

Stancil Paul

From: Walker, Vernon (FRA) <[REDACTED]>
Sent: Tuesday, May 28, 2019 3:51 PM
To: Stancil Paul
Cc: Keltz, Randy (FRA); Maday, Mark (FRA)
Subject: Inspection of Fort Worth derailment tanks week of 5-20-19
Attachments: FURX 160030 dent in tank head.jpeg; FURX 160030 Handbrake coupon.jpeg; Corrosion @ splash plane of UTLX209301.jpeg; close up of corrosion in UTLX 209301.jpeg; Corrosion in UTLX 209403.jpeg

During the week of 5-20-19, at the request of NTSB, I was assigned to provide oversight of removal of coupons of tank cars involved in the derailment that had occurred on 4-23-19. The following activities occurred and observations were made:

- FURX 160030-Removed handbrake and surrounding head shield utilizing a cutting torch. There was a large dent in the tank head directly behind the handbrake as well as a large dent in the head shield itself, indicative of a substantial impact to the handbrake.
- UTLX 209301-Removed an approximate 3' x 3' coupon from the #2 ring toward the A-end oriented at approximately 3 o'clock when facing the B-end from the exterior of the tank. This coupon was to be used as reference when analyzing a coupon that had been removed previously from the opposite side at the approximate 9 o'clock position when facing as previously stated. Extensive corrosion in the splash plane @ the A end of the number 2 ring and B end of the number 3 ring in the ID of the tank. Coupons had already left the site when I was alerted to the possibility of corrosion, so I was unable to look at them. It is possible that there is corrosion on these coupons.
- UTLX 209403-Removed coupon from BL @ body bolster. Observed corrosion on ID of coupon and investigated inside of tank and it was confirmed there was extensive corrosion throughout tank in the bottom 8 ft.
- Removed jacket material on two other tanks and did not see evidence of any other breaches.

Respectfully Submitted

Vernon L. Walker