



**National Transportation
Safety Board**

Memorandum

Date: December 1, 2017

To: Robert J. Hall, Director
Office of Railroad, Pipeline and Hazardous Materials Investigations

Through: Muhamed El-Zoghbi, Chief *MACE*
Pipeline and Hazardous Materials Division

From: Paul Stancil, Investigator-In-Charge *CS*

Subject: Closeout Accident Investigation Memorandum
DCA17SH002
Crude Oil Tank Car Derailment
Money, Mississippi
April 30, 2017

SYNOPSIS

On April 30, 2017, 9:43 a.m. central daylight time, a southbound standing Canadian National Railway (CN) crude oil unit train U76051 24, consisting of 2 head end locomotives, 114 loaded tank cars, 2 buffer cars, and a rear end distributed power (DP) locomotive was struck at the rear end by CN freight train A420-30 in Money, Mississippi. The standing train DP locomotive was impacted, driven forward, and punctured a jacketed CPC-1232 tank car. The CPC-1232 tank car was pushed forward into a DOT-117 tank car, stripping its stub sill and underframe from the tank and displacing them forward. The CPC-1232 tank car released crude oil that fueled a pool fire that engulfed the DOT-117 tank car. The DOT-117 tank car was not breached and did not release any hazardous material. The fire was extinguished shortly after the accident. This is the first known accident involving a DOT-117 tank car.


INVESTIGATION

The NTSB conducted a limited investigation to document the performance of the DOT-117 tank car in an accident. Investigators traveled to Memphis, Tennessee, to examine the tank car post accident. A materials laboratory factual report was prepared and placed in the public docket. Additional items in the docket include accident scene and tank car examination photographs, CN Tank Car Damage Assessments, a Federal Railroad Administration Field Report, and a Greenbrier Companies tank car brochure.

CONCLUSION

The goal of this Safety Board investigation was met by documenting the damage to the DOT-117 tank car and making this documentation available to the public. Evidence gathered from this examination will also be used in support of other investigations evaluating the performance of tank cars in flammable liquids service. Therefore, I recommend that this investigation be closed.

I Concur:



Robert J. Hall, Director
Office of Railroad, Pipeline and
Hazardous Materials Investigations

12-4-2017

Date