



NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Norfolk Southern Railway general merchandise freight train 32N
derailment with subsequent hazardous material release and fires,
in East Palestine, Ohio, on February 3, 2023

GROUP	D
EXHIBIT	
9	

Agency / Organization

Norfolk Southern Railway

Title

**NS Email Explanation of Tank Car
Temperature Measurements Readings
April 13, 2023**

From: [Payan Ruben](#)
To: [Stancil Paul](#); [Dougherty Marc](#)
Subject: Fwd: East Palestine: Temperature Reading Documents [GWB-IMANMAIN.FID1047029]
Date: Thursday, April 13, 2023 10:18:09 PM
Attachments: [NTSB Temperature Reading Documents.zip](#)

FYI

From: Ron Wray <[REDACTED]>
Sent: Thursday, April 13, 2023 10:16 PM
To: Payan Ruben <[REDACTED]>
Subject: East Palestine: Temperature Reading Documents [GWB-IMANMAIN.FID1047029]

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Ruben: Attached are the documents you requested relating to the temperature readings for the involved cars. These documents have also been uploaded to kiteworks, but I wanted to send them to you directly along with the below explanation of the information.

Beginning in the early morning hours of February 5th, the pressure relief devices on the vinyl chloride cars that were involved in the derailment in East Palestine appeared to stop functioning. This raised the concern that the vinyl chloride cars were undergoing a polymerization reaction, which could pose an explosion hazard. No pressure readings were able to be taken on the vinyl chloride cars due to compromised assemblies in the protective housings and the risk of putting a responder in a dangerous position to capture such readings given the overall instability of the cars. At the same time, access to the vinyl chloride cars was limited until late afternoon on February 5th due to ongoing fires. Around 4:00pm on February 5th, NS's emergency response contractors (SPSI) were able to enter the site and begin taking the temperature readings of the vinyl chloride cars. SPSI's temperature readings were taken with a handheld infrared temperature gauge, which displays a digital reading on the temperature gauge itself but does not save historical readings. On the night of February 5th, SPSI's temperature readings were relayed by phone or text by SPSI to Robert Wood or Jon Simpson who then entered those readings onto a spreadsheet for tracking purposes. Temperature measurements were tracked on the spreadsheet until 1:00am on February 6th. The temperatures continued to be measured on February 6th, as set out in the attached handwritten notes and text messages recording the temperature readings. The spreadsheet kept by Robert Wood and Jon Simpson, screenshots of the texts with temperature measurements from SPSI, a screenshot of a text between two NS employees sharing SPSI's temperature readings, and photographs of SPSI's handwritten documentation of temperature readings are attached. These documents represent the records identified to date, and additional records may be identified in the coming weeks in the course of ongoing document reviews. If any additional records of temperature readings are identified, NS will promptly supplement this production and provide them to NTSB.



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Partner

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