

DCA13MR002
Conrail - Shared Assets
Derailment/Hazardous Material Release
Paulsboro, New Jersey
November 30, 2012

Conrail Train Dispatcher Survey

Turpin Ted

From: [REDACTED]
Sent: Thursday, December 06, 2012 3:27 PM
To: Turpin Ted
Subject: Three questions required by NTSB

On behalf of and at the request of the NTSB, and in order to clarify the process used at the Paulsboro Movable Bridge (PMB), please respond to the following questions:

- 1) If a crew asks for permission by the red signal at PMB, what actions do you take? **Upon having the crew inspect the rail alignment on both ends, permission is given to pass the red signal.**
- 2) If the signal does not clear, do you make/file a report? If yes, to whom? Is written or verbal? **Yes, to the C&S trouble desk - verbal.**
- 3) In reference to Question 2 above, is there ever a circumstance where it is not reported? **No.**

If you are uncomfortable answering these questions in writing, by responding to those carbon copied above, please contact Mr. Ted Turpin, Investigator - NTSB, on his cell at [REDACTED] at your earliest convenience. Thank you.

John Del Vecchio
Conrail Train Dispatcher

Turpin Ted

From: [REDACTED]
Sent: Friday, December 07, 2012 1:21 PM
To: [REDACTED]
Subject: [REDACTED]

FYI

From: Hufschmidt, Steven
Sent: Friday, December 07, 2012 3:42 PM
To: Gardner, Tim
Subject: RE: Three questions required by NTSB

Yes I tell the trouble desk that they have no signal.

From: Gardner, Tim
Sent: Monday, December 03, 2012 6:14 PM
To: Hufschmidt, Steven
Subject: RE: Three questions required by NTSB

If the signal does not clear means if the train never gets a clear signal, do you file a report?

From: Hufschmidt, Steven
Sent: Monday, December 03, 2012 6:07 PM
To: Gardner, Tim
Subject: RE: Three questions required by NTSB

1. Check board for a tol. Tell trouble desk. Have conductor check his route. If conductor reports rails look good, give them 241 by the stop signal.
2. Please clarify "If the signal does not clear" ? If a report is given to the trouble desk it is verbal. When we had STO's they made the decision if it was ok to give 241, and reports to them were also verbal.
3. No.

From: Gardner, Tim
Sent: Sunday, December 02, 2012 10:47 PM
To: [REDACTED]
Subject: Three questions required by NTSB

On behalf of and at the request of the NTSB, and in order to clarify the process used at the Paulsboro Movable Bridge (PMB),

please respond to the following questions:

- 1.) If a crew asks for permission by the red signal at PMB, what actions do you take?

- 2.) If the signal does not clear, do you make/file a report? If yes, to whom? Is it written or verbal?

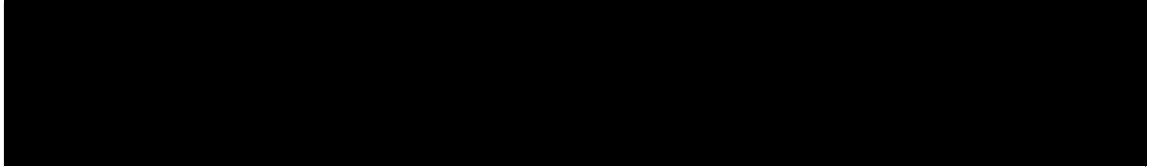
- 3.) In reference to Question 2 above, is there ever a circumstance where it is not reported?

If you are uncomfortable answering these questions in writing, by responding to those carbon copied above, please contact

Mr Ted Turpin, Investigator – NTSB, on his cell at [REDACTED] your earliest convenience. Thank you.

Turpin Ted

From:
Sent:
To:
Subject:



Not sure Rich included you or not.

-----Original Message-----

From: Sawoszcyk, Richard
Sent: Monday, December 03, 2012 1:53 AM
To: Gardner, Tim
Subject: RE: Three questions required by NTSB

1.) If a crew asks for permission by the red signal at PMB, what actions do you take?

After the bridge is known to be lined and safe for movement, the train is talked by the signal

2.) If the signal does not clear, do you make/file a report? If yes, to whom? Is it written or verbal?

Yes, a verbal report is filed with the trouble desk

3.) In reference to Question 2 above, is there ever a circumstance where it is not reported?

No.

Turpin Ted

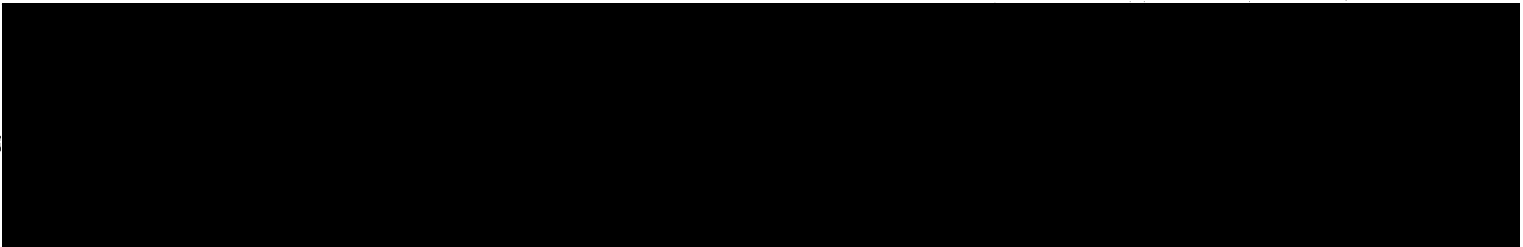
From:
Sent:
To:
Cc:
Subject:



RESPONSE TO QUESTION #1: ONCE TRAIN CREW REPORTS THEY HAVE A STOP SIGNAL AT THE PMB, I WILL REQUEST THE CREW TO WALK THE TRACK OVER THE BRIDGE SPAN INSPECTING THE ALIGNMENT OF THE TRACK AND CHECKING FOR THE LOCKING PINS BEING INSERTED . ONCE THIS INSPECTION IS PERFORMED BY THE CREW I WILL ASK THE CREW IF THE BRIDGE IS "LINED AND LOCKED" FOR THEIR SAFE MOVEMENT. IF THE CREW RESPONDS WITH A YES THAT THE BRIDGE IS "LINED AND LOCKED" FOR THEIR SAFE MOVEMENT . I THEN WILL PROVIDE THEM WITH A RULE 241 BY THE STOP SIGNAL

RESPONSE TO QUESTION 2: YES, A REPORT IS MADE TO THE TROUBLE DESK REGARDING THE SIGNAL ISSUE. THIS IS MOSTLY DONE VERBALLY , WITH WRITTEN NOTES OCCASIONALLY GIVEN TO THE TROUBLE DESK.

RESPONSE TO QUESTION #3: NO.



On behalf of and at the request of the NTSB, and in order to clarify the process used at the Paulsboro Movable Bridge (PMB), please respond to the following questions:

- 1.) If a crew asks for permission by the red signal at PMB, what actions do you take?

- 2.) If the signal does not clear, do you make/file a report? If yes, to whom? Is it written or verbal?

- 3.) In reference to Question 2 above, is there ever a circumstance where it is not reported?

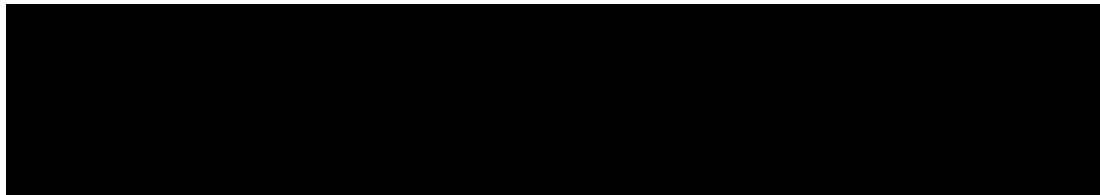
If you are uncomfortable answering these questions in writing, by responding to those carbon copied above, please contact

Mr Ted Turpin, Investigator – NTSB, on his cell at  your earliest convenience. Thank you.

Turpin Ted

From:
Sent:
To:

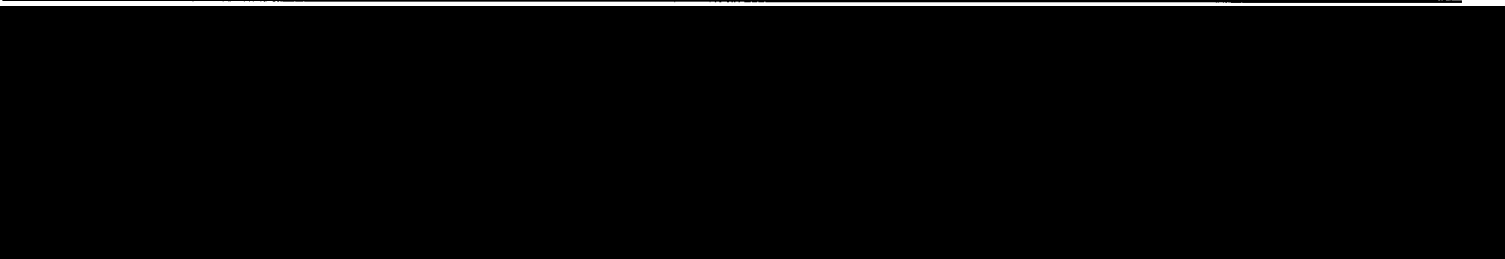
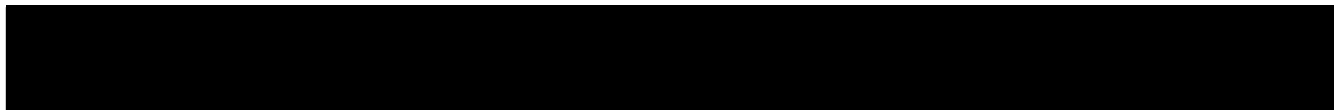
Subject:



Gentleman,

My name is Vincent Vaccarella, Train Dispatcher. While I am currently assigned to the North Jersey Desk, I still retain my qualifications for the South Jersey Desk. In regard to question #1, If the crew has not already stated the bridge closed and the rails appear to be lined I would ask them the same. Then in accordance with rule 241 I would give them permission to past the stop signal. A verbal report would be made to the C&S trouble desk. This report would used to be made via a taped phone line, but since the carrier has abolished the position of S.T.O the C&S trouble desk is now located in the same room as the Train Dispatcher's office, so this would be a face to face conversation. I cannot remember where it would not have been reported to the C&S trouble desk.

Vincent Vaccarella



On behalf of and at the request of the NTSB, and in order to clarify the process used at the Paulsboro Movable Bridge (PMB),

please respond to the following questions:

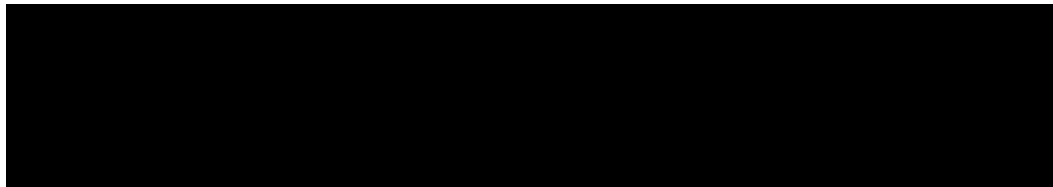
- 1.) If a crew asks for permission by the red signal at PMB, what actions do you take?

- 2.) If the signal does not clear, do you make/file a report? If yes, to whom? Is it written or verbal?

- 3.) In reference to Question 2 above, is there ever a circumstance where it is not reported?

Turpin Ted

From:
Sent:
Cc:
Subject:



- 1.) If a crew reports that the bridge closed, but a signal is not displayed, I ask the crew to inspect the bridge. If they report that all the rails are lined up, and everything appears to be in normal working order, I talk them by the signal. This has been the standard practice.
- 2.) I make a verbal report to the trouble desk if the signal is not displayed.
- 3.) The only circumstance where I might not report an individual malfunction is if a few trains are crossing the bridge in immediate succession, say within 20 or 30 minutes of each other. In that case I would just let the trouble desk know about all the trains when I first report being unable to get a signal at the bridge. I still report the incident, just with one report for all of the trains instead of individual reports every time I talk them by. This doesn't happen very frequently, but it has happened.

Hope this helps,

Adam Baginski
Dispatcher
Conrail Shared Assets

From: Gardner, Tim
Sent: Sunday, December 02, 2012 10:46 PM

On behalf of and at the request of the NTSB, and in order to clarify the process used at the Paulsboro Movable Bridge (PMB), please respond to the following questions:

- 1.) If a crew asks for permission by the red signal at PMB, what actions do you take?
- 2.) If the signal does not clear, do you make/file a report? If yes, to whom? Is it written or verbal?
- 3.) In reference to Question 2 above, is there ever a circumstance where it is not reported?

If you are uncomfortable answering these questions in writing, by responding to those carbon copied above, please contact Mr Ted Turpin, Investigator – NTSB, on his cell at [REDACTED] at your earliest convenience. Thank you.