



National Transportation Safety Board

Washington, D.C. 20594

Office of Railroad, Pipeline and Hazardous Materials Investigations

March 24, 2014

Mr. Neil Ferrone
Chief Risk Officer
Consolidated Rail Corporation
1000 Howard Blvd.
Mt. Laurel, NJ 08054

RE: NTSB DCA13MR002 Factual Report Technical Review

Dear Mr. Ferrone,

Thank you for your valuable assistance in providing technical review comments of February 7 and 10, 2014 to NTSB group chairman factual reports relating to the Conrail freight train derailment with vinyl chloride release in Paulsboro, New Jersey. The respective NTSB group chairmen have responded to me with their assessments of the issues you identified. I have indicated below how these issues will be addressed in the draft accident report:

Hazardous Materials Group Factual Report

- The report includes sections/discussion on health effects of vinyl chloride. I believe the report should be focused on the factual information gathered by the group, and Conrail does not agree that discussion is necessary or should be included in the report.

NTSB response:

The vinyl chloride health and safety information is factual information that was researched and collected by the Hazardous Materials Group. This information is from recognized governmental and occupational safety and health publications. We believe that including some of this material in the accident report will provide context for the discussion about the actions taken to protect the community and first responders from the released vinyl chloride.

Hazardous Materials Group Factual Report Addendum

- P. 9 line 7 – “that are mostly trained” should be “who are mostly trained.”

NTSB response:

Change was accepted.

- P. 22 line 9 - “scrapped” should be “scraped.”

NTSB response:

Change was accepted.

- P. 30 line 3 – says “bent inboard.” Should that be “bent inward.”

NTSB response:

“Inboard” is a term NTSB has used to describe mechanical damage.

Track and Structures Group Factual Report

- There may be a typo on page 15 under Previous Bridge Problems...2nd paragraph, 1st line... due to piles failing in the north rest? Toe bent for the swing span... The word “rest” may be a typo, not sure if it should be West or East instead of rest??

NTSB response:

The Track and Structures Group Chairman indicates this is not a typographical error. He states that the previous bridge collapse occurred because of piles failing in the north rest toe bent.

Sincerely,
Paul L. Stancil
Investigator-in-charge