



INTERNAL C RRESP NDENCE

RECEIVED

JUL 9 1973

R. N. WHEELER, JR.

CHEMICALS AND PLASTICS

SOUTH CHARLESTON PLANT P. O. BOX 8004, SOUTH CHARLESTON, W. VA. 25309

To (Name) Mr. W. J. Dugan
 Division
 Location Bound Brook Plant

Date July 5, 1973

Originating Dept.

Answering letter date

Copy to Mr. R. N. Wheeler

Subject Vinyl Chloride
Tank Car Derailment

FILE COPY

7-20-73
 copy to Bill
 VC dist
 (P. 12)

Dear Bill:

You may be interested in the attached report of the June 18, 1973 Vinyl Chloride Tank Car derailment. Joe Robertson is a plant distribution supervisor that represented us at the scene to recover the tank car. He had the same responsibility at the December 28, 1972 derailment.

J. R. Matthews/ph

Very truly yours,

UCC
 024314



INTERNAL CORRESPONDENCE

RECEIVED

JUL 3 1973

CHEMICALS AND PLASTICS

SOUTH CHARLESTON PLANT P. O. BOX 8004, SOUTH CHARLESTON, W. VA. 25303

To (Name) Mr. J. R. Matthews
Division
Location Building 300

Date June 29, 1973

Originating Dept.

Answering letter date

Copy to Mr. S. R. Baker
Mr. E. G. Dietz
Mr. E. T. Hendrickson
Mr. R. E. Jarrett
Mr. O. K. McCallister
Mr. R. J. Murphy
Mr. G. L. Pettit
Mr. P. W. Pontius

Subject Vinyl Chloride Tank Car ESMX 4819
Deraiment - June 18, 1973

Dear Jack:

The derailment occurred at Clay Bank, Ohio. The front trucks derailed one mile north of total derailment at Clay Bank. The location of derailment was 200 yards south of similar derailment involving Vinyl Chloride tank car ESMX 4802 December 28, 1972.

The train was traveling at approximately 10 miles per hour prior to derailment. The Vinyl Chloride tank car was rounding a curve at time of derailment (front trucks). Tank car derailed and rolled over into soft mud. The opinion of Mr. Diehl, assistant track engineer for Penn Central Railroad, is the track curve elevation, high center of gravity of ESMX tank cars and slow speed of trains through this area are contributing factors in derailment. There is a 10 mile per hour speed limit in the area due to track conditions.

Attached is a copy of previous derailment report which I feel sums up the situation we are encountering regarding Vinyl Chloride tank car derailments. Consideration of re-routing Vinyl Chloride tank cars could be a possibility to eliminating present hazard being encountered on Penn Central Railroad.

Yours in safety,

J. J. Robertson/ph

UCC
024315



INTERNAL SECURITY

CHEMICALS AND PLASTICS

To (Name) Mr. J. J. Robertson
Bldg. 531
Company SOUTH CHARLESTON PLANT
Location

January 10, 1973

Copy to Mr. J. L. Burgess, Bldg. 303
Mr. R. E. Jarrett, Bldg. 400-512
Mr. J. R. Matthews, Bldg. 300
Mr. R. O. Cavender, Bldg. 300
Mr. P. W. Pontius, Bldg. 82-9
Mr. H. B. Russell, Bldg. 531
Mr. R. E. Morris, Bldg. 82-4
Mr. R. H. Gauthier, Bldg. 82-4
Mr. W. J. Woomer, Bldg. 400-512

Penn Central Track Repairs

Dear Joe:

Your letter of January 4 to Bob Cavender, relative to the Penn Central derailment of our ESMX 4802, brought the following statement from Mr. Frank Matthews, Penn Central Terminal Superintendent:

"The area where derailment occurred has been in only slightly worse condition than the entire stretch of track between Columbus, Ohio, and Charleston. This particular derailment was caused by improper cross level of rails which has been corrected.

"All trackage between Columbus and Charleston is presently being retied, rebedded and leveled."

The completion of this work should eliminate the hazardous conditions that presently exist.

Very truly yours,

Supervisor, Transportation Services
Central Region Transportation

S.R.Baker/mh

UCC
024316

Mr. R. O. Cavender

January 4, 1973

Building 300

Mr. S. R. Baker
Mr. J. L. Burgess
Mr. R. E. Jarrett
Mr. J. R. Matthews
Mr. P. W. Pontius
Mr. H. B. Russell
MR. FRED PRITCHARD

Vinyl Chloride Tank Car ESMX 4802
Derailment - Time of Derailment
6:10 AM - 12-28-72

Dear Bob:

The front trucks of tank car derailed approximately one mile south of New Lexington, Ohio. The train traveled approximately 2.3 miles from point of derailment until front trucks hit a switch track at Clay Bank, Ohio leading into Peabody Coal Company mine, causing tank car to roll off of trucks coming to rest upside down next to switch track. The front trucks ripped out several sections of switch track. The air coupling broke at impact stopping the train. The train had been traveling at approximately 10 miles per hour prior to derailment. The train was starting up a slight grade and was in a curve when front trucks derailed. The opinion is the tank car must have been humped to cause front trucks to derail.

The railroad roadbed in this area is soft due to increased strip mining over the past few years. The strip mining has caused swampy conditions along both sides of the roadbed.

Penn Central Railroad has had several derailments in this area in the past few years. This is the second derailment in this area involving a UCC tank car in the past few months. In late August a Propylene Oxide tank car enroute to North Charleston was derailed approximately two miles south of this derailment. Penn Central had a ten mile per hour speed limit in effect before this derailment. According to their track engineer a five mile per hour limit is now in effect through the area, covering a distance of approximately five miles.

North Charleston is currently receiving 100 tank cars per month of Propylene Oxide and 20 tank cars per month of Vinyl Chloride traveling through this area enroute. Empty tank cars are routed this way also. Both UCC tank car derailments involved loaded cars enroute to North Charleston. Institute receives 60 tank cars per month of Ethylene Oxide via this routing.

Yours in safety,



J.J. Robertson/ph

UCC
024317