PLAINTIFF'S EXHIBIT

MON-1659

Monsanto

FROM (NAME & LOCATION) Harold Lacy, Texas City

DATE March 21, 1977

SUBJECT Rail Crossing Safety

REFERENCE

TO : Plant Manager's Safety Board

cc W. L. Riddick
W. P. Delaney

Attached are copies of information presented by the Railroad Crossing Task Force which I reviewed in the March 16 PMSB meeting. This includes:

1. A summary of concerns + their recommendations.

2. General list of concerns + comments and possible solutions.

3. Letter from Bill Delaney to terminal regarding our expectations from TCTR.

Please note the task force recommendation for emphasizing rail crossing awareness by use as a safety meeting topic. The attached material will be valuable in developing meetings.

Harold Lacy
Harold Lacy

:eb
Att.

SC 13447

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PLANT RAILROAD SAFETY

Concerns:

1. Increased train switching - (time in plant).
2. Increased vehicle and pedestrian traffic (not necessarily at street intersections).
3. Other plant flashing or warning lights.
4. Inadequacy of existing warning lights.
5. Railroad cars free roll during weighing.
6. Train switching operation noise relatively quiet.
7. Switch engine has inadequate warning lights.
8. Cars being pushed by engine are not conspicious.
9. Blind spots in plant.
10. Lack of safety awareness by employees.
11. Inadequacy of plant lighting in vicinity of railroad.
12. Emergency situation requiring traffic to cross railroad.

PLANT RAILROAD SAFETY

Recommendations	Concerns
1. Discuss safety problems with Texas City Terminal Railroad and seek their help where applicable.	1*, 5*, 6*, 7*, 8*, 1
2. Establish railroad safety awareness. a. Plant news b. Unit/craft safety meetings, plant safety committees.	10, 2
3. Discontinue use of lights in plant that will conflict with railroad warning lights. a. Any new installations of warning lights should have the approval of the Loss Prevention & Safety Department.	3 (Department 19 has complied)
4. Improve plant lighting near railroad.	9, 11
5. Improve warning lights at railroad crossings. a. Use standard red railroad flashing system at every intersection (approximately 19) activated manually when engine is in plant.	4

* NOTE: These items are complete.

PLANT RAILROAD SAFETY

CONCERN NO. 1

Increase in train switching time, increased off-hours in-plant traffic load, increased pedestrian traffic (not necessarily at street intersections).

COMMENTS/POSSIBLE SOLUTIONS

1) Establish extensive RR safety awareness.

   a) Special Edition Plant News

   b) Unit/Craft Safety Meetings, Plant Safety Committees, (Office Safety Committee, etc.)

   c) Texas City Terminal personnel change shift about 2300, increasing time of switching exposure. Meet with Texas City Terminal management to attempt to minimize time of switch engine exposure in plant.

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PLANT RAILROAD SAFETY

CONCERN NO. 2

Dept. 19 lights are too similar to existing railroad warning lights, breeding complacency.

COMMENTS/POSSIBLE SOLUTIONS

2) a) Discontinue Dept. 19 lights use until an alternate warning system for RR is established or Dept. 19 must find alternate system. (Done)

b) Study use of all existing "flashing light" warning system.

c) Prior to installing new "flashing light" warning systems, obtain approval from LP&S Dept.

PLANT RAILROAD SAFETY

CONCERN NO. 3

Existing warning lights are small, inconspicuous, mounted high, not at every intersection, stay on all the time the engine is in the plant.

COMMENTS/POSSIBLE SOLUTIONS

3) Establish a better warning system.

a) Use standard RR flashing warning system at every intersection.

aa) that automatically activates when train approaching (not feasible)

ab) that operates whenever switch engine is in plant activated by guard

b) Install warning RR crossing signs at all intersections.

c) Modify existing lighting system (flashing yellow lights) to be visible at ground level on both sides of RR intersection.

ca) that operates when train approaching (not feasible)

cb) that operates whenever engine is in plant activated by guard

d) Eliminate existing warning lights and emphasize "individual's responsibility" for safety awareness.

PLANT RAILROAD SAFETY

CONCERN NO. 4

RR cars free roll during weighing operations, very quiet, blend in with dark surroundings.

COMMENTS/POSSIBLE SOLUTIONS

4) a) Stop all free rolling of cars. (Meet with Texas City Terminal personnel)

b) Improve general lighting along RR tracks, especially at road intersections.

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PLANT RAILROAD SAFETY

CONCERN NO. 5

Switch engine does not make a significant amount of noise to attract attention of person driving, is not brightly lit.

COMMENTS/POSSIBLE SOLUTIONS

5) Increase awareness of switch engine.

a) Bell - Meet with Texas City Terminal Personnel

b) Brighter light - Meet with Texas City Terminal Personnel

c) Improve general lighting

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PLANT RAILROAD SAFETY

CONCERN NO. 6

Cars being pushed by the switch engine are not conspicuous; sometimes they are moving very slowly (to the point that they don't seem to be moving).

COMMENTS/POSSIBLE SOLUTIONS

6) a) Portable "magnetic" flashing light placed on end car of line of cars being pushed.

b) Switching personnel clear each intersection prior to cars being pushed through.

c) Improve general lighting.

d) Increase individual awareness of RR safety.

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13455

PLANT RAILROAD SAFETY

CONCERN NO. 7

Blind spots are caused by cooling towers, buildings or parked tank cars on parallel tracks create a special hazard for personnel crossing tracks, especially when in vehicles.

COMMENTS/POSSIBLE SOLUTIONS

7) a) Automatic activated warning light (not feasible)

b) Better general lighting at intersections

c) Do not park cars on adjacent tracks near intersections (cannot be done)

d) Switching personnel clear each intersection prior to train moving through

e) Increase individual awareness of RR safety

Monsanto

MONSANTO POLYMERS & PETROCHEMICALS CO.
P. O. Box 1311
Texas City, Texas 77590
Phone: (713) 945-4431

March 9, 1977

cc: W.L. Riddick

Mr. Warren O. Pollard
Texas City Terminal Railway Company
P. O. Box 591
Texas City, Texas 77590

Dear Warren:

This is to confirm our discussion on our needs of switching service inside our Texas City plant. Safety of both your crews and of our people is of prime concern.

Keeping in mind that we insist on a safe switching operation, we expect the following from the Texas City Terminal Railway:

1. Enter plant between 5:00 - 5:30 P.M. Monday through Friday, holidays and weekends as required.

2. Remain in plant until all switching is finished.

3. No kicking cars through a crossing unless the crossing is protected by a train crew member.

4. Loaded PE cars for movement to our leased track can be weighed the next day; however, we do want them weighed the same day if possible.

5. Complete in-plant switching operations by 9:00 - 9:30 P.M. Monday through Friday.

6. Advise Monsanto's Night Superintendent when your crews will not be able to make the schedule.

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Warren, we also asked you to discuss with your yardmasters the best method to switch our plant. I would appreciate your advising their views. In the meantime, our switch list will show any priorities we have in the order the plant is to be switched.

Also, it is understood that your locomotives will have both headlights on inside the plant and the beacon flasher will remain on.

We are studing various alternatives for protecting crossings in the plant. I will let you know what we decide.

Again, thank you for your concern with our operations and I trust that you will be able to switch our plant in a manner that is to our mutual benefit.

Sincerely,

William P. Delaney

W. P. Delaney
Plant Traffic Manager

WPD:pp

cc: W. T. Anderson
C. Berg
T. E. Riedmueller
F. Herzog
R. L. Stuart
C. T. Murray

SC 13458

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