa, Louisiana

October 24, 1995
5:00 pm EDT

ADDITIONAL INFORMATION:

- o While there are no reports of death or serious injury, 150 people have been treated for exposure to the material and released; there are unconfirmed reports of an additional 400 persons exposed.
- o The US EPA is on scene and is coordinating response efforts with State and local authorities.
- o The DOT 105A500W tank car is still releasing vapors. No estimate has been made when the event will be resolved or the evacuation lifted.
- o Gaylord Chemical is currently storing the material from the leaking tank car in five DOT 407 cargo tank motor vehicles. At the direction of the EPA, the material will be transferred to rail tank cars.
- o DOD will lend Vicksburg Chemical, the manufacturer of the material, two DOT 105J500W tank cars to transport the material back to Vicksburg Chemical for reprocessing.
- o The DOD tank cars will be moved to Bogalusa on October 25th and be kept on a rail spur until the situation is stabilized. It is estimated that the material will be transferred into the tank cars early next week.
- o Both DOD and FRA have contacted the two rail carriers who will be involved to coordinate the move.

DEPARTMENT OF TRANSPORTATION ACTIONS:

- o Gaylord Chemical or Vicksburg Chemical will contact RSPA for authorization to move the product to Vicksburg Chemical. RSPA will coordinate with FRA and on scene authorities to ensure the safety of this operation.

Source: Office of Hazardous Materials Safety

Contact: Robert McGuire, OHMS
(202) 366-0656

Prepared by: Charles Hochman, OHMS
(202) 366-4545



US Department
of Transportation
**Research and
Special Programs
Administration**

4
400 Seventh Street S.W.
Washington D.C. 20590

Situation Report #3
Tank Car Incident - Bogalusa, Louisiana

October 25, 1995
11:00 am EDT

Mike Ryan, EPA on scene coordinator, reported that emergency response was finished at 5:30 am today and that evacuation was lifted at 6:30 am.

ADDITIONAL BACKGROUND INFORMATION:

- o Gaylord Chemical contacted Vicksburg Chemical, the material supplier, on October 12th and stated that they had a problem with their production line.
- o Gaylord Chemical had pumped material from their production line into their 20,000 gallon storage tank. Some of that material was then transferred back into the tank car, contaminating the product. Gaylord requested that Vicksburg analyze a sample of the contaminated material. The analysis showed that the material contained nitric acid.
- o Vicksburg Chemical sent their emergency response team to assist Gaylord on October 12th and started to empty the tank car. However, material ate through tank car shell before transfer was completed.
- o Material is presently contained in five stainless steel DOT 407 cargo tanks. State authorities will not allow any material to be moved off-site in the cargo tanks. Cargo tanks will be weighed to determine amount of material to be transferred into rail cars borrowed from DOD.

DEPARTMENT OF TRANSPORTATION ACTIONS:

- o EPA, FRA and RSPA are discussing RSPA's procedures for approval to move the DOD tank cars to Bogalusa. RSPA is coordinating with FRA to expedite the necessary approval.

Source: Office of Hazardous Materials Safety

Contact: Robert McGuire, OHMS
(202) 366-0656

Prepared by: Charles Hochman, OHMS
(202) 366-4545



US Department of Transportation
Research and Special Programs Administration

400 Seventh Street S.W.
Washington D.C. 20590

Situation Report #4
Tank Car Incident - Bogalusa, Louisiana

October 26, 1995
4:00 pm EDT

ADDITIONAL BACKGROUND INFORMATION:

- o Louisiana State Police are in charge of the accident investigation.
- o This afternoon helicopters will take additional aerial photographs of the scene and emergency response personnel in protective clothing will attempt to approach and photograph the tank car.

DEPARTMENT OF TRANSPORTATION ACTIONS:

- o RSPA issued EPA an approval to move the DOD tank cars to Bogalusa on October 25th. The tank cars will be used to move the material off site.
- o OHMS is working with FRA and NTSB to determine the accident causation and possible hazardous materials violations.
- o FRA field staff is working on NTSB investigation teams looking at various aspects of this accident.
- o RSPA, FRA and Gaylord Chemical are discussing RSPA's procedures for approval to move the DOD tank cars to Vicksburg. RSPA is coordinating with FRA to expedite the necessary approval.

Source: Office of Hazardous Materials Safety

Contact: Robert McGuire, OHMS
(202) 366-0656

Prepared by: Charles Hochman, OHMS
(202) 366-4545

BRIEF PROFILE OF NITROGEN TETROXIDE

Nitrogen tetroxide is an equilibrium mixture of nitrogen tetroxide and nitrogen dioxide. The boiling point of the equilibrium mixture is 70.1 F. Nitrogen tetroxide is a volatile reddish-brown liquid. It is a strong oxidizing agent.

Nitrogen tetroxide reacts with water to form nitric and nitrous acids. The nitrous acid decomposes forming additional nitric acid and evolving nitric oxide (NO). Nitrogen tetroxide will not burn but will support combustion. It may react violently with many organic materials (hydrocarbon lubricants) and halogenated solvents. It reacts with metals to form nitrate salts.

Dry nitrogen tetroxide at ambient temperature is not corrosive to most common metals. Selection of metals for services of nitrogen tetroxide is governed by the moisture content in the nitrogen tetroxide. Generally, when the moisture content is 0.1 % or less the following metals are suitable: carbon steel, aluminum, stainless steel, nickel etc. When the moisture content is above 0.1 % only stainless steel of the 300 series should be used.

Nitrogen tetroxide is identified as a Zone A, PIH (poison inhalation hazard) gas in DOT's hazardous materials regulation. The poisonous effects of this material are often delayed in that the initial symptoms are slight and may not be noticed. The latent poison hazard, if not recognized, may lead to fatal consequences.

THE TELEPHONIC / ERNS REPORT GENERATOR

DATE: 10/24/1995

PAGE: 1

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REPORT ID : 458552 REPORT DATE/TIME: 10/23/1995 1918 SOURCE : N
 DATE OF INCIDENT : 10/23/1995 TIME: 1615 STATE : LA MODE : F
 SPILL LOCATION : BOUGALUSA LA COUNTY: WASHINGTON
 MATERIAL SPILLED: NITROGEN TERTROXIDE AMOUNT:

FATALITIES : 0 INJURIES: 0 PROPERTY DAMAGE: \$0.
 EVACUATION? : N NUMBER EVACUATED: 0
 ROAD CLOSED?: N FLIGHT PATTERN ALTERED?: N

SPILLER CONTACT : UNKNOWN, REPORTED BY SPILLER: N
 SPILLER COMPANY : GAYLORD CHEMICAL
 COMPANY ADDRESS :
 CALLER : FISHER, CHARLES
 CALLER COMPANY : EPA VI
 COMPANY ADDRESS : ADDRESS NOT GIVEN

DESCRIPTION : A TRANSFER OF MATERIAL HAS CAUSED A RAIL CAR TO EMPLODE
 REMEDIAL ACTION : FIRE DEPT IS ON SCENE/WATER IS BEING APPLIED
 TIME NRC CALLED; EPA OSC: 1936
 COAST GUARD OSC: 1935
 AGENCIES NOTIFIED BY NRC; TIME: 1935
 AGENCIES: NTSB_RAIL DOT_FRA FEMA ATSDR OSHA
 CALLER CALLED : STATE/LOCAL STATE POLICE,DEQ
 OTHER INFORMATION: THERE IS AN UNKNOWN AMT OF EVACUATIONS TO EMPLOYEES AND
 CITIZENS THERE ARE AN UNKNOWN AMT OF INJURIES REPORTED

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REPORT ID : 458557 REPORT DATE/TIME: 10/23/1995 2040 SOURCE : N
 DATE OF INCIDENT : 10/23/1995 TIME: 1600 STATE : LA MODE : F
 SPILL LOCATION : BOGALUSA LA COUNTY: WASHINGTON
 420 WILLIS AVE
 MATERIAL SPILLED: NITROGEN TETROXIDE AMOUNT:
 MATERIAL SPILLED: NITROGEN DIOXIDE AMOUNT:

FATALITIES : 0 INJURIES: 3 PROPERTY DAMAGE: \$0.
 EVACUATION? : N NUMBER EVACUATED: 0
 ROAD CLOSED?: N FLIGHT PATTERN ALTERED?: N

SPILLER CONTACT : FERGUSON, JOHN REPORTED BY SPILLER: Y
 SPILLER COMPANY : GAYLORD CHEMICAL
 COMPANY ADDRESS : 420 WILLIS AVE
 BOGALUSA, LA, 70427, 504-732-6300

DESCRIPTION : RAIL CAR (# UNKNOWN)/AT 1600 THE TANK CAR DEVELOPED A LEAK
 AT 1645 THE TANK CAR FAILED AND CREATED A CATASTROPHIC
 RELEASE OF VAPO
 REMEDIAL ACTION : RELEASE IS ON GOING(THE WORST IS OVER)/USING WATER TO
 MITIGATE THE VAPORS
 TIME NRC CALLED; EPA OSC: 2116
 COAST GUARD OSC:
 AGENCIES NOTIFIED BY NRC; TIME:
 AGENCIES:
 CALLER CALLED : LEPC
 OTHER INFORMATION: THERE WAS A EVACUATION TO RESIDENTS IN A 1 SQUARE MILE AREA
 WILL NOTIFY:DEQ, EPA

TABLE OF INITIAL ISOLATION AND PROTECTIVE ACTION DISTANCES

ID#	NAME OF MATERIAL	SMALL SPILLS (From a small package or small leak from a large package)			LARGE SPILLS (From a large package or from many small packages)		
		First ISOLATE in all Directions (Feet)	Then, PROTECT persons DOWNWIND		First ISOLATE in all Directions (Feet)	Then, PROTECT persons DOWNWIND	
			DAY (Miles)	NIGHT (Miles)		DAY (Miles)	NIGHT (Miles)
1062	METHYL BROMIDE	500	0.1	0.4	500	0.3	2.1
1064	METHYL MERCAPTAN	500	0.1	0.4	500	0.3	2.0
1067	DINITROGEN TETROXIDE, liquefied	500	0.1	0.4	500	0.7	2.8
1067	NITROGEN DIOXIDE, liquefied	500	0.1	0.4	500	0.7	2.8
1067	NITROGEN PEROXIDE	500	0.1	0.4	500	0.7	2.8
1067	NITROGEN TETROXIDE	500	0.1	0.4	500	0.7	2.8
1069	NITROSYL CHLORIDE	500	0.3	2.1	1000	1.8	3.9
1071	OIL GAS	500	0.3	2.1	1500	2.2	4.3
1076	PHOSGENE	500	0.6	2.6	1500	3.2	5.5
1079	SULFUR DIOXIDE	500	0.5	2.5	1500	2.0	4.1
1079	SULFUR DIOXIDE, liquefied	500	0.5	2.5	1500	2.0	4.1
1082	TRIFLUOROCHLOROETHYLENE	500	0.1	0.4	500	0.3	2.1
1082	TRIFLUOROCHLOROETHYLENE, inhibited	500	0.1	0.4	500	0.3	2.1
1092	ACROLEIN, inhibited	500	1.0	3.1	1000	1.8	3.9
1098	ALLYL ALCOHOL	500	0.1	0.8	500	0.3	2.2
1135	ETHYLENE CHLOROHYDRIN	500	0.1	0.5	500	0.1	1.0
1143	CROTONALDEHYDE, inhibited	500	0.1	0.1	500	0.1	0.6
1143	CROTONALDEHYDE, stabilized	500	0.1	0.1	500	0.1	0.6
1163	DIMETHYLHYDRAZINE, unsymmetrical	500	0.1	1.4	1500	2.1	4.2
1182	ETHYL CHLOROFORMATE	500	0.1	1.2	500	0.2	1.5
1185	ETHYL MERCAPTAN, inhibited	500	0.5	2.5	500	0.2	2.3
1238	METHYL CHLOROCARBONATE	500	0.2	1.4	500	0.2	1.8
1238	METHYL CHLOROFORMATE	500	0.2	1.4	500	0.2	1.8
1239	METHYL CHLOROMETHYLETHYLE	500	0.1	1.1	500	0.1	2.1
1244	METHYLHYDRAZINE	500	0.8	1.0	1500	3.1	5.3
1251	METHYL VINYL KETONE	1000	1.3	3.4	1500	2.0	4.1
1259	NICKEL CARBONYL	1500	2.1	4.2	1500	4.4	7.0
1380	PERFLUOROCARBON	1000	1.2	1.1	1500	3.3	5.6

TABLE OF INITIAL ISOLATION AND PROTECTIVE ACTION DISTANCES

ID#	NAME OF MATERIAL	First ISOLATE in a Direction (Feet)
		(From a leak)
1510	TETRANITROMETHANE	500
1541	ACETONE CYANOHYDRIN, stabilized	500
1545	ALLYL ISOTHIOCYANATE, inhibited	500
1545	ALLYL ISOTHIOCYANATE, stabilized	500
1556	METHYLDICHLOROARSINE	500
1560	ARSENIC CHLORIDE	1500
1560	ARSENIC TRICHLORIDE	1500
1569	BROMOACETONE	500
1580	CHLOROPICRIN	500
1581	CHLOROPICRIN and METHYL BROMIDE MIXTURES	500
1581	METHYL BROMIDE and CHLOROPICRIN MIXTURES	500
1582	CHLOROPICRIN and METHYL CHLORIDE MIXTURES	500
1582	METHYL CHLORIDE and CHLOROPICRIN MIXTURES	500
1583	CHLOROPICRIN MIXTURES (as "Inhalation Hazard" is on packaging shipping paper)	500
1599	CYANOGEN CHLORIDE, inhibited	500
1605	DIMETHYL SULFATE	500
1605	METHYL SULFATE	500
1605	1,2-DIBROMOETHANE	500
1605	ETHYLENE DIBROMIDE	500
1612	HEXAETHYL TETRAPHOSPHATE and COMPRESSED GAS MIXTURE	500

POTENTIAL HAZARDS

HEALTH HAZARDS

Poisonous, may be fatal if inhaled
Contact may cause burns to skin and eyes
Contact with liquid may cause frostbite
Runoff from fire control or dilution water may cause pollution

REOR EXPLOSION

May ignite other combustible materials (wood, paper, oil, etc.)
Mixture with fuels may explode
Cylinder may explode in heat of fire
Vapor explosion and poison hazard indoors, outdoors or in sewers

EMERGENCY ACTION

Keep unnecessary people away, isolate hazard area and deny entry
Stay upwind, out of low areas, and ventilate closed spaces before entering
Positive pressure self-contained breathing apparatus (SCBA) and chemical protective clothing which is specifically recommended by the shipper or manufacturer may be worn. It may provide little or no thermal protection
Structural firefighters' protective clothing is not effective for these materials
Isolate the leak or spill area immediately for at least 150 feet in all directions
See the Table of Initial Isolation and Protective Action Distances. If you find the ID Number and the name of the material there, begin protective action

CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer, CALL CHEMTREC AT 1-800-424-9300.

If water pollution occurs, notify the appropriate authorities

RE

Small Fires: Water only; no dry chemical, CO₂ or Halon
Contain and let burn. If fire must be fought, water spray or fog is recommended

Move container from fire area if you can do it without risk
Apply cooling water to sides of containers that are exposed to flames until well after fire is out. Stay away from ends of tanks
For massive fire in cargo area, use unmanned hose holder or monitor nozzles, if this is impossible, withdraw from area and let fire burn

PILL OR LEAK

Keep combustibles (wood, paper, oil, etc.) away from spilled material
Fully-encapsulating, vapor-protective clothing should be worn for spills and leaks with no fire

Stop leak if you can do it without risk

Water spray may be used to reduce or direct vapors

Isolate area until gas has dispersed

IRST AID

Move victim to fresh air and call emergency medical care, if not breathing.

Give artificial respiration, if breathing is difficult, give oxygen

In case of contact with material, immediately flush skin or eyes with running water for at least 15 minutes

Remove and isolate contaminated clothing and shoes at the site

Keep victim quiet and maintain normal body temperature

Effects may be delayed, keep victim under observation

POTENTIAL HAZARDS

FIRE OR EXPLOSION

Cannot catch fire
Container may explode in heat of fire
HEALTH HAZARDS
Vapors may cause dizziness or suffocation
Contact with liquid may cause frostbite

EMERGENCY ACTION

Keep unnecessary people away, isolate hazard area and deny entry
Stay upwind, out of low areas, and ventilate closed spaces before entering
Positive pressure self-contained breathing apparatus (SCBA) and structural firefighters' protective clothing will provide limited protection
Isolate for 1/2 mile in all directions if tank, rail car or tank truck is involved in fire.

CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer, CALL CHEMTREC AT 1-800-424-9300.

FIRE

Move container from fire area if you can do it without risk
Apply cooling water to sides of containers that are exposed to flames until well after fire is out. Stay away from ends of tanks

SPILL OR LEAK

Do not touch or walk through spilled material

Stop leak if you can do it without risk

FIRST AID

Move victim to fresh air and call emergency medical care, if not breathing, give artificial respiration, if breathing is difficult, give oxygen

In case of frostbite, thaw frosted parts with water

Keep victim quiet and maintain normal body temperature



US Department
of Transportation
**Research and
Special Programs
Administration**

10 (2)
400 Seventh Street S W
Washington D C 20590

APPROVAL SA-9511009
ISSUED BY THE COMPETENT AUTHORITY OF THE UNITED STATES

1. **APPROVAL HOLDER:** Gaylord Chemical Corporation
420 Wills Avenue
Bogalusa, LA 70427
2. **REGULATORY AUTHORITY:** 49 CFR 172.102(c)(3) Special Provision B61
3. **SYNOPSIS:** Gaylord Chemical Corporation is authorized a one-time shipment of one tank car containing the residue of dinitrogen tetroxide in accordance with the conditions set forth in this approval.
4. **BASIS:** This approval is issued in response to a request dated October 25, 1995 from Mr. Bill Householder on behalf of Gaylord Chemical Corporation.
5. **PERIOD OF VALIDITY AND CONDITIONS OF APPROVAL:** This approval does not provide relief from any other requirements of the Hazardous Materials Regulations. This approval shall remain valid for the duration of the one-time movement of the specified package from Bogalusa, Louisiana, to Vicksburg, Mississippi and no later than December 1, 1995.
 - (a) **Material Authorized:** Dinitrogen tetroxide, a division 2.3 poisonous by inhalation material, Hazard Zone A, UN 1067
 - (b) **Packaging to be used is DOT specification 105J500W tank car, DODX 7004 constructed of stainless steel and approved under AAR certificate of Construction Number A929024B dated 10/2/92.**
6. **SPECIAL PROVISIONS:**
 - (a) **A copy of this approval shall be provided to both carriers involved in the transportation of this shipment.**

- (b) Shipment of DODX 7004 is authorized on a one-time basis from Gaylord Chemicals, Corporated, Bogalusa, Louisiana to Vicksburg, Mississippi, via the Kansas City Southern Railway Company and the Illinois Central Gulf Railroad Company. Routing authorized is ICG-Jackson-KCS-Delivery.
- (c) The emergency response team from Gaylord Chemical and Vicksburg Chemical must be on stand-by for response to any incident involving the shipment.
- (d) This approval is limited to the material and packaging authorized above. Any modification requires advanced notice and approval by the Approvals Program.

7. **GENERAL PROVISIONS:**

- (a) Failure by any person to comply with the terms and conditions of this approval and the Hazardous Materials Regulations, 49 CFR 171-180, may result in the suspension or revocation of that person's authority to use this approval. Failure to comply may also subject that person to penalties prescribed by 49 U.S.C. §§5123 and 5124. This approval may be modified, suspended or terminated in it's entirety if that action is justified in light of changes in circumstances, including additional information not available when this exemption was issued. Unless immediate modification, suspension, or termination is necessary to avoid imminent material harm to persons or property, before action is taken that person will be notified and provided with an opportunity to show why the proposed action should not be taken.
- (b) Please refer to the aforementioned special approval number in any future correspondence regarding this authorization.

Issued at Washington, D.C.


Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety

NOV 14 1995

DATE

Address all inquiries to: Associate Administrator for Hazardous Materials Safety,
Research and Special Programs Administration, Department of Transportation,
Washington, D.C. 20590. Attention: DHM-32.



US Department
of Transportation

Research and
Special Programs
Administration

400 Seventh Street S.W.
Washington D.C. 20590

APPROVAL SA-9510014

ISSUED BY THE COMPETENT AUTHORITY OF THE UNITED STATES

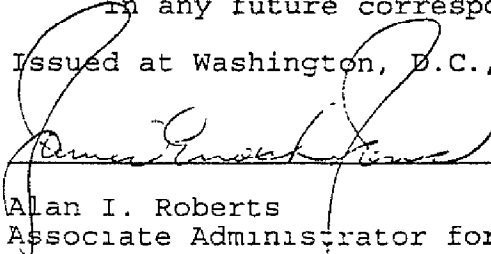
1. APPROVAL HOLDER: U.S. Environmental Agency
Region 6, Dallas, Texas
2. REGULATORY AUTHORITY: 49 CFR 172.102(c)(3) Special Provision
B61
3. SYNOPSIS: The United States Environmental Protection Agency, Washington, DC. is authorized a one-time shipment of two tank cars containing the residue of dinitrogen tetroxide in accordance with the conditions set forth in this approval.
4. BASIS: This approval is issued in response to a request dated October 27, 1995 and additional information dated November 8, 1995 from the On scene Coordinator, U.S. Environmental Protection Agency, Region 6, Dallas, Texas.
5. PERIOD OF VALIDITY AND CONDITIONS OF APPROVAL: This approval does not provide relief from any other requirements of the Hazardous Materials Regulations. This approval shall remain valid for the duration of the one-time movement of the specified packages from Vicksburg, Mississippi, to Bogalusa, Louisiana, and no later than November 25, 1995.
 - (a) Material Authorized: Dinitrogen tetroxide, a division 2.3 poisonous by inhalation material, Hazard Zone A, UN 1067
 - (b) Packaging to be used are two DOT specification 105J500W tank cars, DODX 7004 and DODX 7008, constructed of stainless steel and approved under AAR certificate of Construction Number A929C24B dated 10/2/92.
6. SPECIAL PROVISIONS:
 - (a) A copy of this approval shall be provided to both carriers involved in the transportation of this shipment

- (b) Shipment of DODX 7004 and DODX 7008 is authorized on a one-time basis from Vicksburg Chemicals, Vicksburg, Mississippi, to Gaylord Chemicals, Incorporated, Bogalusa, Louisiana via the Kansas City Southern Railway Company and the Illinois Central Gulf Railroad Company. Routing authorized is KCS-Jackson-ICG-Delivery.
- (c) The emergency response team from Gaylord Chemical and Vicksburg Chemical must be on stand-by for response to any incident involving the shipment.
- (d) This approval is limited to the material and packaging authorized above. Any modification requires advanced notice and approval by the Approvals Program.

7. GENERAL PROVISIONS:

- (a) Failure by any person to comply with the terms and conditions of this approval and the Hazardous Materials Regulations, 49 CFR 171-180, may result in the suspension or revocation of that person's authority to use this approval. Failure to comply may also subject that person to penalties prescribed by 49 U.S.C. §§5123 and 5124. This approval may be modified, suspended or terminated in it's entirety if that action is justified in light of changes in circumstances, including additional information not available when this exemption was issued. Unless immediate modification, suspension, or termination is necessary to avoid imminent material harm to persons or property, before action is taken that person will be notified and provided with an opportunity to show why the proposed action should not be taken.
- (b) Please refer to the aforementioned special approval number in any future correspondence regarding this authorization.

Issued at Washington, D.C., October 25, 1995.


Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety

11-8-95
REVISED DATE

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D C. 20590.
Attention: DHM-32



US Department
of Transportation

Research and
Special Programs
Administration

12(2)

400 Seventh Street S.W.
Washington D.C. 20590

APPROVAL SA-9510014

ISSUED BY THE COMPETENT AUTHORITY OF THE UNITED STATES


1. **APPROVAL HOLDER:** United States Environmental Protection Agency
Region 6, Dallas, Texas
2. **REGULATORY AUTHORITY:** 49 CFR 172.102(c)(3) Special Provision B61
3. **SYNOPSIS:** The United States Environmental Protection Agency, Dallas, Texas, is authorized a one-time shipment of two tank cars containing residue of dinitrogen tetroxide in accordance with the conditions set forth in this approval.
4. **BASIS:** This approval is issued in response to a request dated October 27, 1995 from the On Scene Coordinator, U.S. Environmental Protection Agency, Region 6, Dallas, Texas.
5. **PERIOD OF VALIDITY AND CONDITIONS OF APPROVAL:** This approval provides no relief from any other requirements of the Hazardous Materials Regulations. This approval shall remain valid for the duration of the one-time movement of the specified packages from Vicksburg, Mississippi, to Bogalusa, Louisiana, and not later than November 1, 1995.
 - (a) **Material Authorized:** Dinitrogen tetroxide, Division 2.3, UN 1067
 - (b) **Packagings to be used** are two DOT specification 105J500W tank cars, DODX 7004 and DODX 7008, constructed of stainless steel and approved under AAR certificate of Construction Number A929024B dated 10/2/92.
6. **SPECIAL PROVISIONS:**
 - (a) Shipment of DODX 7004 and DODX 7008 is authorized on a one-time basis from Vicksburg Chemicals, Vicksburg, Mississippi, to Gaylord Chemicals, Incorporated, Bogalusa, Louisiana via the Kansas City Southern Railway Company and the Illinois Central Gulf Railroad Company. Routing authorized is KCS-Jackson-ICG-Delivery.

- (b) A copy of this approval shall be provided to both carriers involved in the transportation of this shipment.
- (c) The emergency response teams from Gaylord Chemical and Vicksburg Chemical must be on stand-by for response to any incident involving the shipment.
- (d) This approval is limited to the material and packaging authorized above. Any modification requires advanced notice and approval by the Approvals Program.

7. GENERAL PROVISIONS:

- (a) Failure by any person to comply with the terms and conditions of this approval and the Hazardous Materials Regulations, 49 CFR 171-180, may result in the suspension or revocation of that person's authority to use this approval. Failure to comply may also subject that person to penalties prescribed by 49 U.S.C. §§5123 and 5124. This approval may be modified, suspended or terminated in its entirety if that action is justified in light of changes in circumstances, including additional information not available when this approval was issued. Unless immediate modification, suspension, or termination is necessary to avoid imminent material harm to persons or property, before action is taken the holder will be notified and provided with an opportunity to show why the proposed action should not be taken.
- (b) Please refer to the aforementioned special approval number in any future correspondence regarding this authorization.

Issued at Washington, D.C.


Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety

OCT 25 1995

Date

Address all inquiries to: Associate Administrator for Hazardous Materials Safety,
Research and Special Programs Administration, Department of Transportation,
Washington, D.C. 20590. Attention: DHM-32



DOT/RCR/OHHS
EXEMPTIONS AND APPROVALS
95 NOV - 1 11:26

October 25, 1995

Mr. James Enoch Jones
Chief, Approvals Branch Exemptions
and Approvals Division
Office of Hazardous Materials Transportation
400 Seventh Street, S W.
Washington, D.C. 20590

United States Department of Transportation
Research and Special Programs Administration

Re: SA-830307
Issued pursuant to 49 CFR § 173.336(a)(4).
Approval to Operate UTLX 82329

Dear Mr. Jones:

This letter is written as immediate notification of an incident involving damage, injury or loss of contents while handling materials covered by subject authorization. The incident involves the release of contents of the rail car as a result of rupture of the tank. A more detailed incident report will follow as soon as the currently ongoing investigation is concluded.

Sincerely Yours,

GAYLORD CHEMICAL CORPORATION

Toby Brierson
Toby Brierson
Assistant Operations Manager

TO: HARPREET SINGH
FROM: BILL HOUSEHOLDER
DATE: OCTOBER 27, 1995
SUBJECT : DODX CARS ON GAYLORD SPECIAL APPROVAL

RECENTLY WE TALKED ABOUT TRYING TO INCLUDE A DODX CAR ON OUR SPECIAL APPROVAL AND WE EVENTUALLY DISCONTINUED THIS REQUEST. DUE TO THE EMERGENCY AT OUR PLANT REGARDING N2O4 AND THE TRANSPORTATION OF MATERIAL FROM THE INCIDENT. WE CURRENTLY HAVE FIVE TRAILERS OF N2O4 AND HNO3 AT VARIOUS LEVELS OF CONCENTRATION. THIS MATERIAL WILL BE RETURNED TO VICKSBURG CHEMICAL FOR REPROCESSING IN THEIR PROCESS.

YESTERDAY, 10/25/95 THERE WAS A CONFERENCE CALL INVOLVING PERSONNEL AT BOGALUSA AND KELLY AIR FORCE BASE:

- BOGALUSA: MIKE RYAN EPA
- DAVE MADSEN VICKSBURG CHEMICAL
- JOHN MILES VICKSBURG CHEMICAL - VP OPERATIONS
- BILL HOUSEHOLDER GAYLORD CHEMICAL - PLANT MANAGER
- OTHER RESOURCES
- KELLY AIR FORCE BASE:
- GILBERT NOREIGA
- TERRY CLARK
- OTHER RESOURCES (LEGAL, TRANSPORTATION, OTHERS)

DUE TO THE EMERGENCY NATURE OF THE SITUATION, GILBERT HAD RESOURCED ALL AREAS INVOLVED WITH THE USE OF DODX CARS FOR OUR EMERGENCY USE. THE AIR FORCE AGREED TO RELEASE THE TWO CARS ALL PARTIES WERE IN AGREEMENT. THE CARS WILL BE LEASED TO VICKSBURG CHEMICAL SINCE THEY HAVE THE CONTRACT WITH KELLY AIR FORCE AND WILL ASSUME RESPONSIBILITY AND LIABILITY FOR THE USE OF THE TWO CARS. GAYLORD CHEMICAL HAS AGREED TO SUB LEASE AND BE CO- LEASERS IN ORDER TO ASSIGN THE CARS TO OUR SPECIAL APPROVAL FOR THIS TEMPORARY EMERGENCY USE. JOHN MILES, BILL HOUSEHOLDER AND GILBERT NOREIGA WERE IN AGREEMENT WITH THIS ARRANGEMENT AND I WAS ASSIGNED THE RESPONSIBILITY OF CONTACTING YOU AND JIM JONES FOR OBTAINING THE APPROVAL.

THE RAIL CARS WILL BE SHIPPED FROM VICKSBURG TO BOGALUSA ON 10/27/95 AND LOCATED IN OUR RAIL YARD. THEY WILL NOT BE BROUGHT ONTO OUR SITE AN USED UNTIL WE RECEIVE PERMISSION TO USE THE CARS ON OUR SPECIAL APPROVAL. THE TWO CARS THAT ARE REQUESTED ON OUR APPROVAL ARE: DODX 7008 AND DODX 7004. THESE ARE TWO OF THE NEW FLEET OF STAINLESS STEEL CARS CURRENTLY USED BY DOD.

THE FIVE TRAILERS OF MATERIAL WILL BE LOADED INTO THE RAILCARS AND SHIPPED TO VICKSBURG:

- TWO TRAILERS 82% HNO3/WATER AND 18% N2O4
- TWO TRAILERS N2O4 WITH OUT OF SPEC H2O
- ONE TRAILER WEAK HNO3 THAT NEEDS TO BE RETESTED AND CONFIRMED

THERE MAY BE ANOTHER TRAILER OF WEAK HNO3 THAT IS CURRENTLY IN THE PROCESS OF BEING LOADED FROM THE DAMAGED RAILCAR.

YOUR PROMPT CONSIDERATION AND APPROVAL OF THIS REQUEST WILL BE APPRECIATED. I WILL BE IN AND OUT OF THE OFFICE TODAY DEALING WITH THE COORDINATION OF THE WRAP-UP OF OUR EMERGENCY SO IF YOU CANNOT REACH ME CALL 732-6301 OR 732-6304 , MY VOICE MAIL OR FAX 504-732-5301. HARPREET, I AGAIN APPRECIATE YOUR FRIENDLY AND HELPFUL APPROACH TO MY REQUESTS AND PROBLEMS.

WILLIAM D. HOUSEHOLDER
PLANT MANAGER
GAYLORD CHEMICAL CORPORATION

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION 6, DALLAS, TEXAS
RESPONSE & PREVENTION BRANCH

MEMORANDUM

DATE: September 27, 1995
FROM: OSC Robert M. Ryan, P.E.
Response & Prevention Branch
TO: Mr. Al Roberts
Research and Special Programs Administration
U.S. Department of Transportation
ATTN: Mr. Bill Schoonoveer

This memorandum is to request approval to move two railroad tankcars, DODX 7004 and DODX 7008, from their present location at Vicksburg Chemicals, Vicksburg, MS to Gaylord Chemicals, Bogalusa, LA. These tankcars are requested for use in response to a chemical spill of Nitrogen Tetraoxide at the Gaylord facility. I understand that the tankcars are presently considered to be "residue cars" and as such require a special exemption in order to be moved from their present location.

Thank you for your attention to this emergency exemption request. If you need further information or have any questions, please contact me at (214) 665-2273.

Should be dated October



16

file

DOT/RSPA/OHMS
EXEMPTIONS & APPROVALS

95 JAN 10 PM 4:24

January 04, 1995

Mr. James Enoch Jones
Chief, Approvals Branch Exemptions
and Approvals Division
Office of Hazardous Materials Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Jones:

As part of the requirements under Approval Number SA-83037 for Gaylord Chemical Corporation to operate UTLX 82329 in the service of Nitrogen Tetroxide transport, the following is a "Record of Experience" for the calendar year 1994 for Gaylord Chemical Corporation:

January 1994:	From Vicksburg Chemical To Gaylord Chemical FULL
May 1994:	To Vicksburg Chemical EMPTY
June 1994:	Back to Gaylord Chemical FULL
October 1994:	To Vicksburg Chemical EMPTY Back to Gaylord Chemical FULL

There were no incidents involving damage, injury, or loss of contents while handling or transporting the material covered by the above authorization.

Sincerely Yours,

GAYLORD CHEMICAL CORPORATION

Toby Frerison

Toby Frerison
Assistant Operations Manager



September 21, 1993

Mr. James Enoch Jones
 Chief, Approvals Branch
 Exemptions and Approvals Division
 Office of Hazardous Materials Transportation
 400 Seventh Street, S.W.
 Washington, D.C. 20590

Re: Approval SA-830307 for Nitrogen Tetroxide Railcar Operations

Dear Mr. Jones:

I would like to request, in writing, a change to the Principal Officer Section of Approval SA-830307 that gives Gaylord Chemical Corporation the authority to transport Nitrogen Tetroxide by rail in conjunction with Vicksburg Chemical (Division of Cedar Chemical Company) between Bogalusa, Louisiana and Vicksburg, Mississippi.

The heading to this document presently reads Bob Wilson, Plant Superintendent, Gaylord Chemical Corporation. Bob is no longer employed by Gaylord Chemical Corporation. As Operations Manager, I see that the provisions of SA-830307 are complied with. Please revise the heading to read Toby Frierson, Operations Manager, Gaylord Chemical Corporation.

Your cooperation pertaining to this matter is greatly appreciated.

OPTIONAL FORM NO. 10 (MAY 1962 EDITION)

FAX TRANSMITTAL		# of pages ▶
To	From	
Dept. Agency	Phone #	
Fax #	Fax #	
NSN 7540-01-317-368 5099-101 GSA FPMR, SERVICES ADMINISTRATION		

Sincerely Yours,

Toby D. Frierson
 Operations Manager
 Gaylord Chemical Corp.

cc: John Ferguson

MARCH 05, 1991

Mr. James Enoch Jones
Chief, Approvals Branch Exemptions
and Approvals Division
Office of Hazardous Materials Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

3-11-91

Dear Mr. Jones:

As part of the requirements under Approval Number SA-830307 for Gaylord Chemical Corporation to operate UTLX 82329 in the service of Nitrogen Tetroxide transport, the following is a "Record of Experience" for the fiscal year 1990 for Gaylord Chemical:

March 1990: To Vicksburg Chemical Empty
Back to Gaylord Chemical Full

September 1990: To Vicksburg Chemical Empty
Back to Gaylord Chemical Full

There were no incidents involving damage, injury, or loss of contents while handling or transporting the material covered by the above authorization. Future correspondence regarding Approval Number SA-830307 should be to the attention of Mr. Toby Frierson, Operations Manager for Gaylord Chemical Corp..

Sincerely yours,

GAYLORD CHEMICAL CORPORATION

Robert E Wilson

Robert E. Wilson
Product and Quality Manager

19 (2)



4-5-90

March 30, 1990

Mr. James Enoch Jones
Chief, Approvals Branch
Exemptions and Approvals Division
Office of Hazardous Materials Transportation
400 Seventh Street, S. W.
Washington, D. C. 20590

Re: Approval SA-830307 for Nitrogen Tetroxide Rail Car Operations

Dear Mr. Jones:

I would like to request, in writing, a change to the Principal Officer Section of Approval SA-830307 that gives Gaylord Chemical Corporation the authority to transport Nitrogen Tetroxide by rail in conjunction with Vicksburg Chemical (Division of Cedar Chemical Company) between Bogalusa, Louisiana and Vicksburg, Mississippi.

The heading to this document presently reads John Ferguson, Chemical Operations Manager, Gaylord Chemical Corporation. John has been placed on special assignment with the company and presently does not follow the movements of the railcar in question on a regular basis. As Gaylord Chemical's Plant Superintendent, I see that the provisions of SA-830307 are complied with by both parties regularly. We would like the heading to read Robert E. Wilson, Plant Superintendent, Gaylord Chemical Corporation.

Mr. James Enoch Jones
Chief, Approvals Branch
Exemptions and Approvals Division
Office of Hazardous Materials Transportation
March 30, 1990
2

Your cooperation pertaining to this matter is greatly appreciated.

Sincerely yours,

GAYLORD CHEMICAL CORPORATION

Robert Wilson / dsf

Robert E. Wilson
Plant Superintendent

REW/dsf

cc: John Ferguson
James LeBlanc
Steve Henriques

Will Carter
Hazardous Materials Inspector
U.S. Department of Transportation
Federal Railroad Administration
U.S. Postal Service Building
701 Loyola Avenue
New Orleans, Louisiana 70113



September 5, 1989

Mr. James Enoch Jones
 Chief, Approvals Branch Exemptions
 & Approvals Division
 Office of Hazardous Materials Transportation
 400 Seventh Street, S. W.
 Washington D. C. 20590

UTLX Correspondence Dated March 14, 1983

Dear Mr. Jones:

I would like to request, in writing, a copy of the submission letter from Union Tank Car Company to the U.S. Department of Transportation Research and Special Programs Administration dated March 14, 1983 regarding details of tank car appurtenances, dome fitting, safety devices, markings and loadings, inspection, and testing practices presented to the U.S. Department of Transportation on the above-mentioned UTLX 82329.

Any reference that would have been made to the Crown Zellerbach Corporation would now apply to Gaylord Chemical Corporation. I would appreciate your timely assistance in this matter. My telephone number is (504) 732-8667 and our fax number at this same location is (504) 732-8665.

Sincerely yours,

GAYLORD CHEMICAL CORPORATION

Robert E. Wilson

Robert E. Wilson
 Plant Superintendent

REW/dsf

cc: Mr. Will Carter
 Hazardous Materials Inspector
 U. S. Department of Transportation
 Federal Railroad Administration
 U. S. Postal Service Building
 701 Loyola Street
 New Orleans, Louisiana 70113



OFFICE OF HAZARDOUS MATERIALS
REGULATION
U.S. DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C. 20590

January 24, 1989

Mr. James Enoch Jones
Chief, Approvals Branch
Office of Hazardous Material
Regulation
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: SA-830307
1988 Record of Experience


Dear Mr. Jones:

Tank car UTLX 82329 was used in February and September 1988 to transport 110,000 pounds (each trip) from Vicksburg Chemical Division of Cedar Chemical Corp. in Vicksburg, MS, to our plant in Bogalusa, LA. The material was unloaded into our fixed storage tank and the empty tank car was stored in our plant on each occasion.

Please contact me if you need additional information.

Sincerely,

GAYLORD CHEMICAL CORPORATION


John Ferguson
Chemical Operations Manager

JF/sv

Gaylord Chemical Corporation
P O Box 1209
Slidell, LA 70459-1209

FILE

February 25, 1988

Mr. James Enoch Jones
Chief, Approvals Branch
Office of Hazardous Materials Regulation
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: SA-830307
1987 Record of Experience

Dear Mr. Jones:

The former Gaylord Chemical division of Gaylord Container Corporation has been organized as a new Corporation, Gaylord Chemical Corporation. The ownership has not changed.

Tank car UTLX 82026 was returned to Union Tank Car Company, clean and empty, without having received any nitrogen tetroxide.

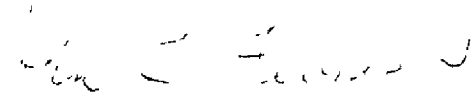
Tank car UTLX 82329 was used in February 1987 to transport 110,000 pounds of nitrogen tetroxide from Vicksburg Chemical Company in Vicksburg, Mississippi to our plant in Bogalusa, Louisiana. The material was unloaded into our fixed storage tank and the tank car was stored on our site. The tank car was cleaned and sent to the Union Tank Car Company shop in Hightower, Texas during November 1987 for valve tests and preventative maintenance.

At your suggestion, we had the under-carriage modified, while the railcar was in the shop; it now has the newer, safer, roller-bearing construction. The railcar was still in the shop at year-end.

Mr. G. R. Cowan, who was your former contact is no longer employed by Gaylord Chemical Corporation. Please change your records to show me as your new contact.

Please let me know if any further information is required.

Sincerely,


John L. Ferguson
Chemical Operations Manager

JLF/rfw yfw

The property described below in apparent good order except as noted (contents and condition of contents of packages unknown) marked consigned and destined as indicated below which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official Southern Western and Illinois Freight Classification in effect on the date hereof if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNEE TO		(Mail or Street Address of Consignee—For Purposes of Notification Only)		ORDER NO	D A T E
UNION TANK CAR SMI CO.		REPAIR SMI SHOP		11-4-87	
HIGHTOWER, TX		CAR INITIALS & NO		B/L NO. 532 3119	
DELIVERING CARRIER		ICG-Shreveport, LA-MP-Beaumont, SF		FREIGHT CHARGES (PREPAID OR COLLECT)	
		UTLX 82329		FREE	
NO	PKGS	KIND OF PACKAGE DESCRIPTION OF ARTICLES SPECIAL MARKS AND EXCEPTIONS	WEIGHT (GROSS TO CORR)	CLASS OR RATE	CHARGES
1		<p>CLEAN, EMPTY & AIR PURGED TANK CAR LAST CONTAINING: NITROGEN NITROGEN TETROXIDE, LIQUID POISON A NA 1067,RQ</p> <p>PLACARDS NOT REQUIRED</p> <p>THIS CAR LEASED TO GAYLORD CONTAINER CORP. BOGALUSA, LA</p> <p>D,O,T. AUTHORIZATION: SA-830307 (COPY ATTACHED)</p> <p>NOTE: CAR BEING SENT TO SHOPPER FOR FOLLOWING: 1. INSPECT & TEST SAFETY RELIEF VALVE, etc. AS PER DOT RULES 2. REPAIR OR REPLACE ALL 4 OUTLET VALVES (LIQUID & VAPOR) 3. REPAIR PAINT, especially inside dome, on guard rails & body 4. REPAIR PLACARD HOLDER ON "B" end 5. ANY OTHER SAFETY INSPECTIONS OR REPAIRS WHICH ARE NEEDED</p>			
GROSS					
TARE					
NET					
SEAL NUMBERS		CP 05535			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
 The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

PER GC CORP

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____

PER

"For help in emergencies involving spill, leak, fire, or exposure, call toll free 800-424-9300 day or night"

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight"

NOTE—Where the weight is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property

GAYLORD CONTAINER CORPORATION, SHIPPER
 This is to certify that the herein named materials are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation

Origin Carrier Name
 ICG

Per _____ City
 BOGALUSA, LOUISIANA

Per _____
 Shipper's Signature JP

Gaylord Container
 Chemical Products
 P O BOX 1060



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

24 (2)

DEPARTMENT OF TRANSPORTATION
400 Seventh Street S.W.
Washington D.C. 20590

RECEIVED
MAY 12 5 25 84

OFFICE OF HAZARDOUS
MATERIALS
Revised April 30, 1987

Mr. G. R. Cowan
Senior Project Engineer
Gaylord Chemical
Division of Gaylord Container
Corporation
P.O. Box 4266

SA-830307

Dear Mr. Cowan:

Under provisions of Section 173.336(a)(4) of Title 49, Code of Federal Regulations (49 CFR) Gaylord Chemical is hereby issued approval number SA-830307. This approval covers details of tank car appurtenances, dome fittings and safety devices, and marking, loading, inspection and testing practices presented in Union Tank Car Company's submission of March 14, 1983, and your revised submission of February 25, 1987.

Gaylord Chemical may make shipment in accordance with the above procedure subject to the following conditions:

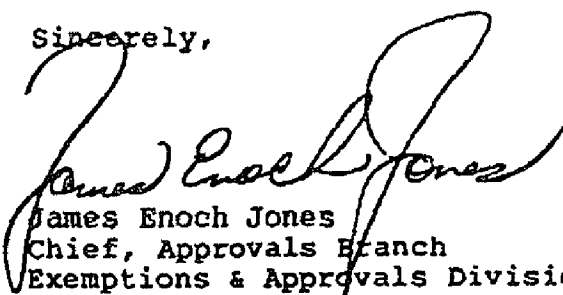
- A. Authorized Commodity: Nitrogen Tetroxide
- B. Authorized Packaging: Tank Car identified as UTLX82329
- C. This approval does not relieve Gaylord Chemical or its employees from any obligations imposed by applicable requirements of the DOT's Hazardous Materials Regulations (49 CFR).
- D. Gaylord Chemical must furnish each carrier with a copy of this approval. All shipping papers must be marked with the approval number SA-830307.
- E. Each car used in this service must be marked with the approval number SA-830307 in characters at least 4 inches high near the U.N. number.
- F. A record of experience including any difficulties, casualties, or losses shall be sent to the Chief, Approvals Branch within 60 days of completion of each calendar year of operation. In addition, an immediate detailed report shall be sent in the event of any incident involving damage, injury, or loss of contents while handling or transporting materials covered by this authorization. This requirement is in addition to requirements of 49 CFR Sections 171.15 and 171.16.

Continuation of SA-830307

- G. Advance notice and approval by the Approvals Branch is required for any changes in the processes and procedures covered by this authorization.
- H. This approval shall remain valid so long as there is no change or modification in the information submitted in support of this approval.

Any correspondence relative to this approval should be addressed to the Approvals Branch and reference SA-830307.

Sincerely,



James Enoch Jones
Chief, Approvals Branch
Exemptions & Approvals Division
Office of Hazardous Materials
Transportation

25

The property described below in apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned and destined as indicated below which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party of any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNEE TO UNION TANK CAR CO. STORAGE YARD CLEVELAND, TX		ORDER NO -----		D 22-37	
DESTINATION ROUTE		CAR INITIALS & NO.		B/L NO. 532 2677	
DELIVERING CARRIER ICG-NO-MP-BEAUMONT-ATSF		UTLX 52926		FREIGHT CHARGES (PREPAID OR COLLECT) FREE	
NO PKGS	KIND OF PACKAGE DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (GROSS TO CORN)	CLASS OR RATE	CHARGES	
1	CLEAN & EMPTY TANK CAR (NEVER PUT IN SERVICE BY GC/CZ) PLACARDS NOT REQUIRED CAR BEING RELEASED & RETURNED TO OWNER.				
GROSS TARE NET SEAL NUMBERS		<p>Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:</p> <p>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</p> <p>PER GC CORP The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____</p> <p>PER _____</p> <p>"For help in emergencies involving spill, leak, fire, or exposure, call toll free 800-424-9300 day or night"</p> <p>*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight.*</p> <p>NOTE—Where the weight is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.</p>			

GAYLORD CONTAINER CORPORATION, SHIPPER

This is to certify that the herein named materials are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Origin Carrier Name

ICG

Per **JF**
Shipper's Signature

Per _____

City

BOGALUSA, LOUISIANA

Gaylord Container

Chemical Products
P.O. BOX 1060

UNIFORM STRAIGHT BILL OF LADING — ORIGINAL — NOT NEGOTIABLE

905 — MidSouth Rail Corp. — 905

PATRON CODE

RECEIVED subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading the property described below in apparent good order except as noted contents and condition of contents of packages unknown, marked, consigned and destined as indicated below which said company the ward company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract agrees to carry to its usual place of delivery at said destination if on its own road or its own water line otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the conditions not prohibited by law whether printed or written herein contained including the conditions on back hereof which are hereby agreed to by the shipper and accepted for himself and his assigns

CAR INITIALS AND NUMBER: LITLX 82329
T. TRAILER INITIAL AND NUMBER: LENGTH: PLAN NUMBER:
O.
F. TRAILER INITIAL AND NUMBER: LENGTH:
C.
BILL OF LADING DATE: 2-20-87
BILL OF LADING No: 105205
PATRON CODE: 734
BC1650-87-D

FOR (See Special Instructions)
S AT
T AT
O AT
P AT
TO: BOGALUSA, LA STATION: STATE:
FROM No: 11400 STATION: VICKSBURG STATE: MS

ROUTE Show each Junction and Carrier in Route Order to Destination
905-MSRC JACKSON ICG
Show "A" if Agent's Routing or "S" if Shipper's Routing
FROM (Full Name of Shipper Street and Post Office Address) PATRON CODE
Vicksburg Chemical Div of Cedar Chemical
P.O. Box 3
Vicksburg MS 39180
PLACE X IF CHARGES DUE FROM OTHER THAN SHIPPER IF PREPAID OR FORWARDED

CONSIGNEE TO Mail or street address of Consignee — PATRON CODE
GAYLORD/CROWN ZELLERBACH
P.O. BOX 1060
BOGALUSA, LA 70427
PLACE X IF CHARGES DUE FROM OTHER THAN CONSIGNEE IF COLLECT FORWARDED

RECONSIGNEE TO STATION STATE RWC
AUTHORITY
FINAL DESTINATION STATION STATE OR PROV

INSTRUCTIONS (Specify who is to pay service charge if any)
IF CAR BAD ORDERED CALL 1-800-227-2798 in MS (601-636-1231)
WHERE RATE IS BASED ON VALUATION OF GOODS INDICATE AGREED OR DECLARED VALUE NOT EXCEEDING
SCALE WEIGHT OR WEIGHING BUREAU STAMP
WEIGHED AT MSRC WEIGHT AGREEMENT
GROSS 177,360
TARE 67,360
ALLOWANCE
NET 110,000 55.T

Table with columns: NO PKGS, Description of Articles, Special Marks and Exceptions, COMMODITY CODE NO, WEIGHT, RATE. Row 1: 1 T/C Nitrogen Tetroxide, Liquid, Poison A, NA 1067, RQ (Chemicals, NOI), 110,000 #. Placarded: POISON GAS and 1067. Analysis shown.

RECEIVED

MIDSOUTH RAIL CORP. FREIGHT OFFICE

This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

FEB 20 1987

SHIPPER: Vicksburg Chemical Div of Cedar Chemicals LOAD AND UNLOAD
AGENT: W. C. F WERS Transportation Asst.
PER: [Signature] PER: VICKSBURG, MISS.
RECEIVED \$
O APP IN PREPAYMENT OF THE CHARGES ON THE PROPERTY DESCRIBED HEREON
PER
AGENT OR CASHIER THE SIGNATURE HERE ACKNOWLEDGES ONLY THE AMOUNT PREPAID

Thank you for shipping MidSouth Rail Corp.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party of any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNEE TO CEDAR CHEMICAL CO. (formerly Vertac Chemical Co.) VICKSBURG, MISSISSIPPI		ORDER NO BC-1650-87D	DATE 2-17-87
DESTINATION VICKSBURG, MISSISSIPPI		B/L NO 532 2592	
DELIVERING CARRIER ICG		FREIGHT CHARGES (PREPAID OR COLLECT) FREE	
KIND OF PACKAGE DESCRIPTION OF ARTICLES SPECIAL MARKS AND EXCEPTIONS		WEIGHT (GROSS TO CORR)	CLASS OR RATE
<p>1</p> <p>X EMPTY TANK CAR LAST CONTAINING:</p> <p>NITROGEN TETROXIDE, LIQUID POISON A NA 1067, RQ PLACARDED POISON GAS</p> <p>THIS CAR LEASED TO GAYLORD CONTAINER CORP. (formerly Crown Zellerbach Corp)</p> <p>D.O.T. AUTHORIZATION SA-830307 (Copy XXXXXX Attached)</p>			
GROSS			
TARE			
NET			
SEAL NUMBERS CP 05665			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

PER _____

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____

PER _____

"For help in emergencies involving spill, leak, fire, or exposure, call toll free 800-424-9300 day or night"

If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight.

NOTE—Where the weight is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

GAYLORD CONTAINER CORPORATION, SHIPPER
This is to certify that the herein named materials are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Origin Carrier Name
ICG

Per *[Signature]*
City
BOGALUSA, LOUISIANA

Per *[Signature]*
Shipper's Signature

Gaylord Container
Chemical Products
P O BOX 1060

16

from - via - via come
Full N2O4
tank car enough
bills for the tank
car is requested
H. Ferguson

LETTER OF LADING — ORIGINAL — NOT NEGOTIABLE
105 — MidSouth Rail Corp. — 905

Patron Code:

on the date of the receipt by the carrier of the property described in the Original Bill of Lading the property described below
date of contents of packages unknown, marked, consigned and destined as indicated below, which said company (the word
bring any person or corporation in possession of the property under the contract, agrees to carry to its usual place of delivery
itination if on its own road or its own water line otherwise to deliver to another carrier of the route to said destination. If
agreed as to each carrier of all or any of said property over all or any portion of said route to destination and as to each
my time interested in all or any of said property that every service to be performed hereunder shall be subject to all the
conditions not prohibited by law whether printed or written herein contained including the con-
ditions on back hereof which are hereby agreed to by the shipper and accepted for himself and
his assigns

4GTH PLAN NUMBER
4GTH BILL OF LADING DATE: 6-10-86
BILL OF LADING No: 105-905
VOC# 901
Patron Code No: B 4590-86-C
(See Special Instructions) CONSIGNEE AND ADDRESS AT STOP

TO: BOGALUSA LA STATE: LA FROM No: STATION: STATE: MS
B/A FROM (Full Name of Shipper, Street and Post Office Address): VERTAC CHEMICAL CORP PATRON CODE
P.O. BOX 3
VICKSBURG, MS 39180

ROUTE show each junction and Carrier in route Order to Destination
905-MSRC ICG
Show "X" if Agents Routing or "S" if Shipper's Routing
CONSIGNEE TO Mail or street address of Consignee — PATRON CODE
CROWN ZELLERBACH
MILL DIVISION
P.O. BOX 1060
BOGALUSA, LA 70427
RECONSIGNEE TO STATION STATE PATRON CODE
RWC
AUTHORITY
FINAL DESTINATION STATION STATE OR PROV

PLACE X IF CHARGES DUE FROM OTHER THAN SHIPPER IF PREPAID FORWARDED
SHOW TO WHOM CHARGES SHOULD BE BILLED IF OTHER THAN SHIPPER OR CONSIGNEE
NAME: ADDRESS: CITY: STATE: ZIP:
Subject to Section 7 of Conditions. If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
SIGNATURE OF CONSIGNOR

WHERE RATE IS BASED ON VALUATION OF GOODS INDICATE AGREED OR DECLARED VALUE NOT EXCEEDING
SCALE WEIGHT OR WEIGHING BUREAU STAMP
WEIGHED AT: VERTAC CHEMICAL
GROSS: 177,220
TARE: 67,220
IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE TO BE PREPAID: COLLECT
ALLOWANCE: NET: 110,000
INSTRUCTIONS (Specify who is to pay service charge if any):

NO PKGS	Description of Articles, Special Marks and Exceptions	COMMODITY CODE NO	WEIGHT	RATE				
1	T/C NITROGEN TETROXIDE, LIQUID, POISON A, NA 1067 RQ (CHEMICALS NOI) PLACARDED NITROGEN TETROXIDE N ₂ O ₄ Rate \$1.86/cwt Tar. Ref: SFA 2011 I. 26442.29 SEAL: 01310		110,000#					

RECEIVED
MID-SOUTH RAIL CORP.
FREIGHT OFFICE

This is to certify that the above named materials are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the regulations of the Department of Transportation.

SHIPPER: VERTAC CHEMICAL CORP AGENT: W. G. FLOWERS, Transportation Assl., VICKSBURG, MISS.
PER: [Signature] PER: [Signature]
Permanent Postoffice Address of Shipper: 4354
RECEIVED TO APPLY IN PREPAYMENT OF THE CHARGES ON THE PROPERTY DESCRIBED HEREON
AGENT OR CASHIER THE SIGNATURE HERE ACKNOWLEDGES ONLY THE AMOUNT PREPAID

Thank you for shipping MidSouth Rail Corp.

29

the Orig

Empty No 04
tank car
more info

RECEIVED SUBJECT TO THE CLASSIFICATION OF LADING

and order, except as noted (contents and condition of contents of packages unknown) marked, consigned, and destined as indicated below understood throughout this contract as meaning any person or corporation in possession of the property under the contract agrees to carry on, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern Western and Illinois Freight Classification or conditions of the Uniform Domestic Straight Bill of Lading set forth (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment or a rail or a fall water shipment, or (3) in the applicable motor carrier classification or tariff if this is a motor carrier shipment familiar with all the terms and conditions of the said bill of lading including those on the back thereof set forth in the classification of this shipment and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

ORDER NO
B-4590-86D
DATE
5-30-86

DESTINATION: VICKSBURG, MISSISSIPPI
ROUTE:
DELIVERING CARRIER: ICG
CAR INITIALS & NO: UTLX 82329

B/L NO 532 2058
FREIGHT CHARGES (PREPAID OR COLLECT): FREE

NO PKGS	KIND OF PACKAGE DESCRIPTION OF ARTICLES SPECIAL MARKS AND EXCEPTIONS	WEIGHT (GROSS TO CORR)	CLASS OR RATE	CHARGES
1	<p>EMPTY TANK CAR LAST CONTAINMENT CONTAINING: NITROGEN TETROXIDE, LIQUID POISON A NA 1067, RQ PLACARDED POISON GAS</p> <p>THIS CAR LEASED TO CROWN ZELLERBACH CORP./GAYLORD</p> <p>D.O.T. AUTHORIZATION: SA-830307 (COPY ATTACHED)</p> <p>SEAL # WZ-17536</p>			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges

PER
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

PER

"For help in emergencies involving spill, leak, fire, or exposure, call toll free 800-424-9300 day or night

"If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight."

NOTE—Where the weight is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property

CROWN ZELLERBACH CORPORATION SHIPPER
This is to certify that the herein named materials are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation

Origin Carrier Name ICG

Per JF [Signature]
Shipper's Signature

Per [Signature] City

CrownZellerbach
Chemical Products
PO BOX 1060



BOGALUSA, LOUISIANA

4



CrownZellerbach
Chemical Products Division

January 24, 1986

UTLX 82329

Mr. James Enoch Jones
Chief, Approvals Branch
Office of Hazardous Materials Regulation
U. S. DEPARTMENT OF TRANSPORTATION
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Jones:

Reference: SA-830307

This record of experience covers the calendar year 1985 and is a response to condition F of approval SA-830307.

Tank car UTLX 82329 containing 84,500 pounds of nitrogen tetroxide was moved from the PakTank Corporation storage terminal in Westwego, Louisiana to Bogalusa, Louisiana where it was unloaded into our fixed storage tank. Tank car UTLX 82329 is empty and is currently stored in Bogalusa.

Tank car UTLX 82026 is in Bogalusa, Louisiana and has not yet received any nitrogen tetroxide.

Please let us know if any additional information is required.

Sincerely,

Senior Project Engineer

G. R. COWAN/hw

cc: G. E. Bergstrom
J. L. Ferguson - CZ
G. W. Bartu - CZ



CrownZellerbach
Chemical Products Division

January 15, 1985

Mr. James Enoch Jones
Chief, Approvals Branch
Officer of Hazardous Materials Regulation
U. S. DEPARTMENT OF TRANSPORTATION
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Jones:

Reference: SA-830307

This record of experience covers the calendar year 1984 and is a response to condition F of approval SA-830307.

Tank car UTLX 82329 contains 84,500 lbs. of nitrogen tetroxide and is stored at the PakTank Corporation storage terminal in Westwego, Louisiana. There have been no storage problems and no shipping operations in 1984.

Tank car UTLX 82026 is in Bogalusa, Louisiana and has not yet received an nitrogen tetroxide.

Please let us know if any additional information is required.

Sincerely,

Senior Project Engineer

G. R. COWAN/lvt

cc: J. L. Ferguson - CZ
J. G. Stanley - CZ
G. W. Bartu - CZ



CrownZellerbach
Chemical Products Division

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January 10, 1985

Mr. James Enoch Jones
Chief, Approvals Branch
Officer of Hazardous Materials Regulation
U. S. DEPARTMENT OF TRANSPORTATION
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Jones:

Reference: SA-830307

This record of experience covers the calendar year 1984 and is a response to condition F of approval SA-830307.

Tank car UTLX 82329 contains 84,500 lbs. of nitrogen tetroxide and is stored at the PakTank Corporation storage terminal in Westwego, Louisiana. There have been no storage problems and no shipping operations in 1984.

Tank car UTLX is in Bogalusa, Louisiana and has not yet received any nitrogen tetroxide.

Please let us know if any additional information is required.

Sincerely,

G R Cowan

G. R. COWAN/lvt

Senior Project Engineer

cc: J. L. Ferguson - CZ
J. G. Stanley - CZ
G. W. Bartu - CZ

Mailing Address: P.O. Box 4266, Vancouver (Orchards) WA 98662
Street Address: 10619 N.E. Coxley Dr. Phone: (206) 254-0922 TWX 910 474 8663



January 9, 1984

Mr. James Enoch Jones
Chief, Approvals Branch
Officer of Hazardous Materials Regulation
U. S. DEPARTMENT OF TRANSPORTATION
400 Seventh Street, S.W.
Washington, D. C. 20590

Dear Mr. Jones:

Reference: SA-830307

This record of experience covers the calendar year 1983 and is a response to condition F of approval SA-830307.

Tank car UTLX 82329 received 84,500 lb. of nitrogen tetroxide at our Bogalusa, Louisiana plant site on 7/26/83 through 7/28/83. On 8/18/83 the tank car was shipped to the PaKtank Corporation storage terminal in Westwego, Louisiana. The material remains at PaKtank to be used by Crown Zellerbach at some date in the future. All transfer, transportation and storage operations have been routine with no safety or spillage problems.

Tank car UTLX 82026 is in Bogalusa, Louisiana and has not yet received any N_2O_4 .

Please let us know if any additional information is required.

Sincerely

A handwritten signature in dark ink that reads 'G R Cowan'.

Senior Project Engineer

G. R. COWAN/lvt

cc: J. B. McComb - CZ
H. B. Lackey - CZ
J. L. Ferguson - CZ

Mailing Address: P.O. Box 4266, Vancouver (Orchards) WA 98662
Street Address: 10619 N. E. Coxley Dr. Phone: (206) 254-0922 TWX 910 474 8663

34 (2)



US Department
of Transportation

Research and
Special Programs
Administration

400 Seventh Street S.W.
Washington, D.C. 20590

August 5, 1983

Mr. T. J. Sutfin
Systems & Materials Manager
Crown Zellerbach
Chemical Products Division
P.O. Box 4266
Vancouver (Orchards), Washington 98662

SA-830307

Dear Mr. Sutfin:

Under provisions of Section 173.336(a)(4) of Title 49, Code of Federal Regulations (49 CFR) Crown Zellerbach is hereby issued approval number SA-830307. This approval covers details of tank car appurtenances, dome fittings and safety devices, and marking, loading, handling, inspection and testing practices presented in Union Tank Car Company's submission of March 14, 1983, and your submissions of June 2 and July 22, 1983, examined by the Bureau of Explosives.

Crown Zellerbach may make shipments in accordance with the above procedure subject to the following conditions:

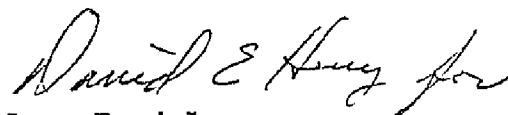
- A. Authorized Commodity: Nitrogen Tetroxide
- B. Authorized Packaging: Tank cars identified as UTLX82329 and 82026
- C. This approval does not relieve Crown Zellerbach or its employees from any obligations imposed by applicable requirements of the DOT's Hazardous Materials Regulations (49 CFR).
- D. Crown Zellerbach must furnish each carrier with a copy of this approval. All shipping papers must be marked with the approval number SA-830307.
- E. Each car used in this service must be marked with the approval number SA-830307 in characters at least 4 inches high near the U.N. number.
- F. A record of experience including any difficulties, casualties, or losses shall be sent to the Chief, Approvals Branch within 60 days of completion of each calendar year of operation. In addition, an immediate detailed report shall be sent in the event of any incident involving damage, injury, or loss of contents while handling or transporting materials covered by this authorization. This requirement is in addition to requirements of 49 CFR Sections 171.15 and 171.16.

Continuation of SA-830307

- G. Advance notice and approval by the Approvals Branch is required for any changes in the processes and procedures covered by this authorization.
- H. This approval shall remain valid so long as there is no change or modification in the information submitted in support of this approval.

Any correspondence relative to this approval should be addressed to the Approvals Branch and reference SA-830307.

Sincerely,



James Enoch Jones
Chief, Approvals Branch
Office of Hazardous Materials
Regulation
Materials Transportation Bureau

35 (9)



ASSOCIATION
OF AMERICAN
RAILROADS



August 1, 1983

Roy J. Holden
Manager
Technical Services

Mr. James F. Jones
Materials Transportation Bureau
Department of Transportation
Washington, D.C. 20590

SUBJECT: Safety Procedures, Shipment of Nitrogen
Tetroxide in Single Unit Tank Cars, BA-3359

Dear Mr. Jones:

Pursuant to the requirements of §173.336(a)(4), we have examined the material submitted by Crown Zellerbach covering procedures involved in the shipment of Nitrogen Tetroxide in single unit tank cars including marking, loading, handling, inspection, testing and a plan for emergency response. We feel that these procedures are acceptable and recommend that they be approved.

These procedures consists of Railcar Inspection and Loading Procedures, revised February 15, 1983, which was received with Application C-837000 Rev. A together with Crown Zellerbach's letters of June 2, 1983, and July 22, 1983 which contain the routings and emergency procedure. We are also attaching of a previously approved procedure prepared by Vertac Chemical Corp. You will note that the major difference in these procedures is the description of the safety relief device. The Vertac cars use the Crosby valve and the Crown Zellerbach cars use the Midland valve. Both have been approved. Each installation is a combination device; that is, a valve is installed in series with a frangible disc. The space between the disc and the valve is vented and the vent is closed by a valve which is closed while the car is in transportation. This is an AAR requirement and is identical to the requirement described in DOT E-3992 for Hydrogen chloride.

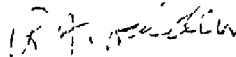
1920 L Street, N.W.
Washington, D. C. 20036
(202) 835-9500 (24 Hours)

Mr. James E. Jones
August 1, 1983
Page 2

Two cars UTLX 82329 and UTLX 82026 will be used. Both are existing cars. The conversion of UTLX 82329 was approved on Application C-837000 Rev. B. and the conversion of UTLX 82026 was handled on an Exhibit R-1. The proponent is aware that these procedures must be kept up to date and that supplementary information should be supplied in the event of a change in procedures, equipment or routings.

For identification purposes, BA-3359 has been assigned.

Very truly yours,


R. J. Holden

cc: T. J. Sutfin

(206-254-0924)

CROWN ZELLERBACH
NITROGEN TETROXIDE (N₂O₄)
Railcar Inspection & Loading Procedures

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Inspection of rail cars @ Receiving Location	3.0
Attachment 1	N ₂ O ₄ Tank Car Safety Valve
Attachment 2	Rail Car Inspection Check List

Issued: 1/18/83
Attachment 1 Revised 2/15/83

RAILCARS (N₂O₄)

1.0 Inspection of Railcars

1.1 Prior to Loading

1.1.1 Verify that "Nitrogen Tetroxide" is stenciled on both sides of car in letters not less than four (4) inches high. (CFR 49. § 173.336 & § 172.330)

1.1.2 Verify that tank and safety valve have been retested within required time periods. Tanks must be retested every 10 years. Safety valves must be retested every five years. Stenciling on side of car will state dates of last tank and safety valve tests. (ICC regulations.)

1.1.3 Verify that car is equipped with four (4) 1" angle valves, ACF type 1301, Monei trim, plug valves; two (2) liquid valves and two (2) vapor valves.

1.1.4 Verify that each valve is fitted with a screw plug to prevent leakage in the event of a valve failure. (CFR 49. § 173.336)

1.1.5 Assure that safety valve cover (vent stack) is secure. Assure that safety valve is equipped with an intact, approved stainless steel or platinum frangible disk. Drawing attached. (CFR 49. § 173.336)

1.1.6 Inspect interior dome area of car for loose rust and debris. Rust pitting may be present and is not a basis for car rejection; however, such condition should be reported for future corrective action.

1.1.7 Check general condition of car for obvious defects. If general condition is questionable, contact servicing railroad and rail car owner.

1.1.8 Check pressure on tank car. Should be at least five (5) PSIG.

1.2 After Product Loading

1.2.1 Insure that screw plugs in each valve are tightly secured.

1.2.2 Check each valve for leaks (visual inspection).

- 1.2.3 Assure that "Poison Gas" placards are securely applied, one to each side and each end of car. Assure that identification number (1067) panels are securely applied to each side and each end of car. (CFR 49. § 172.330 & § 172.332)
- 1.2.4 Assure that any spillage has been washed from dome area and sides of car with clear water.
- 1.2.5 Complete inspection check list for general condition of car. Attached.

1.3 Corrective Actions

- 1.3.1 Cars which do not meet the above indicated criteria will not be loaded or released for shipment.
- 1.3.2 Corrective measure may be accomplished at the shipping facility, when the facility is agreeable to performing such service without reimbursement.
- 1.3.3 More serious deficiencies will be corrected only at the direction of the tank car owner.

2.0 Loading of Rail Cars

- 2.1 A storage tank containing N_2O_4 cannot be filled and loaded from at the same time. The operator must, therefore, check to make sure when he is ready to fill a rail car that the N_2O_4 is not being transferred into the storage tank that he plans to load from and he must tag the valves into the storage tank warning other persons not to fill the storage tank or not to open the valves. The tag should state that he is loading from that storage tank and it should have his initials on it. Maintain log record of this indicating time and date.
- 2.2 Connect hoses to valves on rail car for loading purposes. Open appropriate valves and start loading pump.
- 2.3 There is no meter supplied for rail car loading, therefore flow or amount loaded will be gauged by rail car scale and tank level gauge.
- 2.4 All weights shown on loading sheets and bills of lading will be actual scale weights, and actual tare weights will be used for loading. Marked tares and calculated full weights are not permissible.

3.0 Inspection of Rail Cars at Receiving Location

3.1 Upon Receipt of Car - Prior to Unloading

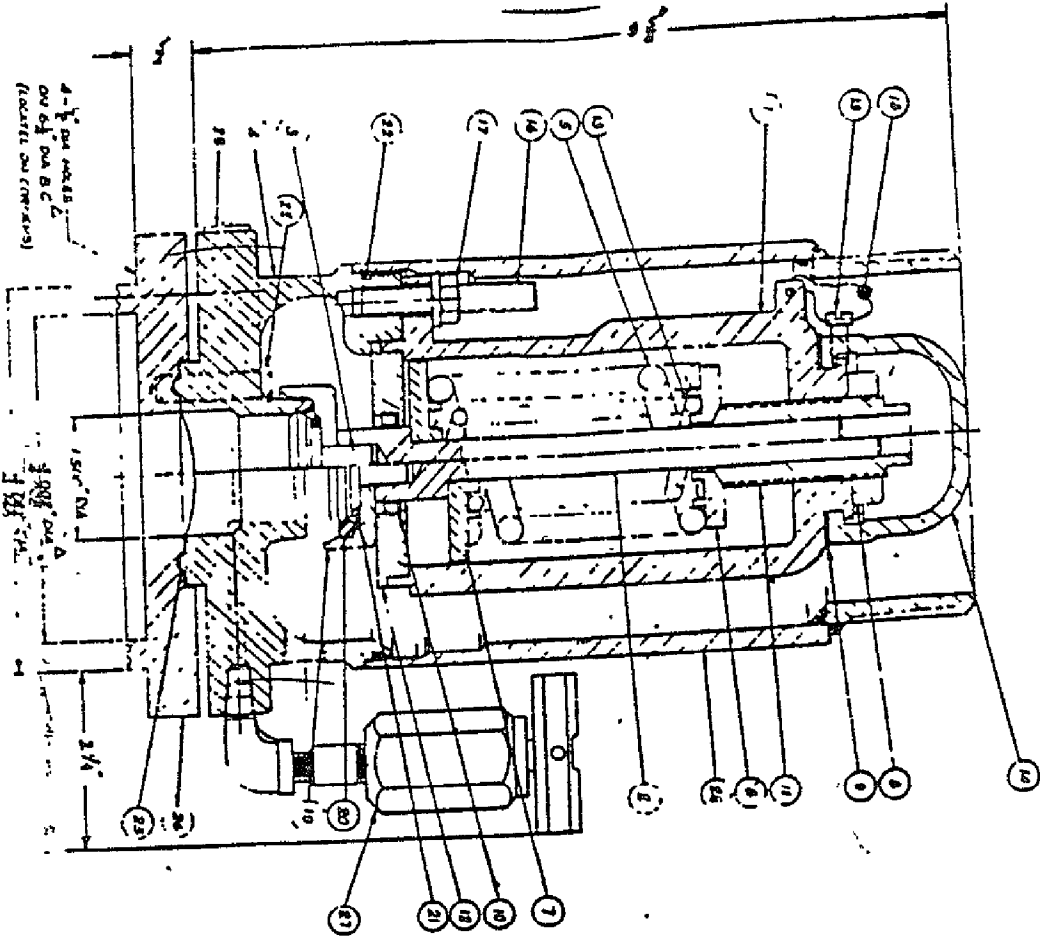
- 3.1.1 Verify that "NITROGEN TETROXIDE" is stencilled on both sides of car in letters not less than four (4) inches high. (CFR 49. § 173.336 & § 172.330)
- 3.1.2 Verify that tank and safety valves have been retested within required time periods. Tanks must be retested every 10 years. Safety valves must be retested every 5 years. Stencilling on side of car will state dates of last tank and safety valve test. (ICC regulations.)
- 3.1.3 Verify that car is equipped with four (4) 1" angle valves, ACF type 1301, Monel trim, plug valves; two (2) liquid valves and two (2) vapor valves.
- 3.1.4 Verify that each valve is fitted with a screw plug to prevent leakage in the event of a valve failure. (CFR 49. § 173.336)
- 3.1.5 Assure that safety valve cover (vent stack) is secure. Assure that safety valve is equipped with an intact, approved stainless steel or platinum frangible disk. Drawing attached. (CFR 49. § 173.336)
- 3.1.6 Inspect interior dome area of car for loose rust and debris. Rust pitting may be present and is not a basis for car rejection; however, such condition should be reported for future corrective action.
- 3.1.7 Check car's piping, valves, flanges and welds for evidence of leakage.
- 3.1.8 Check general running condition of each car to assure no apparent defects exist. If condition of running gear is questionable, contact servicing railroad, requesting car inspection and running gear repair if needed.
- 3.1.9 Cars, regardless if empty or filled, will be moved a minimum of 100 feet each month.

3.2 After Unloading - Prior to Release of Car to Railroad

- 3.2.1 Assure that any spillage has been washed from dome area and sides of car with large quantity of clear water. (Any spillage of N_2O_4 on the car should be washed off promptly to prevent corrosion, and staining of car exterior and pitting of dome area).
- 3.2.2 Assure car interior is charged with nitrogen to pressure of 10 psig, plus or minus 5 psig, to prevent interior contamination or corrosion.
- 3.2.3 Insure that screw plugs in each valve are tightly secured.
- 3.2.4 Assure that "POISON GAS" placards are reversed to read "POISON GAS-EMPTY" and securely applied one to each end and each side of car. Assure that identification number (1067) panels are securely applied to each side and each end of car. (CFR 49. § 172.330 & § 172.332)
- 3.2.5 Assure car is unloaded to maximum extent possible prior to release; arrange for car to be weighed.

3.3 Corrective Actions and Reporting Procedures

- 3.3.1 Corrective actions which receiving facility is agreeable to performing without reimbursement may be accomplished at the receiving facility.
- 3.3.2 Report major deficiencies to tank car owner.



NOTE: A ALTERNATES AVAILABLE

ITEM NO. & PART NAME	MATERIAL	QTY	UNIT	REMARKS
1	BRASS	1	PIECE	
2	BRASS	1	PIECE	
3	BRASS	1	PIECE	
4	BRASS	1	PIECE	
5	BRASS	1	PIECE	
6	BRASS	1	PIECE	
7	BRASS	1	PIECE	
8	BRASS	1	PIECE	
9	BRASS	1	PIECE	
10	BRASS	1	PIECE	
11	BRASS	1	PIECE	
12	BRASS	1	PIECE	
13	BRASS	1	PIECE	
14	BRASS	1	PIECE	
15	BRASS	1	PIECE	
16	BRASS	1	PIECE	
17	BRASS	1	PIECE	
18	BRASS	1	PIECE	
19	BRASS	1	PIECE	
20	BRASS	1	PIECE	
21	BRASS	1	PIECE	
22	BRASS	1	PIECE	
23	BRASS	1	PIECE	
24	BRASS	1	PIECE	
25	BRASS	1	PIECE	
26	BRASS	1	PIECE	
27	BRASS	1	PIECE	
28	BRASS	1	PIECE	

Q VALUES UP TO 225° STD HAVE BOLTS IN PLACE OF STUDS & WELDS OR ALTERNATE MATERIALS AVAILABLE. SEE NOTE FURNISHED UNLESS REQUESTED.

VALVE PART NUMBER	STANDARD SIZE	STANDARD WEIGHT	STANDARD LENGTH	STANDARD WEIGHT
1000	1/2"	11.6	11.6	11.6
1001	3/4"	15.4	15.4	15.4
1002	1"	21.2	21.2	21.2
1003	1 1/4"	33.8	33.8	33.8
1004	2"	60.4	60.4	60.4
1005	2 1/2"	71.8	71.8	71.8
1006	3"	84.1	84.1	84.1

- NOTES:**
- 1. SIZE OF FLANGE HOLES: 3/8" IS STANDARD ON ALL VALVES, EXCEPT 1/2" ON 1/2" VALVES AND 3/4" ON 3/4" VALVES. IF A DIFFERENT SIZE IS REQUIRED, USE NOTE "D".
 - 2. BOLT CIRCLE: 4-1/2" IS STANDARD ON ALL VALVES, EXCEPT 1/2" ON 1/2" VALVES, 3/4" ON 3/4" VALVES, AND 1" ON 1" VALVES. USE NOTE "E" FOR ANY OTHER, USE NOTE "C".
 - 3. ADDITIONAL: THE ASSESSMENT THROUGH AND THROUGH CENTER AND ON 4" VALVES AND UP TO 4" VALVES IS STANDARD ON ALL VALVES. IF A DIFFERENT TYPE OF VALVE IS REQUIRED, THE VALVE SHALL BE SPECIFIED IN THE ORDER. IF A DIFFERENT TYPE OF VALVE IS REQUIRED, THE VALVE SHALL BE SPECIFIED IN THE ORDER. IF A DIFFERENT TYPE OF VALVE IS REQUIRED, THE VALVE SHALL BE SPECIFIED IN THE ORDER.

FOR MORE INFORMATION SEE TABLE F	MIDLAND MEG. CORP.
SEE TABLE F	TOP STYLE SAFETY VALVE
	WELLS OR B.C.
	1/2"
	3/4"
	1"
	1 1/4"
	2"
	2 1/2"
	3"

ATTACHMENT 2

T/C Inspection - General Condition

Date: _____

Checked by: _____

Tank Car No. _____

	Check X if OK	Comments
I. SAFETY ITEMS (1) Ladders, hand-holds, and handrails (2) Walkways (3) Hand brake; dog, shaft, and cotter key (4) Air date on auxiliary reservoir (to be done every 4 years).		
II. JOURNAL BOXES (1) Last repack date (to be packed every 30 mos.) (2) Check lubricators		
III. RUNNING GEAR (1) Axle, wheels, truckside (2) Truck springs, truck bolster (3) Brake beams, rods, key bolts and cotter keys		
IV. BRAKE SHOES (1) Should be at least 1/2"		
V. MISCELLANEOUS (1) Check end bolts(3) on auxiliary reservoir (2) Check bolts(4) on pipe bracket (3) Check couplings and coupling rods (4) Check retainer valve on air system (5) Check cross key and cross key retainer (6) Check angle cock handle (7) Check burst hoses.		
VI. OTHER ITEMS (1) Verification of "Nitrogen Tetroxide" stencilled on both sides.		
(2) Verification that tank has been retested in last 10 years		
(3) Verification that safety valve has been retested in last 5 years		
(4) Verify that placards are in proper order		
(5) Condition of placard holders		



CrownZellerbach
Chemical Products Division

36 (2)

July 22, 1983

Mr. Roy Holden, Director
ASSOCIATION OF AMERICAN RAILROADS
Bureau of Explosives
1920 L Street, N.W.
Washington, D.C. 20036

Dear Mr. Holden:

As a follow-up to our earlier phone conversation, this is to confirm a possible alternative routing of our N_2O_4 tank cars from that described in my letter of June 2, 1983. As you will recall, our original interest was to receive delivery of N_2O_4 at our plant in Bogalusa, Louisiana by tank truck. This would necessitate transfer of material from the tank trucks to our tank cars with subsequent movement to Westwego, Louisiana for storage until needed back at Bogalusa. As a means of minimizing transfer handling and possible exposure, we may elect to send the empty tank cars to Vertac Chemical Corporation in Vicksburg, Mississippi for direct loading. Loaded movement of the tank cars then would be either to Bogalusa for transfer to our in-plant storage tank or on to Westwego, Louisiana for interim track storage.

The respective movements would be as follows:

Vicksburg to Bogalusa

Carrier - ICG
Route - Vicksburg to Jackson to Wanilla to Bogalusa.

Vicksburg to Westwego

Carrier - ICG (MP delivery)
Route - Vicksburg to Jackson to Brookhaven-McComb-
New Orleans-Westwego.

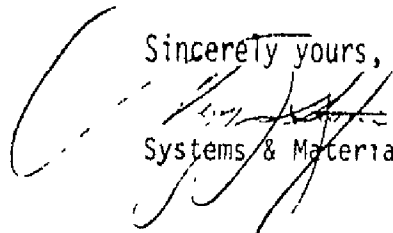
This should cover all of the presently contemplated moves for our N_2O_4 tank cars, UTLX 82329 and UTLX 82026.

We look forward to the early receipt of approval for the use of these cars in this service.

Thank you for your patience and assistance as we've worked our way through the approval procedures.

T. J. SUTFIN/lt

Sincerely yours,


Systems & Materials Manager

cc: Mr. J. B. McComb - CZ
Mr. H. B. Lackey - CZ

Mailing Address P.O. Box 4266, Vancouver (Orchards) WA 98662
Street Address: 10619 N.E. Coxley Dr. Phone: (206) 254-0922 TWX: 910 474 8663

VALVE ASSEMBLY NO. 105-11
 CARDS
 VALVE STEAM GAGE & VALVE
 BOSTON, MASS SET
 FOR 10-2300 LBS
 10-2300 LBS
 10-2300 LBS

PERFORMED FRANGIBLE DISC
 FOR HCN. TO BE OF
 PLATINUM BURSTING AT
 2 1/2 TONS 105-11

350-355

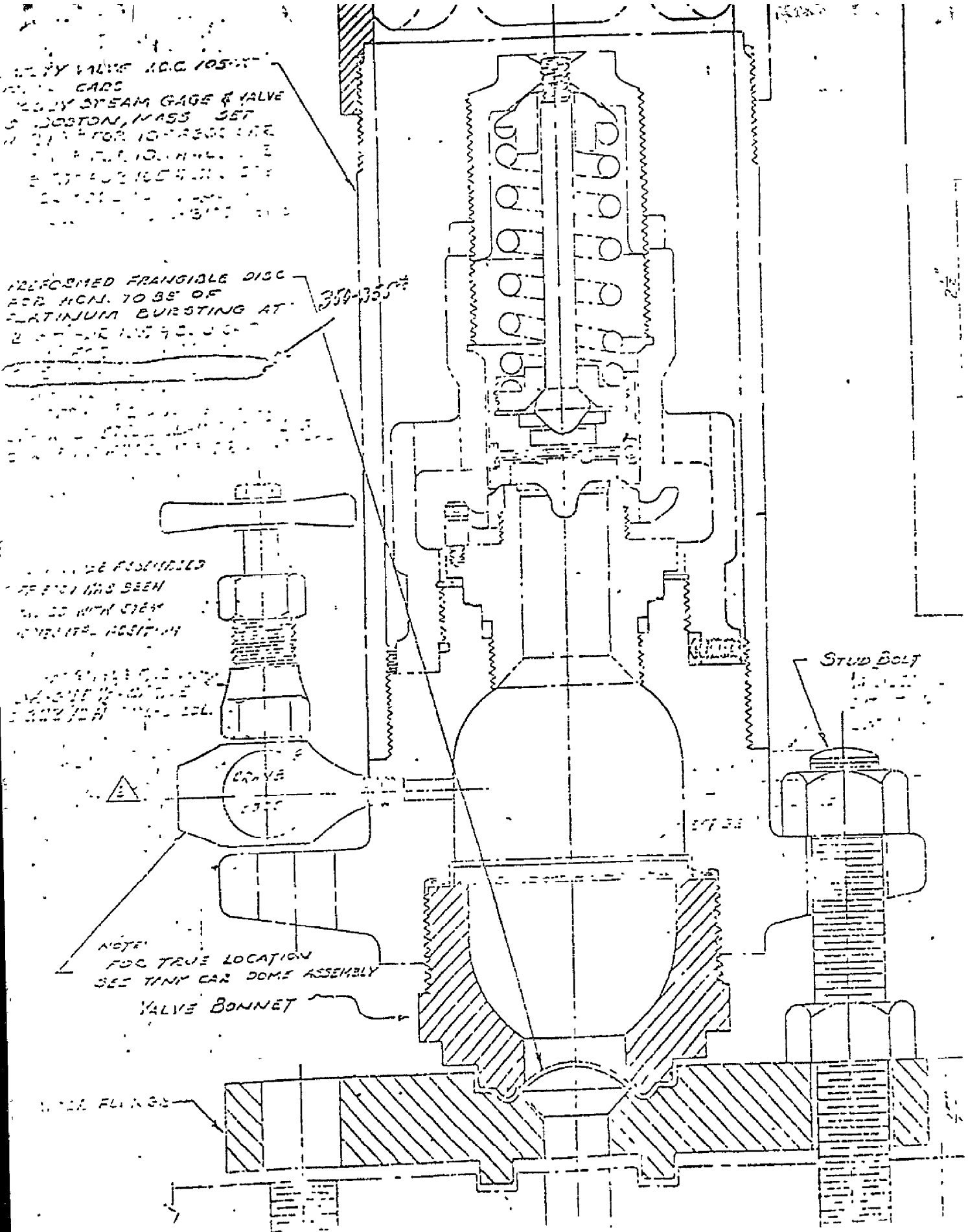
VALVE ASSEMBLY
 HAS BEEN
 WITH STEAM
 POSITION

VALVE ASSEMBLY
 HAS BEEN
 WITH STEAM
 POSITION

NOTE
 FOR TRUE LOCATION
 SEE TINY CAR DOME ASSEMBLY
 VALVE BONNET

WALL FLANGES

STUD BOLT



2 1/2"



CrownZellerbach
Chemical Products Division

June 2, 1983

Mr. Roy Holden, Director
Association of American Railroads
Bureau of Explosives
1920 L Street, NW
Washington, D.C. 20036

Dear Mr. Holden:

In response to our earlier phone conversation, here is the additional information requested concerning the movements of our N_2O_4 tank cars.

The movement is anticipated to be minimal, approximately 2 round trips per year, between our plant at Bogalusa, Louisiana and a storage siding at PAK TANK Terminal in Westwego, Louisiana. Routing for this movement is via ICG-New Orleans (Central Ave. yard)/MP and the reverse.

In the unlikely event of an emergency situation, the following procedures are to be followed. As advised by the railroads involved, they will assess the situation based on information supplied by the involved train crew, then notify CHEMTREC and the Bureau of Explosives. CHEMTREC has a list of emergency names and phone numbers, within Crown Zellerbach, to notify for N_2O_4 , as well as other materials which we ship. We are also notifying CHEMTREC of the availability of an "Emergency Response Team" from Vertac Chemical Corporation in Vicksburg, Mississippi. The contact person and phone number at Vertac is: Mr. Fred Ahlers, Plant Manager, Ph. (601) 636-1231.

Vertac is the sole U.S. producer of N_2O_4 and has an Emergency Response (ER) Team which has been trained and is equipped to handle emergency situations involving N_2O_4 , chlorine, and other similar chemicals. Vertac has agreed to be available and responsive to our needs. Their team is located at their plant in Vicksburg.

An alternative/back-up response procedure would rely on Environmental Emergency Services Company, a division of Riedel International, Inc. EES has a Fast Response System consisting of 23 prepositioned, fully equipped truck and trailer units covering 28 Western states. The unit closest to our movement route is located in Monroe, Louisiana. EES has a 24-hour phone Hot Line.

The CHEMTREC name and 800 number is stencilled on the tank cars and is included on all shipping documents.

The above referenced ER Teams are properly equipped with acid suits, chlorine kits, and other equipment they deem appropriate for handling hazardous materials in emergency situations.

Mailing Address: P O Box 4266, Vancouver (Orchards) WA 98662
Street Address: 10619 N.E. Coxley Dr. Phone: (206) 254-0922 TWX: 910 474 8663

Association of American Railroads
Bureau of Explosives

2

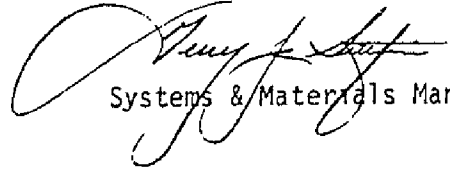
June 2, 1983

We trust that this will sufficiently answer any concerns regarding procedures to be followed should a hazardous situation develop with the movement of our N_2O_4 tank cars.

As additional information, I am enclosing a promotional brochure from Environmental Emergency Services Company.

Thank you for your concern and assistance in obtaining the necessary approvals to allow use of our cars in this service.

Sincerely yours,



Systems & Materials Manager

T. J. SUTFIN/lt

Enclosures

cc: Mr. J. B. McComb - CZ
Mr. H. B. Lackey - CZ

38 (8) ..
SA-830307

Union Tank Car Company



151st & Railroad Ave
East Chicago, Indiana 46312
219/392 1500

An Affiliate of
Trans Union Corporation

March 14, 1983

Mr. Alan I. Roberts
Director
Department of Transportation
Office of Hazardous Materials
2100 Second Street, S.W.
Washington, D.C. 20590

Dear Sir:

Find attached, a copy of the Loading and Inspection Procedures for handling Nitrogen Tetroxide in a Union Tank Car Company tank car reporting marks UTLX 82329.

These are being submitted to you for approval, as required in The Hazardous Materials Regulations Paragraph 173.336(4). Copies have also been sent to the Bureau of Explosives for their examination.

Would appreciate receiving your approval and/or comments just as soon as possible.

Very truly yours,

George J. Griger
Product Engineer

/dh
Attachment

cc: AAR Bureau of Explosives - Roy Holden

CROWN ZELLERBACH

NITROGEN TETROXIDE (N_2O_4)

Railcar Inspection & Loading Procedures

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Attachment 2	Rail Car Inspection Check List

Issued: 1/18/83

Attachment 1 Revised 2/15/83
1.1.2, 3.1.2 and 2.4 Revised 3/2/83

RAILCARS (N₂O₄)

1.0 Inspection of Railcars

1.1 Prior to Loading

- 1.1.1 Verify that "Nitrogen Tetroxide" is stenciled on both sides of car in letters not less than four (4) inches high. (CFR 49. § 173.336 & § 172.330)
- 1.1.2 Verify that tank and safety valve have been retested within required time periods. Tanks must be retested every 10 years. Safety valves must be retested every five years. Stenciling on side of car will state dates of last tank and safety valve tests and test due dates.
- 1.1.3 Verify that car is equipped with four (4) 1" angle valves, ACF type 1301, Monel trim, plug valves; two (2) liquid valves and two (2) vapor valves.
- 1.1.4 Verify that each valve is fitted with a screw plug to prevent leakage in the event of a valve failure. (CFR 49. § 173.336)
- 1.1.5 Assure that safety valve cover (vent stack) is secure. Assure that safety valve is equipped with an intact, approved stainless steel or platinum frangible disk. Drawing attached. (CFR 49. § 173.336)
- 1.1.6 Inspect interior dome area of car for loose rust and debris. Rust pitting may be present and is not a basis for car rejection; however, such condition should be reported for future corrective action.
- 1.1.7 Check general condition of car for obvious defects. If general condition is questionable, contact servicing railroad and rail car owner.
- 1.1.8 Check pressure on tank car. Should be at least five (5) PSIG.

1.2 After Product Loading

- 1.2.1 Insure that screw plugs in each valve are tightly secured.
- 1.2.2 Check each valve for leaks (visual inspection).

1.2.3 Assure that "Poison Gas" placards are securely applied, one to each side and each end of car. Assure that identification number (1067) panels are securely applied to each side and each end of car. (CFR 49. § 172.330 & § 172.332)

1.2.4 Assure that any spillage has been washed from dome area and sides of car with clear water.

1.2.5 Complete inspection check list for general condition of car. Attached.

1.3 Corrective Actions

1.3.1 Cars which do not meet the above indicated criteria will not be loaded or released for shipment.

1.3.2 Corrective measure may be accomplished at the shipping facility, when the facility is agreeable to performing such service without reimbursement.

1.3.3 More serious deficiencies will be corrected only at the direction of the tank car owner.

2.0 Loading of Rail Cars

2.1 A storage tank containing N_2O_4 cannot be filled and loaded from at the same time. The operator must, therefore, check to make sure when he is ready to fill a rail car that the N_2O_4 is not being transferred into the storage tank that he plans to load from and he must tag the valves into the storage tank warning other persons not to fill the storage tank or not to open the valves. The tag should state that he is loading from that storage tank and it should have his initials on it. Maintain log record of this indicating time and date.

2.2 Connect hoses to valves on rail car for loading purposes. Open appropriate valves and start loading pump.

2.3 There is no meter supplied for rail car loading, therefore flow or amount loaded will be gauged by rail car scale and tank level gauge.

2.4 All weights shown on loading sheets and bills of lading will be actual scale weights, and actual tare weights will be used for loading. Marked tares and calculated full weights are not permissible. Tank car is to be loaded to a maximum weight of 110,000 lbs. Maximum pressure to which a tank car of Brown or Green N_2O_4 can be loaded is 50 P.S.I.G.

3.0 Inspection of Rail Cars at Receiving Location

3.1 Upon Receipt of Car - Prior to Unloading

- 3.1.1 Verify that "NITROGEN TETROXIDE" is stencilled on both sides of car in letters not less than four (4) inches high. (CFR 49. § 173.336 & § 172.330)
- 3.1.2 Verify that tank and safety valves have been retested within required time periods. Tanks must be retested every 10 years. Safety valves must be retested every 5 years. Stencilling on side of car will state dates of last tank and safety valve test and test due dates.
- 3.1.3 Verify that car is equipped with four (4) 1" angle valves, ACF type 1301, Monel trim, plug valves; two (2) liquid valves and two (2) vapor valves.
- 3.1.4 Verify that each valve is fitted with a screw plug to prevent leakage in the event of a valve failure. (CFR 49. § 173.336)
- 3.1.5 Assure that safety valve cover (vent stack) is secure. Assure that safety valve is equipped with an intact, approved stainless steel or platinum frangible disk. Drawing attached. (CFR 49. § 173.336)
- 3.1.6 Inspect interior dome area of car for loose rust and debris. Rust pitting may be present and is not a basis for car rejection; however, such condition should be reported for future corrective action.
- 3.1.7 Check car's piping, valves, flanges and welds for evidence of leakage.
- 3.1.8 Check general running condition of each car to assure no apparent defects exist. If condition of running gear is questionable, contact servicing railroad, requesting car inspection and running gear repair if needed.
- 3.1.9 Cars, regardless if empty or filled, will be moved a minimum of 100 feet each month.

3.2 After Unloading - Prior to Release of Car to Railroad

- 3.2.1 Assure that any spillage has been washed from dome area and sides of car with large quantity of clear water. (Any spillage of N_2O_4 on the car should be washed off promptly to prevent corrosion, and staining of car exterior and pitting of dome area).
- 3.2.2 Assure car interior is charged with nitrogen to pressure of 10 psig, plus or minus 5 psig, to prevent interior contamination or corrosion.
- 3.2.3 Insure that screw plugs in each valve are tightly secured.
- 3.2.4 Assure that "POISON GAS" placards are reversed to read "POISON GAS-EMPTY" and securely applied one to each end and each side of car. Assure that identification number (1067) panels are securely applied to each side and each end of car. (CFR 49. § 172.330 & § 172.332)
- 3.2.5 Assure car is unloaded to maximum extent possible prior to release; arrange for car to be weighed.

3.3 Corrective Actions and Reporting Procedures

- 3.3.1 Corrective actions which receiving facility is agreeable to performing without reimbursement may be accomplished at the receiving facility.
- 3.3.2 Report major deficiencies to tank car owner.

ATTACHMENT 2

T/C Inspection - General Condition

Date: _____

Checked by: _____

Tank Car No. _____

Check X
if OK

Comments

	Check X if OK	Comments
I. SAFETY ITEMS (1) Ladders, hand-holds, and handrails (2) Walkways (3) Hand brake; dog, shaft, and cotter key (4) Air date on auxiliary reservoir (to be done every 4 years).		
II. JOURNAL BOXES (1) Last repack date (to be packed every 30 mos.) (2) Check lubricators		
III. RUNNING GEAR (1) Axle, wheels, truckside (2) Truck springs, truck bolster (3) Brake beams, rods, key bolts and cotter keys		
IV. BRAKE SHOES (1) Should be at least 1/2"		
V. MISCELLANEOUS (1) Check end bolts(3) on auxiliary reservoir (2) Check bolts(4) on pipe bracket (3) Check couplings and coupling rods (4) Check retainer valve on air system (5) Check cross key and cross key retainer (6) Check angle cock handle (7) Check burst hoses.		
VI. OTHER ITEMS (1) Verification of "Nitrogen Tetroxide" stencilled on both sides.		
(2) Verification that tank has been retested in last 10 years		
(3) Verification that safety valve has been retested in last 5 years		
(4) Verify that placards are in proper order		
(5) Condition of placard holders		



VERTAC CHEMICAL CORPORATION
24th Floor • 5100 Poplar • Memphis, TN 38137 • 901-767-6851

REPLY TO P O BOX 3
VICKSBURG, MS 39180
(601) 636-1231

JANUARY 3, 1983

UNION TANK CAR COMPANY
151ST STREET AT RAILROAD AVENUE
EAST CHICAGO, INDIANA 46312

ATTN: MR. TERRY GOSE

DEAR MR GOSE:

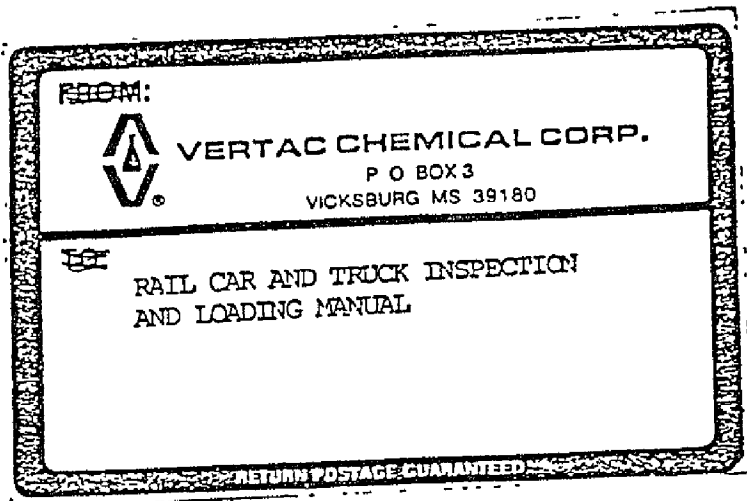
AT REQUEST OF CROWN ZELLERBACH THERE IS ATTACHED TO THIS LETTER
A COPY OF THE RAIL CAR SECTION OF VERTAC CHEMICAL CORPORATION'S
RAILCAR AND TRUCK INSPECTION AND LOADING MANUAL FOR N2O4. THIS
MANUAL COVERS OUR LOADING, SAMPLING AND PRE-TRIP INSPECTION
PROCEDURES FOR THE SHIPMENT OF NITROGEN TETROXIDE. THESE
PROCEDURES WERE DEVELOPED FOR THE DEPARTMENT OF DEFENSE.

IF YOU HAVE ANY QUESTION OR SUGGESTIONS CONCERNING THIS MANUAL,
PLEASE LET ME KNOW.

VERY TRULY YOURS,

ANDY McMILLAN
TRAFFIC MANAGER

AM/jd



Prepared by: R. F. Maraman
Approved by: [Signature]
Name: K. R. Dale
Title: Vice President-Manufacturing
Date: 8-21-72
Document: L-11
Revision: 4-25-1978
Effective date: 4-25-78
Superseding: _____

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<u>RAIL CARS</u>	
Inspection of rail cars	1.0
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Sampling of rail cars	3.0
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Attachment 2 (DD Form 626)	Motor vehicle inspection checklist
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Attachment 10	N ₂ O ₄ Tank trailer inspection check list revision 1 dated 25 April 1978.

Introduction

This manual is issued to describe the truck and rail car inspection and loading system and procedures to be used at the contractor's Vicksburg, Mississippi facility to attain compliance with requirements as prescribed in MIL-I-45208 A (12-6-63).

RAIL CARS

1.0 Inspection of Rail Cars

1.1 Prior to Loading

- 1.1.1 Verify that "nitrogen tetroxide - nitric oxide mixtures only" or "nitrogen tetroxide only" is stenciled on both sides of car in letters not less than four inches high. *RECOMMENDED 12/17/73*
- 1.1.2 Verify that tank and safety valve have been retested within required time periods. Tanks must be retested every 10 years. Safety valves must be retested every five years. Stenciling on side of car will state dates of last tank and safety valve test.
- 1.1.3 Verify that car is equipped with four stainless steel ball type valves; two liquid valves and two vapor valves.
- 1.1.4 Verify that each valve is secured with a blind flange and four stainless steel bolts and lock-nuts per flange. Remove blind flanges and inspect for foreign material.
- 1.1.5 Assure that safety valve cover (vent stack) is secure (screwed snug only to prevent removal by hand). Disk in cover below vent openings must be intact. Drawing attached.
- 1.1.6 Inspect interior dome area of car for loose rust and debris. Rust pitting may be present and is not a basis for car rejection; however, such condition should be reported for future corrective action, as indicated in 1.3.
- 1.1.7 Check general condition of car for obvious defects. If general condition is questionable, contact servicing railroad as well as MTMTS.
- 1.1.8 Check pressure on tank car. Should be at least five PSIG.

1.2 After Product Loading

- 1.2.1 Insure that blind stainless steel flanges on liquid and vapor valves are tightly secured with stainless steel lock-nuts and bolts, four each per valve.
- 1.2.2 Check each valve for leaks (visual inspection).

- 1.2.3 Assure that "Poison Gas" placards are securely applied one to each end and side of car. *Also single placard 1067 - Orange + black*
- 1.2.4 Assure that any spillage has been washed from dome area and sides of car with clear water.
- 1.2.5 Inspection checklists are attached - one for general condition of car and one for loading.
- 1.2.6 Assure shipping papers are placed in dome of car and that dome is sealed.

1.3 Inactive Cars

- 1.3.1 Monthly checks for leaks and general condition of cars will be made monthly by the Shipping Department. Records of inspections will be kept on file.

1.4 Corrective Actions

- 1.4.1 Cars which do not meet the above indicated criteria will not be loaded nor released for shipment.
- 1.4.2 Corrective actions, where shipping activity is agreeable to performing without reimbursement, will be accomplished at the shipping activity.
- 1.4.3 Written reports of specific deficiencies to specific cars will be submitted to MTMTS, ~~St. Louis Field Office, Attention: MTE-SLO-B, P. O. Box 7829, St. Louis, Mo. 63177.~~ Copy of report to be furnished to SAAMA (SAOT), Kelly AFB, Texas 78241, and ~~DCAS, Concord.~~ The shipping agent is responsible for issuance of these written reports.

MTMTS
Bayonne, N.J.

2.0 Loading of Rail Cars

- 2.1 A storage tank containing N_2O_4 cannot be filled and loaded from at the same time. The operator must, therefore, check to make sure when he is ready to fill a rail car that the N_2O_4 is not being transferred into the storage tank that he plans to load from and he must tag the valves into the storage tank warning other persons not to fill the storage tank or not to open the valves. The tag should state that he is loading from that storage tank and it should have his initials on it. Maintain log record of this indicating time and date.
- 2.2 Connect hoses to valves on rail car for loading purposes. Open appropriate valves and start loading pump.

- 2.3 There is no meter supplied for rail car loading, therefore flow or amount loaded will be gauged by rail car scale and tank level gauge.
- 2.4 Rail cars are to be loaded to an exact weight of 110,000 lbs. Maximum pressure to which a T/C of brown or green N_2O_4 can be loaded is 50 PSIG. A proposed loading form is attached.
- 2.5 After cars are loaded and the after-loading inspection has been completed, the government inspector must approve the car as evidenced by signing DD 250 form before it can be released for shipment.

- 2.6 For shipment, all rail cars shall be tagged with the tag firmly wired to the tank car inside the dome. The tag and markings shall be impervious to climatic conditions and shall contain the following information:

Propellant, nitrogen tetroxide
Specification MIL-P-26509 C
Federal Stock No. 9135 - 754- _____
Quantity _____
Contract or Order No. _____
Name of manufacturer _____
Lot identification _____
Date of manufacture _____

or

~~Propellant, inhibited nitrogen tetroxide (0.6 to 1.0
percent nitric oxide)
Specification MSC-PPD-2C
Quantity _____
Contract or Order No. _____
Name of manufacturer _____
Lot identification _____
Date of manufacture _____
Federal Stock No. 9135-926-1 _____~~

- 2.7 In case of an emergency loading situation, the contractor is required by the contract to begin loading within one (1) hour after notification that an emergency exists. Emergency loading will be on a 24-hour-per-day, 7-days-per-week basis.
- 2.8 The contractor will build up an inventory of 220,000 lbs. of brown nitrogen tetroxide and maintain this minimum inventory during the life of the contract.
- 2.9 Form DD 1089 (Movement of Military Interchange Railroad Cars) must be filled out and sent in for any movement of N_2O_4 T/C's. A copy of DD 1089 is attached.
- 2.10 All weights shown on loading sheets will be actual scale weights and actual tare weights will be used for loading. Marked tares and calculated full weights are not permissible. Recording of weights (actual tare and filled weight) should be reported on a separate loading report for N_2O_4 .

3.0

Sampling of Rail Cars

3.1 Analyses to be performed:

3.1.1 Green N_2O_4

- a. Nitric oxide assay
- b. Nitrogen tetroxide assay
- c. Water equivalent
- d. Chloride as nitrosyl chloride
- e. Particulate

3.1.2 Brown N_2O_4

- a. Nitrogen tetroxide assay
- b. Moisture content
- c. Chloride as nitrosyl chloride
- d. Particulate

3.2 Samples. Two 1 liter samples shall be taken with a sampler for the above sampling tests. For green, one sample will be used for tests (a) through (d) and one sample for (e). For brown, one sample will be used for tests (a) through (c) and one sample for (d).

3.3 A set of samples shall be taken from each tank car.

3.4 Method of taking sample. Connect a 1/4" stainless steel tube approximately 1 1/2' in length to the container (cylinder or tank) dip tube valve. Fit one end of the tube with a 1" to 1 1/2" tee. Fit one leg of the tee with a 1/2" needle valve for purging, and the other leg for connecting to the sampler inlet valve. Attach approximately 5 feet of polyethylene tubing to the purging valve to direct the propellant fumes away from the sampling area. Apply thread tape in accordance with MIL-T-27730 to all thread connections. Wrap the tape under tension starting 3 threads back from the end and in the direction with the male pipe thread helix toward thread run out. Wrap once plus an overlap of 1/2" at thread run out end. Connect the evacuated sampler to the tee at an inclined 45° angle with the inlet valve down. Open the dip-tube valve on the purging valve. Purge until approximately 5 liters of propellant has been removed to clear the dip-tube. Then close the purging valve and open the sampler inlet valve. Open the outlet valve and continue sampling until liquid propellant appears. Close the sampler inlet, outlet, and dip-tube valves. Open the purging valve to clear the sample line and disconnect the sampler.

Checked by _____

T/C Inspection - General Condition

Tank Car No. _____

Check X
if C

Comments

I. SAFETY ITEMS

- (1) Ladders, hand-holds, and handrails
- (2) Walkways
- (3) Hand brake, dog, shaft, and cotter key
- (4) Air date on auxiliary reservoir
(to be done every 4 years).

II. JOURNAL BOXES

- (1) Last repack date (to be packed every 30 mos.)
- (2) Check lubricators

III. RUNNING GEAR

- (1) Axle, wheels, truckside
- (2) Truck springs, truck bolster
- (3) Brake beams, rods, key bolts and cotter keys

IV. BRAKE SHOES

- (1) Should be at least 1/2".

V. MISCELLANEOUS

- (1) Check end bolts (3) on auxiliary reservoir
- (2) Check bolts (4) on pipe socket
- (3) Check couplings and coupling rods
- (4) Check retainer valve on air system
- (5) Check cross key and cross key retainer
- (6) Check angle cock handle
- (7) Check burst hoses.

VI. OTHER ITEMS

- (1) Verification of "Nitrogen Tetroxide-Nitric Oxide Mixtures, Only" or "Nitrogen Tetroxide Only" stencilled on sides
- (2) Verification that tank has been tested in last 10 years
- (3) Verification that safety valve has been tested in last 5 years
- (4) Verify that placards are in proper order
- (5) Condition of placard holders

INSPECTION CHECK LIST
NITROGEN TETROXIDE (N₂O₄) TANK CAR
(ARRIVING UNDER LOAD)
AT RECEIVING ACTIVITIES

Upon Receipt of Car - Prior to Unloading:

1. Verify that "NITROGEN TETROXIDE ONLY" is stencilled on both sides of car in letters not less than four inches high.
2. Verify that tank and safety valves have been retested within required time periods. Tanks must be retested every 10 years. Safety valves must be retested every 5 years. Stencilling on side of car will state dates of last tank and safety valve test.
3. Verify that car is equipped with four stainless steel ball type valves. (two liquid valves and two vapor valves). Valves must be in closed position at all times except during loading/unloading operations.
4. Verify that each valve is secured with a blind flange and four each stainless steel bolts and lock-nuts. Remove blind flange and inspect valve outlets for any evidence of foreign materials or leakage.
5. Assure that safety valve cover (vent stack) is secure (tightened snug only to prevent removal by hand). Disc in cover below vent openings should be intact.
6. Inspect interior dome area of car for excessive rust. This area should be free of loose rust and be clean in appearance. Minor rust pitting may be present and is not a basis for car rejection; however, such condition should be reported for future corrective action.
7. Check car's piping, valves, flanges and welds for evidence of leakage.
8. Check general running condition of each car to assure no apparent defects exist. Check journal packings and add oil to maintain a level of $\frac{1}{2}$ inch in the journal boxes. If condition of running gear is questionable, contact servicing railroad, requesting car inspection and running gear repair if needed.
9. Cars, regardless if empty or filled, will be moved a minimum of 100 feet each month.

After Unloading - Prior to Release of Car to Railroad:

10. Assure that any spillage has been washed from dome area and sides of car with large quantity of clear water. (Any spillage of N204 on the car should be washed off promptly to prevent corrosion, and staining of car exterior and pitting of dome area).

11. Assure car interior is charged with MIL-P-27401 nitrogen gas to pressure of 10 psig, plus or minus 5 psig, to prevent interior contamination or corrosion.

12. Assure that blind flanges on liquid and vapor valves are tightly secured with stainless steel nuts and bolts, four (4) each per valve.

13. Assure that "POISON GAS" placards are reversed to read "POISON GAS-EMPTY" and securely applied one to each end and each side of car. (Reference Title 49, code of Federal Regulation Parts 100 to 199).

14. Assure car is unloaded to maximum extent possible prior to release; arrange for car to be weighed or use alternative positive method.

Corrective Actions and Reporting Procedures:

1. Corrective actions which receiving activity is agreeable to performing without reimbursement will be accomplished at the receiving activity.

2. Written report of car deficiencies will be submitted to MTMCEA-MTE/INR, Bayonne, NJ 07002. Copy of discrepancy report will be furnished SA-ALC/SFRM, Kelly AFB, TX 78241.

3. Receipt and shipment of each car will be reported to Transportation Officer, SA-ALC/SFRM, Kelly AFB, TX 78241. Telephone (512) 925-6937 Autovon 945-6937 on the date action occurs.

Attachment 8

VICKSBURG CHEMICAL COMPANY

Nitrogen Tetroxide Loading Report

Car No., truck No., or cylinder serial No. _____

Stencilled weight on container _____

Weight of container and heel _____

Heel weight _____

Weight before filling _____

Weight after filling _____

Net loaded weight _____

Loader _____

Date _____

Note: Maximum heel weight for containers:

- Cylinders - 50 lbs.
- Trucks - 800 lbs.
- T/C's - 1200 lbs.



US Department
of Transportation
**Research and
Special Programs
Administration**

DOT-E 11335
(SECOND REVISION)

400 Seventh Street S.W.
Washington D.C. 20590

OCT 17 1995

40 (4)

EXPIRATION DATE: November 1, 1995

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Trinity Industries, Incorporated, Dallas, Texas
(SEE APPENDIX A OF THIS EXEMPTION)
2. PURPOSE AND LIMITATION: This emergency exemption authorizes the use of non-destructive testing techniques, in lieu of a hydrostatic test, to qualify repairs of DOT Specification tank car tank. This exemption provides no relief from any regulation other than as specifically stated.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: The provisions of 49 CFR Appendix B to Subpart B of Part 107 entitled Packages, Containers, Shipments; and 173.31(c) (9).
5. BASIS. This emergency exemption is based on Trinity Industry, Incorporated's application of October 16, 1995, submitted in accordance with 49 CFR 107.113 and 107.105, and a determination that it is necessary to prevent serious economic loss. (SEE APPENDIX A OF THIS EXEMPTION)
6. HAZARDOUS MATERIALS (49 CFR 172.101): The proper shipping description authorized under the terms of this exemption shall be as specified in 49 CFR Part 172, an exemption issued under 49 CFR Subpart B of Part 107 or as authorized in accordance with 49 CFR 171.12 or 49 CFR 171.12a.
7. PACKAGING(S) and SAFETY CONTROL MEASURES:
PACKAGING. Tank cars must conform to 49 CFR Parts 173 and 179 and successfully pass the initial hydrostatic test after construction. After passing the initial hydrostatic test, there is no requirement to perform a hydrostatic test to qualify a weld porosity repair if:
 - (a) The depth of a defect, including metal removed during the repair, does not exceed half the required tank thickness;
 - (b) Spacing of the defects may not be closer than that defined as acceptable for subsurface porosity in Appendix W of the Association of American Railroads Specifications for Tank Cars, M-1002; and

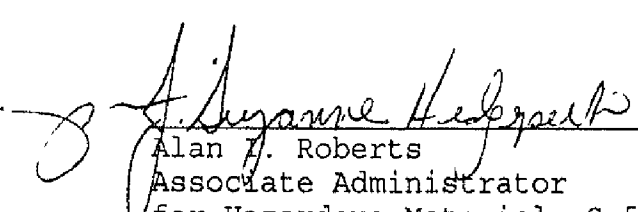
OCT 17 1995

Continuation of 2nd REV DOT E-11335

Page 2

- (c) The integrity of the repair is verified by the use of a nondestructive examination method according to Appendix W of the Association of American Railroads Specifications for Tank Cars, M-1002.
8. SPECIAL PROVISIONS. Persons who receive packages covered by this exemption may reoffer them for transportation provided no modifications or changes are made to the packages, all terms of this exemption are complied with, and a current copy of this exemption is maintained at each facility from which such reoffering occurs.
9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.
10. MODAL REQUIREMENTS: None
11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by the Federal hazardous materials transportation laws 49 U.S.C. 5101 et seq:
- o All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, 49 CFR Parts 171-180.
 - o Registration required by 49 CFR 107.601 et seq., when applicable.
- No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.
12. REPORTING REQUIREMENTS. The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety (AAHMS) as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.) In addition, the holder(s) of this exemption must inform the AAHMS, in writing, of any incidents involving the package and shipments made under the terms of this exemption.

Issued at Washington, D.C.:



Alan J. Roberts
Associate Administrator
for Hazardous Materials Safety

OCT 17 1995

(DATE)

OCT 17 1995

Continuation of 2nd REV DOT E-11335

Page 3

Address all inquiries to: Associate Administrator for Hazardous
Materials Safety, Research and Special Programs Administration,
Department of Transportation, Washington, D.C. 20590
Attention: DHM-31.

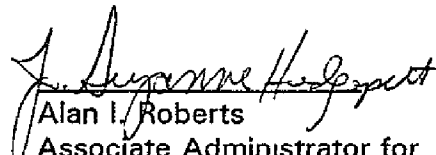
The original of this exemption is on file at the above office.
Photo reproductions and legible reductions of this exemption are
permitted. Any alteration of this exemption is prohibited.

Dist: FRA

APPENDIX A

The following are hereby granted party status to this exemption based on their applications submitted in accordance with 49 CFR 107.111 and the public proceeding thereon or 107.105, as appropriate:

Company Name City/State	Application Date	PTE #	Issue Date
Union Tank Car Company East Chicago, IN	July 13, 1995	1	OCT 17 1995


Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety



Union Tank Car Company

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392-1500

10/10/95
91
DOT/RSPA/DHMS
EXEMPTIONS & APPROVALS
95 SEP 28 11:19:01

September 22, 1995

Mr. Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety
Research and Special Programs Administration
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590-0001

Subject: DOT Exemption E-10717

Dear Mr. Roberts:

This petition is a request for relief from the requirement in Section 8.C. where "A current copy of this exemption is to be maintained at each facility from which a reoffering occurs."

The exemption, which addresses tank retest intervals, imposes no loading, unloading or operating restriction to shippers therefore maintaining a copy is of no real value to them.

The exemption covers approximately 500 tank cars and is not dedicated to any particular shipper. The requirement for shippers to have a current copy on hand imposes an unreasonable hardship for them in trying to accommodate this provision.

Sincerely,

Wayne T. Gose
AAR Rules Coordinator

WTG/mc



A member of The Marmon Group of companies



US Department
of Transportation
**Research and
Special Programs
Administration**

400 Seventh Street S.W.
Washington D.C. 20590

DOT-E 10717
(SECOND REVISION)

AUG 2 1995

EXPIRATION DATE: January 31, 1997

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Union Tank Car Company, East Chicago, Indiana
(See Appendix A of this exemption)
2. PURPOSE AND LIMITATION: This exemption authorizes a modified periodic test schedule for certain DOT specification tank cars, and provides no relief from any regulations other than as specifically stated.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR 173.31(c); 173.31 Retest Table 1.
5. BASIS. This exemption is based on Union Tank Car Company's application dated March 25, 1994 submitted in accordance with 49 CFR 107.103 and the public proceeding thereon and April 27, 1995, submitted in accordance with 49 CFR 107.105. (See Appendix A of this exemption)
6. HAZARDOUS MATERIALS (49 CFR 172.101):

Hazardous materials description/proper shipping name	Hazard Class or Division	Identification number	Packing Group
Sulfuric acid	8	UN1830	II
Sulfuric acid, spent	8	UN1832	II
Sulfuric acid, fuming <i>less than 30 percent free sulfur trioxide</i>	8	UN1831	I

7. PACKAGING(S) and SAFETY CONTROL MEASURES:
 - a. PACKAGING - Packaging prescribed are DOT Specification 111A60W2 and 111A100W2 tank cars meeting all DOT requirements.

b. TESTING

i. The following periodic pressure test schedule is authorized for tank and interior heater systems, if any, for tank cars offered for transportation under the terms of this exemption:

Specification	Retest interval years for Tank and interior heater system ¹		
	Up to 10 years	Over 10 to 22 years	Over 22 years
DOT111A60W2	5	3	3
DOT111A100W2	5	3	3

¹ For non-lined or non-coated tank cars, an interval based on the following formula, but in no case shall the interval exceed the intervals specified above

$$i = \frac{t_1 - t_2}{r}$$

where:

- i means the inspection and test interval
- t₁ means the actual thickness
- t₂ means the allowable minimum thickness specified in 49 CFR Part 179
- r means the corrosion rate per year

ii. The provisions specified in footnotes "d", "j", and "q" of 173.31(c) apply.

c. MARKING - Each tank car must be marked "DOT-E 10717" in four inch letters and numerals, on a contrasting background, above the DOT specification number.

8. SPECIAL PROVISIONS.

a. Union Tank Car Company shall notify the Office of Hazardous Materials Exemptions and Approvals, in writing, of the tank car reporting marks, prior to offering any tank car for transportation under the terms of this exemption.

b. Each lined tank car must have been constructed with a plate thickness (shell and head) of 1/2 inch which exceeds the plate thickness requirements specified in 49 CFR 179.201-1 Table. In addition, each tank car must have an acid resistant coating applied to the interior of the tank as stated in the applicant's request.

c. Each nonlined tank car must have been constructed with a plate thickness (shell and head) of 9/16 inch which exceeds the plate thickness requirements specified in 49 CFR 179.201-1 Table.

9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.10. MODAL REQUIREMENTS:

a. The Federal Railroad Administration is to be notified if any unusual incident occurs during the unloading, such as undesired movement of cars resulting in damage to property or personal injury, by contacting the:

Federal Railroad Administration
Office of Safety, RRS-12
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-9178 or 366-0549

11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by Federal hazardous materials transportation law, 49 U.S.C. 5101 et seq:

- o All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, 49 CFR Parts 171-180.
- o Registration required by 49 CFR 107.601 et seq., when applicable.

AUG 2 1995

Continuation of 2nd Rev of DOT-E 10717

Page 4

No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. **REPORTING REQUIREMENTS.** The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety (AAHMS) as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.) In addition, the holder(s) of this exemption must inform the AAHMS, in writing, of any incidents involving the package and shipments made under the terms of this exemption.

Issued at Washington, D.C.:



Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

AUG 2 1995

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety,
Research and Special Programs Administration, Department of Transportation,
Washington, D.C. 20590.
Attention: DHM-31.

The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: FRA

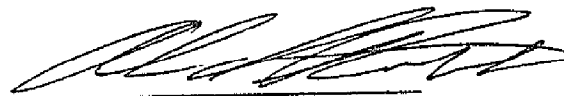
AUG 2 1995

Continuation of 2nd Rev of DOT-E 10717
APPENDIX A

Page 5

The following are hereby granted party status to this exemption based on their applications submitted in accordance with 49 CFR 107.111 and the public proceeding thereon or 107.105, as appropriate:

Company Name City/State	Application Date	PTE #	Issue Date
General Chemicals, Incorporated Parsipanny, New Jersey	April 3, 1995	1	
Procor Limited East Chicago, IN	December 1, 1994	2	March 10, 1995
General American Transportation Corporation Chicago, IL	May 2, 1995 & May 4, 1995	3	AUG 2 1995



Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety



Union Tank Car Company

151st Street & Railroad Avenue East Chicago, Indiana 46312 219 392 6247 • Fax 219 392 6277

Carl S. Hybinette
Director Welding and Fleet Repair Engineering

July 24, 1995

Office of Hazardous Material Transportation
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590-0001

DOT/RSPA/OHNS VALS
EXEMPTIONS & APPROVALS
95 JUL 31 PM 9:50

ATTENTION: Exemption Branch

SUBJECT: Retest Interval for DOT111A100W-6 Tank Cars

GENTLEMEN:

This petition is a request for relief from Retest Table 1 in Part 173.31 as applicable to DOT 111A100W-6 tank cars. Presently, the Table requires annual retest of these cars after age 22. We request that this interval be maintained at 3 years.

This petition is submitted by Union Tank Car Company, 151st and Railroad Avenue, East Chicago, IN 46312. Telephone No. is (219) 392-6247, attention Carl S. Hybinette.

Specifically, we request that retest interval continue at 3 years on cars that:

1. The tank material is corrosion resistant.
2. Tank interior be inspected visually for evidence of damage that may render the tank unfit for further service.
3. The tank be hydrostatically tested to at the retest pressure specified in Retest Table #1.
4. These cars have been routinely inspected and re-tested on a 3 year cycle with no evidence of deterioration or corrosion.

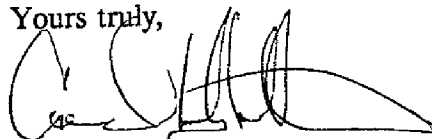
We request that this Exemption be granted for a period of 3 years, or until HM-201 becomes effective, at which time we anticipate the retest interval will become a 10 year cycle as opposed to the present 3 year cycle.

This will permit continued operation of sound tank cars, which otherwise become undesirable if retesting must be done each year, with associated more frequent cleaning, residue disposal and out-of service time.

Office of Hazardous Material Transportation
July 24, 1995
Page 2

While Union Tank Car Company is not a shipper of product, we do ship cars containing residue so we request this Exemption be granted to us so that we can stencil cars with the Exemption No. and that shippers of product be allowed to become a party to this Exemption so that they may use these cars that are so marked.

Yours truly,



Carl S. Hybinette

CSH/mc

cc: Mr. Mason B. Flagg - AAR
W. Constantino - UTC
D. Flowers - UTC

113351



Union Tank Car Company

151st Street & Railroad Avenue East Chicago, Indiana 46312 219 382 1500

**Supplement Page 2
Letter dated 7/13/95
DOT 11335**

Union Tank Car Company certifies the description, technical information and safety assessment submitted in the original application remains the same.

Union Tank Car Company certifies that we did approximately 10 testings and had zero incidents or accidents.

J Reiner



Union Tank Car Company

151st Street & Railroad Avenue East Chicago, Indiana 46312 219 392 1500

DOT/RSPA/OHMS
EXEMPTIONS & APPROVALS

95 JUL 18 PM 12:02

July 13, 1995

Associate Administrator for Hazardous Materials Safety
U.S. Department of Transportation
Washington, DC 20590 - 0001

Attention: Exemption Branch

RE: Renewal of Exemption, DOT E-11335

Dear Mr. Roberts:

DOT Exemption E-11335 was originally requested by and granted to Trinity Industries. Union Tank Car Company has been granted party status to this exemption

This exemption authorizes the use of non-destructive testing in lieu of hydrostatic testing to qualify certain weld porosity repairs to tank car tanks.

Union Tank Car Company is now requesting that this exemption be extended beyond the October 1, 1995, expiration date for a period of at least one year. Subsequent to the date of our initial filing, Union Tank Car Company has not experienced any incidents associated with this exemption

We submit this request to your office in accordance with 49 CFR 107.105 and appreciate a reply at your earliest convenience. Please forward any questions or concerns you may have to the undersigned at (219) 392-6378.

Sincerely,

Tony Warwick
AAR/DOT Coordinator



US Department
of Transportation

**Research and
Special Programs
Administration**

46 (6)

JUN 12 1995

400 Seventh Street S.W.
Washington D.C. 20590

DOT-E 10589
(SECOND REVISION)

EXPIRATION DATE: September 1, 1996

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. **GRANTEE:** Monsanto Chemical Company, St. Louis, Missouri
(See appendix A of this exemption for the parties to the exemption)
2. **PURPOSE AND LIMITATION:** This exemption authorizes the use of an acoustic emission non-destructive testing procedure for evaluating the continuing qualification of tanks that are mounted on or form part of a railroad freight car structure.
3. **REGULATORY SYSTEM AFFECTED:** 49 CFR Parts 106, 107 and 171-180.
4. **REGULATIONS FROM WHICH EXEMPTED:** 49 CFR 173.31(c).
5. **BASIS.** This exemption is based on Monsanto Chemical Company's application dated April 17, 1991, and supplemental letters dated October 28, 1993, December 13, 1994, and April 27, 1995 submitted in accordance with 49 CFR 107.103 and the public proceeding thereon.
6. **HAZARDOUS MATERIALS (49 CFR 172.101):** Hazardous materials authorized in tank cars by 49 CFR Part 173; by an exemption issued under 49 CFR Subpart B of Part 107 or as authorized in accordance with 49 CFR 171.12 or 49 CFR 171.12a.
7. **PACKAGING(S) AND SAFETY CONTROL MEASURES:**
 - a. **PACKAGING:** Packagings prescribed are DOT specification tank car tanks, or tank car tanks built to an Association of American Railroads (AAR) specification, that are - in lieu of the required hydrostatic qualification test method - qualified by an acoustic emission test method.
 - b. **TESTING:**
 - i. The acoustic emission test must be in accordance with the procedures outlined in the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," Issue 4, December 1993.

- ii. For each tank designated for the acoustic emission test, details in reference to design, actual configuration, history of service, and previous test and qualification evaluation results must be documented prior to test.
 - iii. For each tank designated for the acoustic emission test, a detailed description of the sensor location arrangement and the purpose of the arrangement must be documented prior to test.
 - iv. Each tank design must have a stress analysis performed to verify that the applied loads produce sufficient stress levels throughout the tank envelope to stimulate adequate acoustic emission activity. The stress analysis must take into consideration the tank geometry; material of construction; thickness of materials; and geometrical discontinuities, such as reinforcements, pads, manways, nozzles, and outlets.
 - v. As an alternative to the stress analysis, strain gauge data must validate that the entire tank envelope is sufficiently stressed to stimulate adequate acoustic emission activity by the applied loads.
 - vi. As appropriate, the applicant shall use calculation, laboratory test evidence, stress analysis, or comparative non-destructive testing of representative tank car designs, to establish and support the adequacy and sensitivity of the acoustic emission instrumentation, the test procedure, and the cumulative signal strength category (damage detection rating system). For each car tested, the minimum detectable defect size shall be stated for the principal parts of the pressure envelope.
- c. MARKING:
- i. Each tank must be marked "DOT-E 10589" in four inch letters and numerals on a contrasting background above the tank specification number.
 - ii. After successfully passing an acoustic emission test, the tank must be marked "AE TANK TESTED" followed by the date of the test and the date of the next required test in the tank test stenciling location specified in the AAR, Specifications for Tank Cars, Specification M-1002, Appendix C.

d. In addition to the non-destructive testing procedures outlined in the AAR's "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," the following elements apply—

- i. The loading parameter (i.e., applied load, deflection or pressure) must be continuously recorded during each test.
- ii. For the jacking tests, the instrumentation must be triggered to begin data acquisition immediately upon reaching the specified upward deflection.

e. Acoustic emission testing personnel shall maintain a NDT Level I or NDT Level II certification. Employers shall establish the written company practice for qualification and certification of NDT personnel according to The American Society for Nondestructive Testing, Incorporated's Recommended Practice SNT-TC-1A. Personnel with Level I certification may perform the test, but only under the supervision of an individual maintaining at least a Level II certification. All acoustic emission testing personnel shall maintain professional competency by participating in a continuing education or professional development program, or annual refresher course, or by having an annual review by employer's acoustic emission training personnel.

8. SPECIAL PROVISIONS:

a. The grantee shall furnish the AAR Tank Car Committee all data documentation, as described in Appendix H2 of the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks." The AAR Tank Car Committee shall collect and compile the data documentation to ensure accuracy and reliability.

b. At least thirty days prior to an acoustic emission test, the exemption holder shall provide the Federal Railroad Administration (FRA) with the results of stress analysis, test procedure, supporting documentation, and the qualifications of each individual scheduled to perform the test. FRA review is required prior to performing the acoustic emission test under this exemption. This requirement is applicable, however, to the first two tank tests only, unless extended by the FRA, and is intended for the purpose of validating the applicability of requirements prescribed in this exemption.

c. For each tank that is tested under the terms of this exemption, data documentation, as described in Appendix H2 of the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," must be made available to the FRA upon request.

9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.
10. MODAL REQUIREMENTS: No modal specific requirements are required by this exemption.
11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by Federal hazardous materials transportation law, 49 U.S.C. 5101 et seq:
- All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, 49 CFR Parts 171-180.
 - Registration required by 49 CFR 107.601 et seq., when applicable.

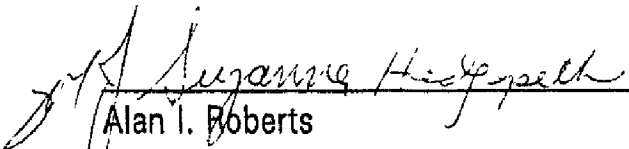
No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. REPORTING REQUIREMENTS:

a. The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety (AAHMS) as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.) In addition, the holder(s) of this exemption must inform the AAHMS, in writing, of any incidents involving the package and shipments made under the terms of this exemption.

b. In addition, the tank car owner is required to report to the Federal Railroad Administration, Hazardous Materials Division, any incident involving a loss of packaging contents that originated from the tank shell, by telephone, during normal business hours, at (202) 366-9252.

Issued at Washington, D.C.:



Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

JUN 12 1995

(DATE)

Continuation of 2nd Rev. DOT-E 10589

Page 5

Address all inquiries to: Associate Administrator for Hazardous Materials Safety,
Research and Special Programs Administration, Department of Transportation,
Washington, D.C. 20590.
Attention: DHM-31.

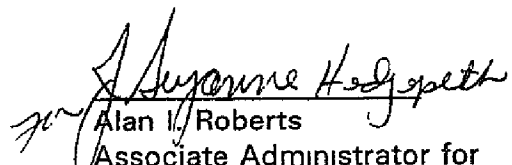
The original of this exemption is on file at the above office. Photo reproductions
and legible reductions of this exemption are permitted. Any alteration of this
exemption is prohibited.

Dist: FRA

APPENDIX A

The following are hereby granted party status to this exemption based on their applications submitted in accordance with 49 CFR 107.111 and the public proceeding thereon or 107.105, as appropriate:

Company Name City/State	Application Date	PTE #	Issue Date
Union Tank Car Company East Chicago, IN	March 23, 1994	1	September 9, 1994
Testing Associates La Honda, CA	September 19, 1991	2	September 9, 1994
Physical Acoustics Corporation Lawrenceville, NJ	May 3, 1994	3	September 9, 1994


Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety



Union Tank Car Company

151st Street & Railroad Avenue East Chicago, Indiana 46312 219 392 6247 • Fax 219 392 6277

C. 47
10717

Carl S. Hybinette
Director - Welding and Fleet Repair Engineering

April 27, 1995

TO: Ms. Sherrie Nelson
Exemption Program
Department of Transportation
Fax: (202) 366-3308

FROM: Carl S. Hybinette

SUBJECT: Exemption DOT-E-10717 - Revision 1

Pursuant to DOT E-10717 in accordance with 49 CFR 107.105 Paragraph and Paragraph 5, we request that the exemption be extended to 1/97 expiration date.

Application name: Union Tank Car Company
151st & Railroad Avenue
East Chicago, IN 46312
Carl S. Hybinette
(219) 392-6247

DOT/RSPA/OHMS
EXEMPTIONS & APPROVALS
95 MAY 15 AM 7:55

Union Tank Car Company certifies that the description, technical information, and all safety assessments submitted in the original application remain the same.

Union Tank Car company certifies that we made 5250 number of shipments and had 0 number of incidents.

All written and telephone inquiries should be addressed to Carl S. Hybinette.

Sincerely,

Carl S. Hybinette

CSH/mc
File: 234.A



US Department
of Transportation

**Research and
Special Programs
Administration**

(
48 (6)

APR 18 1995

400 Seventh Street S.W.
Washington D.C. 20590

DOT-E 10589
FIRST REVISION

EXPIRATION DATE: September 1, 1996

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Monsanto Chemical Company, St. Louis, Missouri
(See appendix A of this exemption for the parties to the exemption)
2. PURPOSE AND LIMITATION: This exemption authorizes the use of an acoustic emission non-destructive testing procedure for evaluating the continuing qualification of tanks that are mounted on or form part of a railroad freight car structure.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR 173.31(c).
5. BASIS. This exemption is based on Monsanto Chemical Company's application dated April 17, 1991, and supplemental letters dated October 28, 1993 and December 13, 1994, submitted in accordance with 49 CFR 107.103 and the public proceeding thereon.
6. HAZARDOUS MATERIALS (49 CFR 172.101): Hazardous materials authorized in tank cars by 49 CFR Part 173; by an exemption issued under 49 CFR Subpart B of Part 107 or as authorized in accordance with 49 CFR 171.12 or 49 CFR 171.12a.
7. PACKAGING(S) AND SAFETY CONTROL MEASURES:
 - a. PACKAGING: Packagings prescribed are DOT specification tank car tanks, or tank car tanks built to an Association of American Railroads (AAR) specification, that are - in lieu of the required hydrostatic qualification test method - qualified by an acoustic emission test method.
 - b. TESTING:
 - i. The acoustic emission test must be in accordance with the procedures outlined in the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," Issue 4, December 1993.

- ii. For each tank designated for the acoustic emission test, details in reference to design, actual configuration, history of service, and previous test and qualification evaluation results must be documented prior to test.
 - iii. For each tank designated for the acoustic emission test, a detailed description of the sensor location arrangement and the purpose of the arrangement must be documented prior to test.
 - iv. Each tank design must have a stress analysis performed to verify that the applied loads produce sufficient stress levels throughout the tank envelope to stimulate adequate acoustic emission activity. The stress analysis must take into consideration the tank geometry; material of construction; thickness of materials; and geometrical discontinuities, such as reinforcements, pads, manways, nozzles, and outlets.
 - v. As an alternative to the finite element analysis, strain gauge data must validate that the entire tank envelope is sufficiently stressed to stimulate adequate acoustic emission activity by the applied loads.
 - vi. As appropriate, the applicant shall use calculation, laboratory test evidence, stress analysis, or comparative non-destructive testing of representative tank car designs, to establish and support the adequacy and sensitivity of the acoustic emission instrumentation, the test procedure, and the cumulative signal strength category (damage detection rating system). For each car tested, the minimum detectable defect size shall be stated for the principal parts of the pressure envelope.
- c. **MARKING:**
- i. Each tank must be marked "DOT-E 10589" in four inch letters and numerals on a contrasting background above the tank specification number.
 - ii. After successfully passing an acoustic emission test, the tank must be marked "AE TANK TESTED" followed by the date of the test and the date of the next required test in the tank test stenciling location specified in the AAR, Specifications for Tank Cars, Specification M-1002, Appendix C.

d.. In addition to the non-destructive testing procedures outlined in the AAR's "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," the following elements apply—

- i. The loading parameter (i.e., applied load, deflection or pressure) must be continuously recorded during each test.
- ii. For the jacking tests, the instrumentation must be triggered to begin data acquisition immediately upon reaching the specified upward deflection.

e. Acoustic emission testing personnel shall maintain a NDT Level I or NDT Level II certification. Employers shall establish the written company practice for qualification and certification of NDT personnel according to The American Society for Nondestructive Testing, Incorporated's Recommended Practice SNT-TC-1A. Personnel with Level I certification may perform the test, but only under the supervision of an individual maintaining at least a Level II certification. All acoustic emission testing personnel shall maintain professional competency by participating in a continuing education or professional development program, or annual refresher course, or by having an annual review by employer's acoustic emission training personnel.

8. SPECIAL PROVISIONS:

a. The grantee shall furnish the AAR Tank Car Committee all data documentation, as described in Appendix H2 of the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks." The AAR Tank Car Committee shall collect and compile the data documentation to ensure accuracy and reliability.

b. At least thirty days prior to an acoustic emission test, the exemption holder shall provide the Federal Railroad Administration (FRA) with the results of stress analysis, test procedure, supporting documentation, and the qualifications of each individual scheduled to perform the test. FRA review is required prior to performing the acoustic emission test under this exemption. This requirement is applicable, however, to the first two tank tests only, unless extended by the FRA, and is intended for the purpose of validating the applicability of requirements prescribed in this exemption.

c. For each tank that is tested under the terms of this exemption, data documentation, as described in Appendix H2 of the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," must be made available to the FRA upon request.

9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.
10. MODAL REQUIREMENTS: No modal specific requirements are required by this exemption.
11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by Federal hazardous materials transportation law, 49 U.S.C. 5101 et seq.
- All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, 49 CFR Parts 171-180.
 - Registration required by 49 CFR 107.601 et seq., when applicable.

No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. REPORTING REQUIREMENTS:

- a. The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety (AAHMS) as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.) In addition, the holder(s) of this exemption must inform the AAHMS, in writing, of any incidents involving the package and shipments made under the terms of this exemption.
- b. In addition, the tank car owner is required to report to the Federal Railroad Administration, Hazardous Materials Division, any incident involving a loss of packaging contents that originated from the tank shell, by telephone, during normal business hours, at (202) 366-9252.

Issued at Washington, D.C.:



Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

APR 18 1995

(DATE)

APR 18 1995

Continuation of DOT E-10589 (1st Rev.)

Page 5

Address all inquiries to: Associate Administrator for Hazardous Materials Safety,
Research and Special Programs Administration, Department of Transportation,
Washington, D.C. 20590.
Attention: DHM-31.

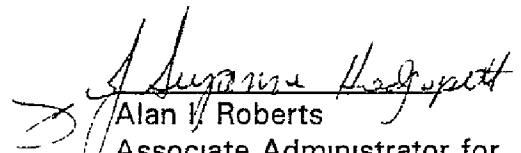
The original of this exemption is on file at the above office. Photo reproductions
and legible reductions of this exemption are permitted. Any alteration of this
exemption is prohibited.

Dist: FRA

APPENDIX A

The following are hereby granted party status to this exemption based on their applications submitted in accordance with 49 CFR 107.111 and the public proceeding thereon or 107.105, as appropriate:

Company Name City/State	Application Date	PTE #	Issue Date
Union Tank Car Company East Chicago, IN	March 23, 1994	1	September 9, 1994
Testing Associates La Honda, CA	September 19, 1991	2	September 9, 1994
Physical Acoustics Corporation Lawrenceville, NJ	May 3, 1994	3	September 9, 1994


 Alan V. Roberts
 Associate Administrator for
 Hazardous Materials Safety



Union Tank Car Company

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392 1500

49 11335
DOT/RSPA/OHMS
EXEMPTIONS & APPROVALS

95 FEB 17 PM 2:46

February 6, 1995

Mr. Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety
U.S. Department of Transportation
Washington, DC 20590-0001

Attention: Exemptions Branch, DHM 31

Dear Mr. Roberts:

On October 25, 1994, Union Tank Car Co. submitted a request to be made a party to Exemption DOT E-11335. This exemption was originally granted to Trinity Industries, Dallas, TX, authorizing the use of nondestructive testing techniques, in lieu of hydrostatic test to qualify repairs of DOT specification tank cars.

Union Tank Car Company wished to modify our initial request to also include our subsidiary Procor Limited as a party to Exemption E-11335.

Sincerely,

Wayne T. Gose
AAR Rules Coordinator

WTG/mc

cc: BJ Damiani
CS Hybinette
S. Wong - Procor Limited



A member of The Marmon Group of companies



US Department
of Transportation

Research and
Special Programs
Administration

400 Seventh Street S W
Washington D C 20590

DOT-E 11335
(FIRST REVISION)

EXPIRATION DATE: October 1, 1995

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Trinity Industries, Incorporated, Dallas, Texas
(SEE APPENDIX A OF THIS EXEMPTION)
2. PURPOSE AND LIMITATION: This emergency exemption authorizes the use of non-destructive testing techniques, in lieu of a hydrostatic test, to qualify repairs of DOT Specification tank car tank. This exemption provides no relief from any regulation other than as specifically stated.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: The provisions of 49 CFR Appendix B to Subpart B of Part 107 entitled Packages, Containers, Shipments; and 173.31(c)(9).
5. BASIS. This emergency exemption is based on Trinity Industry, Incorporated's application of October 6, 1994, submitted in accordance with 49 CFR 107.113, and a determination that it is necessary to prevent serious economic loss. (SEE APPENDIX A OF THIS EXEMPTION)
6. HAZARDOUS MATERIALS (49 CFR 172.101): The proper shipping description authorized under the terms of this exemption shall be as specified in 49 CFR Part 172, an exemption issued under 49 CFR Subpart B of Part 107 or as authorized in accordance with 49 CFR 171.12 or 49 CFR 171.12a.
7. PACKAGING(S) and SAFETY CONTROL MEASURES:
PACKAGING. Tank cars must conform to 49 CFR Parts 173 and 179 and successfully pass the initial hydrostatic test after construction. After passing the initial hydrostatic test, there is no requirement to perform a hydrostatic test to qualify a weld porosity repair if:
 - (a) The depth of a defect, including metal removed during the repair, does not exceed half the required tank thickness;
 - (b) Spacing of the defects may not be closer than that defined as acceptable for subsurface porosity in Appendix W of the Association of American Railroads

FEB 10 1995

Continuation of 1ST REV DOT E-11335

page 2

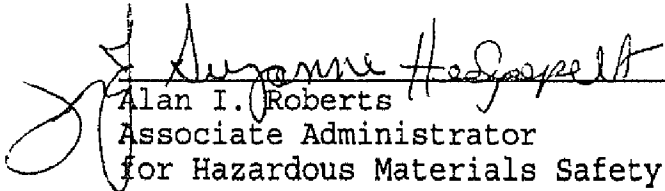
- (c) The integrity of the repair is verified by the use of a nondestructive examination method according to Appendix W of the Association of American Railroads Specifications for Tank Cars, M-1002.
8. SPECIAL PROVISIONS. Persons who receive packages covered by this exemption may reoffer them for transportation provided no modifications or changes are made to the packages, all terms of this exemption are complied with, and a current copy of this exemption is maintained at each facility from which such reoffering occurs.
9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.
10. MODAL REQUIREMENTS: None
11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by the Federal hazardous materials transportation laws 49 U.S.C. 5101 et seq:
- o All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, 49 CFR Parts 171-180.
 - o Registration required by 49 CFR 107.601 et seq., when applicable.

No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. REPORTING REQUIREMENTS.

The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.)

Issued at Washington, D.C.:


Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

FEB 10 1995

(DATE)

FEB 10 1995

Continuation of 1ST REV DOT E-11335

Page 3

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D.C. 20590.
Attention: DHM-31.

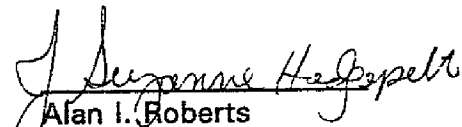
The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: FRA

APPENDIX A

The following are hereby granted party status to this exemption based on their applications submitted in accordance with 49 CFR 107.111 and the public proceeding thereon or 107.105, as appropriate:

Company Name City/State	Application Date	PTE #	Issue Date
Union Tank Car Company East Chicago, IN	October 25, 1994	1	FEB 10 1995


Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety

51(2)

NOV 7 1994



Union Tank Car Company

DOT-12 10587

DOT 475

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392 1500

October 31, 1994

Mr. Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety
U.S. Department of Transportation
Washington, DC 20590-0001

Attention: DHM 31

Subject: Union Tank's Comments on DOT Exemption E10589, Acoustic Emission Testing in Lieu of Hydrostatic Testing for Tank Cars

Dear Mr. Roberts:

Before Union Tank can begin using the DOT exemption for qualifying tank car tanks with Acoustic Emission testing, some clarifications and modifications are required.

A meeting is scheduled for November 9th, 1994 beginning at 8:30 am in the DOT building with representatives from the FRA, RSPA, Monsanto and Union Tank to discuss revisions and clarifications necessary to use this exemption.

The following items address Union Tank's concerns:

- 7.b.ii. Does the Acoustic Emission Test set-up screens supplied by Physical Acoustic Corporation Tank Car Transportation test unit satisfy this requirement? The data disk retains this information for each car tested.
- 7 b.iii. The test set-up screen locates each sensor placed on the tank car. Spacing is determined from the cars attenuation so all source zone locations are covered. Does this satisfy the purpose of the sensor arrangement as stated?
- 7 b.iv. What is meant by "sufficient stress levels through the tank envelope"? Application of the pressure and bolster jacking loads will result in significant stress levels in some critical areas of the tank and the bolster attachments but not in all areas of the tank. The tank envelope is assumed to include the tank, nozzles, and attached reinforcement pads. Is this a correct interpretation?
- 7 b.v. A definition of tank envelope is necessary. The applied loads are assumed to be pressure and bolster jacking. Is this correct?



A member of The Marmont Group of companies

- 7.b.vi. Does this section require a full blown damage tolerancing analysis on each tank attachment weld? Wouldn't it be more definitive to use some quantitative measure of tank damage which must be detected

I would like to note that Dr. Fowler, who is representing the Monsanto Company, will expand on Union Tank's comments in 7 d in much greater detail during the meeting on the 9th

- 7.d.i. Physical Acoustics Transportation Tester does not presently have the capabilities to automatically initiate data acquisition.
- 7.d.ii. The requirement to begin recording data at 60% of the maximum load hold is impossible. The transportation test unit will lock up because of the flooding of information it will receive from background noise.
- 7.d.iii. Physical Acoustics Transportation Tester does not presently have the capabilities to define the rate of application of the load. Tanks with up to a 1/4" thick shell are monitored during loading and thicker tanks have load holds built into the test procedure.
- 7.d.iv. Physical Acoustics Transportation Tester does not presently have the capabilities to supplement the data set.
- 8.a. Will Paul Kinnecom be responsible for the data retention of Acoustic Emission tested cars? If not, Paul who?
- 8.b. Who will be the contact person in the FRA that will review the stress analysis results, test procedure etc. prior to testing?

I look forward to discussing and resolving these issues at the November 9th meeting

Should you have any questions or comments prior to our meeting, please don't hesitate to call.

Sincerely,



Thomas E DeLafosse
Project Engineer II

TED/mc
cc: BJ Damiani
CB Ferczok
CS Hyblinette
PJ Daum
AW Giffin



Union Tank Car Company

151st Street & Railroad Avenue East Chicago, Indiana 46312 219 392 6247 • Fax 219 392 6277

Carl S. Hybinette

Director Welding and Fleet Repair Engineering

October 25, 1994

Mr. Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety
U.S. Department of Transportation
Washington, DC 20590-0001

Attention: Exemptions Branch, DHM 31

Dear Mr. Roberts:

A request is hereby submitted for Union Tank Car Company to be made a party to Exemption DOT-E 11335. This exemption was originally granted to Trinity Industries, Incorporated, Dallas, TX, authorizing the use of nondestructive testing techniques, in lieu of hydrostatic test to qualify repairs of DOT specification tank car tanks. The exemption application was dated October 6, 1994.

Union Tank Car Company frequently experiences the same type of disruptions when minor surface pinholes are discovered in preparation for interior lining or coating. As with Trinity Industries, these disruptions can be quite severe. We concur with Trinity's opinion that other means of nondestructive testing other than hydrostatic testing may be employed to qualify the repairs.

For your records, this application is for:

Carl S. Hybinette
Union Tank Car Company
300 W. 151st Street
East Chicago, IN 46312

Telephone 219-392-6247

I look forward to hearing from you soon. If you have any questions, or require additional information, please call me at the above indicated telephone number.

Sincerely,

CSH/mc

52 11335-1
RECEIVED
NOV 3 1994



US Department of Transportation

Research and Special Programs Administration

DOT-E 11272

AUG 19 1994

400 Seventh Street SW
Washington D.C. 20590

53 (2)

EXPIRATION DATE: September 30, 1994

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Union Tank Car Company, Chicago, Illinois
2. PURPOSE AND LIMITATION: This emergency exemption authorizes the transportation in commerce of a DOT Specification 111A100W1 tank car, containing a residue of a Class 3 material, which does not fully comply with all DOT requirements and provides no relief from any regulations other than as specifically stated.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR 173.29(a); 173.31(a).
5. BASIS. This emergency exemption is based on Union Tank Car Company's application of July 12, 1994, submitted in accordance with 49 CFR 107.113, and a determination that it is necessary for the protection of life and property.
6. HAZARDOUS MATERIALS (49 CFR 172.101):

Hazardous materials description/proper shipping name	Hazard Class (Written Class) class number	Identification number	Packing Group
Naphtha (solvent)	3	UN 1256	III

7. PACKAGING(S) and SAFETY CONTROL MEASURES:
 - a. PACKAGING - Packaging prescribed is a DOT Specification 111A100W1 tank car, UTLX 201425, with a head puncture consisting of a 10 to 12 inch hole above the draft sill. Prior to offering for transportation, the damaged area of the tank must be repaired to prevent leakage of any residue of product.
 - b. TESTING - Tank car UTLX 201425 must be reinspected and retested prior to the tank car being refilled.
 - c. MARKING - Tank car UTLX 201425 must be marked "DOT-E 11272" in four inch letters and numerals on a contrasting background above the DOT specification number.

AUG 19 1994

Continuation of DOT-E 11272

Page 2

d. MOVEMENT CONTROLS - Tank car UTLX 201425 must be moved as the last car of the train.

8. SPECIAL PROVISIONS.

a. Shipment of tank car UTLX 201425 is authorized from CSX Transportation, Louisville, Kentucky to Calvert City, Kentucky, a distance of approximately 207 miles and once cleaned and purged, from Calvert City, Kentucky, to Union Tank Car Company in Cleveland, Texas, a distance of approximately 924 miles utilizing the most direct route via CSX Transportation, Illinois Central, and Atchinson, Topeka, and Santa Fe.

b. Persons who receive packages covered by this exemption may reoffer them for transportation provided no modifications or changes are made to the packages, all terms of this exemption are complied with, and a current copy of this exemption is maintained at each facility from which such reoffering occurs.

9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.

10. MODAL REQUIREMENTS: The Federal Railroad Administration (FRA) is to be notified if any unusual incident occurs, such as derailment, during the movement by contacting the:

Federal Railroad Administration
Office of Safety, RRS-12
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-9178 or 366-0549


11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by the Federal hazardous materials transportation laws:

- All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, Parts 171-180.
- Registration required by 49 CFR 107.601 et seq., when applicable.

No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. REPORTING REQUIREMENTS. The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.) In addition, the holder of this exemption must also inform the AAHMS, in writing, as soon as practicable of any incidents involving the package and shipments made under this exemption.

Issued at Washington, D.C.:



Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

AUG 19 1994

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D.C. 20590. Attention: DHM-31.

The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: FRA

54(6)

SEP - 9 1994



US Department of Transportation
Research and Special Programs Administration

400 Seventh Street S.W.
Washington D.C. 20590

DOT-E 10589

EXPIRATION DATE: September 1, 1996

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Monsanto Chemical Company, St. Louis, Missouri
(See appendix A of this exemption for the parties to the exemption)
2. PURPOSE AND LIMITATION: This exemption authorizes the use of an acoustic emission non-destructive testing procedure for evaluating the continuing qualification of tanks that are mounted on or form part of a railroad freight car structure.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR 173.31(c).
5. BASIS. This exemption is based on Monsanto Chemical Company's application dated April 17, 1991, and supplemental letter dated October 28, 1993, submitted in accordance with 49 CFR 107.103 and the public proceeding thereon.
6. HAZARDOUS MATERIALS (49 CFR 172.101): Hazardous materials authorized in tank cars by 49 CFR Part 173; by an exemption issued under 49 CFR Subpart B of Part 107 or as authorized in accordance with 49 CFR 171.12 or 49 CFR 171.12a.
7. PACKAGING(S) AND SAFETY CONTROL MEASURES:
 - a. PACKAGING: Packagings prescribed are DOT specification tank car tanks, or tank car tanks built to an Association of American Railroads (AAR) specification, that are - in lieu of the required hydrostatic qualification test method - qualified by an acoustic emission test method.
 - b. TESTING:
 - i. The acoustic emission test must be in accordance with the procedures outlined in the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," Issue 4, December 1993.

ii. For each tank designated for the acoustic emission test, details in reference to design, actual configuration, history of service, and previous test and qualification evaluation results must be documented prior to test.

iii. For each tank designated for the acoustic emission test, a detailed description of the sensor location arrangement and the purpose of the arrangement must be documented prior to test.

iv. Each tank design must have a finite element analysis performed to verify that the applied loads produce sufficient stress levels throughout the tank envelope to stimulate adequate acoustic emission activity. The finite element analysis must take into consideration the tank geometry; material of construction; thickness of materials; and geometrical discontinuities, such as reinforcements, pads, manways, nozzles, and outlets.

v. As an alternative to the finite element analysis, strain gauge data must validate that the entire tank envelope is sufficiently stressed to stimulate adequate acoustic emission activity by the applied loads.

v. The applicant shall establish and support by test evidence the adequacy and the sensitivity of the acoustic emission instrumentation, the test procedure, and the cumulative signal strength category (damage detection rating system) by performing comparative non-destructive testing of each tank design. The sensitivity of the instrumentation and test procedure must ensure the detection of any tank damage that may, as a result of the loading spectrum, grow to failure before the next tank qualification.

c. MARKING:

i. Each tank must be marked "DOT-E 10589" in four inch letters and numerals on a contrasting background above the tank specification number.

ii. After successfully passing an acoustic emission test, the tank must be marked "AE TANK TESTED" followed by the date of the test and the date of the next required test in the tank test stenciling location specified in the AAR, Specifications for Tank Cars, Specification M-1002, Appendix C.

d. In addition to the non-destructive testing procedures outlined in the AAR's "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," the following elements apply--

- i. The instrumentation must automatically record the loading parameter (i.e., applied load, deflection or pressure) in the data record to avoid the loss of significant data that may occur with manual initiation of data acquisition.
- ii. The instrumentation must begin recording the measured area of the rectified signal envelope (MARSE) data at 60 percent of maximum load hold.
- iii. To validate the test, the data recorded during increasing load must define the rate of application of the load.
- iv. For the assessment of damage severity, the data recorded during increasing load must supplement the data set.

e. Acoustic emission testing personnel shall maintain a NDT Level I or NDT Level II certification. Employers shall establish the written company practice for qualification and certification of NDT personnel according to The American Society for Nondestructive Testing, Incorporated's Recommended Practice SNT-TC-1A. Personnel with Level I certification may perform the test, but only under the supervision of an individual maintaining at least a Level II certification. All acoustic emission testing personnel shall maintain professional competency by participating in a continuing education or professional development program, or annual refresher course, or by having an annual review by employer's acoustic emission training personnel.

8. SPECIAL PROVISIONS:

a. The grantee shall furnish the AAR Tank Car Committee all data documentation, as described in Appendix H2 of the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks." The AAR Tank Car Committee shall collect and compile the data documentation to ensure accuracy and reliability.

b. At least thirty days prior to an acoustic emission test, the exemption holder shall provide the Federal Railroad Administration (FRA) with the results of stress analysis, test procedure, supporting documentation, and the qualifications of each individual scheduled to perform the test. FRA review is required prior to performing the acoustic emission test under this exemption. This requirement is applicable, however, to the first two tank tests only, unless extended by the FRA, and is intended for the purpose of validating the applicability of requirements prescribed in this exemption.

c. For each tank that is tested under the terms of this exemption, data documentation, as described in Appendix H2 of the "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Portable Tanks," must be made available to the FRA upon request.

9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.

10. MODAL REQUIREMENTS: No modal specific requirements are required by this exemption.

11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by the Federal hazardous materials transportation laws:

- All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, 49 CFR Parts 171-180.
- Registration required by 49 CFR 107.601 et seq., when applicable.

No person may use or apply this exemption, including display of its number, when the exemption has expired or is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.

12. REPORTING REQUIREMENTS:

a. The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety (AAHMS) as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.) In addition, the holder(s) of this exemption must inform the AAHMS, in writing, of any incidents involving the package and shipments made under the terms of this exemption.

b. In addition, the tank car owner is required to report to the Federal Railroad Administration, Hazardous Materials Division, any incident involving a loss of packaging contents that originated from the tank shell, by telephone, during normal business hours, at (202) 366-9252.

Issued at Washington, D.C.:



Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

SEP - 9 1994

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety,
Research and Special Programs Administration, Department of Transportation,
Washington, D.C. 20590.
Attention: DHM-31.

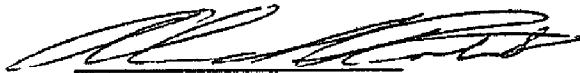
The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: FRA

APPENDIX A

The following are hereby granted party status to this exemption based on their applications submitted in accordance with 49 CFR 107.111 and the public proceeding thereon or 107.105, as appropriate:

Company Name City/State	Application Date	PTE #	Issue Date
Union Tank Car Company East Chicago, IN	March 23, 1994	1	SEP - 9 1994
Testing Associates La Honda, CA	September 19, 1991	2	SEP - 9 1994
Physical Acoustics Corporation Lawrenceville, NJ	May 3, 1994	3	SEP - 9 1994



Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety



Union Tank Car Company

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392-6307
312/374-5250
FAX 219/392-8276

Benjamin J. Damiani
Vice President
Engineering

March 25, 1994

To: Ms. Sherry Nelson - FAXED 3/25/94
Exemptions Program
Department of Transportation

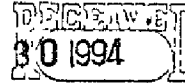
From: Benjamin J. Damiani

Subject: Exemption DOT-E-10717 - Revision 1

This refers to our telephone conversation of March 24, 1994, regarding my letter of February 28, 1994, pertaining to exemption DOT-E-10717, Rev.1.

The essence of the above letter is as follows:

1. Exemption E-10717 allows DOT 111A100W2 and DOT 111A60W2 tank cars transporting sulfuric acid to continue with at 3 year tank retest interval after they reach age 20, provided they have an internal acid resistant coating and were built with 1/2" thick tank shell.
2. UTC owns a series of cars TCDX 11000-11040 - DOT 111A100W2 that are transporting fuming sulfuric acid which should be included under this exemption. However, they do not have an internal coating specified in the exemption.
3. The cars do not have an internal coating because fuming sulfuric acid attacks coatings.
4. The characteristic that attacks the coating is an excess of sulfur trioxide (SO₃) which also causes the acid to fume.
5. The excess of SO₃ also greatly reduces the corrosion rate on steel, making an internal corrosion resistant coating unnecessary.



10717-1


and,

To: Ms. Sherry Nelson
From: Benjamin J. Damiani
Date: March 25, 1994
Subject: Exemption DOT-E-10717-Revision 1

Page 20-1994

6. The cars were built with a shell thickness of 9/16", which is 1/16" more than required by this exemption.
7. We request that E-10717 be modified to allow DOT 111A100W2 and 111A60W2 tank cars without internal coatings to transport fuming sulfuric acid with less than 30% excess SO₃ to continue with a 3 year tank retest interval after age 20 provided tank shell was built with 9/16" or thicker plate.

Sincerely,


Benjamin J. Damiani
Vice President, Engineering

BJD/mc
File 234A

56 (2)

MAR 30 1994



Union Tank Car Company

151st & Railroad Avenue
East Chicago Indiana 46312
219/392-6307
312/374-5250
FAX 219/392-6276

Benjamin J Damiani
Vice President
Engineering

March 23, 1994

Ms. Susan Hedgepath
Chief of Exemption Branch
Research and Special Programs Administration
Office of Hazardous Materials Transportation
400 7th St. SW DHM-30
Washington, DC 20590

Attention: Exemptions Branch

Subject: Party Status to Monsanto's Exemption Application 10589-N.

Dear Ms. Hedgepath:

Union Tank Car Company is applying under the provisions of CFR Title 49, Chapter 1, Subchapter B, Paragraph 107.111 for a party status to the Monsanto Company exemption application No. 10589-N to retest tank cars using acoustic emission test methods.

REQUEST FOR PARTY STATUS

107.111(b) (1): This application is submitted to the Office of Hazardous Materials Transportation, Washington, D.C. 20590, Attention: Exemptions Branch.

107.111(b) (2): Exemption application seeking to become a party to: 10589-N by Monsanto, St. Louis, Missouri.

107.111(b) (3): A party status is being requested by:
Union Tank Car Company
151st & Railroad Avenue
East Chicago, IN 46312

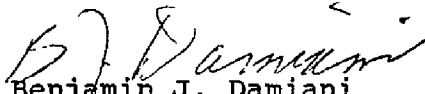
Contact: Benjamin J. Damiani (219) 392-6307

Subject: Party Status to Monsanto's Exemption Application 10589-N.
March 23, 1994
Page 2

- 107.111(b)(4): The applicant is a resident of the United States.
- 107.111(c)(1): For these reasons Union Tank Car Company believes to be eligible and qualified to apply for this party status:
- (a) All AE Test Technicians are ASNT Level II certified for acoustic emission testing with a specialization in tank cars.
 - (b) In the Monsanto application, Attachment 6, Union Tank Car Company is listed as an approved tester.
 - (c) Union Tank Car Company routinely uses the AAR approved procedure entitled "Procedure for Acoustic Emission Evaluation of Tank Cars and IM-101 Tanks".
 - (d) Union Tank Car Company uses state-of-the-art hardware and software designed specifically for tank car inspections.
- 107.111(c)(2): The Monsanto application was submitted without claim for confidential treatment.
- 107.111(d)(1): The applicant understands that a notice will be published in the Federal Register concerning this application.
- 107.111(e)(1): The applicant understands the terms of the Monsanto exemption 10589-N to which he is also subject.

Thank you for your consideration. If additional information is needed, please contact me.

Sincerely,


Benjamin J. Damiani
Vice President, Engineering

BJD/mc



U.S. Department
of Transportation

Research and
Special Programs
Administration

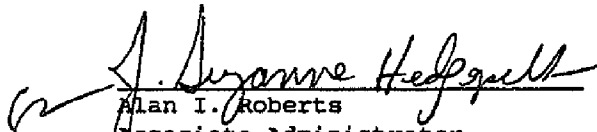
400 Seventh Street S.W.
Washington D.C. 20590

57

DOT-E 10717 (EXTENSION)
FIRST REVISION March 15, 1992

In accordance with 49 CFR 107.105 of the Department of Transportation (DOT) Hazardous Materials Regulations DOT-E 10717 is hereby extended for the party(ies) listed below by changing the expiration date in paragraph 10 to December 31, 1995. This change is effective from the issue date of this extension. All other terms of the exemption remain unchanged.

This extension applies only to party(ies) listed below based on the application(s) received in accordance with 49 CFR 107.105. This extension constitutes a necessary part of this exemption and must be attached to it.


Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

FEB 28 1991

(DATE)

Dist: FRA

EXEMPTION HOLDER

APPLICATION DATE

✓ General Chemical Corporation
Parsippany, NJ

November 30, 1993

✓ Union Tank Car Company
East Chicago, IN

December 17, 1993

ADVISORY

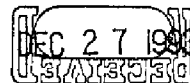
IF YOU ARE A HOLDER OF AN EXEMPTION THAT AUTHORIZES THE USE OF A PACKAGING WITH A MAXIMUM CAPACITY LESS THAN 450 L (119 GALLONS) OR A MAXIMUM NET MASS LESS THAN 400 KG (882 POUNDS), PLEASE BE ADVISED THAT YOUR EXEMPTION MAY NOT BE RENEWED BEYOND SEPTEMBER 30, 1996. IN ADDITION, NO NEW CONSTRUCTION OF PACKAGINGS WHICH FALL WITHIN THE NON-BULK CAPACITIES LISTED ABOVE ARE AUTHORIZED AFTER SEPTEMBER 30, 1994. THIS IS CONSISTENT WITH THE IMPLEMENTATION OF THE NEW PACKAGING REQUIREMENTS ADOPTED UNDER DOCKET HM-181. ANY APPLICATION SUBMITTED TO THIS OFFICE TO RENEW AN EXEMPTION BEYOND THE SEPTEMBER 30, 1996 DATE WILL BE DENIED UNLESS THE APPLICATION CONTAINS SUPPORTING INFORMATION TO JUSTIFY THE CONTINUATION OF THE EXEMPTION.

(58 (4)

10717A



Union Tank Car Company



151st & Railroad Avenue
East Chicago Indiana 46312
219/392-6307
312/374-5250
FAX 219/392-6276

December 17, 1993

Benjamin J. Damiani
Vice President
Engineering

Associate Administrator
For Hazardous Materials Safety
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590-0001

ATTENTION: Exemptions Program

SUBJECT: Exemption DOT-E 10717 -
Extended Retest Interval for DOT 111A-W2 Sulfuric Acid Cars

Dear Sir:

This is a request for renewal of Exemption DOT-E 10717 which is scheduled to expire on February 3, 1994. This renewal is requested by:

Benjamin J. Damiani
Vice President Engineering
Union Tank Car Company
151st & Railroad Avenue
East Chicago, IN 46312
Tel. No. (219) 392-6307

I hereby certify that the descriptions, technical information and safety assessment submitted in the original application dated November 22, 1991 are still accurate and correct.

271 UTLX cars are operating under this exemption and we estimate 6500 loaded trips have been made. There has been no incident involving loss of product in transportation.

Attached is a list of 89 additional cars that will be added to this exemption.

Very truly yours,

Benjamin J. Damiani
Benjamin J. Damiani

BJD:dh
attachment



01/29/92
SULFURIC ACID CARS
REVENUE CLASSES 2001 THRU 2090

PROG: SULFAC11

PAGE 10

DEC-17-1993 09:30 FROM

ORIG APPRO NO	YALLY	GRD STL	TANK BLT SHOP	TANK DESG	YEAR BUILT	LNG APL DTE	RPTG MARK	CAR NO
3317		00	01	0	72	91/02	UTLX	14061
3317	15	00	01	0	72	90/08	UTLX	14062
3365		00	01	0	73	90/07	UTLX	14064
		00	01	0	73	90/11	UTLX	14066
		00	01	0	73	91/03	UTLX	14067
		00	01	0	73	89/10	UTLX	14068
		00	01	0	73	90/09	UTLX	14069
		00	01	0	73	90/12	UTLX	14070
		00	01	0	73	90/07	UTLX	14071
		00	01	0	73	91/01	UTLX	14074
		00	01	0	73	90/10	UTLX	14075
		00	01	0	73	90/07	UTLX	14076
		00	01	0	73	90/07	UTLX	14077
		00	01	0	73	90/09	UTLX	14079
		00	01	0	73	91/01	UTLX	14080
		00	01	0	73	90/10	UTLX	14081
		00	01	0	73	90/07	UTLX	14082
		00	01	0	73	90/07	UTLX	14083
		00	01	0	73	90/07	UTLX	14084
		00	01	0	73	90/06	UTLX	14085
		00	01	0	73	90/07	UTLX	14086
		00	01	0	73	91/10	UTLX	14087
		00	01	0	73	91/01	UTLX	14088
		00	01	0	73	91/03	UTLX	14089
		00	01	0	73	91/04	UTLX	14090
		00	01	0	73	90/10	UTLX	14091
		00	01	0	73	90/07	UTLX	14092
		00	01	0	73	90/12	UTLX	14093
		00	01	0	73	90/05	UTLX	14094
		00	01	0	73	90/08	UTLX	14096
		00	01	0	73	90/07	UTLX	14097
		00	01	0	73	90/12	UTLX	14098
		00	01	0	73	91/01	UTLX	14099
		00	01	0	73	90/12	UTLX	14100
		00	01	0	73	90/12	UTLX	14101
		00	01	0	73	90/07	UTLX	14102
		00	01	0	73	90/11	UTLX	14103
		00	01	0	73	90/09	UTLX	14104
		00	01	0	73	91/02	UTLX	14105
		00	01	0	73	90/10	UTLX	14106
		00	01	0	73	90/10	UTLX	14107
		00	01	0	73	90/12	UTLX	14108
		00	01	0	73	90/08	UTLX	14109
		00	01	0	73	90/08	UTLX	14110

1973 bulfts

A-3365 54

3389 19

3398 1

3399 15

89

01/29/92
SULFURIC ACID CARS
REVENUE CLASSES 2001 THRU 2090

PROG: SULFAC11

ORIG APPRO NO	TALLY	GRD STL	TANK BLT SHOP	TANK DESG	YEAR BUILT	LNG APL DIE	RPTG MARK	CAR NO
3365		00	01	0	73	90/07	UTLX	14111
		00	01	0	73	90/08	UTLX	14112
		00	01	0	73	90/11	UTLX	14115
		00	01	0	73	90/10	UTLX	14116
		00	01	0	73	90/11	UTLX	14117
		00	01	0	73	91/02	UTLX	14118
		00	01	0	73	90/12	UTLX	14119
		00	01	0	73	90/10	UTLX	14120
		00	01	0	73	90/07	UTLX	14121
		00	01	0	73	91/01	UTLX	14122
		00	01	0	73	90/11	UTLX	14123
3365	54							
3389		00	01	0	73	88/06	UTLX	14004
		00	01	0	73		UTLX	14126
		00	01	0	73	91/02	UTLX	14128
		00	01	0	73	91/08	UTLX	14130
		00	01	0	73	90/10	UTLX	14135
		00	01	0	73	91/03	UTLX	14136
		00	01	0	73	90/11	UTLX	14137
		00	01	0	73	89/07	UTLX	14138
		00	01	0	73	90/11	UTLX	14150
		00	01	0	73	89/04	UTLX	14141
		00	01	0	73	84/09	UTLX	14142
		00	01	0	73	86/09	UTLX	14143
		00	01	0	73	89/07	UTLX	14144
		00	01	0	73	89/04	UTLX	14145
		00	01	0	73	89/04	UTLX	14146
		00	01	0	73	91/06	UTLX	14147
		00	01	0	73	90/11	UTLX	14148
		00	01	0	73	86/01	UTLX	14149
		00	01	0	73	91/05	UTLX	14150
3389	19							
3398		01	01	0	73	90/11	UTLX	14178
3398	1							
3399		00	01	0	73	88/12	UTLX	14179
		00	01	0	73	84/02	UTLX	14180
		00	01	0	73	90/06	UTLX	14181
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		00	01	0	73	90/04	UTLX	14186
		00	01	0	73	91/10	UTLX	14187
		00	01	0	73	90/05	UTLX	14188
		00	01	0	73	84/01	UTLX	14189
		00	01	0	73	90/07	UTLX	14190

01/29/92
SULFURIC ACID CARS
REVENUE CLASSES 2001 THRU 2090
PROG: SULFAC11

ORIG APPRO NO	TALLY	GRD SIL	TANK BLT SHOP	TANK DESG	YEAR BUILT	LNG APL DTE	RPTG MARK	CAR NO
3399	15	00	01	0	73	88/11	UTLX	14191
		00	01	0	73	84/02	UTLX	14193
		00	01	0	73	90/07	UTLX	14194
		00	01	0	73	91/10	UTLX	14195
3411		00	01	0	74	88/06	UTLX	14480
		00	01	0	74	89/06	UTLX	14402
		00	01	0	74	88/07	UTLX	14405
		00	01	0	74	84/08	UTLX	14407
		00	01	0	74	89/06	UTLX	14408
		00	01	0	74	90/02	UTLX	14423
		00	01	0	74	91/09	UTLX	14432
		00	01	0	74	89/06	UTLX	14433
		00	01	0	74	91/12	UTLX	14439
		00	01	0	74	82/05	UTLX	14447
		00	01	0	74	91/06	UTLX	14450
		00	01	0	74	90/01	UTLX	14505
		00	01	0	74	89/11	UTLX	14507
		00	01	0	74	90/03	UTLX	14536
		00	01	0	74	91/08	UTLX	14546
		00	01	0	75	87/11	UTLX	14555
3448	16	05	01	0	74	90/09	UTLX	14351
		05	01	0	74	90/08	UTLX	14352
		05	01	0	74	90/09	UTLX	14353
		05	01	0	74	87/07	UTLX	14354
		05	01	0	74	90/04	UTLX	14355
		05	01	0	74	88/08	UTLX	14356
		05	01	0	74	89/03	UTLX	14357
		05	01	0	74	84/07	UTLX	14364
		05	01	0	74	90/06	UTLX	14368
		05	01	0	74	91/07	UTLX	14371
3448	10	00	01	0	74	90/09	UTLX	14196
		00	01	0	74	90/04	UTLX	14197
		00	01	0	74	90/04	UTLX	14198
		00	01	0	74	90/04	UTLX	14199
		00	01	0	74	90/08	UTLX	14200
		00	01	0	74	90/04	UTLX	14201
		00	01	0	74	90/04	UTLX	14202
		00	01	0	74	90/08	UTLX	14203
		00	01	0	74	90/06	UTLX	14204
		00	01	0	74	90/04	UTLX	14205
		00	01	0	74	90/08	UTLX	14206
		00	01	0	74	90/04	UTLX	14207



US Department
of Transportation

Research and
Special Programs
Administration

400 Seventh Street S.W.
Washington D.C. 20590

DOT-E 11030

59 (3)

MAY 28 1993

EXPIRATION DATE: June 25, 1993

(FOR RENEWAL, SEE 49 CFR SECTION 107.105.)

1. GRANTEE: Union Tank Car Company, East Chicago, Indiana
2. PURPOSE AND LIMITATION: This emergency exemption authorizes the transportation in commerce of a DOT Specification 111A100W5 tank car, containing a Class 8 material, which does not meet the minimum shell thickness due to corrosion of the tank shell. This exemption provides no relief from any regulations other than as specifically stated.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR 173.24(b); 173.29(c)(2) and 179.201-1.
5. BASIS. This emergency exemption is based on Union Tank Car Company's application of May 24, 1993, submitted in accordance with 49 CFR 107.113, and a determination that it is necessary for the protection of life and property.
6. HAZARDOUS MATERIALS (49 CFR 172.101):

Hazardous materials description/proper shipping name	Hazard Class/Division	Identification number	Packing Group
Fluorosilicic acid	8	UN 1778	II

7. PACKAGING(S) and SAFETY CONTROL MEASURES:
 - a. PACKAGING - Packaging prescribed is a DOT Specification tank car, UTLX 11222, with a defective tank car tank which has been patched to prevent release of product.
 - b. TESTING - The tank for tank car UTLX 11222 must be retested prior to the tank car being refilled.
 - c. MARKING - Tank car UTLX 11222 must be marked "DOT-E 11030" in four inch letters on a contrasting background above the DOT specification number.

8. SPECIAL PROVISIONS.

a. Tank car UTLX 11222 must be transported in a gondola car or on a flat car in a manner that will prevent shifting of the tank car during movement.

b. Shipment of tank car UTLX 11222 is authorized from the CSX Transportation BIDS Terminal, Baltimore, Maryland, to Union Tank Car Company, Marion, Ohio, a distance of approximately 850 miles utilizing the most direct route via CSX Transportation Corporation.

c. Persons who receive packages covered by this exemption may reoffer them for transportation provided no modifications or changes are made to the packages, all terms of this exemption are complied with, and a current copy of this exemption is maintained at each facility from which such reoffering occurs.

9. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.

10. MODAL REQUIREMENTS: Not as a condition of this exemption.

11. COMPLIANCE. Failure by a person to comply with any of the following may result in suspension or revocation of this exemption and penalties prescribed by the Hazardous Materials Transportation Act:

- All terms and conditions prescribed in this exemption and the Hazardous Materials Regulations, Parts 171-180.
- Any use or application of this exemption, including display of its number, when the exemption has expired or it is otherwise no longer in effect unless a regulation has been amended making the exemption no longer necessary.
- Registration required by 49 CFR 107.601 et seq., when applicable.

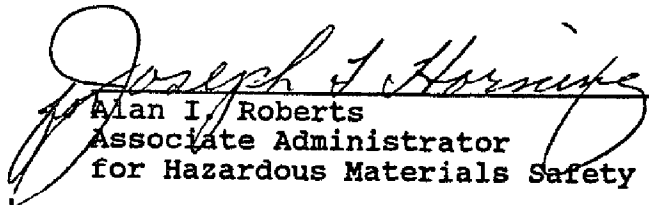
12. REPORTING REQUIREMENTS.

a. The carrier is required to report any incident involving loss of packaging contents or packaging failure to the Associate Administrator for Hazardous Materials Safety as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.)

b. The Federal Railroad Administration is to be notified if any unusual incident occurs such as a derailment during the movement by contacting the:

Federal Railroad Administration
Office of Safety, RRS-12
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-9178 or 366-0549

Issued at Washington, D.C.:


Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

MAY 28 1993

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D.C. 20590.
Attention: DHM-31.

The original of this exemption is on file at the above office. Photo reproductions and legible reductions of this exemption are permitted. Any alteration of this exemption is prohibited.

Dist: FRA



Union Tank Car Company

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392-6307
312/374-5250

June 4, 1993

Benjamin J Damiani
Vice President
Engineering

Associate Administrator
for Hazardous Materials Safety
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590-0001

ATTENTION: Exemptions Branch

Dear Sir:

- 107.103(b)(1) See addressee above.
- 107.103(b)(2) This is a request for an emergency exemption from the requirements of Section 173.31(c)1, periodic retest requirements for tank, heater and safety valves.
- 107.103(b)(3) This request is being made by B. J. Damiani, Union Tank Car Company, 151st & Railroad Avenue, East Chicago, IN 46312. Telephone (219) 392-6307.
- 107.103(b)(4) This is a request to transport UTLX 95804, empty but containing residue of #6 fuel oil, from Springfield, MA to a dismantling location, a trip of approximately 900 miles, via Bangor and Aroostock-Conrail; while car is overdue for tank test, safety valve test and heater coil test. Car is a DOT 111A100W3 on 50 ton trucks.
- 107.103(b)(5) The residue consists of #6 fuel oil, hazard class 3, combustible liquid.
- 107.103(b)(6) We know of no relevant or accident experience associated with moving empty tank cars with out-of-date tank, safety valve and heater test.
- 107.103(b)(7) Mode of transportation is to move car on its own wheels. We feel there is no increased risk as car contains residue only and not a load.
- 107.103(b)(8) Movement of this car to a dismantler will take 4 weeks.
- 107.103(b)(9) This proposal will be at least as safe as moving a car that has current tank, safety valve and heater retest dates because the car is empty and it will not be loaded. It carries only residue.



A member of The Marmion Group of companies

60 (4)

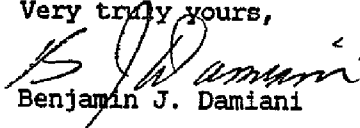
11, U85-A

JUN - 8 1993

Associate Administrator
June 4, 1993
Page 2

107.103(b)(10) Union Tank Car requests priority handling of this request for an emergency exemption to move UTLX 95804 as it is on railroad property and must be moved to a repair facility or dismantling location. This car is one of 83 identical cars operating on a captive, one railroad operation. All 83 cars will need to be shopped or retired within the next 2 years. It is requested that the exemption be granted to cover all 83 cars but only UTLX 95804 need be on an emergency basis.

Very truly yours,


Benjamin J. Damiani

BJD:dh
attachment

cc - w/attachment:
WR Constantino
LJ Schlink
File 85a
BJD95:U-95804.

REPT CAR U DIV BEGIN MONTHLY ORG DT CONTRACT DOT AAR TRK C SHELL OUT I COILS L BL T LGHT LST MILE I PT --DUE-- BTM B
 MARK NUMBER C CODE DATE RENTAL ASSGN OPT COND CLASS SIZE GPY TBL TBL CON RATE T YR TK V HC CPL PRT R
 010080 C. H. SPRAGUE & SON COMPANY

RIDER A001		TERM 034-02-C	
U1LX 088010	U 0000	921201	180.00 890601 900 5479 111A100W3 50 10954 2096 4 16 65 57 623 227 .3260 57 93 93 93 09 F
U1LX 088689	U 0000	921201	180.00 890601 900 5479 111A100W3 50 10930 2094 4 16 65 57 680 224 .3260 85 96 96 96 09 30 F
U1LX 088832	U 0000	921201	180.00 890601 900 5479 111A100W3 50 10930 2094 4 16 65 56 670 227 .3260 85 95 95 95 09 30 F
U1LX 089543	U 0000	921201	180.00 890601 900 5479 111A100W3 50 10931 2094 4 16 15 56 689 000 .3260 68 93 93 93 09 30 F
U1LX 089678	U 0000	921201	180.00 890601 900 5479 111A100W3 50 10985 2052 4 8 13 56 710 227 .3260 89 99 99 99 09 30 F
U1LX 090034	U 0000	921201	180.00 890601 900 5479 111A100W3 50 11011 2053 4 8 13 56 691 000 .3260 70 00 00 00 09 30 F
U1LX 090066	U 0000	921201	180.00 890601 900 5479 111A100W3 50 11011 2053 4 8 13 56 699 000 .3260 66 01 01 01 09 30 F
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U1LX 090489	U 0000	921201	180.00 890601 900 5479 111A100W3 50 11011 2053 4 8 13 55 680 000 .3260 66 01 01 01 09 30 F
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U1LX 090871	U 0000	921201	180.00 890601 900 5479 111A100W3 50 10998 2053 4 8 13 55 694 000 .3260 70 01 01 01 09 30 F
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U1LX 094358	U 0000	921201	180.00 890601 900 5479 111A100W3 50 11012 2053 4 8 13 54 699 000 .3260 71 91 91 91 09 30 F
U1LX 094420	U 0000	921201	180.00 890601 900 5479 111A100W3 50 10959 2051 4 8 13 54 699 000 .3260 54 93 93 93 09 30 F
U1LX 094594	U 0000	921201	180.00 890601 900 5479 111A100W3 50 11025 2054 4 8 13 54 695 000 .3260 70 01 01 01 09 30 F
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REPT CAR	U DIV	BEGIN	MONTHLY	ORG	DT	CONTRACT	DOT	AAR	TRK	C	SHELL	OUT	I	COILS	L	BLT	LGHT	LST	MILE	I	PT	--DUE--	BTH B				
MARK	NUMBER	C	CODE	DATE	RENTAL	ASSGN	OPT	COND	CLASS	SIZE	CPY	TBL	RN	TY	N	UF	WGHT	CON	RATE	I	YR	TK	V	HC	CPL	PRT	R
010080 C. H. SPRAGUE & SON COMPANY																											
RIDER ADD 1 TERM 034-02-C																											
UTLX	097329	U	0000	921201	180.00	890601	900	5479	111A100W3	50	11010	2053	4	8	13	52	690	000	.0000	69	00	00	00	09	30	F	
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UTLX	097671	U	0000	921201	180.00	890601	900	5479	111A100W3	50	10955	2051	4	8	13	52	696	000	.0000	71	91	91	91	09	30	F	
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UTLX	097737	U	0000	921201	180.00	890601	900	5479	111A100W3	50	10953	2051	4	8	13	52	710	000	.0000	70	00	00	00	09	30	F	
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RIDER 0030 TERM 022-02-B																											
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UTLX	090160	U	0000	921201	185.00	880801	000	5472	111A100W3	50	11011	2053	4	8	13	56	699	000	.3260	71	91	91	91	09	30	F	
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UTLX	090485	U	0000	921201	185.00	880801	000	5472	111A100W3	50	11020	2054	4	8	13	55	681	000	.3260	70	01	01	01	09	30	F	
UTLX	090570	U	0000	921201	185.00	880801	000	5472	111A100W3	50	10977	2052	4	8	13	55	694	000	.3260	71	91	91	91	09	30	F	
UTLX	090591	U	0000	921201	185.00	880801	000	5472	111A100W3	50	10974	2052	4	8	13	55	686	000	.3260	70	01	01	01	09	30	F	
UTLX	090597	U	0000	921201	185.00	880801	000	5472	111A100W3	50	10974	2052	4	8	13	55	692	227	.3260	92	01	01	02	09	30	F	
UTLX	090659	U	0000	921201	185.00	880801	000	5472	111A100W3	50	10975	2052	4	8	13	55	681	000	.3260	71	91	91	91	09	30	F	
UTLX	090681	U	0000	921201	185.00	880801	000	5472	111A100W3	50	11000	2053	4	8	13	55	700	000	.3260	70	01	01	01	09	30	F	
UTLX	090993	U	0000	921201	185.00	880801	000	5472	111A100W3	50	10991	2052	4	8	13	55	685	227	.3260	70	01	01	01	09	30	F	
UTLX	091068	U	0000	921201	185.00	880801	000	5472	111A100W3	50	11017	2053	4	8	13	55	690	227	.3260	71	91	91	91	09	30	F	
UTLX	091291	U	0000	921201	185.00	880801	000	5472	111A100W3	50	10942	2083	4	8	13	55	689	227	.3260	89	99	99	99	09	30	F	
UTLX	091489	U	0000	921201	185.00	880801	000	5472	111A100W3	50	11009	2053	4	8	13	54	690	227	.3260	66	91	91	91	09	30	F	
UTLX	091644	U	0000	921201	185.00	880801	000	5472	111A100W3	50	10993	2052	4	8	13	54	690	227	.3260	70	01	01	01	09	30	F	
UTLX	091645	U	0000	921201	185.00	880801	000	5472	111A100W3	50	11021	2054	4	8	13	54	686	227	.3260	71	91	91	91	09	30	F	

20 cars

61

To 2nd page
M Burke

TO: HARPREET SINGH
FROM: BILL HOUSEHOLDER
DATE: OCTOBER 19, 1995
SUBJECT: GOVERNMENT CAR , SPECIAL APPROVAL

HARPREET,

FOLLOWING IS THE INFORMATION WE DISCUSSED ON THE TELEPHONE THIS MORNING. BASED ON YOUR RECOMMENDATION AND INFORMATION YOU PROVIDED FOR ME YESTERDAY, I MADE A CONTACT WITH THE DOD PERSONNEL. KATHY MOKRY WAS NOT AVAILABLE SO I TALKED WITH GILBERT NORIEGA.

I EXPLAINED TO GILBERT THE PURPOSE OF MY CALL AND WE DISCUSSED THE POSSIBLE USE OF A GOVERNMENT DODX CAR ON THE GAYLORD CHEMICAL CORPORATION SPECIAL APPROVAL SA 830307. GILBERT EXPLAINED THE DOD PROCEDURES AND THE STRICT REQUIREMENTS GOVERNING THE TRANSPORTATION OF NITROGEN TETROXIDE (N2O4). THERE ARE THREE CONDITIONS THAT WOULD NEED TO BE MET TO SUCCESSFULLY USE A GOVERNMENT DODX CAR. TWO OF THE CONDITIONS INVOLVED LIABILITY AND SAFETY WHILE THE THIRD CONDITION WAS RELATED TO AVAILABILITY. THE MAIN ISSUE WAS THE LIABILITY STIPULATION AND RESTRICTIONS INVOLVING N2O4. BASED ON THIS DISCUSSION, IT WAS DETERMINED THE TIME AND EFFORT REQUIRED TO ACHIEVE APPROVAL, IF POSSIBLE, WOULD REQUIRE MORE THAN ONE MONTH; THEREFORE, THE USE OF THE GOVERNMENT DODX CAR WOULD NOT MEET OUR SHORT TERM NEEDS.

CURRENTLY WE ARE MEETING THE EMERGENCY SITUATION BY USING ONE TON CYLINDERS AND THIS REQUIRES A FREQUENT HANDLING AND EXPOSURE TO N2O4 AND IS NOT AN ACCEPTABLE LONG TERM SOLUTION. WE ARE GOING TO PURSUE TWO COURSES OF ACTION:

1. UTLX 82329, OUR CAR CURRENTLY ON THE SPECIAL APPROVAL RETURN THE CAR TO SERVICE AS SOON AS IT CAN BE CLEANED AND INSPECTED.
2. UTLX 27972 AND UTLX 27976 , TWO CARS IN OUR FLEET ARE DOT 105 CONSTRUCTED CARS. THEY ARE CURRENTLY RATED 300 DUE TO THE PRESSURE SETTING ON THE RELIEF VALVE FOR CHLORINE USE. WE WILL BE OBTAINING THE REQUIREMENTS FOR MEETING THE DOT 105A500 W SPECIFICATIONS, HAVE THE CARS UPGRADED AS NECESSARY TO MEET THE SPECIFICATIONS AND THEN REQUEST ADDING THE TWO CARS TO OUR SPECIAL APPROVAL. IT IS NECESSARY TO ESTABLISH AT LEAST TWO CARS CAPABLE OF SAFELY TRANSPORTING N2O4. THE TIME REQUIRED TO HAVE THE CARS MODIFIED TO DOT 105A500W SPECS WILL DEPEND UPON THE TIME REQUIRED BY A QUALIFIED VENDOR TO A WORK ON THE CARS.

AT THIS TIME, WE WILL DISCONTINUE THE EFFORTS TO ADD A GOVERNMENT DODX CAR TO OUR SPECIAL APPROVAL AND PURSUE CONVERTING OUR TWO CARS FOR N2O4 USE. WHEN WE HAVE THE CARS CONVERTED, I WILL REQUEST CONSIDERATION OF ADDING THE CARS TO OUR SPECIAL APPROVAL. IF YOU HAVE A LIST OF SPECIFICATIONS REQUIRED TO MEET THE DOT 105A500W REQUIREMENTS, I WOULD APPRECIATE A COPY. THIS MAY HELP ME MEET ALL THE REQUIREMENTS IN A TIME EFFICIENT MANNER. WE WILL



Union Tank Car Company

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392-6307
312/374-5250

Benjamin J. Damiani
Vice President
Engineering

December 22, 1992

Office of Hazardous Material Transportation
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590-0001

Attention: Exemption Branch, Ms. Susan Hedgepeth

Subject: DOT Exemption DOT-E 10717

Dear Ms. Hedgepeth:

Exemption DOT-E 10717 was granted to Union Tank Car Company to permit a tank retest interval of 3 years (instead of annually) after age 20 years for Class DOT 111A60W2 and 100W32 tank cars transporting sulfuric acid. The exemption was requested to provide relief until the regulation could be changed as requested by AAR petition P-1117.

The exemption requires stencilling the exemption number on the car, but is silent on the need to enter the number on shipping papers. Some shippers are asking if this is required.

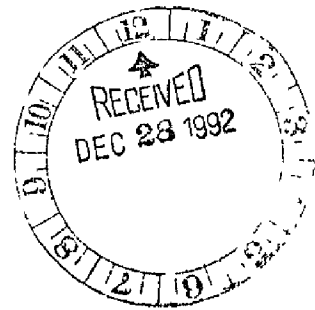
Appendix B to sub-part B, Section 107 has been interpreted as requiring entering the exemption number on shipping papers. Union Tank Car requests that the exemption be modified to eliminate the need to enter the exemption number on the shipping papers for the following reasons:

- 1) The exemption was awarded to Union Tank Car company and applies to the tank retesting, not to the product shipped.
- 2) The exemption number will be stencilled on the tank car.
- 3) Shippers will resist using cars that require entering the exemption number on shipping papers and may give them up. This will cause a hardship



A member of The Marron Group of companies

62 (2) DOT 12
Dockets



page 2
DOT Exemption DOT-E 10717
December 22, 1992

to car owners who have invested in thicker tank walls and protective coatings but find that cars are not acceptable to shippers because of the extra burden of keeping track of cars requiring the exemption number on the shipping papers, and risking penalties for missing entering the numbers.

- 4) Hundreds of cars are involved and dozens of shippers. Potentially, thousands of shipments will be involved.

We would appreciate expedited handling of this issue as cars will soon become idle.

BJD:pp

cc: E. Pritchard - FRA
P. Kinnecom - AAR





US Department
of Transportation

Research and
Special Programs
Administration

400 Seventh Street S.W.
Washington D.C. 20590

MAR 24 1992

63(2)

DOT-E 10717

1. Union Tank Car Company, East Chicago, Indiana is granted an exemption from certain provisions of this Department's Hazardous Materials Regulations subject to the limitations and special requirements specified herein. This exemption authorizes a modified periodic test schedule for certain DOT specification tank cars, and provides no relief from any regulations other than as specifically stated.

2. BASIS. This exemption is based on Union Tank Car Company's application of November 22, 1991, submitted in accordance with 49 CFR 107.103 and the public proceeding thereon.

3. HAZARDOUS MATERIALS (Descriptor and class). Sulfuric acid, classed as a corrosive material.

4. PROPER SHIPPING NAME (49 CFR 172.101). Sulfuric acid.

5. REGULATION AFFECTED. 49 CFR 173.31 RETEST TABLE 1.

6. MODES OF TRANSPORTATION AUTHORIZED. Rail freight.

7. SAFETY CONTROL MEASURES.

a. Packagings prescribed are DOT Specification 111A60W2 and 111A100W2 tank cars conforming with all of the applicable DOT requirements (49 CFR Parts 100-299). The following periodic pressure test schedule is authorized for tank and interior heater systems, if any, for tank cars offered for transportation under the terms of this exemption:

- a. For a tank 10 years old or newer, 5 years;
- b. For a tank older than 10 years, 3 years.
(This includes tanks which are 22 years & older.)

b. Each tank car must have been constructed with a plate thickness (shell and head) of 1/2 inch which exceeds the plate thickness requirements specified in 49 CFR 179.201-1 Table. In addition, each tank car must have an acid resistant coating applied to the interior of the tank as stated in the applicant's request.

8. SPECIAL PROVISIONS.

a. Union Tank Car Company shall notify the Office of Hazardous Materials Exemptions and Approvals, in writing, of the tank car reporting marks, prior to offering any tank car for transportation under the terms of this exemption.

b. Each tank car must be marked "DOT-E 10717" in four inch letters, on a contrasting background, above the DOT specification number.

c. Persons who receive packages covered by this exemption may reoffer them for transportation provided no modifications or changes are made to the packages, all terms of this exemption are complied with and a current copy of this exemption is maintained at each facility from which such reoffering occurs.

9. REPORTING REQUIREMENTS. Any incident involving loss of packaging contents or packaging failure must be reported to the Associate Administrator for Hazardous Materials Safety as soon as practicable. (49 CFR 171.15 and 171.16 apply to any activity undertaken under the authority of this exemption.)

10. EXPIRATION DATE. February 3, 1994.

Issued at Washington, D.C.



Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

MAR 24 1992

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590.
Attention: Exemptions Program.

Dist: FRA.



Union Tank Car Company

A member of The Marmon Group of companies

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392-6307
312/374-5250
Fax 219/392-6277

November 22, 1991

Benjamin J. Damiani
Vice President
Engineering

Office of Hazardous Material Transportation
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590-0001

ATTENTION: Exemption Branch

SUBJECT: Retest Interval for 111A100W2 and 111A60W2 Tank Cars -
Docket P-1117

Gentlemen:

This petition is a request for relief from Retest Table 1 in Part 173.31 as applicable to DOT 111A60W2 and 111A100W2 tank cars which transport acid. Presently, the Table requires annual retest of these cars after age 22. We request that this interval be maintained at 3 years, until Docket P-1117 submitted by the Association of American Railroads and which request a permanent change to Retest Table 1 is acted upon.

This petition is submitted by Union Tank Car Company, 151st and Railroad Avenue, East Chicago, IN 46312. Telephone No. is (219) 392-6307, attention B. J. Damiani.

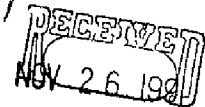
Retest requirements for 111A60W2 and 111A100W2 tank cars were established before protective coatings existed for these cars and when cars were built to minimum tank shell specifications. Cars are now reaching age 22 that have tanks which were built with thicker plates than required by the specifications and which are still in good condition at age 22. In addition, these tanks are, or can be coated with an acid resistant coating which will further extend their useful lives.

Specifically, we request that retest interval continue at 3 years on cars that:

1. Were initially constructed with tank shell at least 1/16" thicker than required by their present specification.
2. The tank interior have an acid resistant coating. Either existing, or, to be applied.

64(2)

10717-N



91
NOV 29

Office of Hazardous Material Transportation
Page 2
November 22, 1991

3. Tank interior be inspected visually for evidence of damage that may render the tank unfit for further service.
4. The tank be hydrostatically tested to at the retest pressure specified in Retest Table #1.

These cars will be used to transport sulfuric acid in concentrations of 93% or greater.

Sulfuric acid has been safely shipped in tank cars built with shell thickness of 7/16" for many years. This petition will assure, first, that cars will have an initial shell thickness of 1/2", or greater, and will also assure that the tank will have an interior coating.

We request that this Exemption be granted for a period of 3 years, or until Petition P-1117 is acted upon.

We believe this Exemption will assure a level of safety which is greater than the present retest requirements because:

- a) Tank will have been built 1/16" thicker than other tanks presently authorized.
- b) Tank interior will be coated with an acid resistant coating.
- c) Will permit continued operation of sound tank cars, which otherwise become undesirable if retesting must be done each year, with associated more frequent cleaning, residue disposal and out-of-service time.

While Union Tank Car Company is not a shipper of product, we do ship cars containing residue so we request this Exemption be granted to us so that we can stencil cars with the Exemption No. and that shippers of product be allowed to become a party to this Exemption so that they may use these cars that are so marked.

Very truly yours,



B. J. Damiani
Vice President Engineering

BJD:dh

cc: Mr. Mason B. Flagg -- AAR

BJD:Retest.HMT

65(4)

July 05, 1991

Mr. George Fallon
Controller
Gaylord Container Corporation
4th Street
P.O. Box 616
Antioch, California 94509

Dear Mr. Fallon:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4515 is assigned as a manufacturer's symbol for the facility at 4th Street, Antioch, California. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

CONCURRENCES	
RTG SYMBOL	DH152
INITIALS/SIG	DSH
DATE	7/2/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

EXECUTIVE OFFICES

Gaylord Container Corporation
500 Lake Cook Road
Suite 400
Deerfield, Illinois 60015 4921
708 405 5500

June 28, 1991

RECEIVED
JUL 1 1991

Ms. Linda Cooper
RSPA
Office of Hazardous Materials Transportation
400 Seventh St. SW, Room 8436
Washington, D.C. 20590

M4515

Dear Ms. Cooper:

Pursuant to our telephone conversation on Friday, June 28th, Gaylord Container is applying for DOT Approval Numbers in regards to UN/DOT Packaging Standards.

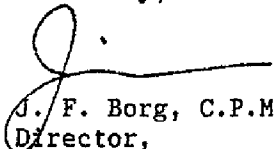
We will be producing corrugated boxes under Section ~~708.20, 708.21 and 708.22~~

Attached is a list of Gaylord plant locations and the name of the Controller at each facility.

If you have any questions, please feel free to contact me directly at 708-405-5604.

Thank you in advance for your attention to this matter.

Sincerely,



J. F. Borg, C.P.M.
Director,
Purchasing and Transportation

LR/JFB000423

Attachment

GAYLORD CONTAINER CORPORATION

GENERAL OFFICE

500 Lake Cook Road
 Suite 400
 Deerfield, Illinois 60015
 Phone: 708-405-5500

PLANTS

CONTROLLER

~~4th Street (P.O. Box 616)
 Antioch, California 94509
 Phone: 415-779-1900~~

George Fallon

4351 Pleasantdale Road
 Doraville, Georgia 30340
 Phone: 404-448-9110

James Huff

455 Avenue "S"
 P. O. Box 850
 Bogalusa, Louisiana 70427-0850
 Phone: 504-732-8800

139 East Fullerton Avenue
 Carol Stream, Illinois 60188
 Phone: 708-653-3500

Richard Becker

440 North Baldwin Park Blvd.
 City of Industry, California 91749
 Phone: 818-369-3451

David Leslie

11333 Kingsley Road
 P. O. Box 38008
 Dallas, Texas 75238
 Phone: 214-348-4640

Ken Kostanski

21 Leigh Fisher Blvd.
 El Paso, Texas 79906
 Phone: 915-779-1291

Handled by William Carroll -
 San Antonio

6400 Jamieson Way
 Gilroy, California 95020
 Phone: 408-847-6400

Lawrence Coler

Gordon Street & 8th Avenue
Greenville, South Carolina 29611
Phone: 803-295-1230

Steve Harshbarger

1600 Cascade Drive
Marion, OH 43002
Phone: 614-383-4061

Connie Ucker

1001 Ogletown Road
Newark, Delaware 19711
Phone: 302-737-6000

Felton Ferguson

4932 West Colter
Glendale, Arizona 85301
Phone: 602-939-9401

Randy Olson

11333 General Drive
P. O. Box 465
Plymouth, Michigan 48170
Phone: 313-453-6700

Beverly Harris

3200 Bush Street
99 Raleigh, North Carolina 27609
Phone: 919-876-4400

David O'Grady

1240 Mount Read Boulevard
P. O. Box 60950
Rochester, New York 14606
Phone: 716-254-9190

Allen Ison

5300 Bircher Boulevard
St. Louis, Missouri 63120
Phone: 314-679-6000

Tom Rellergert

3323 E. Commerce
San Antonio, Texas 78220
Phone: 512-225-2901

William Carroll

8700 Adamo Drive
Tampa, Florida 33619
Phone: 813-621-3591

Paul Wilkins

715 West Pike Blvd.
P. O. Box 265
Weslaco, TX 78596
Phone: 512-968-3115

Handled by William Carroll -
San Antonio

66 (4)

July 05, 1991


Mr. J.F. Borg
Director
Gaylord Container Corporation
455 Avenue "S"
P.O. Box 850
Bogalusa, Louisiana 70427-0850

Dear Mr. Borg:

Based on your letter of June 28, 1991, the number M4517 is assigned as a manufacturer's symbol for the facility at 455 Avenue "S", Bogalusa, Louisiana.

This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,


Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

CONCURRENCES	
RTG SYMBOL	DHM32
INITIALS/SIG	LC
DATE	7/29/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
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RTG SYMBOL	
INITIALS/SIG	
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RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

Gaylord Container Corporation
500 Lake Cook Road
Suite 400
Deerfield Illinois 60015 4921
708 405 5500

June 28, 1991

RECEIVED
10/3

174517

Ms. Linda Cooper
RSPA
Office of Hazardous Materials Transportation
400 Seventh St. SW, Room 8436
Washington, D.C. 20590

Dear Ms. Cooper:

Pursuant to our telephone conversation on Friday, June 28th, Gaylord Container is applying for DOT Approval Numbers in regards to UN/DOT Packaging Standards.

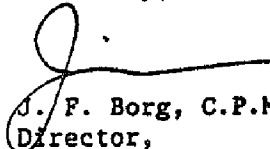
We will be producing corrugated boxes under Section 178.200, 12B and 12C.

Attached is a list of Gaylord plant locations and the name of the Controller at each facility.

If you have any questions, please feel free to contact me directly at 708-405-5604.

Thank you in advance for your attention to this matter.

Sincerely,



J. P. Borg, C.P.M.
Director,
Purchasing and Transportation

LR/JFB000423

Attachment

There was a duplicate number assigned to Gaylord in Bogdusa, we cancelled with MW Trans on 2-16-93. I spoke to K.C.

GAYLORD CONTAINER CORPORATION

GENERAL OFFICE

500 Lake Cook Road
Suite 400
Deerfield, Illinois 60015
Phone: 708-405-5500

PLANTS

4th Street (P.O. Box 616)
Antioch, California 94509
Phone: 415-779-4900

4351 Pleasantdale Road
Doraville, Georgia 30340
Phone: 404-448-9110

~~455 Avenue "S"
P. O. Box 850
Bogalusa, Louisiana 70427-0850
Phone: 504-732-8800~~

139 East Fullerton Avenue
Carol Stream, Illinois 60188
Phone: 708-653-3500

440 North Baldwin Park Blvd.
City of Industry, California 91749
Phone: 818-369-3451

11333 Kingsley Road
P. O. Box 38008
Dallas, Texas 75238
Phone: 214-348-4640

21 Leigh Fisher Blvd.
El Paso, Texas 79906
Phone: 915-779-1291

6400 Jamieson Way
Gilroy, California 95020
Phone: 408-847-6400

CONTROLLER

George Fallon

James Huff

Richard Becker

David Leslie

Ken Kostanski

Handled by William Carroll -
San Antonio

Lawrence Coler

Gordon Street & 8th Avenue Greenville, South Carolina 29611 Phone: 803-295-1230	Steve Harshbarger
1600 Cascade Drive Marion, OH 43002 Phone: 614-383-4061	Connie Ucker
1001 Ogletown Road Newark, Delaware 19711 Phone: 302-737-6000	Felton Ferguson
4932 West Colter Glendale, Arizona 85301 Phone: 602-939-9401	Randy Olson
11333 General Drive P. O. Box 465 Plymouth, Michigan 48170 Phone: 313-453-6700	Beverly Harris
3200 Bush Street 99 Raleigh, North Carolina 27609 Phone: 919-876-4400	David O'Grady
1240 Mount Read Boulevard P. O. Box 60950 Rochester, New York 14606 Phone: 716-254-9190	Allen Ison
5300 Bircher Boulevard St. Louis, Missouri 63120 Phone: 314-679-6000	Tom Rellergert
3323 E. Commerce San Antonio, Texas 78220 Phone: 512-225-2901	William Carroll
8700 Adamo Drive Tampa, Florida 33619 Phone: 813-621-3591	Paul Wilkins
715 West Pike Blvd. P. O. Box 265 Weslaco, TX 78596 Phone: 512-968-3115	Handled by William Carroll - San Antonio



1-1-67

January 17, 1990

1-33-90

Mr. James Enoch Jones
Chief, Approvals Branch
Office of Hazardous Material Regulation
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington , D. C. 20590

BA-830307

1989 Record of Experience

Dear Mr. Jones:

Tank Car UTLX 82329 was used in March and September 1989 to transport 110,000 pounds (each trip) of Nitrogen Tetroxide, N_2O_4 , from the Vicksburg Chemical Division of Cedar Chemical Corporation in Vicksburg, Mississippi to our Plant in Bogalusa, Louisiana. The material was unloaded into our fixed storage tank and the empty tank car was stored in our Plant on each occasion.

Please contact me at Gaylord Chemical's Bogalusa facility if you need additional information. My telephone number at this location is (504) 732-8667.

Sincerely yours,

GAYLORD CHEMICAL CORPORATION

Robert E. Wilson
Robert E. Wilson
Plant Superintendent

REW/dsf

cc: Jack R. Salley
James P. LeBlanc
Karen A. Kohls

68

Same attachments
as # 66

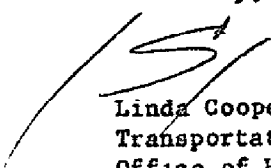
July 05, 1991

Mr. Richard Becker
Controller
Gaylord Container Corporation
139 East Fullerton Avenue
Carol Stream, Illinois 60188

Dear Mr. Becker:

Based on your letter of June 28, 1991, the number M4318 is assigned as a manufacturer's symbol for the facility at 139 East Fullerton Avenue, Carol Stream, Illinois. This registration applies only to the facility above and to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

CONCURRENCES	
RTG SYMBOL	DHM32
INITIALS/SIG	DSH
DATE	7/24/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

69

Same attachments
as #66

July 05, 1991

Mr. David Leslie
Controller
Gaylord Container Corporation
440 North Baldwin Park Blvd.
City of Industry, California 91749

Dear Mr. Leslie:

Based on your letter of June 28, 1991, the number M4519 is assigned as a manufacturer's symbol for the facility at 440 North Baldwin Park Blvd., City of Industry, California. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

CONCURRENCES		
RTG SYMBOL		
INITIALS/SIG	DHm32	
DATE	7/29/91	
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		

10

Same attachments
as #66

July 05, 1991

Mr. Ken Kostanski
Controller
Gaylord Container Corporation
11333 Kingsley Road
P.O. Box 38008
Dallas, Texas 75238

Dear Mr. Kostanski:

Based on your letter of June 28, 1991, the number M4520 is assigned as a manufacturer's symbol for the facility at 11333 Kingsley Road, Dallas, Texas.

This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,

Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

CONCURRENCES	
RTG SYMBOL	DHM 32
INITIALS/SIG	LC
DATE	7/21/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

DHM-32:LCooper:lc:07/05/91:64512

Same attachments
as #66

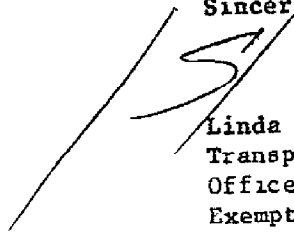
July 05, 1991

Mr. James Huff
Controller
Gaylord Container Corporation
4351 Pleasantdale Road
Doraville, Georgia 30340

Dear Mr. Huff:

Based on Mr. J.F. Berg's letter of June 28, 1991, the number M4516 is assigned as a manufacturer's symbol for the facility at 4351 Pleasantdale Road, Doraville, Georgia. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

CONCURRENCES	
RTG SYMBOL	D/HM 37
INITIALS/SIG	D/H
DATE	7/26/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

12

Same attachments
as #66

CONCURRENCES
RTG SYMBOL Dhm 32
INITIALS/SIG Delt
DATE 7/24/91
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE

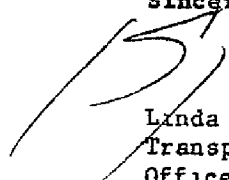
July 05, 1991

Mr. William Carroll
 Controller
 Gaylord Container Corporation
 21 Leigh Fisher Blvd.
 El Paso, Texas 79906

Dear Mr. Carroll:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4521 is assigned as a manufacturer's symbol for the facility at 21 Leigh Fisher Blvd., El Paso Texas. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
 Transportation Clerk
 Office of Hazardous Materials
 Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

1-
Same attachments
as # 66

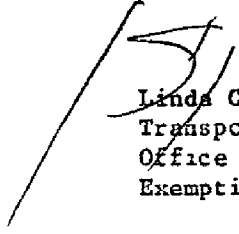
July 05, 1991

Mr. Lawrence Coler
Controller
Gaylord Container Corporation
6400 Jamieson Way
Gilroy, California 95020

Dear Mr. Coler:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4522 is assigned
as a manufacturer's symbol for the facility at 6400 Jamieson Way, Gilroy,
California. This registration applies only to the facility above and is to be
used as the registered symbol for self-certification of DOT Specification 12B,
12C boxes and UN packaging tested at that facility.

Sincerely,


Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

CONCURRENCES	
RTG SYMBOL	D4M32
INITIALS/SIG	JFB
DATE	7/2/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

74

Same attachments
as # 66

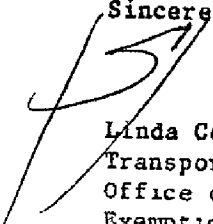
July 05, 1991

Mr. Steve Harshbarger
Controller
Gaylord Container Corporation
Gordon Street & 8th Avenue
Greenville, South Carolina 29611

Dear Mr. Harshbarger:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4523 is assigned as a manufacturer's symbol for the facility at Gordon Street & 8th Avenue, Greenville, South Carolina. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/05/91:64512

CONCURRENCES	
RTG SYMBOL	D4M 32
INITIALS/SIG	D318
DATE	7/29/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

same attachments
as #66

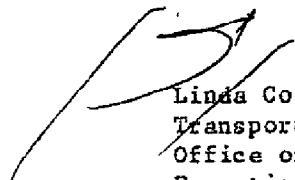
July 08, 1991

Mr. Randy Olson
Controller
Gaylord Container Corporation
4932 West Colter
Glendale, Arizona 85301

Dear Mr. Olson:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4526 is assigned as a manufacturer's symbol for the facility at 4932 West Colter, Glendale, Arizona. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/08/91:64512

CONCURRENCES	
RTG SYMBOL	Dhm 32
INITIALS/SIG	Dh
DATE	7/26/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

76

Same attachments
as # 66

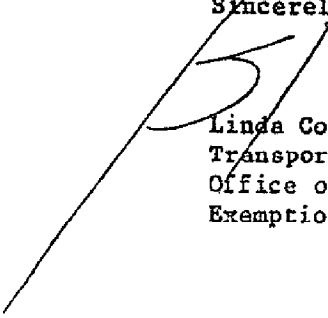
July 08, 1991

Ms. Connie Ucker
Controller
Gaylord Container Corporation
1600 Cascade Drive
Marion, Ohio 43002

Dear Ms. Ucker:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4524 is assigned as a manufacturer's symbol for the facility at 1600 Cascade Drive, Marion, Ohio. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/08/91:64512

CONCURRENCES	
RTG SYMBOL	DHM32
INITIALS/SIG	DSLH
DATE	7/24/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

Same attachments
as #66

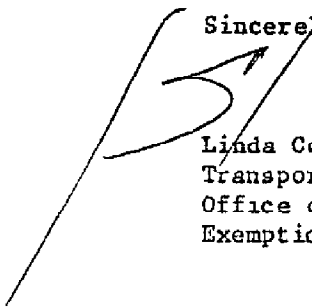
July 08, 1991

Mr. Felton Ferguson
Controller
Gaylord Container Corporation
1001 Ogletown Road
Newark, Delaware 19711

Dear Mr. Ferguson:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4525 is assigned as a manufacturer's symbol for the facility at 1001 Ogletown Road, Newark, Delaware. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

CONCURRENCES	
RTG SYMBOL	DHM-32
INITIALS/SIG	MLH
DATE	7/29/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

DHM-32:LCooper:lc:07/08/91:64512

Same attachments
as # 66

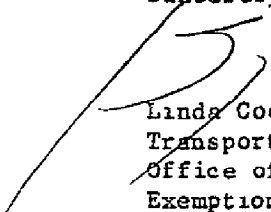
July 08, 1991

Ms. Beverly Harris
Controller
Gaylord Container Corporation
11333 General Drive
P.O. Box 465
Plymouth, Michigan 48170

Dear Ms. Harris:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4527 is assigned as a manufacturer's symbol for the facility at 11333 General Drive, Plymouth, Michigan. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/08/91:64512

CONCURRENCES	
RTG SYMBOL	Dhm
INITIALS/SIG	Delt
DATE	7/29/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

14

same attachments
as # 66

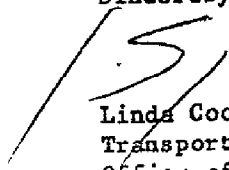
July 08, 1991

Mr. David O'Grady
Controller
Gaylord Container Corporation
3200 Bush Street
99 Raleigh, North Carolina 27609

Dear Mr. O'Grady:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4528 is assigned as a manufacturer's symbol for the facility at 3200 Bush Street, 99 Raleigh, North Carolina. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

CONCURRENCES
RTG SYMBOL DAM.32
INITIALS/SIG Dent
DATE 7/28/91
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE
RTG SYMBOL
INITIALS/SIG
DATE

DHM-32:LCooper:lc:07/08/91:64512

*Same attachments
as # 66*

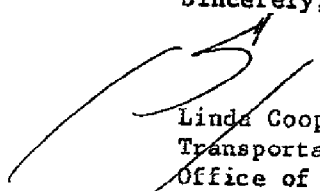
July 08, 1991

Mr. Allen Ison
Controller
Gaylord Container Corporation
1240 Mount Read Boulevard
P.O. Box 60950
Rochester, New York 14606

Dear Mr. Ison:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4529 is assigned as a manufacturer's symbol for the facility at 1240 Mount Read Boulevard, Rochester, New York. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/08/91:64512

CONCURRENCES	
RTG SYMBOL	DHM-32
INITIALS/SIG	LC
DATE	7/29/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

same attachments
as #66

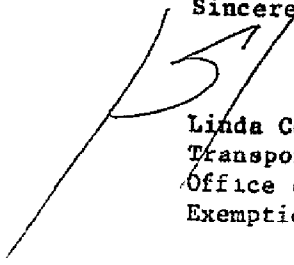
July 08, 1991

Mr. William Carroll
Controller
Gaylord Container Corporation
3323 E. Commerce
San Antonio, Texas 78220

Dear Mr. Carroll:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4531 is assigned as a manufacturer's symbol for the facility at 3323 E. Commerce, San Antonio, Texas. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/08/91:64512

CONCURRENCES	
RTG SYMBOL	DHM 32
INITIALS/SIG	DJF
DATE	7/29/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

Same attachments
as #66

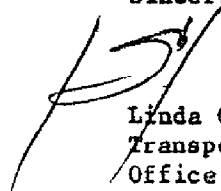
July 08, 1991

Mr. Tom Rellergert
Controller
Gaylord Container Corporation
5300 Bircher Boulevard
St. Louis, Missouri 63120

Dear Mr. Rellergert:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4530 is assigned as a manufacturer's symbol for the facility at 5300 Bircher Boulevard, St. Louis, Missouri. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/08/91:64512

CONCURRENCES	
RTG SYMBOL	DHM 32
INITIALS/SIG	DLW
DATE	7/24/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

Same attachments
as # 66

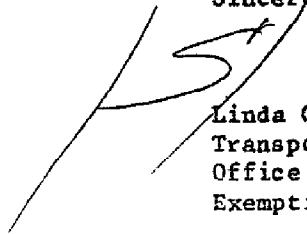
July 08, 1991

Mr. Paul Wilkins
Controller
Gaylord Container Corporation
8700 Adamo Drive
Tampa, Florida 33619

Dear Mr. Wilkins:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4532 is assigned as a manufacturer's symbol for the facility at 8700 Adamo Drive, Tampa, Florida. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper;lc:07/08/91:64512

CONCURRENCES	
RTG SYMBOL	DHM 32
INITIALS/SIG	LSL
DATE	7/29/91
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

84

*Line attachments
as #66*

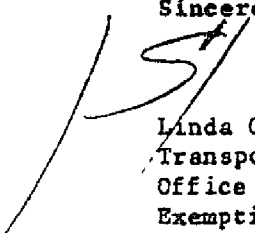
July 08, 1991

Mr. William Carroll
Controller
Gaylord Container Corporation
715 West Pike Blvd.
P.O. Box 265
Weslaco, Texas 78596

Dear Mr. Carroll:

Based on Mr. J.F. Borg's letter of June 28, 1991, the number M4533 is assigned as a manufacturer's symbol for the facility at 715 West Pike Blvd., Weslaco, Texas. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT Specification 12B, 12C boxes and UN packaging tested at that facility.

Sincerely,



Linda Cooper
Transportation Clerk
Office of Hazardous Materials
Exemptions and Approvals

DHM-32:LCooper:lc:07/08/91:64512

CONCURRENCES		
RTG SYMBOL	DM	
INITIALS/SIG	DEW	
DATE	7/8/91	
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		
RTG SYMBOL		
INITIALS/SIG		
DATE		

same attachments
as #66

April 12, 1993

Mr. Scott Jeffrey
Gaylord Container Corporation
11333 Kingsley Road
P.O. Box 38008
Dallas, Texas 75238-0008

Dear Mr. Jeffrey:

Based on your letter of April 2, 1993, the number M4755 is assigned as a manufacturer's symbol for the facility at 11333 Kingsley Road, Dallas, Texas. This registration applies only to the facility above and is to be used as the registered symbol for self-certification of DOT and/or UN 4G packaging originated at that facility.

Sincerely,

Linda Cooper
Transportation Assistant
Office of Hazardous Materials
Exemptions and Approvals

LCooper:DHM-32:lc:x64512:4/12/93

CONCURRENCES	
RTG SYMBOL	DHM-32
INITIALS/SIG	LCW
DATE	4/12/93
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	
RTG SYMBOL	
INITIALS/SIG	
DATE	

U. S. DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS SAFETY
HAZARDOUS MATERIALS INFORMATION SYSTEM

Incidents Involving Gaylord Container and Gaylord Chemical (Bogalusa Plant)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME	%	CLASS	NU-INJ-EN	DEAD	RESULTS	\$ DAMAGES
SHIPPER	SHIPMENT ORIGIN	MODE	D E CNT-1	CNT-2	CAPACITY	SHIPD	FAILD	AMT	RELEASE
CONTAINER-1 FAILURE CODES									REPORT #
									CONT-3?
MATLACK INC GAYLORD CONTAINER 4,26,45	BREAUX BRIDGE, LA BOGALUSA, LA	06/26/87 H-H	DIMETHYL SULFIDE NONE NO CONTAINER-2		F. L. 5500.00 GAL	0	0	5	\$10 87070447A NO
CSX TRANSPORTATION GAYLORD CONTAINER 10,26,35,40,45,149	NEW ORLEANS, LA BOGALUSA, LA	02/28/90 R	FLAMMABLE LIQUID N.O.S. 111AW NO CONTAINER-2	F L	21016.00 GAL	0	0	5	\$0 90030319A NO
UNITED PARCEL SERVICE INC GAYLORD CONTAINER 18,27,34,35,43,51	NEW STANTON, PA BOGALUSA, LA	06/15/90 H-H	DIMETHYL SULFIDE BTL GLS BOX FBR 18,27,34,35,43,51		F. L. 0.00 GAL	0	0	SDV 0.75 GAL	\$207 90070147X NO
MC KENZIE TANK LINES INC AMERICAN CYANAMID CO 2,24,32,40,51	RUSH, LA WESTMOGO, LA	08/17/90 H-H	SULFURIC ACID H-H * NO CONTAINER-2		CORROS 3600.00 GAL	0	0	SV 2331.00 GAL	\$123269 90080971A NO
CHEMICAL LEAMAN TANK LINES INC GAYLORD CONTAINER 4,26,32,41,45	MATTHEWS, MO BOGALUSA, LA	03/27/91 H-H	COMBUSTIBLE LIQUID N.O.S. MC307 NO CONTAINER-2	COMB L	6694.00 GAL	1	1	0.50 GAL	\$40 91050314A NO
ILLINOIS CENTRAL GULF RAILROAD GAYLORD CONTAINER 5,26,34,40,45	NEW ORLEANS, LA BOGALUSA, LA	04/28/91 R	FLAMMABLE LIQUIDS N.O.S. TANK CAR NONE NO CONTAINER-2	F L	24500.00 GAL	0	0	SV 0.00	\$0 91050271A NO
CSX TRANSPORTATION SCM ORGANICS 4,26,32,40,45	NEW ORLEANS, LA JACKSONVILLE, FL	08/06/92 R	FLAMMABLE LIQUIDS N.O.S. 111AW NO CONTAINER-2	F L.	0.00	0	0	S 1.00 GAL	\$0 92081034A NO
ELGIN OLIET & EASTERN RY CO GAYLORD CHEMICAL CO 18,26,35,40,46	JOLIET, IL BOGALUSA, LA	06/10/93 R	DIMETHYL SULFIDE 111AW NO CONTAINER-2	F. L.	16787.00 GAL	0	0	S 0.00	\$0 93070929A NO
UNITED PARCEL SERVICE INC GAYLORD CHEMICAL CO 18,27,15,40,46	HOUSTON, TX BOGALUSA, LA	11/03/93 H-H	DIMETHYL SULFIDE CNT PLS BOX FBR 18,27,35,43,51	F L.	5.00 GAL	0	0	S 1.00 GAL	\$0 94021175X NO
ILLINOIS CENTRAL GULF RAILROAD SCM CORP 4,27,31,41,45	BOGALUSA, LA JACKSONVILLE, FL	02/14/94 R	FLAMMABLE LIQUIDS N.O.S. TANK CAR NONE NO CONTAINER-2	F L.	0.00	0	0	S 1.00 GAL	\$0 94020979A NO
ROADMAN PACKAGE SYSTEM INC BETZ LABORATORIES INC 4,26,31,40,46	MCCOMB, MS HORSHAM, PA	02/22/95 H-H	SULFURIC ACID BTL PLS BOX FBR 18,23,35,41,44	CORROS	0.00 GAL	0	0	S 0.13 GAL	\$125 95030710A NO

86

11 RECORDS FOUND
 11 INCIDENTS

NUMBER OF INCIDENTS	INCIDENTS		PERCENTAGE
	DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	
11	1		9.09
INDURITS MAJOR MINOR	0	0	0.00
	0	0	0.00
DEATHS	0	0	0.00
DAMAGE ¹	123,651	123,269	99.69
EVACUA IONS:	1	0	0.00

U S DEPARTMENT OF TRANSPORTATION
 HAZARDOUS MATERIALS SAFETY
 HAZARDOUS MATERIALS INFORMATION SYSTEM

Incidents Involving Vicksburg Chemical Corp

CARRIER INCIDENT LOCATION DATE COMMODITY NAME & CLASS NJ-INJ-DEAD RESULTS \$DAMAGES
 SHIPPER SHIPMENT ORIGIN MODE D E CONT-1 CONT-2 CAPACITY SHIPD FAILED AMT RELEASE REPORT #
 CONTAINER-1 FAILURE CODES CONTAINER-2 FAILURE CODES CONT-3?

SOUTHERN PACIFIC VICKSBURG, CH CO 18,27,35,43,51	SACRAMENTO, CA VICKSBURG, MS	12/05/72	POTASSIUM NITRATE BAG PPR NONE NO CONTAINER-2	50.00 LBS	0	0	0	0.00	\$4600 73010445A ND
AKRON CANTON AND Y VICKSBURG, CHEN CO 18,27,35,43,51	COPELY, OH VICKSBURG, MS	02/19/73	POTASSIUM NITRATE R BAG PPR NONE NO CONTAINER-2	100.00 LBS	0	2	0	0.00	\$14000 73020377A ND
CSX TRANSPORTATION VICKSBURG, CHEMICAL CO 41,44	LAKELAND, FL VICKSBURG, MS	12/01/86	POTASS NITRATE R HOPPER R NONE NO CONTAINER-2	0.00	0	1	0	0.00	\$0 86120233A ND
BOUMAN TRANSPORTATION CO INC VICKSBURG, CHEMICAL CO 7,18,27,28,35,43,51	JACKSON, MS VICKSBURG, MS	01/22/87	POTASS NITRATE R BAG PPR NONE NO CONTAINER-2	100.00 LBS	0	1	0	5.00	\$0 87010411A ND
TOLLIE FREIGHTWAYS INC VICKSBURG, CHEMICAL CO 5,26,45	LAKE VILLAGE, AR VICKSBURG, MS	03/10/87	CHLORINE H-H 106AX NO CONTAINER-2	NONF.G. 2000.00 LBS	0	13	1	995.00	\$0 87030208A ND
ILLINOIS CENTRAL GULF RAILROAD VICKSBURG, CHEMICAL CO 5,26,34,40,45	JACKSON, MS VICKSBURG, MS	10/06/90	CHLORINE R TANK CAR NONE NO CONTAINER-2	NONF.G. 22500 00 GAL	0	1	0	0.50	\$0 90100644A ND
ABF FREIGHT SYSTEM INC VICKSBURG, CHEMICAL CO 8,12,24,31,36,44	SPRINGFIELD, IL VICKSBURG, MS	10/20/93	POTASSIUM NITRATE H-H BAG PPR NONE NO CONTAINER-2	OXIDIZR 50.00 LBS	0	0	0	5	\$50 93110283A ND
WICHITA SOUTHEAST KANSAS TRANS VICKSBURG, CHEMICAL CO 7,20,28,39,44	PARSONS, KS VICKSBURG, MS	04/20/94	POTASSIUM NITRATE H-H CONT NO CONTAINER-2	OXIDIZR 50 00 LBS	0	2	0	0.25	\$0 94041463A ND
UNION PACIFIC RAILROAD CO VICKSBURG, CHEMICAL CO 13,27,35,43,51	KANSAS CITY, KS VICKSBURG, MS	11/11/94	POTASSIUM NITRATE R # TANK CAR NONE NO CONTAINER-2	OXIDIZR 115240.00 LBS	0	1	1	0 SFM 115240.00 LBS	\$40000 94120704A ND
ROADWAY EXPRESS INC VICKSBURG, CHEMICAL CO 7,19,28,31,38,44	PIEDMONT, SC VICKSBURG, MS	04/07/95	POTASSIUM NITRATE H-H BAG PPR NONE NO CONTAINER-2	OXIDIZR 50 00 LBS	0	0	0	5 100.00 LBS	\$70 95040705A ND

10 RECORDS FOUND
10 INCIDENTS

NUMBER OF INCIDENTS:	INCIDENTS		PERCENTAGE	
	TOTAL ACCIDENTS/DERAILMENTS	DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	TOTAL ACCIDENTS/DERAILMENTS	DUE TO VEHICULAR ACCIDENTS/DERAILMENTS
10	0	0.00	10	0.00
INJURIES				
MAJOR - 0	0	0.00	0	0.00
MINOR - 12	0	0.00	12	0.00
DEATHS				
0	0	0.00	0	0.00
DAMAGES -				
58,720	0	0.00	58,720	0.00
EVACUATIONS				
1	0	0.00	1	0.00

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HAZARDOUS MATERIALS SAFETY
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Incidents Involving Cedar Chemical (Vicksburg and West Helena Plants)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME	CLASS	HAZ-INV-MN	DEAD	RESULTS	DAMAGES		
SHIPPER	SHIPMENT ORIGIN	MODE	D E CONT-1	CONT-2	CAPACITY	SHIPD	FAILD	AMT	RELEASE	REPORT #
CONTAINER-1 FAILURE CODES	CONTAINER-2 FAILURE CODES	CONTAINER-3	CONTAINER-4	CONTAINER-5	CONTAINER-6	CONTAINER-7	CONTAINER-8	CONTAINER-9	CONTAINER-10	CONTAINER-11
CEDAR CHEM CO	PASCAGOULA, MS	12/31/86	NITRIC ACID >40%	OXIDIZR	0	0	0	SH	\$140000	
CEDAR CHEM CO	VICKSBURG, MS	H-P *	MC312 NONE	0 00	1	1	2000 00	GAL	87010215A	
1,2,7,18			ND CONTAINER-2							
BURLINGTON AIR EXPRESS	FORT WAYNE, IN	08/15/89	POISONOUS SOLID N.O	POISON	0	0	0	S	\$0	
CEDAR CHEM CO	WEST HELENA, AR	F-F	BTTL GLS 12B	4 00	1	1	0 02	LBS	89090004A	
6,9			18,27,35,43,51							
ROADWAY EXPRESS INC	TONAWANDA, NY	12/02/89	THIONYL CHLORIDE	CORROS	0	0	0	S	\$0	
CEDAR CHEM CO	WEST HELENA, AR	H-H	DRUM HTL NONE	31 00	1	1	1.00	GAL	89120319A	
7,28			ND CONTAINER-2							
ATCHISON TOPEKA & SANTA FE RY	LOS ANGELES, CA	01/29/90	FLAMMABLE LIQUID NOS	F. L.	0	0	0	S	\$5	
CEDAR CHEM CO	WEST HELENA, AR	R	17E NONE	55 00	1	1	0.13	GAL	90030102B	
9,12,15,33,43,51			ND CONTAINER-2							
UNION PACIFIC RAILROAD CO	NORTH LITTLE ROCK, AR	02/21/90	TOLUENE	F. L.	0	0	0	S	\$100	
CEDAR CHEM CO	WEST HELENA, AR	R	111A NONE	23526.00	1	1	4.00	GAL	90040488A	
5,26,4,45			ND CONTAINER-2							
UNION PACIFIC RAILROAD CO	NORTH LITTLE ROCK, AR	02/21/90	COMPOUND TREE - WEED KILL CORROS	111A NONE	0	0	0	45	\$100	
CEDAR CHEM CO	WEST HELENA, AR	R	111A NONE	20704 00	1	1	0 00		90040662A	
4,26,31,41,45			ND CONTAINER-2							
ARKANSAS FREIGHTWAYS INC	MEMPHIS, TN	08/04/90	CORROSIVE LIQUID N.O.S.	CORROS	0	0	0	S	\$0	
FRIENDLY PUBLIC WHESE	HOUSTON, TX	H-H	DRUM HTL NONE	55 00	1	1	2 00	GAL	90080477A	
7,19,29,41,44			ND CONTAINER-2							
KELLEY JACK B INC	AMARILLO, TX	09/17/90	NITROGEN TETROXIDE LIQUID	POT GAS	0	2	0	SV	\$0	
CEDAR CHEM CO	VICKSBURG, MS	H-H	* TANK TRK NONE	3000 00	1	1	0 63	GAL	90090591A	
4,27,31,43,46			ND CONTAINER-2							
FEDERAL EXPRESS CORP	LAS CRUCES, NM	10/30/91	FLAMMABLE LIQUIDS N.O.S.	F. L.	0	0	0	S	\$0	
CEDAR CHEM CO	WEST HELENA, AR	AIR	DRUM HTL NONE	5 00	1	1	0.53	GAL	91120037A	
18,26,28,41,44			ND CONTAINER-2							
FLEET TRANSPORT CO INC	SEMIPOBIA, MS	01/19/92	COMBUSTIBLE LIQUID N.O.S.	COMB L	0	0	0	S	\$75000	
WITCO CHEMICAL CORP	HARRAHAN, LA	H-H *	MC307 NONE	6500.00	1	1	6000.00	GAL	92020082A	
2,26,23,43,51			ND CONTAINER-2							

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Incidents Involving Cedar Chemical (Vicksburg and West Helena Plants)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME	CLASS	HT-INJ-NN	DEAD	RESULTS	DAMAGES	
SHIPPER	SHIPMENT ORIGIN	MODE	D E CONT-1	CONT-2	CAPACITY	SHIPD	FAILD	AMT	
CONTAINER-1 FAILURE CODES			CONTAINER-2 FAILURE CODES					RELEASE	
								REPORT #	
								CONT-3	
UNITED PARCEL SERVICE INC CEDAR HEN CD 18-26, 13, 90, 31	LITTLE ROCK, AR WEST HELENA, AR	03/24/93 H-H	PYRIDINE JUG PLS BOX FRR 18, 26, 35, 43, 51	F L 2.00 GAL	0	3	0	5	\$500 73080170X ND
UNITED PARCEL SERVICE INC CURTIN MATHESON SCIENTIFIC 14, 26, 10, 40, 44	LITTLE ROCK, AR HOUSTON, TX	02/13/79 H-H	CYCLONEXANE BOTL GLS BOX FRR 18, 27, 35, 43, 51	F L 1.00 GAL	0	1	0	5	\$30 74030047X ND
AMERICAN FREIGHTWAYS CO INC MICRO ILD COMPANY 18-19, 8, 38, 51	WEST HELENA, AR SPARKS, GA	07/19/94 H-H	CARBAMATE PESTICIDE BAG PLS NONE NO CONTAINER-2	SOLID POISON 50.00 LBS	0	1	0	5	\$0 74080371A ND

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14 RECORDS FOUND
13 INCIDENTS

	TOTAL	INCIDENTS DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	PERCENTAGE DUE TO VEHICULAR ACCIDENTS/DERAILMENTS
NUMBER OF INCIDENTS:	13	2	15.38
INJURIES MAJOR MINOR:	0 7	0 0	0.00 0.00
DEATHS	0	0	0.00
DAMAGE:	215,741	215,000	99.66
EVACUATIONS	1	0	0.00

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Incidents Involving Union Tank Car Company (Villie Platte Plant)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME	CLASS	SHIPD	INJ	DEAD	RESULTS	DAMAGES
SHIPPER	SHIPMENT ORIGIN	MODE	CONT-1	CAPACITY	CONT-2	CONT-3	CONT-4	CONT-5	CONT-6
CONTAINER-1 FAILURE CODES	CONTAINER-2 FAILURE CODES	CONTAINER-3	CONTAINER-4	CONTAINER-5	CONTAINER-6	CONTAINER-7	CONTAINER-8	CONTAINER-9	CONTAINER-10
ROADWAY EXPRESS, INC INDIVIDUAL - NOT A COMPANY 11/27/29,41,44	MERIDIAN, MS BEDFORD PARK, IL	04/21/93 H-H	PAINT DR PAINT RELATED DRUM HTL NONE NO CONTAINER-2	F L 55 00 GAL	0	0	0	S	\$20 93050841A ND
YELLOW FREIGHT SYSTEM INC RUF INTERNATIONAL 7/20/2E,41,44	RICHLAND, MS LIVONIA, MI	09/23/93 H-H	1,1,1-TRICHLOROETHANE 17H NO CONTAINER-2	POISON 5 00 GAL	0	0	0	S	\$400 93100935A ND
ROADWAY EXPRESS, INC HERESITE PROTECTIVE COATINGS 8,19,32,40,44	MERIDIAN, MS MANTOWOC, MI	01/16/94 H-H	ETHANOL PAIL HTL NONE NO CONTAINER-2	F, L 5 00 GAL	0	0	0	S	\$300 94020028X ND
YELLOW FREIGHT SYSTEM INC RUF INTERNATIONAL 7,20,2E,41,44	RICHLAND, MS LIVONIA, MI	03/21/94 H-H	1,1,1-TRICHLOROETHANE 1A2 NO CONTAINER-2	POISON 5.00 GAL	0	0	0	S	\$560 94061046A ND
YELLOW FREIGHT SYSTEM INC RUF INTERNATIONAL 8,19,32,40,44	RICHLAND, MS LIVONIA, MI	12/21/94 H-H	1,1,1-TRICHLOROETHANE PAIL HTL NONE NO CONTAINER-2	POISON 5.00 GAL	0	0	0	S	\$505 95010561A ND
YELLOW FREIGHT SYSTEM INC RUF INTERNATIONAL 8,19,32,40,44	RICHLAND, MS LIVONIA, MI	02/27/95 H-H	1,1,1-TRICHLOROETHANE PAIL HTL NONE NO CONTAINER-2	POISON 5 00 GAL	0	0	0	S	\$500 95030928A ND

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5 RECORDS FOUND
6 INCIDENTS

NUMBER OF INCIDENTS	INCIDENTS DUE TO VEHICULAR ACCIDENTS/DERAILMENTS		PERCENTAGE DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	
	TOTAL	INCIDENTS DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	TOTAL	PERCENTAGE DUE TO VEHICULAR ACCIDENTS/DERAILMENTS
INJURIES	6	0	0.00	
DEATHS	0	0	0.00	
DAMAGE	2,285	0	0.00	
EVACUATIONS	0	0	0.00	

U S. DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS SAFETY
HAZARDOUS MATERIALS INFORMATION SYSTEM

Incidents Involving Nitrogen Tetroxide (1973 to present)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME	CLASS	HAZ-INV-MN	DEAD	RESULTS	DAMAGES	
SHIPPER	SHIPMENT ORIGIN	MODE	D E CONT-1	CONT-2	CAPACITY	SHIPD	FAILD	AMT	
CONTAINER-1 FAILURE CODES	CONTAINER-2 FAILURE CODES							RELEASE	
								REPORT #	
								CONT-37	
HATCH N S CO, VICKSBURG CHEMICAL CO 18,27,35,43,51	ABILENE, TX VICKSBURG, MS	09/03/73 H-H *	NITROGEN TETROXIDE L HC330 NONE NO CONTAINER-2	0.00 GAL	0	0	0	5	\$15000 73090299A ND
PACIFIC INTERMOUNTAIN EXPRESS VICKSBURG CHEMICAL CO 5,26,45	LONPGC, CA VICKSBURG, MS	09/10/76 H-H	NITROGEN TETROXIDE L HC330 NONE NO CONTAINER-2	4492.00 GAL	0	0	0	5	\$100 76090818A ND
ROADWAY EXPRESS INC UNION CARBIDE CORP 13	KEARNY, NJ E CHICAGO, IN	07/06/78 H-H	NITROGEN DIOXIDE L CYL BOX WOOD NO FAILURE CODES	2.00 LBS	0	1	0	5	\$0 78071178A ND
YELLOW FREIGHT SYSTEM INC AIR PRODUCTS & CHEMICALS INC 18,27,35,43,51	SAN JOSE, CA TAMQUA, PA	07/03/80 H-H	NITROGEN DIOXIDE L CYL BOX FBR 18,27,35,43,51	4.00 LBS	0	1	0	5	\$50 80071415A ND
YELLOW FREIGHT SYSTEM INC UNIVERSITY OF DENVER-CHEMISTRY 4,26,45	DENVER, CO DENVER, CO	06/21/89 H-H	NITROGEN DIOXIDE LI CYL NONE NO CONTAINER-2	2.00 GAL	0	1	0	5	\$125 89080277A ND
KELLEY JACK B INC CEDAR CHERM CO 4,27,35,43,46	AMARILLO, TX VICKSBURG, MS	09/17/90 H-H	NITROGEN TETROXIDE LIQUID TANK TRK NONE NO CONTAINER-2	3000.00 GAL	0	1	2	0	SV 90090571A ND
YOWELL INTERNATIONAL LOCKHEED MISSILES & SPACE CO 5,26,35,43,45,49	FONTANA, CA VANDENBERG AIR FORCE, CA	07/28/91 H-H	NITROGEN DIOXIDE LIQUIDE # CONT NONE NO CONTAINER-2	0.00	0	1	1	0	SV 91081079A ND
SUPERIOR CARRIERS INC NOT REPORTED BY CARRIER 18,27,39,36,39,48	MARKHAM, IL UNKNDWN, XX	05/09/94 H-H	NITROGEN DIOXIDE LIQUIDE # HC330 NONE NO CONTAINER-2	2865.00 GAL	0	1	1	0	5 94050997A ND

3 RECORDS FOUND
 9 INCIDENTS

NUMBER OF INCIDENTS	INCIDENTS		PERCENTAGE
	DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	
8	1	12.50	
INJURIES			
MAJOR	0	0.00	
MINOR	5	0.00	
DEATHS	0	0.00	
DAMAGE	30,675	48.90	
EVACUATIONS	3	0.00	

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HAZARDOUS MATERIALS INCIDENT REPORT (HAZREP) GUIDE

FEBRUARY 1994

SECTION HEADINGS

CARRIER	: Carrier's Name
INCIDENT LOCATION	: City and State of the Incident
DATE	: Incident Date
COMMODITY NAME	: Proper Shipping Name of Commodity
CLASS	: Hazard Class of the Commodity
MJ-INJ-MN	: Injuries, MJ-Major, MN-Minor
DEAD	: Deaths
RESULTS	: Result from the Incident
DAMAGES	: Damages rounded to the nearest dollar amount
SHIPPER	: Shipper's Name
SHIPMENT ORIGIN	: City and State of Shipment's Origin
MODE	: Mode of Transportation
D	: '*' Indicates Vehicular Accident/Derailment
E	: '#' Indicates Evacuation
CONT-1	: Inner (Main) Container
CONT-2	: Outer (Secondary) Container
CAPACITY	: Capacity of Inner Container
SHIPD	: Number of Inner Containers Shipped
FAILD	: Number of Inner Containers Failed
AMT RELEASE	: Amount of Material Released
REPORT #	: DOT Assigned Number
CONTAINER-1 FAILURE CODES	: Reason(s) for failure of packaging for 1st container
CONTAINER-2 FAILURE CODES	: Reason(s) for failure of packaging for 2nd container
CONT-3?	: YES OR NO - Whether or not packaging for third container was given

MULTIPLE REPORT CODES

MULTIPLE
CODE

DESCRIPTION

- | | |
|---|---|
| A | A report number appearing once in the database with an A code, indicates an incident involving a single shipper, commodity, container type and size, and container manufacturer |
| B | A report number appearing several times with codes B thru U, indicates an incident involving more than one shipper, commodity, container type or size, or container manufacturer. |
| V | Limited quantities of hazardous materials for which a packaging exception is listed in section 172.101, col. 5(a). |
| W | Any hazardous material released from a hose during the normal course of loading or unloading of a tank vehicle after the internal valve has been closed and the hose has been disconnected. |
| X | Shipments of flammable liquids in packagings of 5 gallons or less capacity (does not include limited quantities). |
| Y | Shipments of electric storage batteries. |
| Z | Any report which does not appear to meet the reporting criteria as outlined in section 171.16. |

NOTE. Codes V thru Z were added to the incident report database in January 1977.

<u>DataBase</u>	<u>Attribute</u>
HAZMAT.DMS	MTPL

RESULT CODES

<u>CODE</u>	<u>DESCRIPTION</u>
S	SPILLAGE
F	FIRE
E	EXPLOSION
D	ENVIRONMENTAL DAMAGE
W	MATERIAL ENTERED WATERWAY/SEWER
V	VAPOR (GAS) DISPERSION
O	OTHER
N	NONE

TRANSPORTATION MODE CODES

<u>CODE</u> <u>ABBREVIATION</u>	<u>MODE OF TRANSPORTATION</u>
AIR	AIR
H-H	HIGHWAY (FOR HIRE)
H-P	HIGHWAY (PRIVATE)
R	RAILWAY
W	WATER
OTH	OTHER

HAZARD CLASS CODES

<u>CLASS</u> <u>ABBREVIATION</u>	<u>HAZARD CLASS</u>	<u>DEFINITION</u> <u>(CFR 49)</u>
COMB L	COMBUSTIBLE LIQUID	173.120(b)1
CORROS	CORROSIVE MATERIAL	173.136a
DAN WET	DANGEROUS WHEN WET MATERIAL	173.124
EXPL.A.	EXPLOSIVES, CLASS A	173.53
EXPL.B	EXPLOSIVES, CLASS B	173.53
EXPL.C.	EXPLOSIVES, CLASS C	173.53
EXPLO 1	EXPLOSIVE MASS EXPLOSION HAZARD	173.50
EXPLO 2	EXPLOSIVE PROJECTION HAZARD	173.50
EXPLO 3	EXPLOSIVE FIRE HAZARD	173.50
EXPLO 4	EXPLOSIVE NO BLAST HAZARD	173.50
EXPLO 5	VERY INSENSITIVE EXPLOSIVE	173.50
EXPLO 6	EXTREMELY INSENSITIVE DETONATING	173.50
F. G.	FLAMMABLE COMPRESSED GAS	173.115
F. L.	FLAMMABLE - COMBUSTIBLE LIQUID	173.120
F. S.	FLAMMABLE SOLID	173.124
F. S.	FLAMMABLE SOLID (PRE 1991)	173.150
FORBID	FORBIDDEN	173.21
INF SUB	INFECTIOUS SUBSTANCE (ETIOLOGIC)	173.134
IRR	IRRITATING MATERIAL	173.132
MISCEL	MISCELLANEOUS HAZARDOUS MATERIAL	173.140
NONF.G.	NONFLAMMABLE COMPRESSED GAS	173.115
ORG PER	ORGANIC PEROXIDE	173.128
ORM-A	OTHER REGULATED MATERIAL, CLASS A	173.140
ORM-B	OTHER REGULATED MATERIAL, CLASS B	173.140
ORM-C	OTHER REGULATED MATERIAL, CLASS C	173.140
ORM-D	OTHER REGULATED MATERIAL, CLASS D	173.144
ORM-E	OTHER REGULATED MATERIAL, CLASS E	173.140
OXIDIZR	OXIDIZER	173.127
POI GAS	POISONOUS GAS	173.115
POISON	POISONOUS MATERIALS	173.132
R A.M.	RADIOACTIVE MATERIAL	173.403
SPONTAN	SPONTANEOUSLY COMBUSTIBLE	173.124

ABBR OR SPEC NO.	BULK	TYPE	CONTAINER DESCRIPTION
103	YES	TANK CAR	NON-PRESSURE
103A	YES	TANK CAR	NON-PRESSURE
103AALW	YES	TANK CAR	NON-PRESSURE
103AL	YES	TANK CAR	NON-PRESSURE
103ALW	YES	TANK CAR	NON-PRESSURE
103ANW	YES	TANK CAR	NON-PRESSURE
103AW	YES	TANK CAR	NON-PRESSURE
103B	YES	TANK CAR	NON-PRESSURE
103BW	YES	TANK CAR	NON-PRESSURE
103C	YES	TANK CAR	NON-PRESSURE
103CAL	YES	TANK CAR	NON-PRESSURE
103CW	YES	TANK CAR	NON-PRESSURE
103DW	YES	TANK CAR	NON-PRESSURE
103EW	YES	TANK CAR	NON-PRESSURE
103W	YES	TANK CAR	NON-PRESSURE
104	YES	TANK CAR	NON-PRESSURE
104A	YES	TANK CAR	NON-PRESSURE
104AW	YES	TANK CAR	NON-PRESSURE
104W	YES	TANK CAR	NON-PRESSURE
105	YES	TANK CAR	PRESSURE
105A	YES	TANK CAR	PRESSURE
105AALW	YES	TANK CAR	PRESSURE
105AF	YES	TANK CAR	PRESSURE
105AW	YES	TANK CAR	PRESSURE
106A	YES	TANK CAR	MULTI-UNIT
106ANCI	YES	TANK CAR	MULTI-UNIT
106AW	YES	TANK CAR	MULTI-UNIT
106AX	YES	TANK CAR	MULTI-UNIT
107A	YES	TANK CAR	HIGH PRESSURE
109AALW	YES	TANK CAR	PRESSURE
109AW	YES	TANK CAR	PRESSURE
10A	---	BARREL/KEG WOOD	WOODEN BARRELS AND KEGS (TIGHT)
10B	---	BARREL/KEG WOOD	WOODEN BARRELS AND KEGS (TIGHT)
10C	---	BARREL/KEG WOOD	WOODEN BARRELS AND KEGS (TIGHT)
110A	YES	TANK CAR	MULTI-UNIT
110AW	YES	TANK CAR	MULTI-UNIT
111A	YES	TANK CAR	NON-PRESSURE
111AALW	YES	TANK CAR	NON-PRESSURE
111AF	YES	TANK CAR	NON-PRESSURE
111AW	YES	TANK CAR	NON-PRESSURE
112A	YES	TANK CAR	PRESSURE
112AF	YES	TANK CAR	PRESSURE
112AW	YES	TANK CAR	PRESSURE
112J	YES	TANK CAR	PRESSURE
112JW	YES	TANK CAR	PRESSURE
112S	YES	TANK CAR	PRESSURE
112SW	YES	TANK CAR	PRESSURE
112T	YES	TANK CAR	PRESSURE
113A175W	YES	TANK CAR CRYO	LIQUIFIED HYDROGEN
113A60W	YES	TANK CAR CRYO	LIQUIFIED HYDROGEN
113AW	YES	TANK CAR	LIQUIFIED HYDROGEN
113C120W	YES	TANK CAR CRYO	LIQUIFIED HYDROGEN
113CW	YES	TANK CAR	LIQUIFIED HYDROGEN
113DW	YES	TANK CAR	LIQUIFIED HYDROGEN
114A	YES	TANK CAR	PRESSURE
114AW	YES	TANK CAR	PRESSURE

CONTAINER ABBREVIATIONS AND SPECIFICATION NUMBERS

ABBR OR SPEC NO	BULK	TYPE	CONTAINER DESCRIPTION
114CW	YES	TANK CAR	PRESSURE
114J	YES	TANK CAR	PRESSURE
114JW	YES	TANK CAR	PRESSURE
114S	YES	TANK CAR	PRESSURE
114SW	YES	TANK CAR	PRESSURE
114T	YES	TANK CAR	PRESSURE
115AALW	YES	TANK CAR	NON-PRESSURE
115AW	YES	TANK CAR	NON-PRESSURE
11A	---	BARREL/KEG WOOD	WOODEN BARRELS AND KEGS (SLACK)
11B	---	BARREL/KEG WOOD	WOODEN BARRELS AND KEGS (SLACK)
12A	---	BOX FIBER	BOXES NRC
12B	---	BOX FIBER	BOXES
12C	---	BOX FIBER	BOXES
12D	---	BOX FIBER	BOXES
12E	---	BOX FIBER	BOXES
12H	---	BOX FIBER	BOXES
12F	---	BOX FIBER	BOXES NRC
12R	---	BOX FIBER	PAPER FACED EXPANDED POLYSTRENE NRC
13	---	KEG METAL	METAL KEGS
13A	---	DRUM METAL	METAL DRUMS
14	---	BOX WOOD	NAILED
15A	---	BOX WOOD	NAILED
15B	---	BOX WOOD	NAILED
15C	---	BOX WOOD	NAILED
15D	---	BOX WOOD	NAILED
15E	---	BOX WOOD	FIBERBOARD LINED
15L	---	BOX WOOD	BOXES
15M	---	BOX WOOD	METAL LINED
15P	---	BOX WOOD	GLUED PLYWOOD OR WOODEN BOX
15X	---	BOX WOOD	WOODEN BOXES FOR TWO FIVE-GALLON CANS
16A	---	BOX WOOD	PLYWOOD OR WOODEN BOXES, WIREBOUND
16B	---	BOX WOOD	WOODEN BOXES, WIREBOUND
16D	---	BOX WOOD	WOODEN WIREBOUND OVERWRAP
17C	---	DRUM METAL	STEEL STC RHA
17E	---	DRUM METAL	STEEL STC RHNA
17E/17H	---	DRUM METAL	RECONDITIONED 17E (CLOSED HEAD), CONVERTED TO 17H (OPEN HEAD) STC RHR
17F	---	DRUM METAL	STEEL STC RHNA
17H	---	DRUM METAL	STEEL STC RHR
17X	---	DRUM METAL	STEEL BARRELS OR DRUMS STC RHNA
18B	---	BOX WOOD	WOODEN KITS
19A	---	BOX WOOD	WOODEN BOXES, PLYWOOD, CLEATED
19B	---	BOX WOOD	WOODEN BOXES, PLYWOOD, NAILED
1A	---	CARBOY	BOXED
1A1	---	DRUM METAL	NON-REMOVABLE HEAD STEEL DRUM
1A2	---	DRUM METAL	REMOVABLE HEAD STEEL DRUM
1B	---	CARBOY	BOXED LEAD
1B1	---	DRUM METAL	NON-REMOVABLE HEAD ALUMINUM DRUM
1B2	---	DRUM METAL	REMOVABLE HEAD ALUMINUM DRUM
1C	---	CARBOY	IN KEGS
1D	---	CARBOY	BOXED GLASS
1D	---	BARREL/KEG WOOD	PLYWOOD DRUM
1E	---	CARBOY	GLASS, IN PLYWOOD DRUMS
1EX	---	CARBOY	GLASS, IN PLYWOOD DRUMS STC
1G	---	DRUM NON-METAL	FIBER DRUM
1H	---	CARBOY	POLYETHYLENE, IN METAL CRATES

ABBR OR SPEC NO	BULK	TYPE	CONTAINER DESCRIPTION
1H1	---	DRUM NON-METAL	NON-REMOVABLE HEAD PLASTIC DRUM
1H2	---	DRUM NON-METAL	REMOVABLE HEAD PLASTIC DRUM
1K	---	CARBOY	GLASS, CUSHIONED WITH EXPANDABLE POLYSTYRENE IN WOODEN WIREBOUND BOX
1M	---	CARBOY	GLASS WITH EXPANDED POLYSTYRENE OVERPACK
1N1	---	DRUM METAL	NON-REMOVABLE HEAD METAL DRUM
1N2	---	DRUM METAL	REMOVABLE HEAD METAL DRUM
1X	---	CARBOY	BOXED, 5 TO 6 1/2 GALLONS FOR EXPORT ONLY STC
20PF	---	RAM CONTAINER	PHENOLIC-FOAM INSULATED, METAL OVERPACK
20WC	---	RAM CONTAINER	WOODEN PROTECTIVE JACKET
21C	---	DRUM NON-METAL	FIBER DRUM
21P	---	DRUM NON-METAL	FIBER DRUM OVERPACK FOR INSIDE PLASTIC CONTAINER
21PF	---	RAM CONTAINER	FIRE AND SHOCK RESISTANT, PHENOLIC-FOAM INSULATED, METAL OVERPACK
21WC	---	RAM CONTAINER	WOODEN PROTECTIVE OVERPACK
22A	---	DRUM NON-METAL	WOODEN DRUMS, PLYWOOD
22B	---	DRUM NON-METAL	WOODEN DRUMS, PLYWOOD
22C	---	DRUM NON-METAL	PLYWOOD DRUM FOR PLASTIC INSIDE CONTAINER
23F	---	BOX FIBER	FIBERBOARD BOXES
23G	---	BOX FIBER	SPECIAL CYLINDRICAL FIBERBOARD BOX FOR HIGH EXPLOSIVES
23H	---	BOX FIBER	FIBERBOARD BOXES
25	YES	TANK	STEEL CYLINDER, SEAMLESS, MAXIMUM SIZE 120 POUNDS WATER CAPACITY
26	YES	TANK	STEEL CYLINDER, SEAMLESS, MAXIMUM SIZE 220 POUNDS WATER CAPACITY
28	---	CARBOY	METAL-JACKETED
28A	---	CARBOY	METAL-JACKETED
29	---	TUBE	MAILING TUBE
2A	---	INSIDE CONTAIN	INSIDE CONTAINER METAL CANS, PAILS AND KITS
2C	---	INSIDE CONTAIN	CORRUGATED FIBERBOARD CARTONS
2C1	---	BARREL/KEG WOOD	BUNG TYPE WOODEN BARREL
2C2	---	BARREL/KEG WOOD	SLACK TYPE (REMOVABLE HEAD) WOODEN BARREL
2D	---	INSIDE CONTAIN	DUPLEX PAPER BAGS
2E	---	INSIDE CONTAIN	POLYETHYLENE BOTTLE
2F	---	INSIDE CONTAIN	METAL CONTAINERS AND LINERS
2G	---	INSIDE CONTAIN	FIBER CANS AND BOXES
2J	---	INSIDE CONTAIN	WATERPROOF PAPER BAGS FOR LININGS
2K	---	INSIDE CONTAIN	PAPER BAGS FOR LININGS
2L	---	INSIDE CONTAIN	LINING FOR BOXES
2M	---	INSIDE CONTAIN	WATERPROOF PAPER LINING
2N	---	INSIDE CONTAIN	METAL CANS
2P	---	INSIDE CONTAIN	NON-REFILLABLE METAL CONTAINERS
2Q	---	INSIDE CONTAIN	NON-REFILLABLE METAL CONTAINERS
2R	---	INSIDE CONTAIN	METAL TUBES FOR RADIOACTIVE MATERIALS
2S	---	INSIDE CONTAIN	POLYETHYLENE CONTAINERS RHNA
2SL	---	INSIDE CONTAIN	POLYETHYLENE CONTAINERS RHNA
2T	---	INSIDE CONTAIN	POLYETHYLENE CONTAINERS
2TL	---	INSIDE CONTAIN	POLYETHYLENE CONTAINERS
2U	---	INSIDE CONTAIN	POLYETHYLENE CONTAINERS OVER ONE GALLON CAPACITY RHNA
3	---	CYLINDER	STEEL CYLINDER, SEAMLESS
31	---	JUG	JUGS IN TUBS
32A	---	BOX METAL	METAL CASES, RIVETED OR LOCK-SEAMED
32B	---	BOX METAL	METAL CASES, WELDED OR RIVETED
32C	---	BOX METAL	METAL TRUNKS
32D	---	BOX METAL	METAL BOXES

ABBR OR SPEC NO	BULK	TYPE	CONTAINER DESCRIPTION
33	YES	TANK	STEEL CYLINDER, SEAMLESS, MAXIMUM SIZE 120 POUNDS WATER CAPACITY
33A	---	OTHER	POLYSTYRENE CASES
34	---	DRUM NON-METAL	REUSABLE MOLDED POLYETHYLENE CONTAINER WITHOUT OVERPACK RHNA
34B	---	CARBOY	ALUMINUM CARBOYS
35	---	DRUM NON-METAL	NON-REUSABLE MOLDED POLYETHYLENE DRUM FOR USE WITHOUT OVERPACK RHR
36A	---	BAG CLOTH	LINED CLOTH (TRIPLEX)
36B	---	BAG CLOTH	BURLAP, LINED
36C	---	BAG CLOTH	BURLAP, PAPER LINED
37A	---	DRUM METAL	DRUMS STC RHR
37B	---	DRUM METAL	DRUMS STC RHNA
37C	---	DRUM METAL	DRUMS NRC RHR
37D	---	DRUM METAL	DRUMS NRC RHNA
37K	---	DRUM METAL	DRUMS STC RHA
37M	---	DRUM METAL	STEEL OVERPACK FOR INSIDE PLASTIC CONTAINER NRC
37P	---	DRUM METAL	STEEL DRUMS WITH POLYETHYLENE LINER
38	YES	TANK	STEEL CYLINDER, SEAMLESS, MINIMUM SIZE 5 POUNDS WATER CAPACITY
39	---	CYLINDER	NON-REUSABLE (NON-REFILLABLE) CYLINDERS NRC
3A	YES	CYLINDER BULK	SEAMLESS STEEL
3A1	---	JERRICAN	NON-REMOVABLE HEAD STEEL JERRICAN
3A2	---	JERRICAN	REMOVABLE HEAD STEEL JERRICAN
3A480X	---	CYLINDER	SEAMLESS STEEL
3AA	---	CYLINDER	SEAMLESS STEEL, MADE OF DEFINITELY PRESCRIBED STEELS
3AAx	YES	CYLINDER TRL	SEAMLESS STEEL, MADE OF DEFINITELY PRESCRIBED STEELS OVER 1000 POUNDS WATER VOLUME
3AL	---	CYLINDER	SEAMLESS CYLINDER MADE OF DEFINITELY PRESCRIBED ALUMINUM ALLOYS
3AX	YES	CYLINDER TRL	SEAMLESS STEEL, OVER 1000 POUNDS WATER VOLUME
3B	---	CYLINDER	SEAMLESS STEEL
3BN	---	CYLINDER	SEAMLESS NICKEL
3C	---	CYLINDER	SEAMLESS STEEL
3D	---	CYLINDER	SEAMLESS STEEL
3E	---	CYLINDER	SEAMLESS STEEL
3H1	---	JERRICAN	NON-REMOVABLE HEAD PLASTIC JERRICAN
3H2	---	JERRICAN	REMOVABLE HEAD PLASTIC JERRICAN
3HT	---	CYLINDER	INSIDE CONTAINERS, SEAMLESS STEEL FOR A/C USE
3T	---	CYLINDER	SEAMLESS STEEL
4	---	CYLINDER	FORGE WELDED STEEL
40	---	CYLINDER	NON-REFILLABLE METAL CONTAINERS
41	---	CYLINDER	NON-REFILLABLE METAL CONTAINERS
42	---	DRUM METAL	ALUMINUM DRUM
42B	---	DRUM METAL	DRUMS
42C	---	DRUM METAL	BARRELS OR DRUMS
42D	---	DRUM METAL	DRUMS
42E	---	DRUM METAL	DRUMS STC
42F	---	DRUM METAL	BARRELS OR DRUMS RHR
42G	---	DRUM METAL	DRUMS
42H	---	DRUM METAL	DRUMS RHNA
43A	---	DRUM NON-METAL	RUBBER DRUMS
44B	---	BAG PAPER	PAPER BAGS
44C	---	BAG PAPER	PAPER BAGS
44D	---	BAG PAPER	PAPER BAGS
44E	---	BAG PAPER	PAPER BAGS

ABBR OR SPEC NO	BULK	TYPE	CONTAINER DESCRIPTION
4CF		BAG PLASTIC	ALL PLASTIC BAG
45B	---	BAG CLOTH	BAGS, CLOTH AND PAPER, LINED
4A	---	CYLINDER	FORGED WELDED STEEL
4A1	---	BOX METAL	UNLINED AND UNCOATED STEEL BOX
4A2	---	BOX METAL	STEEL BOX WITH INNER LINER OR COATING
4AA480	---	CYLINDER	WELDED STEEL
4B	---	CYLINDER	WELDED AND BRAZED STEEL
4B1	---	BOX METAL	UNLINED AND UNCOATED ALUMINUM BOX
4B2	---	BOX METAL	ALUMINUM BOX WITH INNER LINER OR COATING
4B240ET	---	CYLINDER	WELDED AND BRAZED
4B240FLW	---	CYLINDER	WELDED OR WELDED AND BRAZED
4B240X	---	CYLINDER	CYLINDER WITHOUT LONGITUDINAL SEAM FOR PRESSURES OF 150 TO 500 POUNDS PSI
4BA	---	CYLINDER	WELDED OR BRAZED STEEL, MADE OF DEFINITELY PRESCRIBED STEELS
4BW	---	CYLINDER	WELDED STEEL
4C	---	CYLINDER	WELDED AND BRAZED STEEL
4C1	---	BOX WOOD	NATURAL WOOD BOX
4C2	---	BOX WOOD	NATURAL WOOD BOX WITH SIFT-PROOF WALLS
4D	---	CYLINDER	INSIDE CONTAINERS, WELDED STEEL
4D	---	BOX WOOD	PLYWOOD BOX
4DA	---	CYLINDER	INSIDE CONTAINERS, WELDED STEEL FOR A/C USE
4DS	---	CYLINDER	INSIDE CONTAINERS, WELDED STAINLESS STEEL
4E	---	CYLINDER	WELDED ALUMINUM
4F	---	BOX WOOD	RECONSTITUTED WOOD BOX
4G	---	BOX FIBER	FIBERBOARD BOX
4H1	---	BOX PLASTIC	EXPANDED PLASTIC BOX
4H2	---	BOX PLASTIC	SOLID PLASTIC BOX
4L	---	CYLINDER	WELDED, INSULATED
5	---	DRUM METAL	STEEL BARRELS OR DRUMS RHA
50	YES	TANK	STEEL PORTABLE TANK
51	YES	TANK	STEEL
51X	YES	TANK	STEEL PORTABLE TANK
52	YES	TANK	ALUMINUM OR MAGNESIUM PORTABLE TANK
53	YES	TANK	CYLINDRICAL ALUMINUM PORTABLE TANK
55	---	RAM CONTAINER	METAL ENCASED, URANIUM OR LEAD SHIELDED CONTAINER FOR RADIOACTIVE MATERIALS
56	YES	TANK	METAL
57	YES	TANK	METAL
5A	---	DRUM METAL	STEEL BARRELS OR DRUMS RHNA
5B	---	DRUM METAL	STEEL BARRELS OR DRUMS RHA
5C	---	DRUM METAL	STEEL BARRELS OR DRUMS RHNA
5D	---	DRUM METAL	STEEL BARRELS OR DRUMS, LINED RHA
5F	---	DRUM METAL	STEEL DRUM RHNA
5H	---	DRUM METAL	STEEL BARRELS OR DRUMS, LEAD LINED RHNA
5H1	---	BAG PLASTIC	UNLINED OR NON-COATED WOVEN PLASTIC BAG
5H2	---	BAG PLASTIC	SIFT PROOF WOVEN PLASTIC BAG
5H3	---	BAG PLASTIC	WATER-RESISTANT WOVEN PLASTIC BAG
5H4	---	BAG PLASTIC	PLASTIC FILM BAG
5K	---	DRUM METAL	NICKEL BARRELS OR DRUMS RHNA
5L	---	DRUM METAL	STEEL BARRELS OR DRUMS RHNA
5L1	---	BAG CLOTH	UNLINED OR NON-COATED TEXTILE BAG
5L2	---	BAG CLOTH	SIFT PROOF TEXTILE BAG
5L3	---	BAG CLOTH	WATER-RESISTANT TEXTILE BAG
5M	---	DRUM METAL	MONEL DRUMS
5M1	---	BAG PAPER	MULTI-WALL PAPER BAG

ABBR OR SPEC NO	BULK	TYPE	CONTAINER DESCRIPTION
5M2	---	BAG PAPER	MULTI-WALL WATER-RESISTANT PAPER BAG
5P	---	DRUM METAL	LAGGED STEEL DRUMS RHNA
5X	---	DRUM METAL	STEEL DRUMS, ALUMINUM LINED RHNA
60	YES	TANK	STEEL
6A	---	DRUM METAL	STEEL BARRELS OR DRUMS RHA
6B	---	DRUM METAL	STEEL BARRELS OR DRUMS RHA
6C	---	DRUM METAL	STEEL BARRELS OR DRUMS RHA
6D	---	DRUM METAL	CYLINDRICAL STEEL OVERPACK, STRAIGHT SIDED, FOR INSIDE PLASTIC CONTAINERS
6HA1	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE STEEL DRUM
6HA2	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE STEEL CRATE OR BOX
6HB1	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE ALUMINUM DRUM
6HB2	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE ALUMINUM CRATE OR BOX
6HC	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE WOODEN BOX
6HD1	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE PLYWOOD DRUM
6HD2	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE PLYWOOD BOX
6HG1	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE FIBER DRUM
6HG2	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE FIBERBOARD BOX
6HH	---	COMPOSITE	PLASTIC RECEPTACLE WITHIN A PROTECTIVE PLASTIC DRUM
6J	---	DRUM METAL	STEEL BARRELS OR DRUMS RHA
6K	---	DRUM METAL	STEEL BARRELS OR DRUMS RHA
6L	---	RAM CONTAINER	METAL PACKAGING
6M	---	RAM CONTAINER	METAL PACKAGING
6PA1	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE STEEL DRUM
6PA2	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE STEEL CRATE OR BOX
6PB1	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE ALUMINUM DRUM
6PB2	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE ALUMINUM CRATE OR BOX
6PC	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE WOODEN BOX
6PD1	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE PLYWOOD DRUM
6PD2	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE WICKER WORK HAMPER
6PG1	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE FIBER DRUM
6PG2	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE FIBERBOARD BOX
6PH1	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE EXPANDED PLASTIC PACKAGING
6PH2	---	COMPOSITE	GLASS, PORCELAIN OR STONEWARE RECEPTACLE WITHIN A PROTECTIVE SOLD PLASTIC PACKAGING
7A	---	RAM CONTAINER	GENERAL PACKAGING, FOR TYPE A RADIOACTIVE MATERIALS
8	---	CYLINDER	STEEL FOR ACETYLENE
8AL	---	CYLINDER	STEEL FOR ACETYLENE
9	---	CYLINDER	NON-REFILLABLE METAL CONTAINERS
BAG CLTH	---	BAG CLOTH	CLOTH OR BURLAP BAG (CONT1 FOR SOLID MATERIALS)
BAG PLS	---	BAG PLASTIC	PLASTIC BAG (CONT1 FOR SOLID MATERIALS)
BAG PPR	---	BAG PAPER	PAPER BAG (CONT1 FOR SOLID MATERIALS)
BAGGAGE	---	OTHER	PACKAGES OR CONTAINERS CHECKED ON BOARD AN AIRCRAFT BY A PASSENGER IN ADDITION TO LUGGAGE
BARGE	YES	OTHER	BARGE (USE ONLY IF SPILL OCCURRED DURING LOADING OR UNLOADING)

ABBR. OR SPEC NO	BULK	TYPE	CONTAINER DESCRIPTION
BARREL W	---	BARREL/KEG WOOD	WOODEN BARREL (CONT1 FOR SOLID MATERIALS)
BATTERY	---	INSIDE CONTAIN	CONTAINER FOR ACID SPILLED FROM BATTERY.
BE-27	YES	CYLINDER BULK	CYLINDER, 150 TO 2000 POUNDS WATER VOLUME FOR RAIL TRANSPORT ONLY
BIN PORT	YES	OTHER	PORTABLE BIN (CONT1 FOR SOLID MATERIALS)
BLANK	---	OTHER	REPORTER LEFT CONTAINER BLANK
BOTL	---	BOTTLE	BOTTLE, PLASTIC OR GLASS NOT SPECIFIED, CAPACITY 2 GALLONS OR LESS
BOTL GLS	---	BOTTLE	GLASS BOTTLE, CAPACITY 2 GALLONS OR LESS
BOTL PLS	---	BOTTLE	PLASTIC BOTTLE, CAPACITY 2 GALLONS OR LESS
BOX	---	BOX	BOX, WOOD OR FIBERBOARD NOT SPECIFIED
BOX FBR	---	BOX FIBER	FIBERBOARD BOX OR CARTON
BOX MTL	---	BOX METAL	METAL BOX
BOX WOOD	---	BOX WOOD	WOODEN BOX
CAGE	---	OTHER	CAGE MADE OF WOODEN FRAME WITH WIRE COVER (CONT2 ONLY)
CAN	---	CAN	CAN, OTHER THAN METAL OR ALUMINUM
CAN AERO	---	CAN	AEROSOL CAN (CONTENTS UNDER PRESSURE)
CAN ALUM	---	CAN	ALUMINUM CAN
CAN FBR	---	CAN	FIBERBOARD CAN
CAN MTL	---	CAN	METAL CAN, CAPACITY 7 GALLONS OR LESS
CARBOY	---	CARBOY	CARBOY, OTHER THAN GLASS OR PLASTIC OR MATERIAL UNSPECIFIED, CAPACITY 5 GALLONS OR MORE
CARBOY G	---	CARBOY	GLASS CARBOY, CAPACITY 5 GALLONS OR MORE
CARBOY P	---	CARBOY	PLASTIC CARBOY, CAPACITY 5 GALLONS OR MORE
CARTON P	---	CONTAINER	PLASTIC CARTON OR BOX (CONT2 PRIMARILY)
CONT	---	CONTAINER	CONTAINER, NO DESCRIPTION GIVEN (DO NOT USE IF AT ALL POSSIBLE)
CONT GLS	---	INSIDE CONTAIN	GLASS CONTAINER, NO CAPACITY OR DESCRIPTION GIVEN
CONT LD	---	RAM CONTAINER	LEAD CONTAINER USED AS SHIELDING FOR INNER CONTAINER OF RADIOACTIVE MATERIALS
CONT PLS	---	INSIDE CONTAIN	PLASTIC CONTAINER, NO CAPACITY OR DESCRIPTION GIVEN
CONT STY	---	OTHER	MOLDED STYROFOAM OVERPACK FOR BOTTLES, JUGS OR CARBOYS
CYL	---	CYLINDER	CYLINDER, A PRESSURE VESSEL FOR COMPRESSED GASES
CYL MTL	---	OTHER	CYLINDRICAL METAL CONTAINER, NOT FOR COMPRESSED GASES (i.e., NOT A PRESSURE VESSEL)
DRUM	---	DRUM	DRUM - FIBER, METAL OR PLASTIC, NOT SPECIFIED
DRUM FBR	---	DRUM NON-METAL	FIBER DRUM, CONT1 FOR SOLIDS, CONT2 FOR LIQUIDS
DRUM MTL	---	DRUM METAL	METAL DRUM
DRUM PLS	---	DRUM NON-METAL	PLASTIC DRUM
DRUM RBR	---	DRUM NON-METAL	RUBBER DRUM
FLASK ST	---	OTHER	STEEL OR IRON FLASK FOR THE SHIPMENT OF MERCURY
HOPPER R	YES	HOPPER	RAIL HOPPER CAR FOR SOLID MATERIALS ONLY
HOPPER T	YES	HOPPER	HIGHWAY HOPPER TRAILER FOR SOLID MATERIALS ONLY
ICC-27	YES	CYLINDER BULK	CYLINDER, 1700 POUNDS WATER VOLUME FOR RAIL TRANSPORT ONLY
IM101	YES	TANK INTERMODAL	CARGO TANK
IM102	YES	TANK INTERMODAL	CARGO TANK
JAR	---	JAR	JAR, GLASS, PLASTIC OR EARTHENWARE, NOT SPECIFIED
JAR GLS	---	JAR	GLASS JAR
JAR PLS	---	JAR	PLASTIC JAR
JUG	---	JUG	JUG, GLASS OR PLASTIC, NOT SPECIFIED, CAPACITY MORE THAN 2 GALLONS AND LESS THAN 5 GALLONS
JUG GLS	---	JUG	GLASS JUG, CAPACITY MORE THAN 2 GALLONS AND LESS THAN 5 GALLONS
JUG PLS	---	JUG	PLASTIC JUG, CAPACITY MORE THAN 2 GALLONS AND LESS THAN 5 GALLONS

CONTAINER ABBREVIATIONS AND SPECIFICATION NUMBERS

ABBR OR SPEC NO	BULK	TYPE	CONTAINER DESCRIPTION
KEG MTL	---	KEG METAL	METAL KEG
KEG WOOD	---	BARREL/KEG WOOD	WOODEN KEG
LINR PLS	---	INSIDE CONTAIN	PLASTIC LINER FOR FIBER DRUMS AND BOXES OR METAL DRUMS CONTAINING LIQUIDS
LUGGAGE	---	OTHER	PASSENGER LUGGAGE ON BUS OR AIRCRAFT
MC200	---	OTHER	FOR LIQUID NITROGLYCERIN OR DIETHYLENE GLYCOL DINITRATE
MC201	---	OTHER	CONTAINER FOR BLASTING CAPS
MC300	YES	TANK	CARGO TANK
MC301	YES	TANK	CARGO TANK
MC302	YES	TANK	CARGO TANK
MC303	YES	TANK	CARGO TANK
MC304	YES	TANK	CARGO TANK
MC305	YES	TANK	CARGO TANK
MC306	YES	TANK	CARGO TANK
MC307	YES	TANK	CARGO TANK
MC310	YES	TANK	CARGO TANK
MC311	YES	TANK	CARGO TANK
MC312	YES	TANK	CARGO TANK
MC330	YES	TANK	CARGO TANK
MC331	YES	TANK	CARGO TANK
MC338	YES	TANK CRYO	CARGO TANK FOR CRYOGENIC LIQUIDS
MIL ORD	---	MIL ORD	MILITARY ORDNANCE, AMMUNITION (INCLUDING BOMB, TORPEDOES, ETC.)
NONE	---	OTHER	USED ON BATTERY REPORTS WHEN REPORTER STATED NO PACKAGING USED
PAIL	---	PAIL	PAIL, OPEN HEAD, CAPACITY 10 GALLONS OR LESS
PAIL MTL	---	DRUM METAL	METAL PAIL, OPEN HEAD, CAPACITY 10 GALLONS OR LESS
PAIL PLS	---	DRUM NON-METAL	PLASTIC PAIL, OPEN HEAD, CAPACITY 10 GALLONS OR LESS
PALLET	---	OTHER	PALLET, USED ONLY FOR BATTERY REPORTS WHEN NO OTHER CONTAINER GIVEN
TANK	YES	TANK	NON-PORTABLE TANK
TANK CAR	YES	TANK CAR	RAILROAD TANK CAR
TANK PRT	YES	TANK	PORTABLE TANK
TANK RBR	YES	TANK	PORTABLE RUBBER TANK
TANK STG	YES	TANK	STORAGE TANK
TANK TRK	YES	TANK	TANK TRUCK, TANK MOUNTED ON TRUCK CHASSIS
TANK TRL	YES	TANK	TANK TRAILER, SEMI-TRAILER OR FULL TRAILER (TWO AXLES)
TUBE	---	TUBE	SQUEEZE TUBE
TUBE FBR	---	TUBE	FIBER TUBE
TUBE GLS	---	TUBE	GLASS TUBE
TUBE MAL	---	TUBE	MAILING TUBE, FIBERBOARD
TYPE A	---	RAM CONTAINER	TYPE A CONTAINER FOR RADIOACTIVE MATERIALS
TYPE B	YES	RAM CONTAINER	TYPE B CONTAINER FOR RADIOACTIVE MATERIALS (INCLUDES SMALL PACKAGES THRU LARGE CASKS)

CONTAINER FAILURE CODES

ACTION CONTRIBUTING TO PACKAGING FAILURE

- 1 Transport Vehicle Collision
- 2 Transport Vehicle Overturn
- 3 Overloading/Overfilling
- 4 Loose Fittings, Valves
- 5 Defective Fittings, Valves
- 6 Dropped
- 7 Struck/Rammed
- 8 Improper Loading
- 9 Improper Blocking
- 10 Corrosion
- 11 Metal Fatigue
- 12 Friction/Rubbing
- 13 Fire/Heat
- 14 Freezing
- 15 Venting
- 16 Vandalism
- 17 Incompatible Materials
- 18 Other

OBJECT CAUSING FAILURE

- 19 Other Freight
- 20 Forklift
- 21 Nail/Protrusion
- 22 Other Transport Vehicle
- 23 Water/Other Liquid
- 24 Ground/Floor/Roadway
- 25 Roadside Obstacle
- 26 None
- 27 Other

HOW PACKAGE(S) FAILED

- 28 Punctured
- 29 Cracked
- 30 Burst/Internal Pressure
- 31 Ripped
- 32 Crushed
- 33 Rubbed/Abraded
- 34 Ruptured
- 35 Other

PACKAGE AREA THAT FAILED

- 36 End, Forward
- 37 End, Rear
- 38 Side, Right
- 39 Side, Left
- 40 Top
- 41 Bottom
- 42 Center
- 43 Other

WHAT FAILED ON PACKAGE(S)

- 44 Basic Package Material
- 45 Fitting/Valve
- 46 Closure
- 47 Chime
- 48 Weld/Seam
- 49 Hose/Piping
- 50 Inner Liner
- 51 Other

NOTE: ENTRIES CONTAINING AN "*" HAVE MORE THAN 16 FAILURE CODES FOR THIS CONTAINER

TO: HARPREET SINGH
FROM: BILL HOUSEHOLDER
DATE: OCTOBER 17, 1995
SUBJECT: RAILCAR EXEMPTION APPROVAL

MS. SINGH,

YESTERDAY I TYPED THE ATTACHED LETTER AT DON HILTS RECOMMENDATION TO PROVIDE YOU WITH THE INFORMATION I DISCUSSED ON THE TELEPHONE. AT THAT TIME I WAS JUST STARTING THE PROCESS OF OBTAINING INFORMATION HOW TO PROCEED TO OBTAIN APPROVAL FOR RAILCAR (S) TO TEMPORARY REPLACE OUR PRESENT CAR UTLX 82329. THE CAR WAS INVOLVED WITH CONTAMINATED MATERIAL AND WILL NOT BE AVAILABLE FOR USE FOR 2-3 MONTHS. MY FIRST APPROACH WAS TO TEMPORARILY SEEK APPROVAL FOR USE OF A DODX CAR LISTED IN MY OTHER NOTE.

AT THIS TIME I AM INTERESTED IN PURSUING A SHORT TERM AND A LONG TERM SOLUTION TO MY PROBLEM OF HAVING N2O4 TRANSPORTED TO OUR PLANT. THE SHORT TERM SOLUTION IS TO HAVE A DODX CAR LISTED ON THEIR SPECIAL APPROVAL TEMPORARILY ASSIGNED TO OUR EXEMPTION APPROVAL. OF COURSE I WOULD NEED DOD'S APPROVAL FOR USE OF THEIR CAR IF I COULD GET A CAR ASSIGNED TO OUR EXEMPTION PERMIT. I AM WORKING ON THAT ALSO.

A LONG TERM PROGRAM WAS TO OBTAIN A RAILCAR OR TWO CARS THAT WOULD EVENTUALLY REPLACE OUR UTLX 82329. WITH THE CURRENT PROBLEM, THIS PRIORITY BECOMES MUCH MORE IMPORTANT IN THAT 82329 MAY BE UNAVAILABLE OR UNUSABLE. WE HAVE TWO CARS OF DOT 105A500 CONSTRUCTION IN OUR FLEET OF CARS AND ARE INTERESTED IN HAVING ONE AND PROBABLY BOTH CARS CONSIDERED FOR EXEMPTION APPROVAL. THE TWO CARS, UTLX 27972 AND UTLX 27976, ARE CURRENTLY IN USE TO SHIP AND STORE OUR PRODUCT BUT HAD ALREADY DEVELOPED A PROGRAM TO HAVE ALL THE VALVES, LABELS, ETC. UPDATED TO MEET THE REQUIREMENTS FOR NITROGEN TETROXIDE (N2O4).

PLEASE CONSIDER BOTH APPROACHES FOR POSSIBLE SOLUTIONS TO OUR CURRENT TRANSPORTATION PROBLEM. SINCE THIS IS MY FIRST COMMUNICATIONS AND EFFORT TO CHECK INTO THE PROCESS REQUIRED TO SEEK APPROVAL, PLEASE LET ME KNOW THE PROCESS AND WHAT I MAY NEED TO DO TO ASSIST YOU IN CONSIDERING OUR REQUEST.

YOUR ASSISTANCE IS APPRECIATED AND I AM READY TO GIVE YOU ANY INFORMATION YOU MAY NEED.

BILL

93

OCTOBER 16, 1995
12:05 PM

JAMES ENOCH JONES
CHIEF APPROVALS BRANCH
EXEMPTIONS AND APPROVALS DIVISION
OFFICE OF HAZMAT TRANSPORTATION

MR. JONES,

I JUST COMPLETED A CALL TO DENNIS AND HE RECOMMENDED WE PUT THE INFORMATION AND REQUEST IN WRITING AND FAX IT TO YOU FOR REVIEW. ANY ASSISTANCE YOU CAN PROVIDE IN THE FOLLOWING MATTER WOULD BE VERY HELPFUL.

I AM BILL HOUSEHOLDER, PLANT MANAGER, GAYLORD CHEMICAL CORPORATION, BOGALUSA, LA. OUR PLANT HAS A SPECIAL APPROVAL TO SHIP N2O4 BY RAILCAR UTLX 82329 FROM VICKSBURG CHEMICAL COMPANY TO OUR SITE IN LOUISIANA. THE SPECIAL PERMIT IS SA-830307. TOBY FRIERSON HAS WORKED WITH YOU IN THE PAST IN THE ANNUAL UPDATE OF THIS PERMIT. TOBY AND I ARE WORKING TOGETHER ON THIS REQUEST.

LAST WEEK WE RECEIVED THE RAILCAR FROM VICKSBURG WITH CONTAMINATED MATERIAL. THIS REQUIRED US TO CURTAIL OPERATION UNTIL WE CAN OBTAIN A SHIPMENT OF N2O4 FROM THEM. CURRENTLY THE DEPT. OF DEFENSE IS THE ONLY OTHER GROUP WHO HAS SPECIAL PERMIT APPROVED CARS. THERE ARE THREE EMPTY CARS AT VICKSBURG CHEMICAL, DODX 7007, DODX 7003, DODX 7002 THAT THEY COULD LOAD AND SHIP TO US IN ONE DAY. I HAVE TALKED WITH PERSONNEL AT KELLY AIR FORCE BASE ON 10/13/95 WHO ORDER AND ARRANGE TRANSPORTATION AND THEY ARE WILLING TO HELP BUT ARE NOT SURE IF THEY CAN BECAUSE OF THE LIMITATIONS AND PERMIT STIPULATIONS. I HAVE NOT TALKED WITH THEM SINCE I HAVE LEARNED ABOUT THE CARS AT VICKSBURG. I AM NOT SURE IF MY FIRST CONTACT SHOULD BE WITH YOU OR THEM BUT I DECIDED TO START WITH YOU SINCE YOU WERE FAMILIAR WITH OUR PERMIT.

WITH OUR OPERATION BEING CURTAILED AND A NEED TO RESUME OPERATION AS SOON AS POSSIBLE, I AM INTERESTED IN PURSUING THE TRANSFER OF ONE OF THE GOVT. APPROVED CARS FROM THEIR PERMIT TO OUR PERMIT FOR 1-2 MONTHS. I AM INTERESTED TO KNOW IF THIS IS POSSIBLE AND IF SO, HOW DO I PROCEED TO GET THE NECESSARY APPROVALS? WHAT GROUPS WOULD NEED TO BE CONTACTED FOR THIS APPROVAL?

THIS IS A VERY IMPORTANT MATTER FOR US AND REALIZE THE LIMITED RESOURCES WE HAVE IN OBTAINING THE N2O4 SO ANY HELP YOU COULD GIVE US WOULD BE APPRECIATED.

BILL HOUSEHOLDER
PLANT MANAGER
GAYLORD CHEMICAL CORPORATION
BOGALUSA, LA
1-504-732-6305 SECRETARY: 1-504-732-6301 OR 1-504-732-6304
1-504-732-5301 FAX



Union Tank Car Company

151st & Railroad Avenue
East Chicago, Indiana 46312
219/392-6307
312/374-5250

May 24, 1993

Benjamin J. Damiani
Vice President
Engineering

Mr. Grady Cothen
Assistant Administrator for Safety
U.S. Department of Transportation
Federal Railroad Administration
400 Seventh Street, SW
Washington, DC 20590-0001

ATTENTION: Bill Schoonover

Via FAX: 202/ 366-7136

SUBJECT: Emergency Exemption to Transport UTLX 11222

Dear Mr. Cothen:

An exemption is requested from Sec. 173.24(b) to allow transportation of a tank car containing residue of an acid. The tank car has 2 small leaks, approximately 3/8" in diameter which have been patched from the tank exterior.

This applicant is B. J. Damiani, 151st and Railroad Avenue, East Chicago, IN 46312. Telephone (219) 392-6307.

This exemption is requested to move UTLX 11222, a 20,000 gallon, rubber lined, empty tank car from Baltimore, MD to a UTC repair shop in Marion, OH. The car has two small holes corroded through the bottom tank shell and contains residue of acid. The holes have been patched.

The residue is hydrofluosilicic acid. Less than 40 gallons remains in the car.

UTC has no prior experience of transporting an empty tank car containing acid residue. However, home shopping on other equipment is often done with tank cars involved in rail accidents.

The mode of transportation is loaded on a flat or gondola car. Risk of product loss is minimized by patches over the holes; however, an emergency exemption is requested as another hole may corrode through the tank from acid that may be trapped between the lining and tank. There is more risk in leaving the car while it is in its present condition than in loading it on another railcar and sending it to a home shop.



A member of The Marron Group of companies

7T
DOT-12 11030
DOLK-07

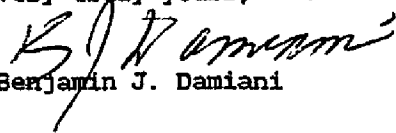
Mr. Grady Cothen
May 24, 1993
Page 2

To load, move and unload the car at Marion, OH will take about 30 days.

This emergency exemption is necessary to shop car before additional leaks occur from acid remaining under the rubber lining.

This is a request for an emergency exemption so priority handling is requested. The tank contains residue of acid and (2) 3/8" diameter holes that have been patched. There is still risk that another hole will corrode through the tank and the residue may leak out.

Very truly yours, <


Benjamin J. Damiani

BJD:dh
attachment

cc - (3) mailed to: Mr. Grady Cothen

cc: Mr. Ed Cook
CSX Railroad
500 Water Street
J-305
Jacksonville, FL 32202

WR Constantino
CB Ferczok
LJ Schlink
File 85a

BJD#5:U-11222.GC6



Michael A. De Smedt
Manager Hazardous
Material Transportation

Illinois Central Railroad
17641 South Ashland Avenue
Homewood, Illinois 60430-345

708 208-3093
708 208-8737 Fax

November 8, 1995

Bill Schoonover
US DOT RSPA
200 Seventh Street S.W.
Washington, D.C. 20590

Dear Bill:

Authorization SA-9510014, approval to move DODX 7004 AND DODX 7008 from Vicksburg Chemicals, Vicksburg, Mississippi to Gaylord Chemical, Bogalusa, Louisiana expired on November 1, 1995.

If there is to be any further movement of these cars a new Special Authority will be needed.

DODX 7004 is in Gaylord Chemical at this time with DODX 7008 waiting to be placed.

Please do not hesitate to contact me should you have any questions or comments regarding the above.

Sincerely,

M.A. De Smedt

*Recommend renewal of Doss
SA 9510014 until Dec 25
November 25th 1995 or until
movement is complete.
W.S. Schoonover
11-8-95*

END

Federal Railroad Administration

Office of Safety

October 24, 1995

Item

Tank car explosion at 4:15 p.m. on 10-23-95 within Gaylord Chemical plant and a subsequent evacuation at Bogalusa, Louisiana .

Accident

Tank car UTLX 82329, a DOT specification 105A500W, containing a residue of Dinitrogen Tetroxide (N₂O₄), a division 2.3 Hazard Zone A (material poisonous by inhalation), was found contaminated by plant personnel on the 17th of October. Plant personnel believed the contaminant to be water, which causes the formation of fuming nitric acid (a corrosive poisonous material) and gases when in contact with the product. The nitric acid would have caused severe corrosion of the carbon steel tank shell.

The plant unloaded as much of the product as possible into stainless steel tanks. However, the residue remaining in the car continued to react, causing an explosion at one end of the tank car at approximately 4:15 p.m. on October 23rd.

Several injuries were reported. However, there were no fatalities. Approximately 3,000 people were evacuated, including a local hospital and reports indicate that the evacuation will remain in effect until the tank car is deemed safe.

The plant is served by the Illinois Central Railroad (IC). There is no indication that railroad personnel were involved in the accident.

The tank car was operating under a special approval (SA-830307) issued by the Research and Special Programs Administration which authorizes transportation of the product.

Office of Safety contact Doug Taylor / John Smailes 366-2760

97

Review
12/17/95
H.S.

TO: HARPREET SINGH
FROM: BILL HOUSEHOLDER
DATE: NOVEMBER 30, 1995
SUBJECT: EXTENSION ON SPECIAL PERMIT

HARPREET,

FOLLOWING IS THE INFORMATION WE DISCUSSED ON THE TELEPHONE ON 11/29/95 AND THE INFORMATION YOU REQUESTED WITH YOUR TELEPHONE CALL ON 11/30/95.

REFERENCE: APPROVAL SA - 9511009, SECTION 5

THE SPECIAL APPROVAL TO USE DODX 7004 INCLUDED A DEADLINE DATE OF DECEMBER 1, 1995. OUR PLANS AND SCHEDULE WERE ADEQUATE TO MEET THE DEADLINE BUT THE MOVEMENT WAS DELAYED DUE TO LEGAL MATTERS INVOLVING THE TWC RAILROAD COMPANIES, VICKSBURG CHEMICAL AND GAYLORD CHEMICAL CORPORATION. CURRENTLY THE LAWYERS ARE CONTINUING TO WORK ON A SATISFACTORY RESOLUTION OF THE QUESTIONS. THEY HAVE MADE PROGRESS AND ARE ANTICIPATING A RESOLUTION LATE THIS WEEK OR EARLY NEXT WEEK. THE LEGAL MATTERS WILL NECESSITATE DELAYING SHIPMENT OF THE CAR BEYOND THE DECEMBER 1, 1995 DEADLINE.

BY COPY OF THIS LETTER, IT IS REQUESTED THE SPECIAL APPROVAL BE MODIFIED TO EXTEND THE DEADLINE DATE TO DECEMBER 15, 1995. WE WILL MAKE EVERY EFFORT TO RESOLVE THE LEGAL ISSUES AND SHIP THE CAR TO VICKSBURG CHEMICAL AS SOON AS POSSIBLE.

YOUR COOPERATION AND ASSISTANCE WILL BE APPRECIATED.
THANK YOU,
BILL



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

400 5th Street, N.W.
Washington, D.C. 20540

APPROVAL SA-9512002
ISSUED BY THE COMPETENT AUTHORITY OF THE UNITED STATES

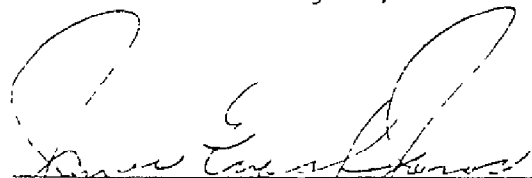
1. **APPROVAL HOLDER:** Gaylord Chemical Corporation
420 Willis Avenue
Bogalusa, LA 70427
2. **REGULATORY AUTHORITY:** 49 CFR 172.102(c)(3) Special Provision
B61
3. **SYNOPSIS:** Gaylord Chemical Corporation, Bogalusa, LA is authorized a one-time shipment of one tank car containing the residue of dinitrogen tetroxide in accordance with the conditions set forth in this approval.
4. **BASIS:** This approval is issued in response to a request dated December 1, 1995 from Mr. Bill Householder of Gaylord Chemical Corporation, Bogalusa, LA .
5. **PERIOD OF VALIDITY AND CONDITIONS OF APPROVAL:** This approval does not provide relief from any other requirements of the Hazardous Materials Regulations. This approval shall remain valid for the duration of the one-time movement of the specified package from Bogalusa, Louisiana to Vicksburg, Mississippi, and no later than December 31, 1995.
 - (a) **Material Authorized:** Dinitrogen tetroxide, a division 2.3 poisonous by inhalation material, Hazard Zone A, UN 1067
 - (b) **Packagings to be used** is a DOT specification 105J500W tank car, DODX 7008, constructed of stainless steel and approved under AAR certificate of Construction Number A929024B dated 10/2/92.
6. **SPECIAL PROVISIONS:**
 - (a) A copy of this approval shall be provided to both carriers involved in the transportation of this shipment.

- (b) Shipment of DODX 7008 is authorized on a one-time basis from Gaylord Chemicals, Corporated, Bogalusa, Louisiana to Vicksburg, Mississippi, via the Kansas City Southern Railway Company and the Illinois Central Gulf Railroad Company. Routing authorized is ICG-Jackson-KCS-Delivery.
- (c) The emergency response teams from Gaylord Chemical and Vicksburg Chemical must be on stand-by for response to any incident involving the shipment.
- (d) This approval is limited to the material and packaging authorized above. Any modification requires advanced notice and approval by the Approvals Program.

7. GENERAL PROVISIONS:

- (a) Failure by any person to comply with the terms and conditions of this approval and the Hazardous Materials Regulations, 49 CFR 171-180, may result in the suspension or revocation of that person's authority to use this approval. Failure to comply may also subject that person to penalties prescribed by 49 U.S.C. §§5123 and 5124. This approval may be modified, suspended or terminated in it's entirety if that action is justified in light of changes in circumstances, including additional information not available when this exemption was issued. Unless immediate modification, suspension, or termination is necessary to avoid imminent material harm to persons or property, before action is taken that person will be notified and provided with an opportunity to show why the proposed action should not be taken.
- (b) Please refer to the aforementioned special approval number in any future correspondence regarding this authorization.

Issued at Washington, D.C.



Alan I. Roberts
Associate Administrator for
Hazardous Materials Safety

DEC 13 1995

DATE

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, Department of Transportation, Washington, D.C. 20590.
Attention: DHM-32

99

TO: HARPREET SINGH
CC: KATHY MOKRY
FROM: BILL HOUSEHOLDER
DATE DECEMBER 15, 1995
SUBJECT: SA-9511009, RAILCAR DODX 7004

HARPREET

I RECEIVED WORD YESTERDAY THAT THE LAWYERS HAD AGREED ON THE SHIPMENT OF DODX 7004 AND I WAS MAKING PLANS TO SHIP TODAY, 12/15 TO MEET THE DEADLINE NOTED IN SA-9511009. UNFORTUNATELY, OUR LAWYER CALLED AND SAID A FEW PAPERS HAD NOT BEEN SIGNED YET AND THERE WERE SOME LOGISTIC PROBLEMS THAT HAD TO BE RESOLVED AND THE CAR COULD NOT SHIP TODAY.

I AM WORKING WITH ILLINOIS CENTRAL ON THE LOGISTICS AND AM TRYING TO FIND OUT WHAT OTHER LOGISTIC AND LEGAL MATTERS ARE NOT FINALIZED. DUE TO THIS DELAY, I AM REQUESTING ANOTHER EXTENSION FOR SHIPPING DODX 7004. CURRENTLY THE DEADLINE IS DECEMBER 15, 1995. THE DEADLINE ON CAR DODX 7008, SA 9512002 IS DECEMBER 31, 1995. WE PLAN TO SHIP BOTH CARS WITH A DEDICATED TRAIN FROM BOGALUSA TO VICKSBURG. I WOULD LIKE TO HAVE THE EXTENSION FOR DODX 7004 TO BE DECEMBER 31, 1995 TO MATCH UP WITH SA 9512002. I DO NOT EXPECT TO TAKE THAT LONG BUT THE WAY THINGS HAVE GONE THE 12/31 DATE SHOULD GIVE US A LITTLE ADDED TIME IN CASE THERE ARE SOME HIDDEN MATTERS THAT MAY ALTER MY PLANS TO SHIP NEXT WEEK.

SORRY TO HAVE TO MAKE THIS REQUEST BUT IT SEEMS NECESSARY DUE TO THE MATTERS AT HAND. I APPRECIATE YOUR UNDERSTANDING AND ASSISTANCE.

THANK YOU,
BILL



US Department
of Transportation
**Research and
Special Programs
Administration**

APPROVAL SA-9511009
ISSUED BY THE COMPETENT AUTHORITY OF THE UNITED STATES

1. **APPROVAL HOLDER:** Gaylord Chemical Corporation
420 Wills Avenue
Bogalusa, LA 70427
2. **REGULATORY AUTHORITY:** 49 CFR 172.102(c) (3) Special
Provision B61
3. **SYNOPSIS:** Gaylord Chemical Corporation is authorized a one-
time shipment of one tank car containing the residue of
dinitrogen tetroxide in accordance with the conditions set
forth in this approval.
4. **BASIS:** This approval is issued in response to a request
dated October 25, 1995 and additional information dated
November 30 and December 15, 1995 from Mr. Bill Householder
on behalf of Gaylord Chemical Corporation.
5. **PERIOD OF VALIDITY AND CONDITIONS OF APPROVAL:** This
approval does not provide relief from any other requirements
of the Hazardous Materials Regulations. This approval shall
remain valid for the duration of the one-time movement of
the specified package from Bogalusa, Louisiana, to Vicksburg,
Mississippi and no later than December 31, 1995.
 - (a) Material Authorized: Dinitrogen tetroxide, a division
2.3 poisonous by inhalation
material, Hazard Zone A, UN 1067
 - (b) Packaging to be used is DOT specification 105J500W tank car,
DODX 7004 constructed of stainless steel and approved under
AAR certificate of Construction Number A929024B dated
10/2/92.

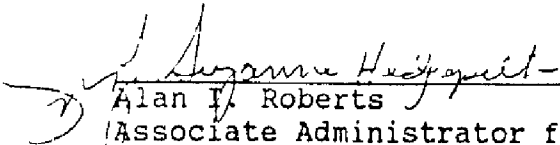
6. SPECIAL PROVISIONS:

- (a) A copy of this approval shall be provided to both carriers involved in the transportation of this shipment.
- (b) Shipment of DODX 7004 is authorized on a one-time basis from Gaylord Chemicals, Corporated, Bogalusa, Louisiana to Vicksburg, Mississippi, via the Kansas City Southern Railway Company and the Illinois Central Gulf Railroad Company. Routing authorized is ICG-Jackson-KCS-Delivery.
- (c) The emergency response team from Gaylord Chemical and Vicksburg Chemical must be on stand-by for response to any incident involving the shipment.
- (d) This approval is limited to the material and packaging authorized above. Any modification requires advanced notice and approval by the Approvals Program.

7. GENERAL PROVISIONS:

- (a) Failure by any person to comply with the terms and conditions of this approval and the Hazardous Materials Regulations, 49 CFR 171-180, may result in the suspension or revocation of that person's authority to use this approval. Failure to comply may also subject that person to penalties prescribed by 49 U.S.C. §§5123 and 5124. This approval may be modified, suspended or terminated in it's entirety if that action is justified in light of changes in circumstances, including additional information not available when this exemption was issued. Unless immediate modification, suspension, or termination is necessary to avoid imminent material harm to persons or property, before action is taken that person will be notified and provided with an opportunity to show why the proposed action should not be taken.
- (b) Please refer to the aforementioned special approval number in any future correspondence regarding this authorization.

Issued at Washington, D.C., December 8, 1995.



Alan I. Roberts
(Associate Administrator for
Hazardous Materials Safety

DEC 20 1995

REVISED DATE



U.S. Department
of Transportation

Research and
Special Programs
Administration

101
400 Seventh Street S.W.
Washington D.C. 20590

May 6, 1996

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Michael S. Rolland
Attorney at Law
4706 Canal Street
New Orleans, LA 70119

Re RSPA FOIA Case # 96-04-0143

Dear Mr. Rolland:

This is in response to your letter dated April 9, 1996, seeking information pursuant to the Freedom of Information Act (FOIA), 5 U.S.C. § 552. Specifically, you requested any and all information on the spill, release, or leaking of Di-nitrogen Tetroxide or any other toxic or polluting substances on or about October 23, 1995, by the Gaylord Chemical Company and/or the Gaylord Container Corporation of Bogalusa, Louisiana.

A search of the records in the Office of Hazardous Materials Safety located the enclosed documents responsive to your request. The documents have been indexed for your convenience and are enclosed in their entirety.

You may find additional records located at the Federal Railroad Administration (FRA). Please send your request to Mr. Bill Fashouer, Office of Chief Counsel, FRA, 400 Seventh Street, S.W., RCC-21, Washington, DC 20590.

There is no charge for the information that we have provided.

I hope this information is helpful and if you need additional assistance, please contact me on (202) 366-6119.

Sincerely,

Marilyn Burke
FOIA Coordinator

Enclosures: as stated

INDEX OF DOCUMENTS FOR FOIA CASE #96-040143

- 1 Faxed copy of the Telephonic Incident Report from the National Response Center dated 10/24/95 (3 pages)
- 2 Situation Report dated October 24, 1995, 10 00 a m EDT (1 page)
- 3 Situation Report #2 dated October 24, 1995, 5 00 p m EDT (2 pages)
- 4 Situation Report #3 dated October 25, 1995, 11 00 a m EDT (1 page)
- 5 Situation Report #4 dated October 26, 1995, 4 00 p m EDT (1 page)
- 6 Brief Profile of Nitrogen Tetroxide provided by the Office of Hazardous Materials Technology (1 page)
- 7 Initial Telephonic Reports to the National Response Center dated 10/24/95 (1 page)
- 8 Table of Initial Isolation and Protective Action Distances from the 1993 Emergency Response Guidebook (1 page)
- 9 Guide #20 from the Emergency Response Guidebook (1 page)
- 10 Approval SA-9511009 to Gaylord Chemical Corporation dated November 14, 1995 (2 pages)
- 11 Approval SA-9510014 to U S Environmental Protection Agency dated November 8, 1995 (2 pages)
- 12 Approval SA-9510014 to U S Environmental Protection Agency dated October 25, 1995 (2 pages)
- 13 Letter from Toby Frierson to James Enoch Jones dated October 25, 1995 (1 page)
- 14 Letter from William Householder to Harpreet Singh dated October 27, 1995 (should have been dated October 25, 1995) (2 pages)
- 15 Memorandum from Robert M Ryan to Alan I Roberts dated September 27, 1995 (should have been dated October 27, 1995) (1 page)
- 16 Letter from Toby Frierson to James Enoch Jones dated January 4, 1995 (1 page)
- 17 Letter from Toby Frierson to James Enoch Jones dated September 21, 1993 (1 page)

- 18 Letter from Robert E Wilson to James Enoch Jones dated March 5, 1991 (1 page)
- 19 Letter from Robert Wilson to James Enoch Jones dated March 30, 1990 (2 pages)
- 20 Letter from Robert Wilson to James Enoch Jones dated September 5, 1989 (1 page)
- 21 Letter from John Ferguson to James Enoch Jones dated January 24, 1989 (1 page)
- 22 Letter from John Ferguson to James Enoch Jones dated February 25, 1988 (1 page)
- 23 Gaylord Container Bill of Lading Consigned to Union Tank Car Company dated November 4, 1987 (1 page)
- 24 Letter from James Enoch Jones to G R Cowan dated April 30, 1987 (2 pages)
- 25 Gaylord Container Bill of Lading, Consigned to Union Tank Car Company dated April 22, 1987 (1 page)
- 26 Vicksburg Chemical Division of Cedar Chemical Bill of Lading, Consigned to Gaylord/Crown Zellerbach dated February 20, 1987 (1 page)
- 27 Gaylord Container Bill of Lading, Consigned to Cedar Chemical Company dated February 17, 1987 (1 page)
- 28 Vertach Chemical Corporation Bill of Lading, Consigned to Crown Zellerbach dated June 10, 1986 (1 page)
- 29 Crown Zellerbach Bill of Lading, Consigned to Vicksburg Chemical Company dated May 30, 1986 (1 page)
- 30 Letter from G R Cowan to James Enoch Jones dated January 24, 1986 (1 page)
- 31 Letter from G R Cowan to James Enoch Jones dated January 15, 1985 (1 page)
- 32 Letter from G R Cowan to James Enoch Jones dated January 10, 1985 (1 page)
- 33 Letter from G R Cowan to James Enoch Jones dated January 9, 1984 (1 page)
- 34 Letter from James Enoch Jones to T J Sutfin dated August 5, 1983 (2 pages)
- 35 Letter from R.J. Holden to James F. Jones dated August 1, 1983 (9 pages)
- 36 Letter from T J. Sutfin to Roy Holden dated July 22, 1983 (2 pages)
- 37 Letter from T.J. Sutfin to Roy Holden dated June 2, 1983 (no enclosures)(2 pages)

- 38 Letter from George Griger to Alan I Roberts dated March 14, 1983 (8 pages)
- 39 Letter from Andy McMillan to Terry Gose dated January 3, 1983 (13 pages)
- 40 DOT-E 11335 (Second Revision) Trinity Industries, Incorporated, Dallas, Texas, party status issued to Union Tank Car Company on October 17, 1995 (4 pages)
- 41 Letter from Wayne Gose to Alan I Roberts dated September 22, 1995 (1 page)
- 42 DOT-E 10717 (Second Revision) Union Tank Car Company dated August 2, 1995 (5 pages)
- 43 Letter from Carl Hybinette to Exemptions Branch dated July 24, 1995 (2 pages)
- 44 Supplement Page 2 to letter dated July 13, 1995, DOT-E 11335 (1 page)
- 45 Letter from Tony Warwick to Alan I Roberts dated July 13, 1995 (1 page)
- 46 DOT-E 10589 (Second Revision) Monsanto Chemical Company, St Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
- 47 Memorandum from Carl Hybinette to Sherrie Nelson dated April 27, 1995 (1 page)
- 48 DOT-E 10589 (First Revision) Monsanto Chemical Company, St Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
- 49 Letter from Wayne Gose to Alan I Roberts dated February 6, 1995 (1 page)
- 50 DOT-E 11335 (First Revision) Trinity Industries, Incorporated, Dallas, Texas, party status issued to Union Tank Car Company on February 10, 1995 (4 pages)
51. Letter from Thomas DeLafosse to Alan I Roberts dated October 31, 1994 (2 pages)
- 52 Letter from Carl Hybinette to Alan I Roberts dated October 25, 1994 (1 page)
53. DOT-E 11272
Union Tank Car Company, Chicago, Illinois dated
August 19, 1994 (3 pages)
- 54 DOT-E 10589
Monsanto Chemical Company, St. Louis, Missouri, party status issued to Union Tank Car
Company on September 9, 1994 (6 pages)
55. Letter from Benjamin Damiani to Sherrie Nelson dated March 25, 1994 (2 pages)

- 56 Letter from Benjamin Damiani to Suzanne Hedgepeth dated March 23, 1994 (2 pages)
- 57 DOT-E 10717 (Extension) dated February 28, 1994
First Revision March 15, 1992 to Union Tank Car Company (1 page)
- 58 Letter from Benjamin Damiani to Alan I Roberts dated December 17, 1993 (4 pages)
- 59 DOT-E 11030
Union Tank Car Company, East Chicago, Illinois dated May 28, 1993 (3 pages)
- 60 Letter from Benjamin Damiani to Alan I Roberts dated June 4, 1993 (4 pages)
- 61 Memorandum from Bill Householder to Harpreet Singh dated October 19, 1995 (1 page is missing) (1 page)
- 62 Letter from Benjamin Damiani to Suzanne Hedgepeth dated December 22, 1992 (2 pages)
- 63 DOT-E 10717
Union Tank Car Company, East Chicago, Illinois dated March 24, 1992 (2 pages)
64. Letter from Benjamin Damiani to Exemptions Branch dated November 22, 1991 (2 pages)
65. Letter from Linda Cooper to George Fallon dated July 5, 1991 (4 pages)
- 66 Letter from Linda Cooper to J F Borg dated July 5, 1991 (4 pages)
- 67 Letter from Robert Wilson to James Enoch Jones dated January 17, 1990 (1 page)
- 68 Letter from Linda Cooper to Richard Becker dated July 5, 1991 (see #66 for attachments) (1 page)
- 69 Letter from Linda Cooper to David Leslie dated July 5, 1991 (see #66 for attachments) (1 page)
- 70 Letter from Linda Cooper to Ken Kostanski dated July 5, 1991 (see #66 for attachments) (1 page)
- 71 Letter from Linda Cooper to James Huff dated July 5, 1991 (see #66 for attachments) (1 page)
- 72 Letter from Linda Cooper to William Carroll dated July 5, 1991 (see #66 for attachments) (1 page)
73. Letter from Linda Cooper to Lawrence Coler dated July 5, 1991 (see #66 for attachments) (1 page)

- 74 Letter from Linda Cooper to Steve Harshbarger dated July 5, 1991 (see #66 for attachments) (1 page)
- 75 Letter from Linda Cooper to Randy Olson dated July 8, 1991 (see #66 for attachments) (1 page)
- 76 Letter from Linda Cooper to Connie Ucker dated July 8, 1991 (see #66 for attachments) (1 page)
- 77 Letter from Linda Cooper to Felton Ferguson dated July 8, 1991 (see #66 for attachments) (1 page)
- 78 Letter from Linda Cooper to Beverly Harris dated July 8, 1991 (see #66 for attachments) (1 page)
79. Letter from Linda Cooper to David O'Grady dated July 8, 1991 (see #66 for attachments) (1 page)
- 80 Letter from Linda Cooper to Allen Ison dated July 8, 1991 (see #66 for attachments) (1 page)
- 81 Letter from Linda Cooper to William Carroll dated July 8, 1991 (see #66 for attachments) (1 page)
- 82 Letter from Linda Cooper to Tom Rellergert dated July 8, 1991 (see #66 for attachments) (1 page)
- 83 Letter from Linda Cooper to Paul Wilkins dated July 8, 1991 (see #66 for attachments) (1 page)
- 84 Letter from Linda Cooper to William Carroll dated July 8, 1991 (see #66 for attachments) (1 page)
- 85 Letter from Linda Cooper to Scott Jeffrey dated April 12, 1993 (1 page)
- 86 Hazardous Materials Information Systems Report on Incidents Involving Gaylord Container and Gaylord Chemical (Bogalusa Plant) (2 pages)
- 87 Hazardous Materials Information Systems Report on Incidents Involving Vicksburg Chemical Corporation (2 pages)
- 88 Hazardous Materials Information Systems Report on Incidents Involving Cedar Chemical (Vicksburg and West Helena Plants) (3 pages)

- 89 Hazardous Materials Information Systems Report on Incidents Involving Union Tank Car Company (Ville Platte Plant) (2 pages)
- 90 Hazardous Materials Information Systems Report on Incidents Involving Nitrogen Tetroxide (2 pages)
- 91 Hazardous Materials Incident Report (HAZREP) Guide (14 pages)
92. Letter from Bill Householder to James Enoch Jones dated October 17, 1995 (1 page)
- 93 Memorandum from Bill Householder to Harpreet Singh dated October 16, 1995 (1 page)
- 94 Letter from Benjamin J Damiani to Grady Cothen, Federal Railroad Administration dated May 24, 1993 (2 pages)
- 95 Letter from M A DeSmedt to Bill Schoonver, Federal Railroad Administration dated November 8, 1995 (1 page)
- 96 Federal Railroad Administration's Office of Safety Situation Report dated October 24, 1995 (1 page)
- 97 Memorandum from Bill Householder to Harpreet Singh dated November 30, 1995 (1 page)
- 98 Approval SA-9512002 to Gaylord Chemical dated December 13, 1995 (2 pages)
- 99 Memorandum from Bill Householder to Harpreet Singh dated December 15, 1995 (1 page)
- 100 Approval SA-95110009 to Gaylord Chemical dated December 20, 1995 (2 pages)

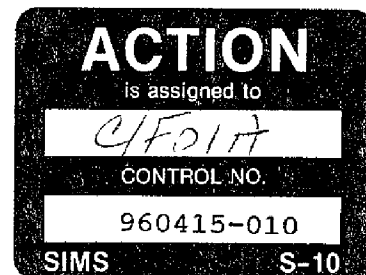
MICHAEL S. ROLLAND
Attorney at Law
4706 Canal Street
New Orleans, LA 70119

96-04-0143

102

(504) 486-5335
Facsimile (504) 486-5336

*JD, LL.M. in Energy
and Environmental Law*



April 9, 1996

Mr. Federico Pena, Esq
Secretary
United States Department of Transportation
400 7th Street SW
Washington, DC 20590

Re: FOIA Request
Di-nitrogen Tetroxide Spill (N₂O₄)
October 23, 1995

Dear Mr. Pena:

We have filed a citizen suit on behalf of the United States in the Eastern District Court of Louisiana, matter # 96-0100, Golden v. Gaylord. In connection with that action, we request under the Freedom of Information Act any and all information you may have on the spill, release, or leaking of Di-nitrogen Tetroxide or any other toxic or polluting substances on or about October 23, 1995 by the Gaylord Chemical Company and/or the Gaylord Container Corporation of Bogalusa, Louisiana. We are looking for any and all information concerning the spill and specifically the notification to DOT of the spill, follow-up reports, all correspondence concerning the spill, the results of any test run, studies, reports, etc. in conjunction with the spill. In addition, we request under FOIA a copy of any and all paperwork submitted by Gaylord Chemical and/or Gaylord Container Corporation in connection with DOT compliance, especially as it relates to the substance Di-nitrogen Tetroxide or any other toxic or polluting substances used, stored or kept on the premises of with Gaylord. We also request any information on enforcement and compliance actions the OSHA or the State of Louisiana may have taken against either Gaylord company in the past.

Our suit covers natural resource damages under CERCLA and would like any and all information you may have on the natural resources in and around the town of Bogalusa, including the Bogalusa Creek and/or the Pearl River and its tributaries in general, and also specifically the problems caused by this spill last October.

One Count of our suit is under the Community Planning and Community Right to Know Act. In this regard, we request any documents you may have on Gaylord's compliance with this Act. In addition, we request any studies DOT may have on the effects of Di-nitrogen Tetroxide on the environment, specifically the natural resources of the area of the spill.

We realize this is a substantial request, and should you have any questions, please call the undersigned. In keeping with the FOIA, we agree to pay any and all costs associated with this request, but in light of the public interest in this suit, and the fact that we have filed a citizen suit under RCRA, CERCLA (for natural resource damages only), Clean Air Act and the Emergency Planning and Community Right to Know Act, we request that all fees be waived. Our suit does not ask for any tort damages or private response cost, only civil penalties, fines, and natural resource damages. The success of our suit is dependant, in part on your response to this request and any recovery will be for the benefit of the natural resources of the area, and the Federal and state treasuries.

For your information and in order to assist you in determining the status of our waiver of fee request, I have attached our FOIA request to EPA and the correspondence resulting in EPA's waiver of FOIA fees.

Thank you for your prompt attention to this matter.

Sincerely,


Michael S. Rolland

cc: John B Krentel
Leo J Palazzo
R Scott Buhner

MICHAEL S. ROLLAND
Attorney at Law
4706 Canal Street
New Orleans, LA 70119

*JD, LL.M. in Energy
and Environmental Law*

(504) 486-5335
Facsimile (504) 486-5336

February 14, 1996

Ms. Carol Browner
Administrator
Environmental Protection Agency
401 M Street, SW
Washington, DC 20460

Re: FOIA Request
Di-nitrogen Tetroxide spill
October 23, 1995

Dear Ms. Browner:

We have filed a citizen suit on behalf of the United States in the Eastern District Court of Louisiana, matter # 96-0100, *Golden v. Gaylord*. In connection with that action, we request under the Freedom of Information Act any and all information you may have on the spill, release, or leaking of Di-nitrogen Tetroxide or any other toxic or polluting substances on or about October 23, 1995 by the Gaylord Chemical Company and/or the Gaylord Container Corporation of Bogalusa, Louisiana. We are looking for any and all information concerning the spill and specifically the notification to EPA of the spill, follow-up reports, all correspondence concerning the spill, the results of any test run, studies, reports, etc. in conjunction with the spill. In addition, we request under FOIA a copy of the permits held by both companies under the Clean Air Act, Clean Water Act, the Resource Conservation and Recovery Act, Toxic Substances Control Act, or any other laws. We also request any information on enforcement and compliance actions the EPA or the State of Louisiana may have taken against either Gaylord company in the past.

Our suit covers natural resource damages under CERCLA and would like any and all information you may have on the natural resources in and around the town of Bogalusa, including the Bogalusa Creek and/or the Pearl River and its tributaries in general, and also specifically the problems caused by this spill last October.

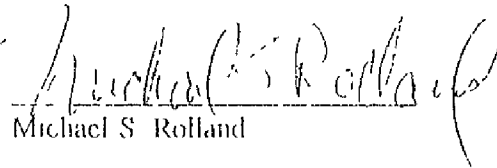
EPA, FOIA Request Page 2

One Count of our suit is under the Community Planning and Community Right to Know Act. In this regard, we request any studies EPA may have on the effects of Di nitrogen Tettoxide on the environment, specifically the natural resources of the area of the spill.

We realize this is a substantial request, and should you have any questions, please call the undersigned. In keeping with the FOIA, we agree to pay any and all costs associated with this request, but in light of the public interest in this suit, and the fact that we have filed a citizen suit under RCRA, CERCLA (for natural resource damages only), Clean Air Act and the Emergency Planning and Community Right to Know Act, we request that all fees be waived. Our suit does not ask for any tort damages or private response cost, only civil penalties, fines, and natural resource damages. The success of our suit is dependant, in part on your response to this request and any recovery will be for the benefit of the natural resources of the area, and the Federal and state treasuries.

Thank you for your prompt attention to this matter.

Sincerely,


Michael S. Rolland

cc John B. Krentel
Leo I. Palazzo
R. Scott Buhner



REGIN CO
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
DALLAS, TX 75202-2733

1145 Ross Avenue
February 28, 1996

Michael Rolland
Michael S Rolland Attorney at Law
4706 Canal Street
New Orleans, LA 70119

Re Freedom of Information Act Request HQ-RIN-00648-96

Dear Mr. Rolland


Your Freedom of Information Act Request did not contain sufficient information to enable the Agency to make a determination on your fee waiver request

The Freedom of Information Reform Act of 1986 provides that "Documents shall be furnished without any charge or a charge reduced below the fee's established under clause (ii) if disclosure of the information is in the public interest because it is likely to contribute significantly to public understanding of the operations or activities of the government and is not primarily in the commercial interest of the requestor." In order to evaluate whether the statutory standard authorizing a fee waiver or reduction has been met, we will need additional information upon which to base our determination. Your response should include

- (i) A clear statement of your interest in the requested documents,
- (ii) the use proposed for the documents and whether you will derive income or other benefit from such use,
- (iii) a statement of how the public will benefit from such use and from the release of the requested documents,
- (iv) if specialized use of the documents or information is contemplated, a statement of your qualifications that are relevant to the specialized use,
- (v) a statement indicating how you plan to disseminate the documents or information to the public, and
- (vi) any additional information you deem relevant to your request for a fee waiver

If we have not heard from you by March 20, 1996, we will issue a determination based upon the information provided in your request letter

Sincerely,


James J. Durham
Freedom of Information Officer (6MD-II)

MICHAEL S. ROLLAND

Attorney at Law
4706 Canal Street
New Orleans, LA 70119

*Oil, Air, Water, Energy
and Environmental Law*

(504) 486-5335
Facsimile (504) 486-5336

March 12, 1996

Ms. Jewa J. Durham
Freedom of Information Officer (6MD II)
Region 6
Environmental Protection Agency
1445 Ross Avenue
Dallas, TX 75202-2733

Re Request for a Fee Waiver
FOIA Request HQ-RIN-00648-96
Di nitrogen Tetroxide spill
October 23, 1995

Dear Ms. Durham

I would like to respond to your letter of February 28, 1996. I will refer you to the information contained in my letter of February 14, 1996. My request is on behalf of my public interest clients who have filed a citizen suit on behalf of the United States in the Federal District Court for the Eastern District of Louisiana, matter # 96-0100, Golden v Gaylord, et al.

We request a fee waiver for our request. I will address each point in your letter separately.

- (i) A clear statement of your interest in the requested documents.

As stated before, I along with three other attorneys have filed a citizen suit enforcement action against Gaylord Container Corporation and Gaylord Chemical Company. We have filed on behalf of John Pat Golden, a local citizen living and working around the plant. We are also representing the public and EPA, in that we are trying to enforce four Federal environmental laws, viz, the Clean Air Act, Resource Conservation and Recovery Act, the Emergency Planning and Community Right to Know Act and the natural resource damage provisions of CERCLA. The information requested will allow us to pursue this citizens enforcement action in court. Our intention is no different from lawsuits filed by the Natural Resource Defense Counsel, the Sierra Club Legal Defense Fund or any other environmental public interest organization. The suit is authorized by Congress under the

above mentioned Federal environmental laws and we need EPA's help

(ii) The use proposed for the documents and whether you will derive income or other benefit from such use

Our client will get nothing out of this suit, except a cleaner environment, a restoration of Natural Resources and a more efficient and better orchestrated response to a chemical disaster in our state. In the lawsuit, our clients are specifically not asking for private recovery of any type, but fines and penalties to be paid directly to the EPA and the State of Louisiana Department of Environmental Quality. We have asked for response cost under CERCLA for natural resource damages only.

(iii) A statement of how the public will benefit from such use and from the release of the requested documents

The public will benefit from the enforcement of environmental laws. The public will benefit from the assessment of the natural resource damages in the area around the plant and from the replacement of those resources. The public will benefit from the information because we hope the law suit will make not only Gaylord, but other industries in Louisiana comply with the requirements of the Federal environmental laws, auspiciously the Community Planning and Community Right to know act. The spill of the di nitrogen tetroxide was a tragic event. But even more tragic was the way the population and the emergency response personnel was unnecessarily exposed immediately after the spill. The public will directly benefit by the enforcement of this important law. Our FOIA request will assist us in assuring that this tragedy is not repeated in another emergency situation of this magnitude.

(iv) If specialized use of the documents or information is contemplated, a statement of your qualifications that are relevant to the specialized use

The documents will be used in a citizen enforcement action in a court of law. I have handled these types of suits in the past. My resume is attached for your information.

(v) A statement indicating how you plan to disseminate the documents or information to the public.

WARN, a citizens activist group in Washington Parish has agreed to assist us in disseminating the information to its members and members of the general public. WARN is affiliated with LEAN, of the Louisiana Environmental Action Network, the premier network of environmental activist in the state. Information will be distributed to the public through this vehicle. In addition, the information obtained will be filed in the Federal District Court of the Eastern District of Louisiana as necessary, and available to the public.

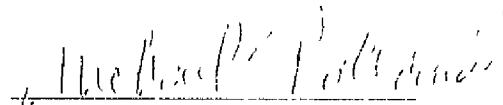
(vi) Any additional information you deem relevant to your request for a fee waiver

Our suit asks for only civil penalties, fines, and natural resource damages. The recovery of any fines or penalties will be paid directly to your agency. The success of our suit is critically dependant on your response to this request and any recovery will be for the benefit of the natural resources of the area, and the Federal and state treasuries.

In conclusion, we are financing this public interest lawsuit on a very limited budget. A waiver of fees is clearly within the FOIA public interest fee waiver provisions and would be welcome. EPA and the Federal and State governments will be the sole beneficiaries of any monetary recovery in this suit. The information will be widely disseminated by the organizations listed above and will greatly contribute to the public's understanding of the operations of these four Federal laws and the operation of EPA in respect to those laws.

Thank you for your prompt attention to this matter. Please call with any questions you may have.

Sincerely,


Michael S. Rolland

cc John B. Krentel
Leo J. Palazzo
R. Scott Buhner



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202 2733

March 21, 1996

Mr. Michael W. Rolland
Attorney at law
4706 Canal Street
New Orleans, LA 70119

Re: Your Freedom of Information Request HQ-RIN 00648-96

Dear Mr. Rolland:

This is to advise you that your fee waiver request has been granted. You should now start hearing from more offices within Region 6 who have Gaylord records.

Sincerely yours

A handwritten signature in cursive script, appearing to read "Sylvia J. Durham".

Sylvia J. Durham
Freedom of Information Officer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

March 21, 1996

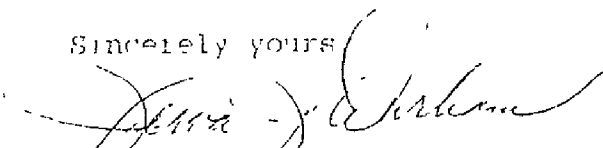
Mr. Michael ~~W.~~^{S.} Rolland
Attorney at Law
4706 Canal Street
New Orleans, LA 70119

Re. Your Freedom of Information Request HQ-RIN-00648-96

Dear Mr. Rolland:

This is to advise you that your fee waiver request has been granted. You should now start hearing from more offices within Region 6 who have the records.

Sincerely yours,


Jerva J. Dunham
Freedom of Information Officer

*Confirmation
of 3-21-96
Jaf*



U.S. Department of
Transportation
Office of the Secretary
of Transportation

GENERAL COUNSEL

400 Seventh St. S.W.
Washington, D.C. 20590

103

April 17, 1996

Michael S. Roland
4706 Canal Street
New Orleans, LA 70119

Dear Michael S. Roland:

Reference is made to your letter of 4/9/96 requesting pursuant to the Freedom of Information Act (FOIA) records concerning the Gaylord Chemical Company and/or the Gaylord Container Corporation of Bogulsa, Louisiana.

The Department of Transportation is comprised of the Office of the Secretary (OST), including the Office of Inspector General (OIG), and 10 operating administrations. The OST, OIG and operating administrations receive, process and issue FOIA determinations on requests for records within the scope of your request. For this reason, your letter will be processed by the officials identified in the enclosure. Each official will respond directly.

We hope this information is helpful.

Sincerely yours,

Dorothy A. Chambers, Chief
Freedom of Information Act Division

Enclosure

*IMPLEMENTATION OF THE FREEDOM OF INFORMATION ACT
BY THE UNITED STATES DEPARTMENT OF TRANSPORTATION*

Your request for records will be processed by one or more of the following organizations for direct response to you. An "X" placed adjacent to the official indicates the initial disposition of your request.

- | | |
|---|---|
| <input type="checkbox"/> Freedom of Information Act Officer
Office of the General Counsel
Office of the Secretary
Room 5432/C-12
400 Seventh Street, SW
Washington, DC 20590 | <input type="checkbox"/> Director of Executive Secretariat
National Highway Traffic Safety Administration
Room 5221/NOA-10
400 Seventh Street, SW
Washington, DC 20590 |
| <input type="checkbox"/> Senior Counsel to the Inspector General
Office of the Secretary
Room 9208/JC-1
400 Seventh Street, SW
Washington, DC 20590 | <input type="checkbox"/> Assistant Administrator for Public Affairs
Federal Aviation Administration
Room 907E/ APA-200
800 Independence Avenue, SW
Washington, DC 20591 |
| <input type="checkbox"/> Freedom of Information Act Program Officer
Federal Highway Administration
Room 4428/HMS-10
400 Seventh Street, SW
Washington, DC 20590 | <input type="checkbox"/> Commandant
United States Coast Guard
Room 6418/G-TPS-2
2100 Second Street, SW
Washington, DC 20593 |
| <input type="checkbox"/> Chief Counsel
Federal Railroad Administration
Room 8201/RCC-2
400 Seventh Street, SW
Washington, DC 20590 | <input type="checkbox"/> Director of Public Affairs
Federal Transit Administration
Room 9400/TPA-1
400 Seventh Street, SW
Washington, DC 20590 |
| <input type="checkbox"/> Freedom of Information Act Officer
Maritime Administration
Room 7218/MAR-221
400 Seventh Street, SW
Washington, DC 20590 | <input checked="" type="checkbox"/> Freedom of Information Act Officer
Research and Special Programs Administration
Room 8419/DCR-1
400 Seventh Street, SW
Washington, DC 20590 |
| <input type="checkbox"/> Comptroller, Office of Finance
and Administration
Saint Lawrence Seaway Development Corp
Room 5424
400 Seventh Street, S.W.
Washington, DC 20590 | <input type="checkbox"/> Freedom on Information Act Officer
Bureau of Transportation Statistics
Room 2104/K-20
400 Seventh Street, SW
Washington, DC 20590 |

*Department of Transportation Information Number is
(202) 366-4000.*

Revised 3/95

95-11-0473

WILLIAM W. GOODELL, JR.
A PROFESSIONAL LAW CORPORATION

104

P O. Box 55907
Metairie, Louisiana 70005
(504) 833-8946

(504) 525-8100
FAX (504) 584-5249

November 16, 1995

United States Department of Transportation
Office of Hazardous Materials Safety
400 7th Street, S W.
Washington, DC 20590

SENT VIA AIRBORNE

Attn: Mr. Alan Roberts, Associate Administrator

Re. FOIA Request
Gaylord Container Corp./Gaylord Chemical
Corp

Dear Mr Roberts:

Pursuant to the Freedom of Information Act, 5 USC 552 et seq., please search your files and provide copies of all documents relative to Gaylord Container Corporation and Gaylord Chemical Corporation, Bogalusa, Louisiana facility and related activities. Also produce all documents relative to nitrogen tetroxide, including but not limited to its properties, hazards, uses, regulatory standards/requirements, approved vessels for transportation and storage and market. Please call me if you desire any further information relative to this request

Kindest regards

William W. Goodell, Jr, P.L.C.

By: 
William W. Goodell

WILLIAM W. GOODELL, JR.
A PROFESSIONAL LAW CORPORATION

P.O. Box 55907
Metairie, Louisiana 70005
(504) 833-8946

(504) 525-8100
FAX (504) 584-5249

November 16, 1995

United States Department of Transportation
Office of Hazardous Materials Safety
400 7th Street, S.W.
Washington DC 20590

SENT VIA AIRBORNE

Attn: Mr. Alan Roberts, Associate Administrator

Re FOIA Request
Vicksburg Chemical/Cedar Chemical Corp
West Helena, Arkansas facilities and
Vicksburg, MS. facilities

Dear Mr. Roberts:

Pursuant to the Freedom of Information Act, 5 USC 552 et seq, please search your files and provide copies of all documents relative to the activities of Vicksburg Chemical/Cedar Chemical Corp. West Helena, Arkansas facilities and Vicksburg, MS. facilities. Please call me if you desire any further information relative to this request

Kindest regards

William W Goodell, Jr., P.L.C

By: 
William W. Goodell

WILLIAM W. GOODELL, JR.
A PROFESSIONAL LAW CORPORATION

P.O. Box 55907
Metairie, Louisiana 70005
(504) 833-8946

(504) 525-8100
FAX (504) 584-5249

November 16, 1995

United States Department of Transportation
Office of Hazardous Materials Safety
400 7th Street, S W.
Washington DC 20590

SENT VIA AIRBORNE

Attn. Mr. Alan Roberts, Associate Administrator


Re: FOIA Request
Union Tank Car Company
Ville Platte, LA. facility

Dear Mr. Roberts:

Pursuant to the Freedom of Information Act, 5 USC 552 et seq, please search your files and provide copies of all documents relative to the activities of Union Tank Car Company Ville Platte, LA facility. Please call me if you desire any further information relative to this request.

Kindest regards.

William W Goodell, Jr, P L.C.

By: 
William W. Goodell

105



US Department
of Transportation
**Research and
Special Programs
Administration**

400 Seventh Street, N.W.
Washington, D.C. 20590

November 21, 1995

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

William W. Goodell, Esq.
P.O. Box 55907
Metairie, LA 70005

Re: FOIA Case # 95-11-0473

Dear Mr. Goodell:

This is in response to your November 16, 1995, letter seeking information pursuant to the Freedom of Information Act (FOIA), 5 U.S.C. § 552. Specifically, you requested all documents relative to Gaylord Container Corporation/Gaylord Chemical Corporation, Vicksburg Chemical/Cedar Chemical Corporation, West Helena, Arkansas facilities and Vicksburg, Mississippi facilities, Union Tank Car Company, Ville Platte, Louisiana facility, and nitrogen tetroxide.

I am unable to estimate the fees that may be applicable to your request without additional information, since the fees that may be charged depend on the use for which the records are requested. Your letter does not indicate the willingness to pay fees. I am required to abide by the guidelines published in Title 49 Code of Federal Regulations, part 7, which states that the requestor is charged for all direct costs of searching for the records, regardless of whether any records found are released. Also charged are costs for duplication (\$.10 per standard page and \$35 per hour for computer processing) of any records released, and direct costs for reviewing the records to determine whether they are exempt from disclosure and Privacy Act considerations.

I am also required to consult with the requestor when there is no indication of a willingness to pay and/or if the fees are likely to exceed \$25. These guidelines also state that "advance payments" are permitted when the fees exceed \$250.

Your request has been submitted to the pertinent offices located in the Office of Hazardous Materials Safety to prevent delay in your request. I look forward to hearing from you and will need your response in writing.

If you would like to fax your response, please fax it to my attention at (202) 366-8700. Please mail the original for the official files.

Sincerely,

Marilyn Burke

Marilyn Burke
FOIA Coordinator

106



US Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street S.W.
Washington D.C. 20590

January 5, 1996

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

William W. Goodell, Esq.
P.O. Box 55907
Metairie, LA 70005

Re: FOIA Case # 95-11-0473

Dear Mr. Goodell:

This is in further response to your November 16, 1995, letter seeking information pursuant to the Freedom of Information Act (FOIA), 5 U.S.C. § 552. Specifically, you requested all documents relative to Gaylord Container Corporation/Gaylord Chemical Corporation, Vicksburg Chemical/Cedar Chemical Corporation, West Helena, Arkansas facilities and Vicksburg, Mississippi facilities, Union Tank Car Company, Ville Platte, Louisiana facility, and nitrogen tetroxide.

After a review of documents located in the Office of Hazardous Materials Safety I am enclosing all documents in their entirety as stated in the enclosed index.

In our telephone conversation on December 18, 1995, you referenced the contents of a speech presented by Mr. Alan I. Roberts at a meeting in Vancouver, British Columbia. I have checked with his staff and no talking points were prepared for his presentation. The information presented was from the vast amount of knowledge that Mr. Roberts has obtained from his numerous years of experience with hazardous materials.

The fee for processing your FOIA request is \$167.06. This amount represents \$111.76 for research and review, \$35.00 for 1 hour of computer time, and \$20.30 for reproduction costs of approximately 203 pages. The fee is determined in accordance with the Department's regulations governing the implementation of FOIA.

Payment is due upon receipt of the material. If remittance is not received within 30 days of the date of this letter, the Department may institute collection action pursuant to federal debt collection statutes. These statutes provide for late charges of 3 percent per annum, penalty charges of 6 percent per annum, and administrative charges of \$12 per month assessed retroactively for handling a delinquent debt owed to the Government.

Please forward your check, draft, or money order payable to the "Treasury of the United States" to the following address:

RSPA FOIA Collection Clerk, DOT, FAA
Mike Monroney Aeronautical Center
AMZ-320
P.O. Box 25770
Oklahoma City, OK 73126

Please note on your check, draft, or money order "RSPA FOIA Case No. 95110473."

If you need additional assistance, please contact me on (202) 366-6119.

Sincerely,



Marilyn Burke
FOIA Coordinator

Enclosures: as stated

INDEX OF DOCUMENTS FOR FOIA CASE # 95-11-473

1. Faxed copy of the Telephonic Incident Report from the National Response Center dated 10/24/95 (3 pages)
2. Situation Report dated October 24, 1995, 10:00 a.m. EDT (1 page)
3. Situation Report #2 dated October 24, 1995, 5:00 p.m. EDT (2 pages)
4. Situation Report #3 dated October 25, 1995, 11:00 a.m. EDT (1 page)
5. Situation Report #4 dated October 26, 1995, 4:00 p.m. EDT (1 page)
6. Brief Profile of Nitrogen Tetroxide provided by the Office of Hazardous Materials Technology (1 page)]
7. Initial Telephonic Reports to the National Response Center dated 10/24/95 (1 page)
8. Table of Initial Isolation and Protective Action Distances from the 1993 Emergency Response Guidebook (1 page)
9. Guide #20 from the Emergency Response Guidebook (1 page)
10. Approval SA-9511009 to Gaylord Chemical Corporation dated November 14, 1995 (2 pages)
11. Approval SA-9510014 to U.S. Environmental Protection Agency dated November 8, 1995 (2 pages)
12. Approval SA-9510014 to U.S. Environmental Protection Agency dated October 25, 1995 (2 pages)
13. Letter from Toby Frierson to James Enoch Jones dated October 25, 1995 (1 page)
14. Letter from William Householder to Harpreet Singh dated October 27, 1995 (should have been dated October 25, 1995) (2 pages)
15. Memorandum from Robert M. Ryan to Alan I. Roberts dated September 27, 1995 (should have been dated October 27, 1995) (1 page)
16. Letter from Toby Frierson to James Enoch Jones dated January 4, 1995 (1 page)
17. Letter from Toby Frierson to James Enoch Jones dated September 21, 1993 (1 page)

18. Letter from Robert E. Wilson to James Enoch Jones dated March 5, 1991 (1 page)
19. Letter from Robert Wilson to James Enoch Jones dated March 30, 1990 (2 pages)
20. Letter from Robert Wilson to James Enoch Jones dated September 5, 1989 (1 page)
21. Letter from John Ferguson to James Enoch Jones dated January 24, 1989 (1 page)
22. Letter from John Ferguson to James Enoch Jones dated February 25, 1988 (1 page)
23. Gaylord Container Bill of Lading Consigned to Union Tank Car Company dated November 4, 1987 (1 page)
24. Letter from James Enoch Jones to G.R. Cowan dated April 30, 1987 (2 pages)
25. Gaylord Container Bill of Lading, Consigned to Union Tank Car Company dated April 22, 1987 (1 page)
26. Vicksburg Chemical Division of Cedar Chemical Bill of Lading, Consigned to Gaylord/Crown Zellerbach dated February 20, 1987 (1 page)
27. Gaylord Container Bill of Lading, Consigned to Cedar Chemical Company dated February 17, 1987 (1 page)
28. Vertach Chemical Corporation Bill of Lading, Consigned to Crown Zellerbach dated June 10, 1986 (1 page)
29. Crown Zellerbach Bill of Lading, Consigned to Vicksburg Chemical Company dated May 30, 1986 (1 page)
30. Letter from G.R. Cowan to James Enoch Jones dated January 24, 1986 (1 page)
31. Letter from G.R. Cowan to James Enoch Jones dated January 15, 1985 (1 page)
32. Letter from G.R. Cowan to James Enoch Jones dated January 10, 1985 (1 page)
33. Letter from G.R. Cowan to James Enoch Jones dated January 9, 1984 (1 page)
34. Letter from James Enoch Jones to T.J. Sutfin dated August 5, 1983 (2 pages)
35. Letter from R.J. Holden to James F. Jones dated August 1, 1983 (9 pages)

36. Letter from T.J. Sutfin to Roy Holden dated July 22, 1983 (2 pages)
37. Letter from T.J. Sutfin to Roy Holden dated June 2, 1983 (no enclosures) (2 pages)
38. Letter from George Griger to Alan I. Roberts dated March 14, 1983 (8 pages)
39. Letter from Andy McMillan to Terry Gose dated January 3, 1983 (13 pages)
40. DOT-E 11335 (Second Revision)
Trinity Industries, Incorporated, Dallas, Texas, party status issued to Union Tank Car Company on October 17, 1995 (4 pages)
41. Letter from Wayne Gose to Alan I. Roberts dated September 22, 1995 (1 page)
42. DOT-E 10717 (Second Revision)
Union Tank Car Company dated August 2, 1995 (5 pages)
43. Letter from Carl Hybinette to Exemptions Branch dated July 24, 1995 (2 pages)
44. Supplement Page 2 to letter dated July 13, 1995, DOT-E 11335 (1 page)
45. Letter from Tony Warwick to Alan I. Roberts dated July 13, 1995 (1 page)
46. DOT-E 10589 (Second Revision)
Monsanto Chemical Company, St. Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
47. Memorandum from Carl Hybinette to Sherrie Nelson dated April 27, 1995 (1 page)
48. DOT-E 10589 (First Revision)
Monsanto Chemical Company, St. Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
49. Letter from Wayne Gose to Alan I. Roberts dated February 6, 1995 (1 page)
50. DOT-E 11335 (First Revision)
Trinity Industries, Incorporated, Dallas, Texas, party status issued to Union Tank Car Company on February 10, 1995 (4 pages)

51. Letter from Thomas DeLafosse to Alan I. Roberts dated October 31, 1994 (2 pages)
52. Letter from Carl Hybinette to Alan I. Roberts dated October 25, 1994 (1 page)
53. DOT-E 11272
Union Tank Car Company, Chicago, Illinois dated August 19, 1994 (3 pages)
54. DOT-E 10589
Monsanto Chemical Company, St. Louis, Missouri, party status issued to Union Tank Car Company on September 9, 1994 (6 pages)
55. Letter from Benjamin Damiani to Sherrie Nelson dated March 25, 1994 (2 pages)
56. Letter from Benjamin Damiani to Suzanne Hedgepeth dated March 23, 1994 (2 pages)
57. DOT-E 10717 (Extension) dated February 28, 1994
First Revision March 15, 1992 to Union Tank Car Company (1 page)
58. Letter from Benjamin Damiani to Alan I. Roberts dated December 17, 1993 (4 pages)
59. DOT-E 11030
Union Tank Car Company, East Chicago, Illinois dated May 28, 1993 (3 pages)
60. Letter from Benjamin Damiani to Alan I. Roberts dated June 4, 1993 (4 pages)
61. Memorandum from Bill Householder to Harpreet Singh dated October 19, 1995 (1 page is missing) (1 page)
62. Letter from Benjamin Damiani to Suzanne Hedgepeth dated December 22, 1992 (2 pages)
63. DOT-E 10717
Union Tank Car Company, East Chicago, Illinois dated March 24, 1992 (2 pages)
64. Letter from Benjamin Damiani to Exemptions Branch dated November 22, 1991 (2 pages)
65. Letter from Linda Cooper to George Fallon dated July 5, 1991 (4 pages)
66. Letter from Linda Cooper to J.F. Borg dated July 5, 1991 (4 pages)

67. Letter from Robert Wilson to James Enoch Jones dated January 17, 1990 (1 page)
68. Letter from Linda Cooper to Richard Becker dated July 5, 1991 (see #66 for attachments) (1 page)
69. Letter from Linda Cooper to David Leslie dated July 5, 1991 (see #66 for attachments) (1 page)
70. Letter from Linda Cooper to Ken Kostanski dated July 5, 1991 (see #66 for attachments) (1 page)
71. Letter from Linda Cooper to James Huff dated July 5, 1991 (see #66 for attachments) (1 page)
72. Letter from Linda Cooper to William Carroll dated July 5, 1991 (see #66 for attachments) (1 page)
73. Letter from Linda Cooper to Lawrence Coler dated July 5, 1991 (see #66 for attachments) (1 page)
74. Letter from Linda Cooper to Steve Harshbarger dated July 5, 1991 (see #66 for attachments) (1 page)
75. Letter from Linda Cooper to Randy Olson dated July 8, 1991 (see #66 for attachments) (1 page)
76. Letter from Linda Cooper to Connie Ucker dated July 8, 1991 (see #66 for attachments) (1 page)
77. Letter from Linda Cooper to Felton Ferguson dated July 8, 1991 (see #66 for attachments) (1 page)
78. Letter from Linda Cooper to Beverly Harris dated July 8, 1991 (see #66 for attachments) (1 page)
79. Letter from Linda Cooper to David O'Grady dated July 8, 1991 (see #66 for attachments) (1 page)
80. Letter from Linda Cooper to Allen Ison dated July 8, 1991 (see #66 for attachments) (1 page)
81. Letter from Linda Cooper to William Carroll dated July 8, 1991 (see #66 for attachments) (1 page)
82. Letter from Linda Cooper to Tom Rellergert dated July 8, 1991 (see #66 for attachments) (1 page)
83. Letter from Linda Cooper to Paul Wilkins dated July 8, 1991 (see #66 for attachments) (1 page)
84. Letter from Linda Cooper to William Carroll dated July 8, 1991 (see #66 for attachments) (1 page)

85. Letter from Linda Cooper to Scott Jeffrey dated April 12, 1993 (1 page)
86. Hazardous Materials Information Systems Report on Incidents Involving Gaylord Container and Gaylord Chemical (Bogalusa Plant) (2 pages)
87. Hazardous Materials Information Systems Report on Incidents Involving Vicksburg Chemical Corporation (2 pages)
88. Hazardous Materials Information Systems Report on Incidents Involving Cedar Chemical (Vicksburg and West Helena Plants) (3 pages)
89. Hazardous Materials Information Systems Report on Incidents Involving Union Tank Car Company (Ville Platte Plant) (2 pages)
90. Hazardous Materials Information Systems Report on Incidents Involving Nitrogen Tetroxide (2 pages)
91. Hazardous Materials Incident Report (HAZREP) Guide (14 pages)
92. Letter from Bill Householder to James Enoch Jones dated October 17, 1995 (1 page)
93. Memorandum from Bill Householder to Harpreet Singh dated October 16, 1995 (1 page)
94. Letter from Benjamin J. Damiani to Grady Cothen, Federal Railroad Administration dated May 24, 1993 (2 pages)
95. Letter from M.A. DeSmedt to Bill Schoonver, Federal Railroad Administration dated November 8, 1995 (1 page)
96. Federal Railroad Administration's Office of Safety Situation Report dated October 24, 1995 (1 page)

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U.S. Department
of Transportation

**Research and
Special Programs
Administration**

May 7, 1996

400 Seventh Street, S.W.
Washington, D.C. 20596

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

William W Goodell, Esq.
P O Box 55907
Metairie, LA 70005

Re RSPA FOIA Case # 95-11-0473

Dear Mr Goodell,

This is a follow-up to your Freedom of Information Act request on November 16, 1995, specifically requesting information regarding Gaylord Chemical Corporation/Gaylord Container Corporation, Vicksburg Chemical/Cedar Chemical Corporation, West Helena, Arkansas facilities and Vicksburg, Mississippi facilities, Union Tank Car Company, Ville Platte, Louisiana facility, and nitrogen tetroxide.

The Office of Hazardous Materials Safety has received the following documents since your request was answered and we are enclosing them for your information. To maintain consistency with your previous document index, exhibit numbers have been assigned in sequential order

- 97 Memorandum from Bill Householder to Harpreet Singh dated November 30, 1995
(1 page)
- 98 Approval SA-9512002 to Gaylord Chemical Corporation dated December 13, 1995
(2 pages)
- 99 ✓ Memorandum from Bill Householder to Harpreet Singh dated December 15, 1995
(1 page)
- 100 Approval SA-95110009 to Gaylord Chemical Corporation dated December 20, 1995
(2 pages)


The following exhibits have been updated for your information.

- 86. Hazardous Materials Information Systems Report on Incidents Involving Gaylord Container and Gaylord Chemical (Bogalusa Plane) (2 pages)
- 87 Hazardous Materials Information Systems Report on Incidents Involving Vicksburg Chemical Corporation (2 pages)

- 88 Hazardous Materials Information Systems Report on Incidents Involving Cedar Chemical (Vicksburg and West Helena Plants) (3 pages)
- 89 Hazardous Materials Information Systems Report on Incidents Involving Union Tank Car Company (Ville Platte Plant) (2 pages)
90. Hazardous Materials Information Systems Report on Incidents Involving Nitrogen Tetroxide (2 pages)

I hope this information is helpful. If you need additional assistance, please call me at (202) 366-6119.

Sincerely,



Marilyn Burke
FOIA Coordinator

Enclosures. as stated

JUN-25-1976

U S. DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS SAFETY
HAZARDOUS MATERIALS INFORMATION SYSTEM

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INCIDENTS INVOLVING VERTAC SITE CONTRACTORS

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME	%	CLASS	MU-INJ-MN	DEAD	RESULTS	DAMAGES
SHIPPER	SHIPMENT ORIGIN	MODE D E	CONT-1	CONT-2	CAPACITY	SHIPD	FAILD	AMT	RELEASE REPORT #
CONTAINER-1 FAILURE CODES									
OVERNITE TRANSPORTATION CO VMR SCIENTIFIC CO 7.8.19.29.42.44	LITTLE ROCK, AR MARIETTA, GA	10/20/73 H-H	METHANOL JUG GLS 12B 18,27,35,43,51		F. L. 1.00 GAL	0	0	0	\$100 93120217A NO
OVERNITE TRANSPORTATION CO VMR SCIENTIFIC CO 1.7.8.19.28.37.50	LITTLE ROCK, AR MARIETTA, GA	10/20/73 H-H	HEXANES JUG GLS 12B 1.18,27,35,37,42,43,50,51		F. L. 1.00 GAL	0	0	0	\$100 93120217B NO

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CONTAINER-2 FAILURE CODES

JUN-25-1978

2 RECORDS FOUND

1 INCIDENTS

	TOTAL	INCIDENTS DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	PERCENTAGE DUE TO VEHICULAR ACCIDENTS/DERAILMENTS
NUMBER OF INCIDENTS:	1	0	0.00
INJURIES			
MAJOR:	0	0	0.00
MINOR:	0	0	0.00
DEATHS:	0	0	0.00
DAMAGES:	200	0	0.00
EVAQUATIONS:	0	0	0.00

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 INCIDENTS INVOLVING VERTAC INC

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CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME & CLASS	MU-INV-MIN DEAD	RESULTS	DAMAGES	
SHIPPER	SHIPMENT ORIGIN	MODE	D E CONT-1 CONT-2 CAPACITY	SHIPD FAILED	AMT RELEASE	REPORT #	
CONTAINER-1 FAILURE CODES							
CONTAINER-2 FAILURE CODES							
VITERWAYK JAN C CO INC VERTAC INTERNATIONAL 4,26,45	NEW ORLEANS, LA HOUSTON, TX	06/17/75 W	METHYL PARATHION L DRUM NTL NONE NO CONTAINER-2	0 140	0 1	0 0.00	50 75060730A NO
BINNINGS E S INC VERTAC INTERNATIONAL 6	NEW ORLEANS, LA HOUSTON, TX	07/15/75 W	METHYL PARATHION L DRUM NTL NONE NO CONTAINER-2	0 55.00	0 1	0 0.00	50 75070593A NO
SOUTHERN PACIFIC TRANSPORTATIO VERTAC CHEMICAL CORP 7,28	STOCKTON, CA VICKSBURG, MS	04/15/81 R	POTASSIUM NITRATE SAG PFR NONE NO CONTAINER-2	0 30.00	0 31	0 1530.00	5 LBS 81050244A NO
T SMITH AND SON INC VERTAC 19	NEW ORLEANS, LA MEMPHIS, TN	06/17/81 R	NEED KILL COMPOUND DRUM NONE NO CONTAINER-2	0 55.00	0 1	0 1.00	5 PTS 81060702X NO
PILOT FREIGHT CARRIERS, IC, VERTAC CHEMICAL CORP 7,28	COLUMBIA, SC VICKSBURG, MS	04/23/82 H-H	NITRATE NDS SAG PFR NONE NO CONTAINER-2	0 100.00	0 1	0 4.00	5 LBS 82050123A NO
SOUTHERN PACIFIC TRANSPORTATIO VERTAC CHEMICAL 7,28	STOCKTON, CA VICKSBURG, MS	07/16/82 R	POTASSIUM NITRATE SAG PFR NONE NO CONTAINER-2	0 50.00	0 17	0 50.00	5 LBS 82070437A NO
ATLANTA & WEST POINT RR VERTAC CHEMICAL CORP 1,7,28	LA GRANGE, GA VICKSBURG, MS	06/29/82 R *	POTASSIUM NITRATE 103M NONE NO CONTAINER-2	0 110500.00	0 1	0 SF	\$15000 LBS 82080095D NO
ATLANTA & WEST POINT RR VERTAC CHEMICAL 1,7,28	LA GRANGE, GA VICKSBURG, MS	06/29/82 R *	POTASSIUM NITRATE 103M NONE NO CONTAINER-2	0 110840.00	0 1	0 SF	\$13000 LBS 82080095E NO
ATLANTA & WEST POINT RR VERTAC CHEMICAL CORP 1	LA GRANGE, GA VICKSBURG, MS	06/29/82 R *	POTASSIUM NITRATE 103M NONE NO CONTAINER-2	0 109400.00	0 1	0 SF	\$15000 LBS 82080095F NO
YELLOW FREIGHT SYSTEM VERTAC CHEMICAL CORP 7,19,28	MAYBROOK, NY VICKSBURG, MS	10/21/82 H-H	POTASSIUM NITRATE SAG PFR NONE NO CONTAINER-2	0 200.00	0 25	0 3.00	5 LBS 82100466A NO
YELLOW FREIGHT SYSTEM INC, VERTAC CHEMICAL CORP. 19	INDIANAPOLIS, IN VICKSBURG, MS	10/20/82 H-H	POTASSIUM NITRATE SAG PFR NONE NO CONTAINER-2	0 100.00	0 10	0 10.00	5 LBS 82110001A NO

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 INCIDENTS INVOLVING VERTAC INC

CARRIER	SHIPPER	INCIDENT LOCATION	DATE	COMMODITY NAME & CLASS	MODE	D E	CONT-1	CONT-2	CAPACITY	SHIPD	FAILD	NJ-INJ-MN	DEAD	RESULTS	DAMAGES
JONES TRUCK LINE VERTAC 4.1.44		GRAND PRAIRIE, TX JACKSONVILLE, AR	01/22/83 H-H	HAZ SUBSTANCE NOS DRUM MTL NONE NO CONTAINER-2	DRM-E	55.00	0	6	1	0	0	0	0	10.00 GAL	\$0 ND
MATLACK, INC. VERTAC CHEMICAL 1.2.4.26.45		STERLINGTON, LA VICKSBURG, MS	02/01/83 H-H *	NITROPHENOL PEST. MC307 NONE NO CONTAINER-2	POISON	6589	0	1	1	0	0	0	0	100.00 GAL	\$3200 83030205A ND
ROADWAY EXPRESS, INC. VERTAC CHEMICAL CORP. 7.19.28		LANTON, OK VICKSBURG, MS	02/22/83 H-H	POTASSIUM NITRATE BAG PPR NONE NO CONTAINER-2	OXIDIZR	100	0	150	2	0	0	0	0	40.00 LBS	\$40 83030379A ND
ADMIRAL MERCHANTS MOTOR FREIGHT VERTAC CHEMICAL 4.1.44		NORTH COLLINS, NY ALBANY, GA	04/04/83 H-H	INSECTICIDE NOB FL 17E NONE NO CONTAINER-2	F. L.	30.00	0	60	1	0	0	0	0	30.00 GAL	\$0 83040238A ND
ROADWAY EXPRESS INC. VERTAC CHEMICAL CORPORATION 1.9		SPRINGFIELD, MO VICKSBURG, MS	04/09/83 H-H	POTASSIUM NITRATE BAG PPR NONE NO CONTAINER-2	OXIDIZR	180.00	0	100	12	0	0	0	0	1080.00 LBS	\$0 83070040A ND
YELLOW FREIGHT SYSTEM INC. VERTAC CHEMICAL CORP 7.19.28		CHARLOTTE, NC VICKSBURG, MS	07/25/83 H-H	POTASSIUM NITRATE BAG PPR NONE NO CONTAINER-2	OXIDIZR	100	0	100	6	0	0	0	0	20.00 LBS	\$150 83080135A ND
THURSTON MOTOR LINES VERTAC CHEMICAL 7.9.28		COLUMBIA, SC VICKSBURG, MS	12/13/83 H-H	POTASSIUM NITRATE BAG PPR NONE NO CONTAINER-2	OXIDIZR	100	0	100	6	0	0	0	0	25.00 LBS	\$82 83120181A ND
YELLOW FREIGHT SYSTEM INC VERTAC INC 38.39.44		SEAFORD, DE VICKSBURG, MS	12/12/83 H-H	POISONOUS LIQ NOS B PAIL NONE NO CONTAINER-2	POISON	5.00	0	395	1	0	0	0	0	5.00 GAL	\$350 84010019A ND
OLD DOMINION FREIGHT LINES INC VERTAC INC 7.28.38.39.44		SYRACUSE, NY VICKSBURG, MS	02/22/84 H-H	NITROPHENOL PEST LQ DRUM MTL NONE NO CONTAINER-2	F L.	30	0	44	1	0	0	0	0	15.00 GAL	\$1200 84030275A ND
YELLOW FREIGHT SYSTEM INC VERTAC INC 7.28		BARSTOW, CA VICKSBURG, MS	04/13/85 H-H	POTASS NITRATE BAG PPR NONE NO CONTAINER-2	OXIDIZR	100.00	0	60	3	0	0	0	0	3.00 LBS	\$125 85050066A ND
YELLOW FREIGHT SYSTEM INC VERTAC INC 7.19.28		BARSTOW, CA VICKSBURG, MS	09/23/85 H-H	POTASS NITRATE BAG PPR NONE NO CONTAINER-2	OXIDIZR	100.00	0	60	4	0	0	0	0	100.00 LBS	\$250 85100103A ND

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INCIDENTS INVOLVING VERTAC INC

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME	%	CLASS	MJ-INJ-MIN	DEAD	RESULTS	DAMAGES	
SHIPPER	SHIPMENT ORIGIN	MODE	D E	CONT-1	CAPACITY	SHIPD	FAILD	AMT	RELEASE REPORT #	
CONTAINER-1	FAILURE CODES								CONT-37	
RED ARROW FREIGHT LINES VERTAC INC 7,17,28	WICHITA FALLS, TX LUBBOCK, TX	06/07/86 F-F	COMP TR-MD KILL FL CAN MTL NONE NO CONTAINER-2		F. L. 5 00 GAL	0	0	0	5.00 GAL	\$0 86070009X ND
ABF FREIGHT SYSTEM INC VERTAC INC 8,19	SPRINGFIELD, IL VICKSBURG, MS	06/17/86 H-H	SUBST NITROPHENOLFL 17E NONE NO CONTAINER-2		F. L. 3 00 GAL	0	0	0	0.06 GAL	\$10 86070098X ND

CONTAINER-2 FAILURE CODES

JUN-25-1976

24 RECORDS FOUND

22 INCIDENTS

	TOTAL	INCIDENTS DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	PERCENTAGE DUE TO VEHICULAR ACCIDENTS/DERAILMENTS
NUMBER OF INCIDENTS:	22	2	9.09
INJURIES			
MAJOR:	0	0	0.00
MINOR:	1	0	0.00
DEATHS:			
	0	0	0.00
DAMAGES:			
	51,221	48,200	94.10
EVACUATIONS:			
	0	0	0.00

JUN-25-1996

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INCIDENTS INVOLVING ILLINOIS CENTRAL GULF RAILROAD (1975-PRESENT)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME & CLASS	NJ-INJ-MN	DEAD	RESULTS	#DAMAGES			
SHIPPER	SHIPMENT ORIGIN	MODE	CONT-1	CONT-2	CAPACITY	SHIPD	FAILD	AMT	RELEASE	REPORT #
CONTAINER-1 FAILURE CODES										
CONTAINER-2 FAILURE CODES										
ILLINOIS CENTRAL GULF RAILROAD JACKSON, MS ADM NORIN AMERICA 4,27,35,40,51	PLAQUEMINE, LA	01/31/75 R	HYDROGEN CHLORIDE TANK CAR NONE NO CONTAINER-2	18237.00 GAL	0	0	0	0	5	50 95020604A NO
ANDREWS TRANSPORT INC EXXON U S A 3,27,35,43,51	BATON ROUGE, LA BATON ROUGE, LA	01/09/75 H-H	DIESEL FUEL TANK TRK NONE NO CONTAINER-2	F. L. 0.00	0	0	0	0	5	\$16340 95020388A NO
ILLINOIS CENTRAL GULF RAILROAD TANGIPAHOLA, LA BORDEN CHEMICALS & PLASTICS 3,27,35,43,51	GEISMAR, LA	02/14/75 R	AMMONIA ANHYDROUS NONE NO CONTAINER-2	43779.00 CFT	0	0	0	0	5	\$0 95030390A NO
ILLINOIS CENTRAL GULF RAILROAD HAHAMAN, LA ADM CORN SWEETENERS 4,27,35,40,45	DECATUR, IL	02/16/75 R	HYDROCHLORIC ACID 111AH NONE NO CONTAINER-2	SOLUTN 25000.00 GAL	0	0	0	0	5	\$0 95030591A NO
ILLINOIS CENTRAL GULF RAILROAD HAHAMAN, LA ALLIED UNIVERSAL CORP 4,27,35,40,45	FORT PIERCE, FL	02/16/75 R	HYDROCHLORIC ACID TANK CAR NONE NO CONTAINER-2	SOLUTN 25000.00 GAL	0	0	0	0	SV	\$0 95030592A NO
ILLINOIS CENTRAL GULF RAILROAD MCCOMB, MS DU PONT E I DE NEMOURS & CO 5,27,34,40,45	DELISLE, OH	03/14/75 R	HYDROCHLORIC ACID 111AH NONE NO CONTAINER-2	SOLUTN 20430.00 GAL	0	0	0	0	SV	\$0 95040062A NO
ILLINOIS CENTRAL GULF RAILROAD NESSIT, MS SHELL TEBONE 18,27,35,43,51	GEISMAR, LA	02/22/75 R	PETROLEUM GASES LIQUEFIED F. G. # 112JW NONE NO CONTAINER-2	30829.00 GAL	0	0	0	0	N	\$0 95040193A NO
ILLINOIS CENTRAL GULF RAILROAD GEISMAR, LA BASEF WYANDOTTE CORP 10,26,35,41,42,50	GEISMAR, LA	04/13/75 R	HYDROCHLORIC ACID 111AH NONE NO CONTAINER-2	SOLUTN 24700.00 GAL	0	0	0	0	5	\$370 95050037A NO
ILLINOIS CENTRAL GULF RAILROAD BATON ROUGE, LA BASEF WYANDOTTE CORP 15,27,35,40,51	GEISMAR, LA	04/16/75 R	HYDROCHLORIC ACID 111AH NONE NO CONTAINER-2	SOLUTN 24350.00 GAL	0	0	0	0	5	\$6 95050038A NO
ILLINOIS CENTRAL GULF RAILROAD RIVERDALE, IL ELF ATOCHEM 4,27,35,40,45	WYANDOTTE, MI	05/06/75 R	METHYL MERCAPTAN 105 NONE NO CONTAINER-2	24983.00 GAL	0	0	0	0	5	\$0 95050814A NO
ILLINOIS CENTRAL GULF RAILROAD CENTRALIA, IL ADM CORN SWEETENERS 5,27,34,40,51	DECATUR, IL	05/14/75 R	HYDROCHLORIC ACID 111AH NONE NO CONTAINER-2	SOLUTN 24012.00 GAL	0	0	0	0	SV	\$0 95051337A NO

U.S. DEPARTMENT OF TRANSPORTATION
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INCIDENTS INVOLVING ILLINOIS CENTRAL GULF RAILROAD (1995-PRESENT)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME & CLASS	MJ-INJ-MN	DEAD	RESULTS	DAMAGES
SHIPPER	SHIPMENT ORIGIN	MODE	CONT-1 CONT-2 CAPACITY	SHIPD	FAILD	AMT	RELEASE
CONTAINER-1 FAILURE CODES							
CONTAINER-2 FAILURE CODES							
ILLINOIS CENTRAL GULF RAILROAD DCCIDENTAL CHEMICAL CO 4,27,35,40,46	CHICAGO, IL PASADENA, TX	06/15/95 R	ETHYLENE GLYCOL MONOBUTYL POISON 111AW NONE 23550.00 GAL NO CONTAINER-2	0	0	0	\$0 95070616A NO
ILLINOIS CENTRAL GULF RAILROAD BORDEN CHEMICALS & PLASTICS 5,27,35,40,48	GEISMAR, LA GEISMAR, LA	06/09/95 R	VINYL CHLORIDE INHIBITED F. G. 103A NONE 30000.00 GAL NO CONTAINER-2	0	0	0	\$5 95070617A NO
ILLINOIS CENTRAL GULF RAILROAD PHONE PULENC INC 10,26,35,41,42,50	HOMWOOD, IL GEISMAR, LA	07/07/95 R	PHOSPHORIC ACID 111AW NONE 13224.00 GAL NO CONTAINER-2	0	0	0	\$0 75071177A NO
ILLINOIS CENTRAL GULF RAILROAD BASF WYANDOTTE CORP 5,26,35,40,45	JACKSON, MS GEISMAR, LA	07/21/95 R	HYDROCHLORIC ACID SOLUTN TANK CAR NONE 24618.00 GAL NO CONTAINER-2	0	0	0	\$3000 95080137A NO
ILLINOIS CENTRAL GULF RAILROAD FLEXI FLOW TERMINAL 5,10,26,27,40,45	MCCOMB, MS BALTIMORE, MD	08/11/95 R	SULFURIC ACID SPENT 111AW NONE 14631.00 GAL NO CONTAINER-2	0	0	0	\$0 95081380A NO
ILLINOIS CENTRAL GULF RAILROAD BASF WYANDOTTE CORP 10,27,35,40,48	CHAMPAIGN, IL GEISMAR, LA	09/01/95 R	HYDROCHLORIC ACID SOLUTN 111AW NONE 20439.00 GAL NO CONTAINER-2	0	0	0	\$105 95090557A NO
ILLINOIS CENTRAL GULF RAILROAD HDCHEST-CELANESE CORP 4,26,35,40,46	EAST HAZEL CREST, IL ARGO, IL	09/08/95 R	METHYL ACRYLATE INHIBITED F. L 111AW NONE 30042.00 GAL NO CONTAINER-2	0	0	0	\$0 95090607A NO
SAFETY KLEEN CORP ILLINOIS CENTRAL GULF RAILROAD 10,11,26,35,41,48	URBANA, IL CENTRALIA, IL	10/05/95 H-H	PAINT OR PAINT RELATED DRUM MTL NONE 55.00 GAL NO CONTAINER-2	0	0	0	\$0 95101496A NO
ILLINOIS CENTRAL GULF RAILROAD VICKSBURG CHEMICAL CO 18,27,35,43,51	BOGALUSA, LA VICKSBURG, MS	10/23/95 R	NITROGEN DIOXIDE LIQUIDEI 103AW NONE 10634.00 GAL NO CONTAINER-2	0	0	0	\$0 95110851A NO
ILLINOIS CENTRAL GULF RAILROAD LA ROCHE IND 18,27,35,43,51	TANDIPAHDA, LA GRAMERCY, LA	12/01/95 R	CHLORINE * # 103AW NONE 17419.00 GAL NO CONTAINER-2	0	0	0	\$0 95120747A NO
ILLINOIS CENTRAL GULF RAILROAD LA ROCHE IND 18,27,35,43,51	TANDIPAHDA, LA GRAMERCY, LA	12/01/95 R	CHLORINE * # TANK CAR NONE 17396.00 GAL NO CONTAINER-2	0	0	0	\$0 95120749B NO

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U.S. DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS SAFETY
HAZARDOUS MATERIALS INFORMATION SYSTEM

INCIDENTS INVOLVING ILLINOIS CENTRAL GULF RAILROAD (1995-PRESENT)

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME & CLASS	SHIPD	MT-INJ-MN	DEAD	RESULTS	DAMAGES		
SHIPPER	SHIPMENT ORIGIN	MODE	CONT-1	CONT-2	CAPACITY	SHIPD	FAILD	AMT	RELEASE	REPORT #
CONTAINER-1 FAILURE CODES										
CONTAINER-2 FAILURE CODES										
ILLINOIS CENTRAL GULF RAILROAD LA ROCHE IND 18,27,35,43,51	TANGIPAHOLA, LA GRAMERCY, LA	12/01/75 R	CHLORINE TANK CAR NONE NO CONTAINER-2	17422.00 GAL	POI GAS	0	0	0	N	\$0
ILLINOIS CENTRAL GULF RAILROAD CYTEC INDUSTRIES 18,27,35,43,51	TANGIPAHOLA, LA WESTMESO, LA	12/01/75 R	ACRYLONITRILE INHIBITED F. L. TANK CAR NONE NO CONTAINER-2	20426.00 GAL	F. L.	0	0	0	N	\$0
ILLINOIS CENTRAL GULF RAILROAD CIBA-GEIGY CORP 5,27,34,40,45	MOBILE, AL MCINTOSH, AL	12/21/75 R	SULFURIC ACID SPENT TANK CAR NONE NO CONTAINER-2	17512.00 GAL	CORROS	0	0	0	S	\$0
ILLINOIS CENTRAL GULF RAILROAD TERRA INTERNATIONAL 1,7,22,28,36,44	STONEFORT, IL COURTRIGHT, DN, ZZ	01/05/76 R	AMMONIA ANHYDROUS TANK CAR NONE NO CONTAINER-2	22500.00 GAL	NONF.G.	0	0	0	SV	\$115600
ILLINOIS CENTRAL GULF RAILROAD ASARCO INC 4,18,26,30,40,45	WICKLIFFE, KY EL PASO, TX	02/27/76 R	SULFURIC ACID TANK CAR NONE NO CONTAINER-2	7546.00 GAL	CORROS	0	0	0	S	\$83
ILLINOIS CENTRAL GULF RAILROAD TETRA CHEMICAL 3,5,26,34,39,51	JACKSON, MS WEST LAKE, LA	03/14/76 R	HYDROCHLORIC ACID SOLUTION TANK CAR NONE NO CONTAINER-2	25000.00 GAL	CORROS	0	0	0	S	\$3

JUN-25-1996

28 RECORDS FOUND
25 INCIDENTS

	TOTAL	INCIDENTS DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	PERCENTAGE DUE TO VEHICULAR ACCIDENTS/DERAILMENTS
NUMBER OF INCIDENTS:	25	3	12.00
INJURIES			
MAJOR:	0	0	0.00
MINOR:	0	0	0.00
DEATHS:	0	0	0.00
DAMAGES:	135,512	115,600	85.31
EVAQUATIONS:	3	2	66.67

JUN-25-1996

U. S. DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS SAFETY
HAZARDOUS MATERIALS INFORMATION SYSTEM

PAGE 1



INCIDENTS INVOLVING UTLX

CARRIER	INCIDENT LOCATION	DATE	COMMODITY NAME & CLASS	MU-INJ-MN DEAD	RESULTS \$DAMAGES
SHIPPER	SHIPMENT ORIGIN	MODE D E	CONT-1 CONT-2 CAPACITY	SHIPD FAILD AMT	RELEASE REPORT #
CONTAINER-1 FAILURE CODES					
UNION PACIFIC RAILROAD CO	OGDEN, UT	07/21/74	PETROLEUM GASES LIQUEFIED F G.	0 0 0	\$200
CHEVRON USA	SALT LAKE CITY, UT	R	112JM NONE 33600 00 GAL	1 1	94100962A
526354045			NO CONTAINER-2		ND
CONTAINER-2 FAILURE CODES					
CONT-3?					

CONTAINER-1 FAILURE CODES

CONTAINER-2 FAILURE CODES

CONT-3?

JUN-25-1976

1 RECORDS FOUND

1 INCIDENTS

	TOTAL	INCIDENTS DUE TO VEHICULAR ACCIDENTS/DERAILMENTS	PERCENTAGE DUE TO VEHICULAR ACCIDENTS/DERAILMENTS
NUMBER OF INCIDENTS:	1	0	0.00
INJURIES			
MAJOR:	0	0	0.00
MINOR:	0	0	0.00
DEATHS:	0	0	0.00
DAMAGES:	200	0	0.00
EVAQUATIONS:	0	0	0.00

DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS INCIDENT REPORT

Form Approved OMB No 2137 0039

INSTRUCTIONS - Submit this report in duplicate to the Information Systems Manager, Office of Hazardous Materials Transportation, DHM-63, Research and Special Programs Administration, U S Department of Transportation, Washington, D C 20590 If space provided for any item is inadequate, complete that item under Section IX, keying to the entry number being completed. Copies of this form, in limited quantities, may be obtained from the Information Systems Manager, Office of Hazardous Materials Transportation. Additional copies in this prescribed format may be reproduced and used, if on the same size and kind of paper.

I. MODE, DATE, AND LOCATION OF INCIDENT				
1. MODE OF TRANSPORTATION <input type="radio"/> AIR <input type="radio"/> HIGHWAY <input checked="" type="radio"/> RAIL <input type="radio"/> WATER <input type="radio"/> OTHER <i>Mode 6</i>				
2. DATE AND TIME OF INCIDENT (Use Military Time e.g. 8:30am = 0830 Date <i>10/23/95</i> TIME <i>1815</i> noon = 1200, 6pm = 1800 midnight = 2400) (date format MM/DD/YY)				
3. LOCATION OF INCIDENT (Include airport name in ROUTE/STREET if incident occurs at an airport.) CITY <i>BOGALUSA</i> STATE <i>LA</i> COUNTY <i>WASHINGTON PARISH</i> ROUTE/STREET <i>455 AVENUE SOUTH</i>				
II. DESCRIPTION OF CARRIER, COMPANY, OR INDIVIDUAL REPORTING				
4. FULL NAME <i>ILLINOIS CENTRAL RAILROAD</i> <i>14475</i>			5. ADDRESS (Principal place of business) <i>17641 SOUTH ASHLAND AVENUE</i> <i>HOMEWOOD, IL 60430-1345</i>	
6. LIST YOUR AMC MOTOR CARRIER CENSUS REPORTING RAILROAD ALPHABETIC CODE, MERCHANT VESSEL NAME AND ID NUMBER OR OTHER REPORTING CODE OR NUMBER <i>10</i>				
III. SHIPMENT INFORMATION (From Shipping Paper or Packaging)				
7. SHIPPER NAME AND ADDRESS (Principal place of business) <i>VICKSBURG CHEMICAL COMPANY</i> <i>4280 RIFLE RANGE ROAD</i> <i>VICKSBURG MS 39102</i>			8. CONSIGNEE NAME AND ADDRESS (Principal place of business) <i>GAYLARD CONTAINERS</i> <i>455 AVENUE SOUTH</i> <i>BOGALUSA, LA 70427</i> <i>13740</i>	
9. ORIGIN ADDRESS (if different from Shipper Address) <i>Same as Shipper's Address</i>			10. DESTINATION ADDRESS (if different from Consignee Address) <i>Same as Consignee's Address</i>	
11. SHIPPING PAPER/WAYBILL IDENTIFICATION NO <i>KCS 1383024</i>				
IV. HAZARDOUS MATERIAL(S) SPILLED (NOTE REFERENCE CFR SECTION 172.101)				
12. PROPER SHIPPING NAME <i>DINITROGEN TETROXIDE LIQUEFIED</i> <i>7770</i>		13. CHEMICAL/TRADE NAME <i>NITROGEN DIOXIDE</i>		14. HAZARD CLASS <i>23</i>
15. IDENTIFICATION NUMBER (e.g., UN 2784 NA 2020) <i>UN1067</i>		16. IS MATERIAL A HAZARDOUS SUBSTANCE? <input checked="" type="radio"/> YES <input type="radio"/> NO		
17. WAS THE RQ MET? <input checked="" type="radio"/> YES <input type="radio"/> NO				
V. CONSEQUENCES OF INCIDENT DUE TO THE HAZARDOUS MATERIAL				
18. ESTIMATED QUANTITY HAZARDOUS MATERIAL RELEASED (Include units of measurement) <i>UNKNOWN 0'</i>		19. FATALITIES <i>NONE</i>	20. HOSPITALIZED INJURIES <i>UNK</i>	21. NON-HOSPITALIZED INJURIES <i>UNK</i>
22. NUMBER OF PEOPLE EVACUATED <i>UNKN 0</i>		23. ESTIMATED DOLLAR AMOUNT OF LOSS AND/OR PROPERTY DAMAGE INCLUDING COST OF DECONTAMINATION OR CLEANUP (Round off in dollars)		
A. PRODUCT LOSS <i>UNKNOWN 0'</i>	B. CARRIER DAMAGE <i>NONE 0°</i>	C. PUBLIC/PRIVATE PROPERTY DAMAGE <i>UNKNOWN 0'</i>	D. DECONTAMINATION CLEANUP <i>UNKNOWN 0'</i>	E. OTHER <i>0/0°</i>
24. CONSEQUENCES ASSOCIATED WITH THE INCIDENT <input checked="" type="checkbox"/> VAPOR (GAS) DISPERSION <input type="checkbox"/> MATERIAL ENTERED WATERWAY/SEWER <input checked="" type="checkbox"/> SPILLAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input checked="" type="checkbox"/> ENVIRONMENTAL DAMAGE <input type="checkbox"/> NONE <input type="checkbox"/> OTHER				
VI. TRANSPORT ENVIRONMENT				
25. INDICATE TYPE(S) OF VEHICLE(S) INVOLVED: <input type="checkbox"/> CARGO TANK <input type="checkbox"/> VAN TRUCK/TRAILER <input type="checkbox"/> FLAT BED TRUCK/TRAILER <input checked="" type="checkbox"/> TANK CAR <input type="checkbox"/> RAIL CAR <input type="checkbox"/> TOFC/COFC <input type="checkbox"/> AIRCRAFT <input type="checkbox"/> BARGE <input type="checkbox"/> SHIP <input type="checkbox"/> OTHER				
26. TRANSPORTATION PHASE DURING WHICH INCIDENT OCCURRED OR WAS DISCOVERED <input type="checkbox"/> EN ROUTE BETWEEN ORIGIN/DESTINATION <input type="checkbox"/> LOADING <i>3</i> <input checked="" type="checkbox"/> UNLOADING <input type="checkbox"/> TEMPORARY STORAGE TERMINAL				
27. LAND USE AT INCIDENT SITE: <input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> COMMERCIAL <i>1</i> <input type="checkbox"/> RESIDENTIAL <input type="checkbox"/> AGRICULTURAL <input type="checkbox"/> UNDEVELOPED				
28. COMMUNITY TYPE AT SITE: <input checked="" type="checkbox"/> URBAN <input type="checkbox"/> SUBURBAN <i>1</i> <input type="checkbox"/> RURAL				
29. WAS THE SPILL THE RESULT OF A VEHICLE ACCIDENT/DERAILMENT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF YES AND APPLICABLE, ANSWER PARTS A THRU C				
A. ESTIMATED SPEED	B. HIGHWAY TYPE <input type="checkbox"/> DIVIDED/LIMITED ACCESS <input type="checkbox"/> UNDIVIDED	C. TOTAL NUMBER OF LANES <input type="checkbox"/> ONE <input type="checkbox"/> TWO <input type="checkbox"/> THREE <input type="checkbox"/> FOUR OR MORE		SPACE FOR DOT USE ONLY <i>95110851 A</i>

VII. PACKAGING INFORMATION																																																																																																																							
If the package is overpacked (consists of several packages e.g. glass jars within a fiberboard box) begin with Column A for information on the innermost package																																																																																																																							
ITEM	A	B	C																																																																																																																				
30 TYPE OF PACKAGING INCLUDING INNER RECEPTACLES (e.g. Steel drum, tank car)	RAIL TANK CAR																																																																																																																						
31 CAPACITY OR WEIGHT PER UNIT PACKAGE (e.g. 55 gallons 65 lbs)	10 634 GALLONS																																																																																																																						
32 NUMBER OF PACKAGES OF SAME TYPE WHICH FAILED IN IDENTICAL MANNER	ONE		40 CAUSE																																																																																																																				
33 NUMBER OF PACKAGES OF SAME TYPE IN SHIPMENT	ONE		132 MISC 1																																																																																																																				
34 PACKAGE SPECIFICATION IDENTIFICATION (e.g. DOT 17E DOT 105A100 UN 1A1 or none)	105A500W		100 MISC 2																																																																																																																				
35 ANY OTHER PACKAGING MARKINGS (e.g. STC 18/18-55-88 Y1 4/150/87)	NONE		ATTACH																																																																																																																				
36 NAME AND ADDRESS SYMBOL OR REGISTRATION NUMBER OF PACKAGING MANUFACTURER	N/A		REGURA																																																																																																																				
37 SERIAL NUMBER OF CYLINDERS PORTABLE TANKS, CARGO TANKS, TANK CARS	UTLX082329																																																																																																																						
38 TYPE OF LABELING OR PLACARDING APPLIED	POISON POISONG																																																																																																																						
39 IF RECONDITIONED OR REQUALIFIED	A REGISTRATION NUMBER OR SYMBOL																																																																																																																						
	B DATE OF LAST TEST OR INSPECTION																																																																																																																						
40 EXEMPTION/APPROVAL/COMPETENT AUTHORITY NUMBER IF APPLICABLE (e.g. DOT E1012)																																																																																																																							
VIII. DESCRIPTION OF PACKAGING FAILURE. Check all applicable boxes for the package(s) identified above																																																																																																																							
41 ACTION CONTRIBUTING TO PACKAGING FAILURE		42 OBJECT CAUSING FAILURE																																																																																																																					
<table border="0"> <tr> <th>A</th> <th>B</th> <th>C</th> <th>A</th> <th>B</th> <th>C</th> </tr> <tr> <td>a</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>TRANSPORT VEHICLE COLLISION</td> <td>j</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>CORROSION</td> </tr> <tr> <td>b</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>TRANSPORT VEHICLE OVERTURN</td> <td>k</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>METAL FATIGUE</td> </tr> <tr> <td>c</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>OVERLOADING/OVERFILLING</td> <td>l</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>FRICTION/RUBBING</td> </tr> <tr> <td>d</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>LOOSE FITTINGS VALVES</td> <td>m</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>FIRE/HEAT</td> </tr> <tr> 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IX. DESCRIPTION OF EVENTS Describe the sequence of events that led to incident, action taken at time discovered and action taken to prevent future incidents. Include any recommendations to improve packaging, handling, or transportation of hazardous materials. Photographs and diagrams should be submitted when necessary for clarification. ATTACH A COPY OF THE HAZARDOUS WASTE MANIFEST FOR INCIDENTS INVOLVING HAZARDOUS WASTE. Continue on additional sheets if necessary.																																																																																																																							
The Illinois Central Railroad placed rail tank car UTLX 082329 loaded Diminogen Tetroxide, Liquefied into Gaylord Container at 0215 hours on October 11, 1995 and have been unable to obtain any further information regarding the incident that occurred October 23 1995																																																																																																																							
46 NAME OF PERSON RESPONSIBLE FOR PREPARING REPORT MICHAEL A DE SMEDT		47 SIGNATURE M.A. De Smedt																																																																																																																					
48 TITLE OF PERSON RESPONSIBLE FOR PREPARING REPORT MANAGER HAZ MAT TRANSP		49 TELEPHONE NUMBER (Area Code) 708 206-3093	50 DATE REPORT SIGNED 11/13/95																																																																																																																				

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