

DCA-12-MR-009

**CSX Transportation Freight Train
Derailment with Non-railroad
Fatalities**

Ellicott City, MD

August 21, 2012

**Interview of CSX Track Inspector on
August 24, 2012**

**41 pages, including cover & errata
sheet**

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CSX TRAIN DERAILMENT

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AUGUST 20, 2012

* Docket No.: DCA-12-MR-009

ELLCOTT CITY, MARYLAND

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Interview of: DANIEL GLASS

Track Inspector, CSXT

Friday,
August 24, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: RICHARD HIPSKIND
Accident Investigator

APPEARANCES:

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Brotherhood of Maintenance of Way Employees
Division

RANDY DANIELS, Division Engineer
Baltimore Division
CSX Transportation

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Daniel Glass:		
By Mr. Hipskind		6
By Mr. Crowther		17
By Mr. Daniels		21
By Mr. Inclima		23
By Mr. Hipskind		25
By Mr. Crowther		32
By Mr. Daniels		34
By Mr. Hipskind		35
By Mr. Inclima		37

I N T E R V I E W

1
2 MR. HIPSKIND: My name is Richard Hipkind, and I am the
3 Track and Engineering Group Chairman for NTSB for this accident.
4 We here today, on Friday, August 24th, 2012, to conduct an
5 interview with Mr. Danny Glass, who works for CSX Transportation.
6 This interview is in conjunction with NTSB's investigation of a
7 train derailment with non-railroad fatalities on CSX's old Main
8 Line Subdivision in Ellicott City, Maryland on August 20th, 2012.
9 The NTSB accident reference number is DCA-12-MR-009.

10 Before we begin our interview and questions, let's go
11 around the table and introduce ourselves. Please spell your last
12 name and please identify who you are representing and your title.
13 I would remind everybody to speak clearly so we can get an
14 accurate recording. I will lead off and then pass off to my left.

15 Again, my name is Richard Hipkind. The spelling of my
16 last name is H-i-p-s-k-i-n-d. I am a railroad accident
17 investigator and the Track and Engineering Group Chairman for the
18 NTSB on this accident.

19 MR. CROWTHER: My name is Frank Crowther. Spelling of
20 the last name is C-r-o-w-t-h-e-r. I am a Federal Railroad
21 Administration Track Safety Inspector assigned to Region 2,
22 headquartered out of Baltimore, Maryland.

23 MR. KISH: My name is Larry Kish. I'm representing the
24 FRA as a Regional Deputy Administrator, headquartered out of
25 Philadelphia, Pennsylvania.

1 MR. INCLIMA: My name is Rick Inclima, I-n-c-l-i-m-a.
2 I'm Director of Safety for the Brotherhood of Maintenance of Way
3 Employees Division.

4 MR. HONTZ: My name is Brian Hontz. The last name is
5 spelled H-o-n-t-z. I'm here representing the FRA today. My title
6 is Regional Administrator and my capacity here today as observer.

7 MR. DANIELS: My name is Randy Daniels, D-a-n-i-e-l-s.
8 I'm the Division Engineer for CSX Transportation, Baltimore
9 Division.

10 MR. HIPSKIND: Okay, and if our interviewee will
11 identify himself?

12 MR. GLASS: My name is Daniel Glass, G-l-a-s-s, Track
13 Inspector for CSX Transportation out of Point of Rocks, Maryland.

14 MR. HIPSKIND: And, Mr. Glass, do you mind if I refer to
15 you by your first name, Danny?

16 MR. GLASS: Yeah, you can call me Danny. That's fine.

17 MR. HIPSKIND: Okay, okay. Thank you. Do we have your
18 permission to record our discussion or interview with you today?

19 MR. GLASS: Yes.

20 MR. HIPSKIND: And do you wish to have a representative
21 with you at this interview?

22 MR. GLASS: No, I'm fine.

23 MR. HIPSKIND: Okay.

24 INTERVIEW OF DANIEL GLASS

25 BY MR. HIPSKIND:

1 Q. Danny, give us kind of a synopsis of your work
2 experience and take us up to your present job and let us know how
3 long you have been in that position. And after you cover those
4 things, I think what we'd like for you to do is just kind of paint
5 the picture of what you do in terms of your territory and in terms
6 of how you go about your track inspections. And then we'll see
7 where we go from there, okay?

8 A. Okay. All right. Hired, I believe it was July 7th,
9 2008 on the RF&P. Started working out of Fredericksburg,
10 Virginia, basic trackman. I've worked foreman positions and
11 machine operator positions. Started track inspecting -- I left
12 the RF&P and when I moved, I went up to Leesburg, so I started
13 working out of Point of Rocks, Maryland, which is close by. And
14 took a track inspector position. First date would've been a year
15 ago of August 21st. So, August 21st was actually the end of my
16 first year track inspecting.

17 Inspect out of Point of Rocks. Territory is F Tower
18 down on the Metropolitan. We inspect up to Canal Road, which is
19 just west of Point of Rocks, on the Metropolitan Subdivision as
20 well as Old Main Line from 7.0, which is in-between St. Denis and
21 Avalon, up to Point of Rocks, which would be 64.7. So inspect
22 those two territories.

23 Q. Okay. And, Danny, just in a ballpark, how many miles --
24 you named off a lot of to and from locations, but just give me the
25 accumulative. How many --

1 A. Total between both territories?

2 Q. Yes, between both territories.

3 A. All right. It would be a little over -- around 100,
4 little over 100 miles between the two of them.

5 Q. Okay. A lot of different track segments but about 100
6 miles total?

7 A. Yeah, it would be probably a little over 100. I can't
8 tell you exactly.

9 Q. And kind of give us a glimpse into your work cycle, the
10 days of the week that you work and all that kind of stuff.

11 A. I work Sunday through Wednesday. Start 7 in the morning
12 -- typical hours 7 in the morning to -- it'd be 1730 -- 5:30 in
13 the evening. And, of course, unless I have to work past that for,
14 you know, something needs inspected, something still needs done,
15 as well as can be called out for, you know, any problems that
16 could happen, nighttime, any other day.

17 Q. Okay. And the -- just to be clear, the other 3 days of
18 the week -- Thursday, Friday, Saturday -- are those off days?

19 A. Off days, that's correct. Off days, but like I said, I
20 could also get called in at nighttime on those days or --

21 Q. And maybe an example of that, Danny, would be maybe like
22 a special inspection for a heat patrol, something like that?

23 A. Generally, no. Usually there's somebody that's already
24 covering that, the guy that's working. Generally that would be
25 something -- could be a track light issue, just something -- maybe

1 a flood run, too much rain, you know, something to that nature.

2 Q. Okay. And as part of your duties and responsibilities,
3 do you fill out track inspection records or -- tell me a little
4 bit about that process.

5 A. That's all done electronically through ITIS system, but
6 after each inspection, you know, put in the inspections that are
7 done for those inspections.

8 Q. And is ITIS an acronym?

9 A. ITIS, I-T-I-S.

10 Q. I-T-I-S?

11 A. Yeah, that's correct.

12 Q. And what -- do you know what that stands for?

13 A. Integrated -- I'm not -- actually, no. Integrated --

14 Q. Okay.

15 A. -- something, but I'm not --

16 Q. Well, we'll clear that up in one of our other
17 interviews.

18 A. Okay.

19 Q. So you've been on the job for about a year, and do you
20 live here locally? I mean is this part of your home territory?

21 A. Just to go back, I believe ITIS would be Integrated
22 Track Inspection System. But anyways --

23 Q. Okay.

24 A. -- you said I lived --

25 Q. I was asking do you live in this area locally? Is

1 this --

2 A. Leesburg, Virginia.

3 Q. Leesburg?

4 A. Which is 12 miles from Point of Rocks.

5 Q. So born and raised around here and familiar with the
6 territories?

7 A. Not born and raised around -- I mean, born out of state,
8 but --

9 Q. Okay. All right.

10 A. Fredericksburg is where I started at.

11 Q. Okay.

12 A. Worked about a little over a year on the RF&P, and
13 worked here for about 2, 3 years in this area.

14 Q. In terms of your railroad experience, just a ballpark,
15 how many years have you been employed?

16 A. It's coming up about 4½ years.

17 Q. Four and a half years?

18 A. Yeah.

19 Q. Do you like it?

20 A. Yes, I do. Yeah.

21 Q. Are you comfortable with performing your duties and
22 responsibilities?

23 A. Yes.

24 Q. And let's -- just briefly, let's talk about in your
25 course of employment with CSX, kind of briefly characterize what

1 training have you received in support of the jobs that you do?

2 A. When I started I was sent to Atlanta, Georgia, REDI
3 center for -- I believe everything's changed now, but when I
4 started it was a week before I actually started on the job. I had
5 a 60-day probationary period. After those 60 days, went back to
6 the REDI center in Atlanta, Georgia for another week. And I also
7 went for -- before I even was a track inspector down on the RF&P,
8 went to track inspector school, FRA training track inspector
9 school down in Atlanta, Georgia.

10 Q. Okay. And some of what they probably would cover in
11 there are FRA track safety standards?

12 A. Yeah, as well as -- FRA track safety standards and then,
13 you know, the FRA test as well as also the differences, you know,
14 between CSX standards and FRA standards and --

15 Q. Okay. So 4 days of the week, Sunday through Wednesday,
16 you're out inspecting track. Let's drill down into -- based on
17 your training, based on your experience, if and when you find
18 something, tell us a little bit about how you handle protecting
19 the safety of the train operations, based on maybe some exceptions
20 that you find and tell us a little bit about how that's handled
21 through the chain of command.

22 A. All right. You know, generally when I'm out there
23 inspecting, you know, depending on what I see -- of course,
24 there's some days that, you know, you don't see something.
25 There's other days where you see something at that immediate

1 moment. If I see something that needs to be at that moment
2 addressed such as, you know, well, put a slow order on it. At
3 that moment I'll put a slow order to it that moment based on the,
4 you know, track speed at that -- based on everything that I look
5 at. It has to be based on what you find, based on the track, you
6 know, the track speed at that certain location.

7 If I need to at that moment, I'll put a slow order on
8 myself or if I find something at that moment that is worse than a
9 slow order, needs to be taken out of service, I'll do it myself
10 at that moment. Say, I put a 10-mile-an-hour or something like
11 that. What I do at that moment is I'll call my roadmaster, let
12 him know, you know, what I got there, and he'll do what he has to
13 do to get, you know, get a crew out there. You know, I don't call
14 a crew. I let him know and then, you know, if he wants to look at
15 it, he can come down or if he wants to get a crew to come address
16 what I found, then that, you know, that'll be done.

17 Q. Danny, is it fair to say that maybe like on the smaller
18 items, like a bolt's missing or a bolt's out or something needs to
19 be tightened that way, you take care of maybe --

20 A. Yeah, I --

21 Q. -- the smaller items that you can handle.

22 A. Um-hum.

23 Q. But maybe larger things like surface or ties or
24 something like that, that's something that you'd slow order and
25 give to the roadmaster?

1 A. Exactly, yeah. If I find, you know, a bolt out of a
2 joint, bolt out of a frog, maybe a joint that could be tamped up,
3 you know, I take care of that at that moment, you know, but larger
4 spots that obviously I can't do, you know, by myself, I'll --

5 Q. Okay.

6 A. -- address that with him.

7 Q. And in terms of -- let's switch gears here a little bit.
8 You're probably familiar with when your -- parts of your territory
9 are being tested, ultrasonically tested, rail test, and as well as
10 geometry cars going over it. So tell me a little bit about how
11 much you're involved with those things or how you receive data
12 from any of those tests, if you do.

13 A. Generally -- you're talking -- you referring to the
14 Sperry car that --

15 Q. Yes.

16 A. Yeah. Generally, the only time I'm -- really have
17 anything with that, is if one day I need to -- let's say if I have
18 two territories to inspect, so obviously, if an inspection is done
19 on one the one day, let's say on the Met, then you can only do the
20 Old Main Line, the next day. You have 2 days in between your --
21 you have a day in between your inspections. So, let's say, I
22 might follow behind to put up signs. Normally -- I think I
23 might've been on it one time on the Met over there, actually on
24 the car. But generally, the roadmaster is on that, unless if
25 he's, you know, maybe at a meeting, out of state, you know,

1 something like that, has something that he has to do as far as
2 that.

3 Generally, I'm not behind that, but I might follow
4 behind to put up signs at a certain time, you know, a certain day.
5 You know what I mean, just because I have to inspect that
6 territory. But if it's running on one territory and I have to
7 inspect the other, I'll go to the other one to inspect, you know,
8 maybe come back later in the day or he'll get somebody else, maybe
9 the other track inspectors to put up signs, you know. But our
10 main duty is to put up signs with that.

11 Q. Okay. And just to clarify, you've mentioned putting up
12 signs, that might be some of your support activity with the rail
13 test. When we say put up signs, what --

14 A. Slow orders. Slow order.

15 Q. Slow order signs --

16 A. Slow order boards for --

17 Q. -- for the train crews so that they know where specific
18 slow orders are --

19 A. Exactly.

20 Q. -- begin and end?

21 A. Yeah.

22 Q. And the slow orders would be a reduction in speed for
23 defects found in the rail?

24 A. Exactly.

25 Q. Pretty much that's the way it is?

1 A. Yes.

2 Q. Okay. And let's cover the --

3 A. Geometry.

4 Q. -- track geometry cars.

5 A. Geometry car, we have the whole -- in our computer, in
6 our system after the geometry car runs. If the geometry car runs
7 and finds something at that moment, usually we'll be close by on
8 standby so we can address something. You know, in the system it
9 would be critical with an asterisk, would need to be addressed at
10 that moment. So we'd take care of those at that moment. And then
11 you have a lot of follow-up items, you know, priorities and -- you
12 know, that need to be addressed within a certain amount of time in
13 that system.

14 And what we'll do is -- on our track inspections, go
15 through there and check those out. And a lot of them, you know,
16 you do your initial inspection on them and then you'll have a
17 certain amount of time before those need to be, you know, fixed.
18 But as far as doing that, you know, just based on track
19 inspections, we try to take care of those.

20 Q. Okay. So kind of give me your characterization of how
21 often you see the Sperry car and how often you see geometry cars
22 out there on your territory.

23 A. Sperry car, I see it -- you know, depending on what day
24 it might come, it might be on my off day, but it's there for the
25 Old Main Line every 30 days. The Met would be one track is 90

1 days, the other track is 120 days, that it would be there for, so.

2 Q. Okay.

3 A. But every -- monthly, it would be there for the Old Main
4 Line.

5 Q. And your characterization of the geometry car?

6 A. Geometry car, a few times a year.

7 Q. A few times a year?

8 A. Yes.

9 Q. Now, outside of those kinds of testing vehicles, when
10 you're doing your normal routine inspection, have you had on
11 occasion to find broken rails?

12 A. One occasion I found a broken rail in the Mount Airy
13 tunnel.

14 Q. Okay.

15 A. Usually a broken rail will throw a track light. You
16 know, if it's cold, if it's cool, it'll pull the rail apart. But
17 on this day, in the Mount Airy tunnel, went over it -- you know,
18 it's hard to see in the tunnel, but something didn't -- you know,
19 going through there didn't feel right at all, so went and checked
20 it out and there was a broken rail. I had to take the track out
21 of service.

22 Q. So, and we're talking about a year's worth of
23 experience?

24 A. Um-hum.

25 Q. You have found one service rail failure or are we

1 talking more occasions than that?

2 A. Well, I found one broken rail. On occasions, I've
3 found, you know, something that just doesn't look right in the
4 head, where the -- you'll see the head is just missing a chunk out
5 of it. You know, not a large chunk, just a little chunk that
6 looks like it could grow. And we've slow ordered those right at
7 that moment, the 10 -- on two occasions found those, 10 mile an
8 hour and it was changed out, you know, that night.

9 Q. Okay. And what about -- do you ever get any callouts at
10 night on rail service failures?

11 A. Yes. Usually those would happen in colder times of the
12 year.

13 Q. Okay.

14 A. When the -- it could be -- sometimes it has been a bar
15 joint that has pulled apart far enough for those bars no longer to
16 get that -- you know, the electricity through the rail, where you
17 throw --

18 Q. Sure.

19 A. -- a track light on.

20 Q. Sure.

21 A. Other times been just the rail that breaks there for the
22 cold weather.

23 Q. Okay.

24 A. And it's pulled apart.

25 MR. HIPSKIND: All right. Well, listen, Danny, I

1 appreciate the information, our discussion thus far. And I'm
2 going to pass off the line of questioning to Mr. Crowther.

3 MR. GLASS: Okay.

4 BY MR. CROWTHER:

5 Q. Good morning, Danny.

6 A. Good morning.

7 Q. How are you today?

8 A. Not too bad.

9 Q. Good. In April, the middle of April, I'm thinking like
10 the date is the 14th, somewhere around there, there was a broken
11 rail that was found here in Ellicott City and it was a service
12 failure and it was strapped. Were you on duty that day or was
13 that your --

14 A. I couldn't tell you exactly. I need to know the day.
15 But I do remember being on duty for a broken rail around Ellicott
16 City and being on the Metropolitan that day, and I remember it
17 being brought up and such.

18 Q. All right.

19 A. I think it was actually a Wednesday. I'm not for sure.

20 Q. All right.

21 A. But I think it was actually a Wednesday.

22 Q. How do you go about scheduling? There's -- you work
23 four 10-hour days a week.

24 A. Um-hum.

25 Q. And so that would mean the other 3 days are covered by

1 an additional inspector?

2 A. Yes.

3 Q. Okay. Are there days that you work together?

4 A. One day, Wednesday.

5 Q. And how is it scheduled that you go over these tracks?

6 So you have the Metropolitan to inspect and you have the Old Main
7 Line, so between the two of you and the schedule that you're
8 supposed to meet by standard, how is it scheduled, how do you guys
9 schedule to go where you're supposed to go with the train traffic
10 and --

11 A. Yeah. Generally on a Sunday, usually you'll have both
12 an option; both tracks will usually be open. So usually I can
13 pretty much take my pick which one I want to do on a Sunday. And,
14 of course, then Monday, the next one would be done, whichever one
15 I didn't do on that Sunday.

16 Now, sometimes you have an instance for like last
17 Sunday, where there was signal suspension on the Metropolitan and
18 I was actually going to go down the Metropolitan and signal
19 suspension. So I called the dispatcher. He said call back later
20 in the afternoon, maybe, you know, maybe we'll be able to get you
21 out there. So I just came over and I -- last Sunday, for
22 instance, everything -- the only thing that was available on the
23 Old Main Line was from Reels Mill west as far as the regular
24 frequency inspections.

25 So I went over to the -- you know, I'm not going to sit

1 there and wait till the afternoon to get track time. I came down
2 here to get time on the Old Main Line and just do, you know,
3 basically, more or less, of a third inspection, take care of
4 geometry defects. So it has to do with basically -- usually
5 Sunday I'll have both things open, but if something happens during
6 the week when the other inspector comes in, you know -- let's say
7 if you have a rail train out there, it's just hard to get time.
8 You might have to wait until the last day to get it. On a
9 Saturday, if that happens, I won't have a one -- you know, one
10 track available on a Sunday.

11 So generally the guy who comes in after me pretty much
12 just takes care of what I haven't done, you know, what needs to be
13 done still. But I -- Sunday I usually have my pick. I'll just
14 start it off and, you know, start the cycle, so --

15 Q. Thank you. So how do you know or how does your partner
16 know what needs -- what's remaining to be done? Is there --

17 A. We work --

18 Q. Is it in the computer system? Do you have a laptop? Do
19 you have a cheat sheet that you list everything that's been done
20 and hasn't been done? I mean, how do you --

21 A. Usually about two ways. It's in the computer system and
22 we work together on Wednesday. So I'll tell him what still needs
23 to be done and what I've done, on Wednesdays. Also in the
24 computer system, in ITIS, it'll tell you, you know, it'll show you
25 what's available to do.

1 Q. All right. And just one more question. When the
2 geometry car runs on your territory --

3 A. Um-hum.

4 Q. -- or the Sperry cars runs on the territory, do you get
5 a copy of the report the next day as to what was found as defects
6 or Priority 1's?

7 A. Usually, what I get from the geometry car is what's in
8 the computer and also we've been getting a print-off of the -- you
9 know, the print-offs that come from -- those sheets that come and,
10 you know --

11 Q. Yeah.

12 A. -- show you the graphs and everything; get a print-off
13 of those. But generally, the Sperry car usually know that --that
14 usually doesn't come to me as far as -- usually goes to who's
15 going to change those rails out, so --

16 Q. Generally, how do you -- how does -- in your estimation,
17 how do you feel the roadmaster responds to your concerns and
18 complaints and findings that you have in the field?

19 A. I feel he -- you know, he does a pretty good job.
20 Honestly, me being out there, it's up for me to put -- if I see
21 something that I feel is wrong, I'm going to put a slow order on
22 it, you know. So I think he does a pretty good job with if I give
23 him call and tell him, this needs to be done. I mean, he has a
24 lot to do. He has a lot to do. So sometimes it might take a
25 little bit if it's -- you know, something like ties, a slow order

1 might stay on there, but he'll get to it, and I think he does a
2 pretty good job of getting to it.

3 MR. CROWTHER: Thank you.

4 MR. HIPSKIND: Thanks, Frank. Randy?

5 BY MR. DANIELS:

6 Q. Just want to ask a couple questions to clarify some of
7 the things you said. You mentioned about a signal suspension.
8 Was that related to some type of construction project or
9 (indiscernible)?

10 A. Yeah, that was over on the Metropolitan related to -- I
11 believe it would be the PTC, the positive train control, over
12 there that they're putting the new signals in; getting rid of the
13 old signals, putting the new ones up.

14 Q. All right. And you made a statement, you talked about
15 availability. Can you talk to us a little bit about how the ITIS
16 system controls your inspections?

17 A. Yeah, basically on ITIS it'll come up -- you got your --
18 on there you have your dates of when everything's -- you can go
19 and look at everything projected, see when it's going to come up
20 if it's not up already. Basically, like I said, it starts on a
21 cycle from Sunday to Saturday. You know, everything is going to
22 be in there. It only lets you do -- you got to do two inspections
23 a week. So basically, if one's not done, it won't let you do the
24 second one, until the first one is completed. Let's say, if one
25 forgot to get done, it won't let you do a second one until the

1 first one is completed.

2 If anything is getting ready to be -- let's say, you're
3 coming down to the deadline, last -- to the last day where it's
4 got to be done, it'll show in yellow, you know, yellow where it
5 needs to be done. If anything is ever forgotten to be done or,
6 let's say, you forgot to put it in the computer, you might
7 overlook something, didn't click on it, it'll be red; it'll ask
8 you why it wasn't done. Maybe you just forgot to put it in there,
9 which you know, you need to make sure you put those in there
10 accurately, you know, before it gets to that.

11 But it -- like I say, it'll let you do -- whatever line
12 you're on, two times a week, all your turnouts will be in there --
13 those need to be done monthly -- joint bars, it'll pretty much
14 regulate everything there that needs to be done.

15 Q. So it tells you when they're due and it tells you --

16 A. When they're due, when --

17 Q. -- and it won't let you do anything to them if they're
18 not due?

19 A. If they're not due, it won't let you do anything to it.

20 Q. And that kind of goes the same way with the rail defects
21 or defects that would be in the system, in ITIS?

22 A. Yeah, the rail defects are on the -- you know, you got
23 different places you can click on there to look at different
24 things: your track inspections, your industry inspections and
25 such. Rail defects will be on the first page there. And it

1 doesn't necessarily show you -- it might be -- you know, show you
2 that they did surfacing the day before and it just -- that might
3 be need to be followed up on. But, yeah, everything is there.

4 Q. So it gives you a lot of information?

5 A. Yeah.

6 MR. DANIELS: I think that's all.

7 MR. HIPSKIND: Larry, did you want to ask questions at
8 this time?

9 MR. KISH: No, no questions at this time.

10 MR. HIPSKIND: Okay, Rick, can I get you to move camp
11 from down there, closer?

12 MR. INCLIMA: Sure. I just have a few questions, Danny.

13 MR. GLASS: Okay.

14 BY MR. INCLIMA:

15 Q. Thank you. Do you normally patrol alone, do your track
16 inspections alone?

17 A. On the most part, from Sunday to Tuesday, yes, mostly.
18 Wednesday is the one day when I do have somebody and -- usually
19 it's from Sunday to Tuesday, yes.

20 Q. Okay. And on Wednesday then you are --

21 A. Usually we have two together, for the most part.
22 Sometimes we might get a truck that day that needs to
23 -- let's say something that needs to be -- especially with this
24 positive train control, like, going on, they've -- we've had a
25 laser truck that checks for bridges or something.

1 Q. Um-hum.

2 A. We might have to separate so we can take that guy
3 somewhere on that certain day for, you know -- but usually we're
4 together on Wednesdays.

5 Q. Okay. So that's you and the other track --

6 A. Other track inspector, yes.

7 Q. Okay, and you both have the same territory?

8 A. Same territory, yes.

9 Q. Okay. And you kind of just double up or overlap on that
10 one day?

11 A. Yeah, 7-day coverage, yeah.

12 Q. Okay, great. Does a track supervisor or roadmaster,
13 anyone like that, ride with you on any kind of regular basis, once
14 a month, or --

15 A. Regular basis, no.

16 Q. Okay. Do you have -- has there been any follow-up
17 training for you as a track inspector?

18 A. Yeah, we have a CWR class usually, generally every year,
19 which is, you know, pretty much a class that deals with buckled
20 track and stuff like that, which is good for track inspectors.

21 Q. Sure.

22 A. As well as every year there's, you know, a class where
23 the FRA tests pretty much yearly.

24 Q. Okay. And in that yearly test you get both your CWR --
25 is your roadway worker training done at the same time?

1 A. I can't -- actually, I don't know at the moment if it's
2 done at the same class but I --

3 Q. Okay.

4 A. -- know they're both done.

5 Q. Okay. You said you do your -- you do inspection and
6 repair. So while you're out there alone, you'll handle the
7 repairs you can handle and otherwise you would just take remedial
8 action, the slow order, that type of thing?

9 A. Yes.

10 MR. INCLIMA: Okay, great. That's all the questions I
11 have for now, Danny. Thank you.

12 MR. GLASS: Okay, thank you.

13 MR. HIPSKIND: Okay, Danny, that's the end of round one.

14 MR. GLASS: Okay.

15 BY MR. HIPSKIND:

16 Q. I just have a couple of clarifications based on sitting
17 here listening to you. You were answering a question that Frank
18 had raised and you were talking about a location and you said,
19 down here. Did you mean that to be Ellicott City?

20 A. No, I don't recall anything about that actually.

21 Q. Okay.

22 A. I mean, I might've said down here, but I haven't said
23 anything about Ellicott City.

24 Q. Okay, all right. And in terms of -- just to broaden --
25 we know you go out and inspect the track and that includes

1 inspecting sidings as well?

2 A. Yes.

3 Q. And traversing those, what, once a month?

4 A. Yeah, a month. You have to inspect them -- basically
5 you're two times weekly, but traversing over them --

6 Q. Okay.

7 A. -- monthly.

8 Q. And that's something that you denote and include on your
9 electronic records?

10 A. Yes.

11 Q. For tracking purposes?

12 A. Yeah.

13 Q. Okay. And we didn't talk about this, but in the limits
14 of your territory, your assigned territory, you are responsible
15 for inspecting switches, right?

16 A. Yes.

17 Q. Main line switches?

18 A. Main line switches. There would be -- also if it's, you
19 know, like, say, the Mount Airy branch, which is dark territory,
20 you know, it goes up into industry switches too. We do industry
21 switches.

22 Q. Okay.

23 A. The industries are done three times a year. I mean,
24 three times -- every 3 months, four times a year.

25 Q. Okay. And as part of your territory, I didn't hear you

1 say, so I'm just going to ask to know, do you have any yard tracks
2 or big yards, small yards, that you're responsible for inspecting?

3 A. Not as far as yards. The only yards I would have would
4 be industries, industry yards.

5 Q. Just industry tracks?

6 A. Yeah.

7 Q. But not a yard like, say, at Riverside?

8 A. No. No, Brunswick is all west of where we inspect.

9 Q. Okay. All right. And when you were talking about the
10 ITIS program, it's I-T-I-S?

11 A. Yes.

12 Q. And tell me just one more time slowly, that stands for
13 what?

14 A. To my recollection, Integrated Track Inspection System.

15 Q. Okay. And listening to you describe it, it sounds to me
16 like that ITIS program system, it prompts you to doing the right
17 thing --

18 A. Yes, that's correct.

19 Q. -- on the right frequency?

20 A. Yes.

21 Q. Do you find that helpful?

22 A. Yes, extremely helpful.

23 Q. Okay. And in terms of using that system and filling out
24 the track inspection records, how do you think that goes? I mean,
25 do you like it; you don't like it, or --

1 A. I like it. It pretty much -- it simplifies what you --
2 you know, if it gets done what it needs to do, it lets you know
3 what you need to do. But it's a lot simpler than, let's say,
4 having to do paperwork for everything.

5 Q. Okay. Now, I'm going to ask you your opinion.

6 A. Um-hum.

7 Q. For the territory that you have, do you have a lot of
8 defects or, in the course of an inspection or your daily
9 inspection, do you find a lot of defects or almost no defects?

10 A. It all depends on the day. Some days a lot, some days,
11 you know -- generally the most thing you would find is frog bolts,
12 track bolts, you know.

13 Q. Minor things?

14 A. Minor things. I mean, it all depends on which territory
15 you're on, you know. But generally, it depends on the day,
16 whether you find a lot or find a little.

17 Q. Okay. And just in broad terms, when you're out there
18 inspecting, kind of let me know, how often do you end up putting
19 slow orders on, what's --

20 A. It's -- I'd say probably every -- you know, once every
21 few weeks. It all kind of -- sometimes it can come in cycles, you
22 know, but it's not --

23 Q. But it's not a daily thing?

24 A. Not a daily thing, no.

25 Q. Okay. And -- okay.

1 A. And a lot of that has to do -- let's say, Old Main Line,
2 you have a geometry car run. You're going to find your main
3 issues with that geometry car and as long as you -- it'll give
4 your priorities. As long as you keep up on those, you'll keep it
5 from turning into something where you need a slow order, if you
6 keep up on it.

7 Q. In your recollection, thinking about the geometry car
8 runs on the Old Main Line, are some of those exceptions associated
9 with fouled ballast or muddy areas, stuff like that?

10 A. If it picks a warp profile, it, you know, it's a good
11 possibility that could have something to do with mud.

12 Q. Okay. And you're aware of that too. Is that something
13 that, as time permits, you kind of detail those spots for
14 measurements?

15 A. Yeah, I keep up on -- let's say, if it's a warp or
16 something, yeah, I'll measure it, you know, do an initial
17 inspection. Now, if there's mud there, it's going to need to be
18 addressed, you know, sooner than later, because if there's mud
19 it's going to end up sinking more and turning into a bigger
20 problem. So generally what we'll do, we'll let them know, you
21 know, there's a ditch or a round; let them know, might need to
22 clean off the ties and then we'll try and, you know, get a backhoe
23 down there to crib it or basically do -- you know, what we can do
24 -- all we can do is, ourselves as track inspectors, is try and
25 raise it up and tamp up with the mud in there. You know, the main

1 thing is you need to get that mud out of there, you know, over
2 time. We pretty much let, you know, let our boss know that that's
3 what we got.

4 Q. You have limitations on what you can do and sometimes it
5 takes a gang or somebody to come and do --

6 A. Yeah, I'll say limitations on what I can do, but that
7 doesn't mean -- let's say if I find something there that, okay,
8 it's -- I might not be able to fix it, but if it needs a slow
9 order or, you know, slow order or worse -- you know, let's say,
10 like finding a broken rail in the Mount Airy tunnel, I can't fix
11 it at that moment but take it out of service at that moment so we
12 can get a crew there to fix it.

13 Q. Prescribe the right remedial action?

14 A. Exactly.

15 Q. Okay.

16 A. Actually, I did help that crew fix that one. That
17 wasn't a pretty one to change either.

18 Q. Okay. And we had talked about your understanding and
19 your experience with Sperry cars and geometry cars, but let me
20 take it off to a little bit different topic.

21 A. Okay.

22 Q. From time to time are you aware of regulatory inspectors
23 coming out there, either be they from the State of Maryland or the
24 FRA inspectors, you --

25 A. Yeah, I'm aware of them. Usually they'll ride with the

1 roadmaster, usually.

2 Q. Okay. Have they ever ridden with you or you with them?

3 A. I had one -- never rode with him, but he rode -- there
4 was an assistant roadmaster at the time, who rode -- they rode
5 behind me. You know, they were with me. I was getting the track
6 as we went and they rode behind me.

7 Q. Okay. I'm just curious, do you think it would be
8 helpful to you and your understanding and your progress if you
9 were with them?

10 A. It'd probably be helpful.

11 Q. Okay, but to date -- and you've only been on the job a
12 year, but to date, you have not ridden with them?

13 A. No. Not in -- actual in the truck. One time, but
14 they're behind me.

15 Q. Okay. And just like the geometry data and the Sperry
16 data, we're curious to understand, when the regulatory people out
17 there and if they find things, are you cut in on that; are you
18 aware of it?

19 A. Usually, yes. Yeah, we are --

20 Q. Okay.

21 A. You know, they give the roadmaster the paperwork or
22 usually they let us see, you know, look at it and -- I'd say same
23 thing with the geometry car. If they did find something at that
24 moment, that the FRA inspector would want fixed at that moment,
25 you know, we -- generally it's like one two-man job if we got

1 enough -- you know, if I got help, he'll send us to go take a look
2 at it and repair it at that moment.

3 Q. Okay.

4 MR. HIPSKIND: Great, Danny. Frank let me pass it off
5 to you, if that's okay.

6 BY MR. CROWTHER:

7 Q. Thanks, Dick. Danny, I just want to clarify, earlier, I
8 had questioned you about a broken rail that was in Ellicott City,
9 and I had the wrong date and I apologize for that.

10 A. Oh, okay, that one. Yeah, I got you.

11 Q. It was on April 19th.

12 A. Okay.

13 Q. It was a broken rail, was strapped and someone else
14 found it other than you, but did you assist in --

15 A. No, no.

16 Q. -- strapping that?

17 A. Didn't assist in that. I -- if I'm not mistaken, I
18 believe that might've been a Wednesday and I was with the other
19 inspector on the Metropolitan that day. So --

20 Q. Okay.

21 A. -- had to get somebody closer by to take a look at that.

22 Q. All right. Now, just one more question, do your records
23 reflect the actual condition of the track? In other words, do you
24 report accurately everything you do, everything you find,
25 everything you repair, or is there times where you -- it's just a

1 bolt so, you know, you just maybe not put it on the report because
2 it's just a bolt, you know what I mean?

3 A. Usually it's accurate, but let's say, I might repair
4 something that's not -- if I occasionally repair something that I
5 don't -- is not a defect. Let's say you got a gauge spot, it's
6 not a defect though, it's, you know, okay for the track speed of
7 the track. You know, usually -- usually I might not put that in,
8 because in here you can put it under notes, but I won't put it in
9 as a defect. Might put it on -- click inspector notes or
10 something like that to put it in. But bolts we try to put them
11 in, you know, try to put in them there every time, so it'll
12 reflect on there.

13 Q. So do you have an inspector's list that you give to your
14 roadmaster on things you would like to see taken care of ahead of
15 time before it gets too bad?

16 A. Yeah, give him a list there, you know.

17 Q. Yeah.

18 A. Let him know joints that might need welded, maybe spots
19 that might need some ties in it, so it doesn't become a problem.

20 Q. Yeah.

21 MR. CROWTHER: Thank you, that's all I have, Dick.

22 MR. HIPSKIND: Thanks, Frank. Randy, back to you.

23 MR. DANIELS: Just a couple of clarifications of things

24 I --

25 MR. HIPSKIND: Sure.

1 MR. DANIELS: -- again, I heard.

2 BY MR. DANIELS:

3 Q. You said you were by yourself most of the time, except
4 for Wednesdays.

5 A. Yeah.

6 Q. But if you ask for help, do you get help?

7 A. It depends on the day. Depends what's going on. It
8 might have -- sometimes you might have a couple guys that just bid
9 off, you know, a couple empty jobs there, so they might need
10 everybody to go do something else.

11 Q. But generally, if you needed help, if there wasn't
12 vacancies, you'd get help?

13 A. Generally, yes.

14 Q. And you mentioned inspections on industries and you do
15 it every 3 months. You're talking about non-CSX on the track?

16 A. That's correct.

17 Q. That's all I have.

18 A. Private industries.

19 MR. HIPSKIND: Okay, thanks, Randy.

20 Okay, Danny, you ready for the tough question now?

21 MR. GLASS: Shoot for it.

22 BY MR. HIPSKIND:

23 Q. When you heard about the derailment in Ellicott City,
24 and I assume you were out there and part of the response to all
25 that. If you will, share with us, honestly, what were some of

1 your thoughts, what did you think about when you heard about it?

2 A. When I heard about it, honestly, you know, I had checked
3 out a couple of spots in that area on Sunday, generally, the
4 geometry followed up. And when I heard about it, I really didn't
5 know what could've caused it, you know, right off the bat.

6 Q. Okay.

7 A. You know, I know that there was rail there that was
8 going to be replaced there within a week, you know, that is
9 getting ready to be replaced. You know, I just really didn't --
10 off the top of my head, didn't know what caused it, you know.

11 Q. Okay. When you were out there Sunday, Danny, did you
12 experience any rainfall?

13 A. Sunday, I don't think it did rain Sunday. It --

14 Q. How about --

15 A. No, no, no. I don't think it rained till Monday
16 evening. I know it didn't rain Sunday.

17 Q. Monday evening?

18 A. No, no. Let me think about it. Sunday, it did rain.
19 It did rain, but in the afternoon. I had already inspected and it
20 rained in the afternoon on Sunday. There was a storm that came
21 through.

22 Q. Okay. And --

23 A. When I was up around Frederick.

24 Q. Then you mentioned something about Monday evening, you
25 think there was more rain?

1 A. Yeah, Monday evening there was a line that came through.
2 I mean, I wasn't over here. I live in Leesburg, but I know it
3 rained over there and I looked at the radar and saw that there was
4 a line that stretched out that looked like it probably came
5 through the whole area.

6 Q. Okay.

7 A. On Monday.

8 Q. Danny, you've been very helpful with your candid
9 discussion here and everything. What is it that maybe we didn't
10 ask you that you think we need to know to understand how you do
11 your work and the chain of command and all that?

12 A. I think you covered it pretty well. I mean --

13 Q. Okay.

14 A. -- there's nothing I can really think of.

15 MR. HIPSKIND: And I'm going to ask my group one more
16 time. Rick?

17 BY MR. INCLIMA:

18 Q. Yes. One question, Danny. When the geometry car comes
19 over your territory, do you get copies of the geometry reports or
20 do they just go to the roadmaster?

21 A. No, we -- it's all in here. It's all in our computers,
22 ITIS. And also we've been getting the printouts, the actual
23 printouts, the graphs. Because those will show you -- you know,
24 once you learn how to look at them, those will show you what's
25 getting close that the car might not have even picked up, you

1 know, on certain spots.

2 Q. Okay, so those -- the geometry data, those critical
3 areas that, I believe you said, are fixed immediately and those
4 things that you would keep an eye on, that is in the ITIS system
5 for you to reference, you know, in subsequent inspections?

6 A. Exactly.

7 MR. INCLIMA: Okay, thank you. That's the only question
8 I had.

9 MR. HIPSKIND: Okay, and are -- any other members of the
10 Track Group, do you have any other additional follow-up questions?

11 Danny, the good news is we're about ready to wrap this
12 up. I would just tell you that -- I'll give you my business card
13 and we talked about I'll mail you a copy of the transcript.
14 Please take some time to go over that with your errata sheet and
15 correct any phonetic miscues in the transcript, if there happens
16 to be any.

17 MR. GLASS: Okay.

18 MR. HIPSKIND: And you know many of the people who are
19 here on the Track Group, certainly Mr. Daniels. If you -- if
20 something comes to mind that you think that we need to know to
21 better understand the accident or your work or anything like that,
22 don't hesitate to say something to somebody or give me a call or
23 something like that.

24 MR. GLASS: Okay.

25 MR. HIPSKIND: Okay? And with that, I would -- I want

1 to personally thank you for being here today, and I know this is
2 kind of a different day for you and everything, but you did a
3 really good job, so thanks for adding value to our investigation.

4 MR. GLASS: Okay, thank you.

5 MR. HIPSKIND: And with that, I think we'll close this.
6 Again, thank you, Danny.

7 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CSX TRAIN DERAILMENT
AUGUST 24, 2012
ELLICOTT CITY, MARYLAND
Interview of Daniel Glass

DOCKET NUMBER: DCA-12-MR-009

PLACE: Ellicott City, Maryland

DATE: August 24, 2012

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

Katie Leach
Transcriber