

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Research and Engineering
Materials Laboratory Division
Washington, D.C. 20594



October 5, 2005

MATERIALS LABORATORY **ERRATA** SHEET

Report No. 05-071B

A. ACCIDENT

Place : Graniteville, South Carolina
Date : January 6, 2005
Vehicle : Tank Car UTLX 900270
NTSB No. : DCA05MR008
Investigator : Jim Henderson (RPH-30)

B. COMPONENTS EXAMINED

Tank car UTLX 900270 and flatbed car CSXT 496430.

C. DETAILS OF THE EXAMINATION

Information was provided to the Safety Board Materials Laboratory that has resulted in changes to certain sections in report 05-071. The information on this errata sheet is intended to show the corrections. Please delete the indicated text in report 05-071 and replace them with the following corrected information.

Page 8, replace the first sentence on the last paragraph with the following text:

The tank reportedly was loaded with liquefied chlorine at 12 °F.....

Page 9, replace the first paragraph with the following text:

was approximately 26 °F. Because the space between the jacket and shell was insulated, the temperature of the shell was estimated to be at approximately the same temperature as that of chlorine. Table 5 shows the energy required to fracture specimens at 26 °F. The impact energy required to fracture specimens from the shell in the "Transverse" orientation was lower (38 ft-lbs) compared to specimens in the "Longitudinal" orientation (92 ft-lbs). The impact energy required to fracture the head coupon in the Transverse" and "Longitudinal" orientation was 98 ft-lbs and 101 ft-lbs, respectively.

Page 12, replace table 5 and the title with the following information:

Table 5. Energy Required to Break Charpy V-notch Specimen at 26 °F

Coupon	Energy (ft-lb) at 26 °F	
	Longitudinal	Transverse
Head	101	98
Shell	92	38

Frank P. Zakar
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