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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: October 21, 1980

Forwarded to:

Honorable Howard Dugoff
Administrator
Research and Special Programs Administration
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

SAFETY RECOMMENDATION(S)

I-80-1

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.

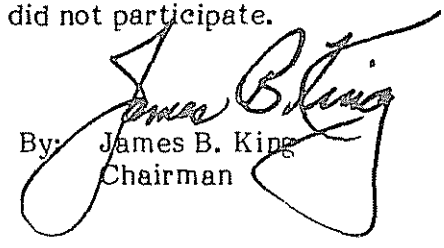
Tank car GATX 26024, containing vinyl chloride, came to rest completely overturned with the man-way dome and associated valves buried so that they could not be examined. A severe dent, caused by a similar car striking the tank, was formed from the center to one end. The dent volume was estimated at 1,000 gallons, or approximately 4 percent of the car's volume. The only information available from the freight waybill was the weight of the product which was loaded in the car and the volume of the tank car shell.

Although it is possible to calculate volume at the derailment site, it is extremely important that this calculation be done accurately. Apparently, the main concern of regulations governing weight is primarily used for billing purposes; however, the volume loaded would be more useful to emergency crews.

Therefore, the National Transportation Safety Board recommends that the Research and Special Programs Administration of the Department of Transportation:

Amend 49 CFR 174.25 to include a requirement that the volume, in gallons, and the temperature at which the pressurized liquefied gases were loaded in tank cars be entered on bills of lading, waybills, and shipping orders. (Class II, Priority Action) (I-80-1)

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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