

Log P-34 Not 1067 Re: P-45-10

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

REVISED COPY: 10/21/75

ISSUED: October 20, 1975

Forwarded to:

Mr. Rae Cornwall
Manager
Stroudsburg Gas Company
203 Main Street
Stroudsburg, Pennsylvania 18360

SAFETY RECOMMENDATION(S)

P-75-12 and P-75-13

On June 17, 1975, a house in Stroudsburg, Pennsylvania, exploded and burned when the owner turned on the electric stove. The blast from the explosion seared his face, neck, arms, and legs; he was hospitalized for burns and shock and died on June 18.

The National Transportation Safety Board's investigation of the accident disclosed that gas had been leaking from a corrosion hole, 2 1/2-inches long and 1/8-inch wide, which was located in a 3/4-inch galvanized steel gas service line capped in the basement of the house. There had been no gas service to the house in more than 8 years.

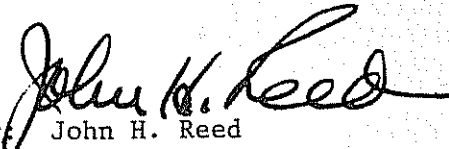
The Safety Board's investigation further disclosed that on June 14, another home owner in the neighborhood had notified the Stroudsburg Gas Company of strong gas odors in the area. As a result of the report, gas company personnel checked the exteriors of the houses in the neighborhood, but did not enter the houses. On June 16, gas company personnel again checked the exteriors of the houses, but did not enter the houses. Neither check revealed any indications of gas leaks in the area.

After the accident the gas company exposed the service line at its connection with the gas main under the street in front of the house. The service line was still connected to the main although a work order, dated October 23, 1973, indicated that the service line had been disconnected from the main and capped at that time. After the accident, a 1-psig pressure test was performed on the service line which indicated that the line leaked at the corrosion hole in the house and at several locations under the street.

Therefore, the National Transportation Safety Board recommends that the Stroudsburg Gas Company:

1. Review and revise its emergency procedures and its employee training program to insure that houses in a suspected leakage area are entered and checked for gas. (Class I, Urgent Follow-up)
2. Review and revise its service abandonment procedures to insure that all service lines reported abandoned have been cut and capped at the main. (Class I, Urgent Follow-up)

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members, concurred in the above recommendations.


By: John H. Reed
Chairman

cc: Honorable William T. Coleman, Jr.
Secretary of Transportation

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