

To Mueller
via Post

INTEROFFICE MEMORANDUM

Date: 19-Oct-1996 01:23pm EST
From: ROBERT MUELLER
MUELLER, ROBERT
Dept: D/5451
Tel No: 216-930-1141

TO: ED BEELER (BEELER, ED)
TO: BRUCE GORDON (GORDON, BRUCE)
TO: WRONKO, ROBERT (WRONKO@LPT@MRGATE)
TO: HERM WALTERMATE (WALTERMATE, HERM)
TO: DENNIS BAILEY (BAILEY, DENNIS)

Subject: VCM RAILCAR INCIDENT - ILLINOIS CENTRAL RR

On Thursday, October 10, a meeting was held to review a railroad incident that occurred in Pekin, Illinois on September 10 that involved the derail and overturn of two loaded VCM cars moving from Calvert City, Ky. to our Henry plant. There were no releases or injuries and all agency reporting and investigations were handled correctly.

In attendance at the meeting:

Illinois Central Railroad

Robert M. Keane - General Director Risk Management and
Chief Safety Officer
Tom Utroska - General Manager Northern Region
Gary Griffiths - Superintendent Freight Car Mgmt
John Vitale - Marketing

Geon Ed Beeler
Bob Wronko
Bob Mueller

The facts surrounding the incident:

The train was 80 cars long (on a track that can accommodate a 100 car train).

Four cars were involved in the incident (77-80 on the train.) Car 77 (a loaded Geon VCM car) was derailed, sustained some coupler and structural damage, but did not overturn.

Car 78 & 79 (loaded Geon VCM cars) Gatz-52374 and Utlx-93538 that were derailed and rolled over (no leaks or releases).

Car 80 a loaded ADM grain car that derailed, overturned, and spilled grain.

The train was going downhill and through a curve.

The train was traveling at the prescribed (restricted) speed 25mph in an area that was designed for speeds to 40mph.

The track was made up of 35 foot (unwelded) rail.

The incident occurred in an isolated area.

The response and incident handling:

The incident occurred at 3:30 on Tuesday September 10.

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The braking systems to be employed on the curve have been modified to add stability to the total train going down the grade and through the turn. The incident and cause is being reviewed with the railroad industry.

The Illinois Central was very open and cooperative in the meeting and the demonstrated a high level of knowledge in dealing with this type of incident. The railroad showed us the incident coordination center and the types of staffing and communication they employ in an incident. In addition to the monitoring on the train itself, they have a recorded and transcribed record of all communications that occurred throughout each incident. Finally, the Illinois Central is currently only used to transport VCM by Geon when we are getting material from Calvert City, Westlake. When serving Henry from La Porte, they are not part of the route.

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