

I-43

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: October 21, 1980

Forwarded to:
Honorable John M. Sullivan
Administrator
Federal Railroad Administration
400 7th Street, S.W.
Washington, D.C. 20590

SAFETY RECOMMENDATION(S)

I-80-2

About 5:45 a.m., e.s.t., on November 8, 1979, cars 25 through 49 of Conrail freight train IHEN-8 derailed 1 mile east of Inwood, Indiana. The train consisted of 3 locomotives, 89 cars (76 loaded and 13 empty), and a caboose. Twenty-four of the 25 derailed cars were transporting hazardous materials, and six derailed cars were involved in product spills.

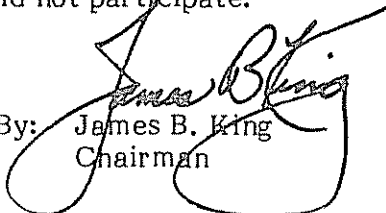
Tank car GATX 26024, containing vinyl chloride, came to rest completely overturned with the man-way dome and associated valves buried so that they could not be examined. A severe dent, caused by a similar car striking the tank, was evident from the center to one end. After GATX 26024 was set upright, the internal pressure was 27 psi.

After it was unloaded at the derailment site, GATX 26024 was moved to a tank car repair facility and pressure tested until it failed. The failure pressure was 205 psi. Metallurgical data and dent geometry data were also obtained from the tank car. From the data made available by the tests performed on GATX 26024, the Safety Board believes that testing of damaged tank cars could result in sufficient information for the development of safe handling guidelines on damaged tank cars.

Therefore, the National Transportation Safety Board recommends that the Federal Railroad Administration:

Develop guidelines for handling tank cars containing pressurized liquefied gases at accident sites based on research and tests of a representative sample of damaged tank cars. (Class II, Priority Action) (I-80-2)

KING, Chairman, McADAMS, GOLDMAN, and BURSLEY, Members, concurred in this recommendation. DRIVER, Vice Chairman, did not participate.

By: 
James B. King
Chairman

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SIR-80-1