UNION CARBIDE

INTERNAL CORRESPONDENCE



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UNION CARBIDE CORPORATION OLD RIDGEBURY ROAD, DANBURY, CT 06817
METALS DIVISION

RECEIVED
JUN 1 1982
UCC-CALIDRIA
NIAGARA FALLS, N.Y.

To (Name) Mr. W. C. Thurber
Division Metals
Location J1398
Area

Date May 25, 1982
Originating Dept. R. W. Rebholz
Area H1374

Copy to Messrs.
R. E. Byrne
T. W. Carmody
R. F. X. Fusaro
J. L. Myers
J. L. Powell
R. F. Wolff

Subject Asbestos Product Accident

On April 5, 1982 a Southern Pacific train, which included one car carrying 2400 bags of Calidria asbestos pellets, derailed near Waldo, Arkansas. The accident occured in a remote area and was contained on railroad property.

The railroad's hazardous materials section transferred the contents of the car and some spilled material to three trailers and cleaned up the site.

The three trailers were shipped"piggy back" to the consignee, RCA Rubber in Akron, Ohio.

RCA Rubber accepted approximately 1325 bags which had not been broken and rejected the balance of the shipment.

At the time of the accident the railroad notified UCC's San Francisco traffic office. San Francisco office advised the railroad that UCC maintained an emergency response program and gave the representative the UCC "HELP" telephone number. The representative declined, saying that the railroads hazardous materials section is equipped to handle any emergency.

During the clean up phase we asked for permission to visit the scene as an observor. The railroad agreed and John Powell, Environmental Coordinator at UCC's Hot Springs location, did observe the area and the asbestos car. He was impressed with the clean up. John's report of his visit is attached.

After RCA Rubber rejected a part of the shipment, which then became railroad property, we called the railroad to inquire about the disposition of the material. We were asked if it had any value to UCC and we said it did not. However, we did offer to properly dispose of the material at our King City location. Some time later the railroad accepted this offer and will deliver one trailer of asbestos to King City at no charge to UCC and UCC will dispose of the material at no charge to the railroad.

A chronology of events and conversations (from this office) are on file.

RWR:sf
Attachment

R. W. Rebholz

UC 149-2

UNION CARBIDE

INTERNAL CORRESPONDENCE

METALS DIVISION • ROUTE 6, BOX 943, HOT SPRINGS, ARKANSAS 71901

To (Name) Mr. R. W. Rebholz
Division Metals Division
Location Location H1 374
Danbury, Connecticut 06817

Date May 18, 1982

Originating Dept.

Answering letter date

Copy to Messrs.
W. C. Thurber - Danbury
R. F. Wolff - Danbury
J. L. Myers - King City
O. J. Malacarne - Grand Junction
F. L. Dedrickson - Hot Springs
J. P. Sanders - Hot Springs

Subject Inspection
Southern Pacific Train
Derailed April 5, 1982
between
Waldo and McNeil, Arkansas

An on site inspection of this train derailment was made on May 4, 1982 to determine whether Southern Pacific had done a satisfactory clean-up of the 2400 bags of Union Carbide SG-200 Calidria asbestos pellets contained in Box Car SP 244651. Mr. Bill Gleason of Southern Pacific Hazardous Material Control out of Pine Bluff, Arkansas accompanied me during the inspection.

The job done was very good. A small quantity of pellets was still visible, but not in sufficient quantities to be of concern. Mr. Gleason indicated that this remaining material would be buried on site on railroad right-of-way after the scrap steel is removed and combustibles such as wood, paper and plastic are burned. Other materials such as carloads of magnesite and strontium carbonate will also be buried along with the residual asbestos.

About two-thirds of the 2400 bags (50 lb.) of asbestos pellets were intact and about one-third broken according to Mr. Gleason. The broken material was rebagged and shipped along with unbroken bags by 'piggy back' to RCA Rubber Company in Akron, Ohio. Cleanup of asbestos was reportedly finished on April 18 and they hoped to have all the remaining cleanup completed by the first week in June 1982.

The northbound train of 66 cars derailed at Mile Post 370, Pole 1 about 3 miles west of McNeil, Arkansas and 6 miles north of El Dorado, Arkansas. The track at this location runs more west to east at this point. Car SP 244651 was driven into the dirt almost parallel with the track on the Highway 98 side of the track and a couple hundred feet east of a small bridge. Connecting cars contained bulk strontium carbonate, bulk magnesite, red wood lumber and canned pears. A total of 35 cars derailed, 31 stayed on the track and four of the derailed cars were placed back on the track. Three cars containing plywood and cotton burned. A mile of track was torn up.

The front two-thirds of SP 244651 car (B-end) was damaged, but intact. The back one-third of the car (A-end) was completely demolished by impact with a hopper car of strontium carbonate on the track side and a car of canned pears on the off-track side. (See photos.) The floor of the car was in good shape and all four doors were in position, but bent.

J. L. Powell

J. L. Powell

mwd

Attachments

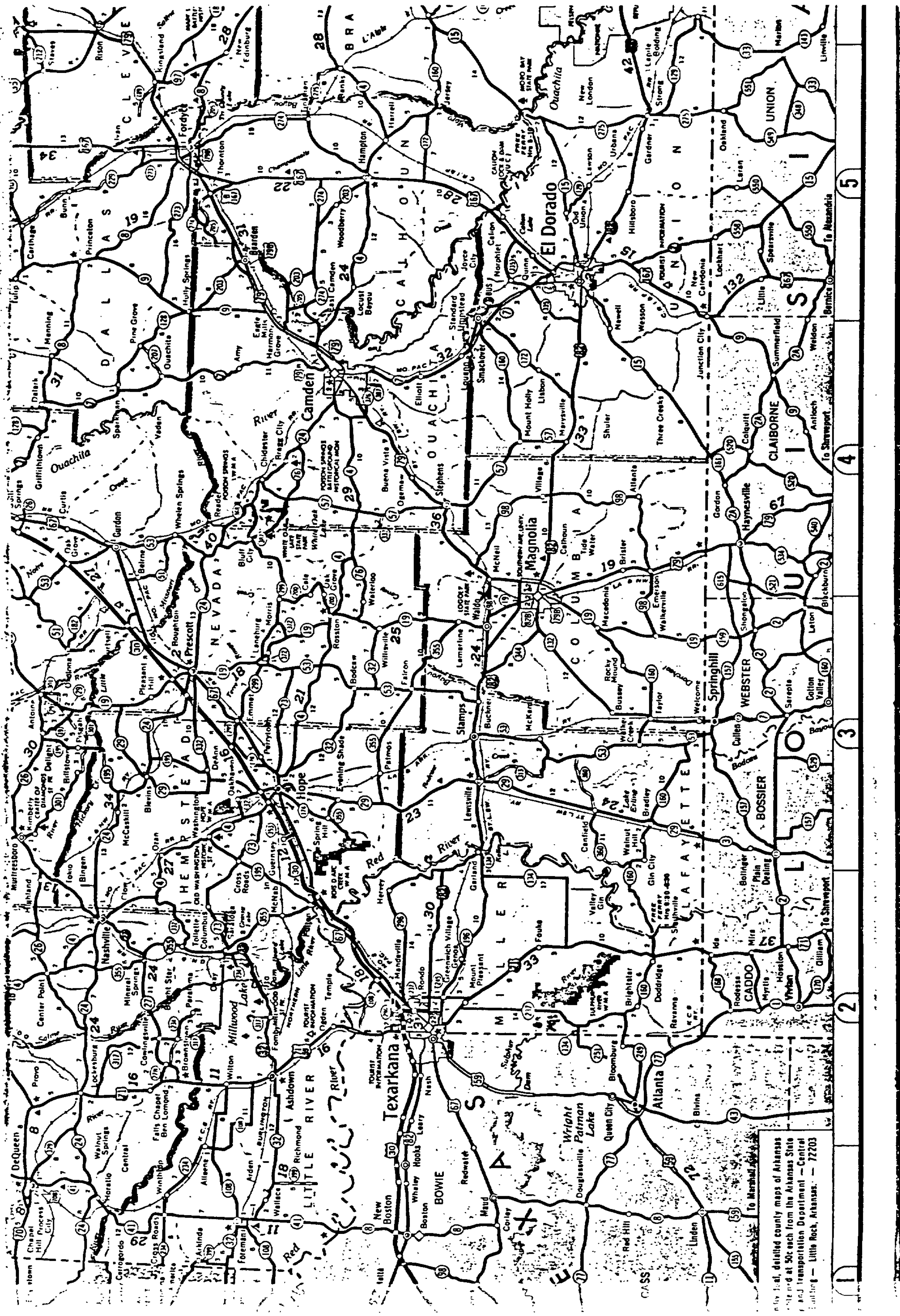
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PENETRATION OF CAR ASBESTOS

10
ASBESTOS PELLETS AND BAGS

11
PENETRATION OF CAR



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