

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

I-1/4

ISSUED: October 21, 1980

Forwarded to:

Mr. W. H. Dempsey
President, Chief Executive Officer
Association of American Railroads
1920 L Street, N.W.
Washington, D.C. 20036

SAFETY RECOMMENDATION(S)

I-80-3

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.

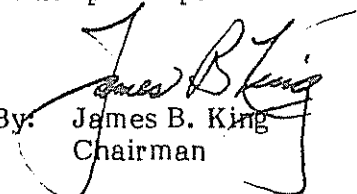
Tank car GATX 26024, containing vinyl chloride, came to rest completely overturned with the man-way dome and associated valves buried so that they could not be examined. A severe dent, caused by a similar car striking the tank, was evident from the center toward one end. After the preliminary inspection, the car was left undisturbed until a similar car arrived for load transfer.

After it was unloaded, GATX 26024 was examined and tested at the General American Transportation Company's facility in Hearne, Texas. No cracks or gouges were noted in the magnaflux and dye penetrant tests. However, during the pressure test, a fracture occurred in the heat-affected zone of a fillet weld between the left side of the saddle plate and the tank.

Therefore, the National Transportation Safety Board recommends that the Association of American Railroads:

Examine ruptured tank cars to determine what effect current design and welding practices for welded tank attachments may have on the structural integrity of tank cars loaded with pressurized liquefied gases in the derailment environment and report the resultant findings. (Class II, Priority Action) (I-80-3)

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