



OHM Newsletter

Office of Hazardous Materials Operations

DEPARTMENT OF TRANSPORTATION / MATERIALS TRANSPORTATION BUREAU / WASHINGTON, D.C. 20590

VOL. VI Number 55

August/September 1976

NOTICES AND AMENDMENTS PUBLISHED DURING JULY

- HM-116; Amendment Nos. 172-30, 173-95 (41 FR 27728 - 7/6/76), Classification of New Explosives and Shipment of Samples of Explosives; Editorial Changes. In the List of Hazardous Materials, the entry "Explosive, new, approval and evaluation" was amended by restating it in italics, and reference to "NAVORDINST" in § 173.86(b)(3) was corrected. Effective date: July 6, 1976.
- HM-112; Amendment No. 176-1 (41 FR 28116 - 7/8/76), Amendment and Partial Revocation of Part, Transportation or Storage of Military Explosives on Board Vessels. This amendment modifies and retains in effect certain additional provisions of 46 CFR 146 which are necessary to support the continued effectiveness of 46 CFR 146.29. This latter section, dealing with military explosives transported or stored aboard vessels, was not incorporated into 49 CFR by HM-103/112 but allowed to remain in 46 CFR. Effective date: July 1, 1976.
- HM-110; Amendment No. 177-31 (41 FR 27968 - 7/8/76), Repair and Maintenance of Vehicles. The purpose of this amendment is to revoke paragraph (g) of § 177.854 as published under Docket No. HM-110 on December 2, 1974 (39 FR 41741). Effective date: June 30, 1976.

ELECTRIC STORAGE BATTERIES

In response to several questions on the meaning of the term "electrical storage batteries...of the non-spillable type..." as used in Section 173.260 (d) of the Hazardous Materials Regulations, the following is offered for consideration. For the purposes of transporting a non-spillable battery, it must not leak any corrosive material when subjected to either the vibration or altitude test. It should be noted that any

Electric Storage Batteries Cont.

battery which may release corrosive material when accidentally activated may not be considered "non-spillable" regardless of design considerations.

When conducting the vibration test, the battery must be rigidly clamped to the platform of a vibration machine. A simply harmonic motion having an amplitude of 0.03 inch (0.06 inch maximum total excursion) must be applied. The frequency must be varied at the rate of one cycle per second per minute between the limits of 10 to 55 cycles per second. The entire range of frequencies and return must be traversed in 95 ± 5 minutes for each mounting position (direction of vibration) of the battery. The battery must be vibrated in three mutually perpendicular directions for equal time periods. One of the directions must be perpendicular to the terminal face of the battery.

The altitude test should be conducted following the vibration test and the battery must be stored for six hours at 75°F. with a variance of up to $\pm 7^\circ\text{F.}$ under an external partial pressure of 2 psia. Leakage must not occur with the battery in any position, i.e., upright, inverted, on its side, etc. As a practical matter, depending on design, there is probably only one position in which the battery will need to be evaluated for leakage.

FAA CAUTIONS AIR TRAVELERS ABOUT CARRYING LOOSE BOOK MATCHES IN LUGGAGE

The following press release was released by the Department of Transportation on June 22, 1976, and is quoted for your information and guidance:

"The Federal Aviation Administration today warned air travelers that it both is dangerous and illegal to carry loose book matches in their luggage.

"The agency said the matches could ignite in a suitcase and start a smoldering fire that could ruin travelers' personal belongings. Moreover, there always is the danger of a small fire becoming a large one or triggering an explosion on an aircraft in flight.

"Persons who carry loose book matches in their carry-on or checked luggage also are subject to fines for carrying hazardous materials on board an aircraft in violation of FAA regulations.

FAA Cautions Air Travelers About Carrying Loose Book Matches in Luggage Cont.

"A fire can start when the cover of one match book is open and vibration or movement brings the heads of the matches into contact with the striking strip of another book, the agency said. The usual result is a small, smoldering fire in the suitcase with the damage confined to the contents of suitcase. But in one case an explosion resulted when the smoldering fire ignited the contents of a can of hair spray. Fortunately, the suitcase was not aboard an airplane at the time.

"FAA said that twice in the last two months it has received reports of matches starting fires in luggage. Others may have been started and gone unreported, it added.

"In one of the two cases, FAA said, the fire was discovered when a baggage handler noted smoke coming from the suitcase while unloading it from the aircraft. In the other, only two books of matches actually caught fire, but there were 89 other books of matches in the same suitcase that could have been ignited. FAA is now taking action to fine the owner of the suitcase.

"The penalty for violation of the regulation is a fine of up to \$10,000. If criminal intent can be proved, the maximum penalty is a \$25,000 fine, five years in prison, or both."

INTERMODAL SEMINARS

During the last two years, this Office has sponsored 26 intermodal seminars at various locations throughout the country.

These seminars have been planned and conducted on an "awareness" basis rather than on an "in-depth" approach. They are intended to assist those who have recently become involved in hazardous materials transportation through a review of the general requirements for all modes of transportation. The seminars also provide an overview of the specific modal requirements and address various specialized areas of interest, such as packaging, training, and radioactive materials.

These programs are also intended to provide an update to those who are experienced in the application of the hazardous materials

Intermodal Seminars Cont.

regulations by offering them the opportunity to broaden their knowledge through participation in some of the specialized interest workshops. Due to the complexity of the subject, and the decision to limit the seminars to not more than two days, in-depth treatment of all areas of interest is not possible.

Many of the seminar critiques received from attendees at the conclusion to these programs include recommendations for additional in-depth or more detailed coverage. We invite further comments and suggestions concerning past and future hazardous materials seminars. Specific responses to the following questions will be of benefit relative to the determination of future activities of this nature:

1. Did you attend one of the two-day seminars?
2. Was your time and effort, and the expense to your company, beneficial in terms of what you learned and were able to apply in carrying out your responsibilities?
3. Which subject areas were of greatest value to you?
4. Which subject areas were of least value to you even though they relate to your responsibilities?
5. What specialized subject area would you like us to cover (in more detail) and do you believe it should be the subject of a special seminar?
6. Do you believe we have neglected any particular city or geographical area in conducting these seminars? If so, where?
7. Do you believe we should terminate the seminar program and let the training and education be carried out by others, such as trade associations (which have conducted a number of seminars) and educational institutions? If so, who?
8. If a more in-depth training program, such as the one and two-week courses given at the Transportation Safety Institute in Oklahoma City, were offered on a broader scale, (1) would you be interested in attending, (2) how many days would you be permitted by your company to be away from your work place, and (3) would you be able or willing to expend 100 - 200 dollars for tuition assuming that the scope of such a course addresses your area of interest?

Intermodal Seminars Cont.

We will give careful consideration to the responses we receive to this inquiry in deciding what we should do in the future. Responses should be addressed to:

Executive Officer, MTB-1
Materials Transportation Bureau
Department of Transportation
Washington, D. C. 20590

ANNUAL REPORT

The Sixth Annual Report of the Secretary of Transportation on Hazardous Materials Control, as required by the Hazardous Materials Transportation Act (Title I of Public Law 93-633), has been released. The report covers hazardous materials safety programs and operational activities of the Materials Transportation Bureau and the modal operating administrations during the calendar year 1975. Copies of the report may be obtained from:

Superintendent of Documents
U.S. Government Printing Office
Washington, D. C. 20402
(Stock Number: 050-000-00117-2)
Price: \$2.60 per copy

INTERMODAL SEMINAR, CHICAGO, ILLINOIS

DOT's Region 5 Hazardous Materials Task Force is sponsoring a two-day Intermodal Seminar on November 2-3, 1976 at:

Pick-Congress Hotel
520 South Michigan Avenue
Chicago, Illinois

The Seminar will begin at 8:00 a.m. and continue until 5:00 p.m. each day. Registration fee is \$30.00 per person. This fee includes coffee breaks, lunches, and handout materials. Make your check payable to "Hazardous Materials Task Force" and mail with your application to:

Lt. Robert Arnett
United States Coast Guard
610 South Canal Street
Chicago, Illinois 60607
TELEPHONE: (312) 353-1226

(NOTE: This registration form to be used when making application for seminar on the following page.)

REGISTRATION FORM

SHERATON MOTOR INN NORTH
4859 McKnight Road
Pittsburgh, Pennsylvania

Type of Organization: _____

Name _____

Company _____ Address _____

City _____ State _____

Zip _____ Telephone No: Area Code() _____

HAZARDOUS MATERIALS SEMINAR

I plan to attend the Hazardous Materials Transportation Seminar on October 19 and 20, 1976 in Pittsburgh, Pennsylvania and I am interested in attending workshops on the following subjects:

Air _____ Water _____ Radioactive Materials _____ Motor _____

Tank Trucks _____ Rail _____ Tank Cars _____ Packaging _____

Training Requirements and Techniques _____ Compliance _____

Please submit a separate registration for each registrant. You may reproduce this form if extra copies are needed. Mail copies to:

Operations Division, MTH-30
Office of Hazardous Materials Operations
U.S. Department of Transportation
Washington, D. C. 20590

NOTE: Seminar registrations will not be confirmed.

Please send registration form for Seminars to be held in:

Memphis, Tennessee

Houston, Texas

INTERMODAL HAZARDOUS MATERIALS
TRANSPORTATION SEMINAR

A two-day seminar will be held on October 19 and 20, 1976 at the:

Sheraton Motor Inn North
4859 McKnight Road
Pittsburgh, Pennsylvania 15237
TELEPHONE: (412) 366-5200

This program is being conducted to improve awareness of the Department's Hazardous Materials Regulations which are applicable to shippers, freight forwarders, container manufacturers, and carriers.

Although no seminar fees are being charged, advance registration is necessary to assure admittance as attendance will be limited.

Those desiring hotel accommodations should contact the hotel directly and indicate that you will be attending this seminar.

Those wishing to attend should complete the registration form on page 6 and return it to the Office of Hazardous Materials Operations.

FUTURE SEMINARS

Plans are now being finalized for seminars to be held in Memphis, Tennessee and Houston, Texas during the months of November and December. Details will be published in the next issue of this Newsletter. Please indicate on the registration form on page 6 if you desire to attend one of these seminars.

The Secretary of Transportation has determined that publication of this periodical is necessary in the transaction of the public business required by law of this Department. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through November 30, 1976.

DEPARTMENT OF TRANSPORTATION
MATERIAL TRANSPORTATION BUREAU
Washington, D.C. 20590

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