

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CONRAIL DERAILMENT/HAZARDOUS
MATERIAL RELEASE
PAULSBORO, NEW JERSEY
NOVEMBER 30, 2012

Docket No.: DCA-13-MR-002

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Interview of: RYAN HILL

Paulsboro, New Jersey

December 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: TIMOTHY DEPAEPE
Accident Investigator

APPEARANCES:

TIMOTHY DEPAEPE, Accident Investigator
Signal Group Chairman
National Transportation Safety Board
Office of Railroad, Pipeline and Hazardous Materials
DuPage Airport
31 West 775 North Avenue
[REDACTED], Illinois 60185

CYRIL GURA, Safety Engineer
Track Group Chairman
National Transportation Safety Board
Office of Railroad, Pipeline and Hazardous Materials
DuPage Airport
31 West 775 North Avenue
West Chicago, Illinois 60185

THOMAS NOON, Signal and Train Control Inspector
Federal Railroad Administration

DAVID KILLINGBECK, Chief Engineer Structures
Federal Railroad Administration

THOMAS BILSON, Assistant Chief Engineer
Maintenance of Way and Structures
Conrail

DOUG TRACY, Assistant Chief Engineer
Communications and Signals
Conrail
Federal Railroad Administration

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I N T E R V I E W

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2 MR. DEPAEPE: This will be 2 -- file 14.

3 My name is Tim DePaepe, D-e-P-a-e-p-e. I'm with the
4 National Transportation Safety Board, and we're here today to talk
5 about trouble tickets and items concerning a derailment and
6 hazardous materials release as the Paulsboro moveable bridge that
7 occurred on November 30th, 2012. I'm going to be focusing on
8 trouble tickets from October 27th, 2012, to the accident date,
9 November 30th, 2012.

10 I'm going to let everybody go around the table,
11 introduce themselves. Please spell your last name and identify
12 your position and company that you work for. To my right?

13 MR. GURA: Cy, C-y, last name Gura, G-u-r-a, Safety
14 Engineer, NTSB.

15 MR. BILSON: Tom Bilson, Assistant Chief Engineer,
16 Maintenance of Way and Structures, Conrail.

17 MR. NOON: Thomas Noon, T-h-o-m-a-s, Noon, N-o-o-n, FRA,
18 Signal and Train Control.

19 MR. TRACY: Doug Tracy, T-r-a-c-y, Assistant Chief
20 Engineer, C&S, Conrail.

21 MR. HILL: Ryan Hill, H-i-l-l, Supervisor of Structures,
22 Conrail.

23 MR. KILLINGBECK: David Killingbeck, K-i-l-l-i-n-g-b-e-
24 c-k, Chief Engineer, Structures, FRA.

25 MR. DEPAEPE: Thank you, gentlemen.

1 INTERVIEW OF RYAN HILL

2 BY MR. DEPAEPE:

3 Q. We're going to begin by asking you, Ryan -- there's an
4 event numbered as 62587. The problem was bridge announcing
5 failure to operate on November 3rd, 2012. Repairs were none, open
6 and local control. The notes state, "Crew reports bridge is down
7 and locked and signal is displayed, but announcement is reporting
8 closure failure. Informed supervisor Hill. Informed supervisor
9 Vant. Hold for a.m. Next train reported stop signals at bridge.
10 Train talked by stop signal by dispatcher."

11 Would you please describe to us your involvement with
12 this event, when you were called, what you may have done, but in
13 your own words, what transpired from beginning to end for this?

14 A. Well, you know, thinking about it, I don't -- I can't
15 recall this date in particular. I -- if I was called and it was
16 me and Supervisor Vant, I don't recall ever talking with
17 Supervisor Vant about any of these calls. No one would ever --
18 the dispatcher or the -- who called us, they never tell you who
19 else they called. So I don't recall ever being told Vant was
20 called as well. If I was called, I would've sent out my
21 inspector, Gary Golden, and he would've opened up the bridge
22 behind the train. But this particular event, I don't recall
23 exactly what the details were.

24 Q. That's okay. If you don't remember, that's fine. I
25 want to move to another event that you may be familiar with. It's

1 designated as 62786, no signal northbound; repairs, none;
2 operated, tested. The cause it says, "COA, nothing found.
3 Supervisors Chris Kneib and B&B Supervisor R. Hill informed." Do
4 you have any recollection what transpired relating to this event?

5 A. I know on the 17th -- actually, I guess at 12 a.m. -- I
6 have it down as the 16th. It was probably -- it was the night and
7 early morning of the 17th. On the 16th I did dispatch Inspector
8 Golden to the bridge. I do not recall exactly what he reported
9 back to me. Most likely it was either the train was up at the
10 signal, the locks were not driven, or that the train had passed
11 and it did not open up behind them.

12 Q. Okay. There is another event, 62792, on the next day
13 where it says bridge failed to closed. Repair was reset bridge;
14 cause unknown; Ryan Hill notified. Was that a separate event from
15 the previous day, or -- or was that possibly a continuation or
16 something? Could you -- to the best of your recollection can you
17 describe what happened relating to that event?

18 A. I know that I did dispatch Inspector Golden on the 17th.
19 I don't recalling having to send him twice. Oh, I'm sorry. I
20 sent him the 16th. That's right. Not -- I don't recall having
21 sent him on the 17th.

22 Q. I just have a question because, do you -- are you the
23 person that types in these notes or gives the information for
24 these notes? Or how --

25 A. Either myself or whoever I send out will respond to the

1 trouble desk. I -- we do not type out these notes.

2 Q. Okay. I guess what I'm getting at, this is like the
3 third event you said that your employee Golden would have gone out
4 there, but I see no mention of him being dispatched out there. Is
5 that just a glitch in communications between you guys or, you
6 know, between maybe Golden and the desk?

7 A. Yeah, I would never tell the trouble desk who I've
8 dispatched. I would --

9 Q. Okay.

10 A. -- just say we'll get somebody out there. I'd, you
11 know, I'd never tell them exactly who it was.

12 Q. Okay.

13 A. And typically Golden would call, after he had responded,
14 back to the trouble desk.

15 Q. The next event is 62816: Bridge did not open after
16 train. It was clear upon arrival; under investigation. Crew
17 reports bridge was closed upon arrival, but they did not have
18 signal. Crew visually inspected bridge; were talked by signal --
19 were talked by signal by dispatcher. After train cleared bridge,
20 bridge announced failure to operate. Informed Supervisor Hill.

21 This was on October 21st, 2012. Can you explain that
22 incident?

23 UNIDENTIFIED SPEAKER: November. November.

24 BY MR. DEPAEPE:

25 Q. Excuse me. November 21st, 2012. That was a mistake on

1 my part. November 21st, 2012.

2 A. Yeah. The trouble desk called me after the train had
3 cleared, and they reported that the bridge failed to close. I had
4 -- already had scheduled for two guys to go down and grease the
5 bridge that day. I told them to go first to Paulsboro and open up
6 the bridge before they greased. And those employees were Newt
7 Wallen and Frank Forant.

8 Q. Okay. The next event shows 62854: Bridge failed to
9 lock. Removed debris. The cause was debris. Ryan Hill notified.

10 Do you have any recollection, or can you explain what
11 transpired during that event?

12 A. Do we know what day the 26th would've been?

13 Q. That would have been Monday.

14 A. Monday?

15 UNIDENTIFIED SPEAKER: Yes.

16 UNIDENTIFIED SPEAKER: Yeah.

17 UNIDENTIFIED SPEAKER: The Monday after Thanksgiving.

18 MR. HILL: Okay. I mean, I can't recall if I had
19 dispatched Gary Golden or if I went down there myself on the 26th.
20 But I'm -- I see it was at 7:19 in the morning when the guys were
21 already on duty.

22 MR. DEPAEPE: All right. Well, thank you. I'm going to
23 pass the questioning along to Mr. Cy Gura.

24 BY MR. GURA:

25 Q. Ryan, as part of your duties did you by any chance do

1 the quarterly bridge inspection also?

2 A. No, I didn't. I've never done a quarterly bridge
3 inspection on Paulsboro bridge.

4 Q. Okay. I don't know if we covered event 82810 [sic].

5 UNIDENTIFIED SPEAKER: 62.

6 BY MR. GURA:

7 Q. Yeah, 62810. 62810, where it said no signal southbound.
8 No signal southbound; reset bridge circuit; under investigation,
9 and it had your name there. I don't know if we -- we covered that
10 one.

11 A. Yeah. That -- on this call, I dispatched Gary Golden
12 out to the bridge.

13 Q. And --

14 A. And he locked it up for the crew, and they went over.

15 Q. Okay. He locked it up and the crew went over.

16 Now back in your office, when you dispatch somebody, do
17 they report back to you what they found and what have you? Is
18 there like a log of that?

19 A. I don't have a log, but they will call me and tell what
20 they did.

21 Q. Okay. So you don't have any written documentation or
22 some kind of Excel spreadsheet or something of that nature saying
23 that, you know, I had this event, had this event, had this event,
24 and then this is what they did to fix it?

25 A. No, I don't have that. The only time I did ask for

1 someone to write down the codes was the 21st. I had them write
2 down what codes were on the screen and report that back to me.

3 Q. Okay. And on those codes on the 21st that was 82816
4 [sic]?

5 A. Yes.

6 Q. I see you mentioned Neubauer (ph.) and Frank Barak
7 [sic]?

8 A. Yes, Newt Wallen -- are you talking about the employees
9 I sent out?

10 Q. Yeah.

11 A. Oh, yeah, Newt Wallen and Frank Forant. Yes.

12 Q. Oh, Newt Wallen.

13 A. Wallen.

14 Q. And do you recall what the codes were by any chance?

15 A. I believe they are 7 -- they were codes 78, 79, and 26,
16 but I'm not positive. I should have that still on my desk, the
17 notes they gave me.

18 Q. Okay. Is that something that you could provide?

19 A. Yes.

20 Q. Okay. Please provide that.

21 A. Okay.

22 MR. GURA: I have no further questions.

23 MR. DEPAEPE: Mr. Bilson?

24 MR. BILSON: Yes. Thomas Bilson.

25 BY MR. BILSON:

1 Q. Starting at the top again there, Ryan, 62587 --

2 A. Uh-huh.

3 Q. -- 11/3. Your name is mentioned there. Is it normal
4 for Mr. Golden to go out there and close the bridge? And who does
5 he report back to? To you, right?

6 A. He reports back to me. And typically he does call back
7 the dispatcher or trouble desk.

8 Q. But is -- you know, the answer is, "No repairs, open and
9 local control. The bridge is closed. Unknown." So you don't
10 recall reporting back? Or did he -- would he?

11 A. I don't recall.

12 Q. The next one that your name is also mentioned in, again,
13 Mr. Golden -- Mr. Golden for 62786. Now, that's -- that reports
14 no signal northbound. Is it normal for them to call you out for a
15 signal when it reports no signal, the trouble desk?

16 A. I would say they would. It's not out of the ordinary
17 that they would call me.

18 Q. For --

19 A. For --

20 Q. -- a no signal?

21 A. Yes.

22 Q. Not bridge not working, but the -- and what do they tell
23 you when they call you? Just --

24 A. They would call me and say that they have a red light at
25 the bridge. That's all they would tell me, and then I would

1 dispatch -- I would dispatch someone.

2 Q. Okay. Like a first-responder type --

3 A. Right.

4 Q. -- to go down --

5 A. Yes.

6 Q. -- and see what it is?

7 A. Yes.

8 Q. The one I'm interested in and I don't think we covered
9 it was 62810, and it was to PA21, crew reported the bridge
10 announced self-closed but got no signal. Apparently, you
11 dispatched Gary Golden. He closed the bridge. Did he get a
12 signal at that point? Did he report back to you bridge is not
13 locked; he closed it?

14 A. If he did close it and didn't get a signal, I don't
15 remember if he told me what color the signal was, red or green.

16 Q. Okay. Well, moving on to that same incident. Mr. Vant
17 was here and he said that he got involved because you called
18 him --

19 A. Yes.

20 Q. -- for help, and that's when they found a bad proximity
21 switch?

22 A. Uh-huh.

23 Q. And that's why I'm asking whether you know whether it
24 was green or red or --

25 A. Yeah.

1 Q. -- what that led to?

2 A. Right. Well, I think after the 20th, I was just trying
3 to put some people together to try to figure out what was going
4 on.

5 Q. Right.

6 A. And, you know, being out there, I think the C&S thought
7 that they had a proxy switch out.

8 Q. Okay.

9 A. But, you know, my goal was just to try to put some
10 people's heads together and figure out why we're having these
11 problems.

12 MR. GURA: I'm done.

13 MR. DEPAEPE: Mr. Noon?

14 MR. NOON: Thomas Noon. I just have a couple questions.

15 BY MR. NOON:

16 Q. On a normal situation, dispatcher calls trouble desk.
17 Trouble desk calls you, tells you there's a red signal. The
18 bridge isn't -- and they -- and it's not locked. Okay.

19 A. Uh-huh.

20 Q. You send yourself out or you send somebody out.

21 A. Uh-huh.

22 Q. He goes out. He looks at it and sees it has an error
23 code. That's the first thing he does?

24 A. Right.

25 Q. He clears the error code?

1 A. Well, he'll inspect -- visually inspect as well.

2 Q. Visually inspect the bridge?

3 A. Right.

4 Q. Okay. Does he -- he visually inspects the bridge and if
5 he thinks it's safe, he'll give the okay to go -- to move the
6 train?

7 A. Yes. I would say if Gary felt it was -- or if anyone
8 felt it was safe, what -- that they would -- they would walk a
9 train by.

10 Q. And then they would troubleshoot the trouble?

11 A. Well, I can't say that, because if the bridge is locked
12 and someone would see that and the train went over, I don't know
13 if it would've opened up by itself behind the train or not. So I
14 don't -- I can't say that he troubleshooted it.

15 Q. How would he -- if he was going to troubleshoot, how --
16 what would be the first thing to do? Let me run it by this way,
17 all right? He goes out. He sees the train waiting. He goes out.
18 He walks the track. He sees that the running rails are safe, that
19 the bridge is locked up. He can't get a signal, but he sees that
20 it's safe. He okays for the dispatcher to give him a pass on the
21 red signal. Okay. He then goes back. He operates the switch
22 back and forth. Is that troubleshooting?

23 A. I don't know if you would call it troubleshooting. I
24 would --

25 Q. But that would be the procedure?

1 A. -- what the train -- right. He would test it behind the
2 train. I don't -- you know, I don't know if you would call that
3 troubleshooting.

4 Q. And if it worked correctly, would that be considered
5 COA?

6 A. Yes.

7 Q. And, of course, if it didn't work, then he'd go further
8 into whatever the issues were?

9 A. Yes.

10 MR. NOON: Okay. I'm done.

11 MR. DEPAEPE: Mr. Tracy?

12 MR. TRACY: No questions.

13 UNIDENTIFIED SPEAKER: Just go ahead.

14 MR. KILLINGBECK: This is Dave Killingbeck --

15 UNIDENTIFIED SPEAKER: I knew that.

16 MR. KILLINGBECK: I really don't have any questions.

17 MR. DEPAEPE: This is Tim DePaepe again with the NTSB.

18 BY MR. DEPAEPE:

19 Q. Do you have any knowledge how that signal clears? You
20 know, do you have any knowledge of signal circuitry?

21 A. No.

22 Q. No. So basically your function, as you said, you're a
23 B&B supervisor. You basically work on the bridge portion, like
24 the limiting switches, things like that. Do you have knowledge of
25 how the limiting switches function?

1 A. Very limited. You know, something like that I would
2 have to count on an electrician or maybe ask supervisor, someone
3 who would know a little more than me.

4 MR. DEPAEPE: Okay. We're going to go off the record
5 here. It's 5:01, and we will be back shortly.

6 (Off the record.)

7 (On the record.)

8 MR. DEPAEPE: This is Tim DePaepe. We're back on the
9 record. It's 5:03.

10 BY MR. DEPAEPE:

11 Q. Mr. Hill, could you tell me how long you've been working
12 in your current position with Conrail?

13 A. I started working around beginning of August for around
14 2 months with the previous supervisor, Dave Ohr. In the beginning
15 of October, I was the sole supervisor of the B&B.

16 Q. Okay. All right. So approximately 4 months -- 2 months
17 in training with Mr. Ohr and then almost 2 months since Mr. Ohr
18 departed for his next job. Thank you.

19 I'm going to switch gears a little bit. Do you have any
20 knowledge of anything that may have happened with the bridge on
21 the accident day, November 30th, from approximately 7:30 a.m., 24
22 hours before that? Were you involved in any trouble tickets with
23 that bridge? I know this may have --

24 A. Yeah.

25 Q. -- been covered in a previous interview, but very

1 briefly can you just tell me what may have transpired in the 24
2 hours preceding the accident?

3 A. Okay. Well, I guess it was on the 29th -- I guess that
4 was Thursday. So early Thursday morning, I did get a call from
5 the trouble desk that the train was at the bridge and the bridge
6 was reporting open. I dispatched Gary Golden. By the time he had
7 gotten there, the train was -- there was no train there, and he
8 heard them reporting south at Woodbury. He talked to the
9 dispatcher who said that he had the train back up off the shunts,
10 come back up to the bridge, at which point it locked, and they got
11 the signal. Once the train passed, it did not open up behind it,
12 at which point Gary did open the bridge.

13 The next day, I went out with Gary Golden, Jerry
14 Kaminski; we also had Charles Hanby, and we adjusted the hog rod
15 on the east side on the north end as well as grease the bridge
16 seats on the bridge. And that was the last time that we were
17 there or that I had gotten a call at the bridge before the
18 derailment.

19 Q. About what time did you finish that work approximately?

20 A. I would say around 11 a.m.

21 Q. On November 29th?

22 A. On November 29th --

23 Q. Okay.

24 A. -- 11 to 12 a.m., sometime late morning.

25 MR. DEPAEPE: Okay. Well, I appreciate that. I have no

1 additional questions. I'm going to move again -- I'm going to
2 move to my left this time.

3 MR. KILLINGBECK: All right. This is Dave Killingbeck
4 again.

5 BY MR. KILLINGBECK:

6 Q. Going back to the 29th when you and Mr. Kaminski and
7 Mr. Golden and Mr. Hanby --

8 A. Uh-huh.

9 Q. -- were out there and adjustments were made to one or
10 both of the hog rods?

11 A. It was one hog rod.

12 Q. And that was in which location?

13 A. Called the northeast hog rod.

14 Q. Okay. So that was lifting -- that was in order to lift
15 the corner or the girder that would approach the bridge seat first
16 as it was swinging closed?

17 A. That's correct. We witnessed the girder hit the west
18 bridge seat as it was closing. So we tighten the hog rod to lift
19 it up enough where they wouldn't hit while closing.

20 Q. Okay. When you finished making that adjustment, that
21 tightening of that eastside hog rod, how did you determine whether
22 or not a side -- you knew it was lifting far enough at that point
23 because --

24 A. Uh-huh.

25 Q. -- it wasn't striking. How did you determine whether

1 when it released that it was fully seating?

2 A. Well, we did test it, and we would get a seated light on
3 the PLC. The PLC was reporting the bridge seated. That's how --

4 Q. Okay, so --

5 A. -- we determined the bridge was seated.

6 Q. All right. So you were basing the seating on the limit
7 switch that was telling the PLC it was seated, not --

8 A. And I also visually did witness the bridge lower. I
9 can't say that I -- witnessing that, I could say it was actually
10 seated, but based on watching the bridge lower and getting the
11 seated signal for the PLC, that's how we determined that the
12 bridge was seating.

13 Q. Okay. One last question, unless I think of something
14 more. Do you know where or how the span seat is detected or
15 determined, where the limit switch is that tells the PLC that the
16 bridge is seated?

17 A. I believe it's in the -- there's a cam switch in the
18 motor that drives the bridge up and down to seat it. There's a
19 cam switch in there, I believe.

20 Q. Okay. So the cam switch is counting or measuring the
21 degree of rotation of the output shaft from the motor drive from
22 the gear reduction?

23 A. I can't speak to how it actually works. I just --

24 Q. Okay.

25 A. -- am aware that there's a switch in that motor.

1 MR. KILLINGBECK: Okay. Fair answer. That's all I
2 have.

3 MR. DEPAEPE: Mr. Tracy?

4 MR. TRACY: Nothing more.

5 MR. DEPAEPE: Mr. Noon?

6 MR. NOON: No more questions.

7 MR. DEPAEPE: Mr. Bilson?

8 BY MR. BILSON:

9 Q. Yeah, Ryan, could go back to the incident where the --
10 the pull up on circuit and backed off.

11 A. Uh-huh.

12 Q. Can you explain that again?

13 A. When Gary Golden got to the bridge, there was no one
14 there.

15 Q. Okay.

16 A. He heard the crew south at Woodbury. He called the
17 dispatcher, who told Gary that he had told the train crew to back
18 up off the circuit and pull back up.

19 Q. So they didn't get the permit to open or close or
20 whatever it is because they -- I guess they weren't shunting?

21 A. I'm not sure why they didn't get the -- get it to close.

22 MR. BILSON: Okay. Thanks.

23 BY MR. DEPAEPE:

24 Q. I have a follow-up question for you, Ryan. And it's
25 more about protocols or procedures when B&B is doing work out on

1 this bridge.

2 You stated that on the 29th you guys had to make some
3 adjustments because of error codes and things you observed. Are
4 you required to call like the signal department after you make any
5 adjustments to the bridge so that they come out and check the
6 signal to make sure that it works because -- first let me ask that
7 -- that's the question.

8 A. As far as I know, we're not required to --

9 Q. Okay.

10 A. -- to contact C&S.

11 Q. The reason I ask that question is because you may have
12 made adjustments that may have affected the slide lock or slide
13 rail and they may -- you know, you might make an adjustment to
14 where they don't get a signal for some reason, you know. I'm not
15 a bridge expert, but there's a possibility something you did to
16 correct your issue may have affected their system. And that's why
17 I asked if you have to call them. So there's no written procedure
18 that you have to notify signal personnel after making adjustments
19 on the bridge?

20 A. Not that I'm aware of.

21 Q. All right. Thank you.

22 MR. DEPAEPE: I'm going to just look around the table.
23 If there are any other questions, go ahead.

24 MR. KILLINGBECK: Dave Killingbeck with a follow-up
25 question.

1 BY MR. KILLINGBECK:

2 Q. Ryan, you had said that the dispatcher instructed the
3 train -- I don't remember which incident it was --

4 A. Uh-huh.

5 Q. -- but I believe you said it was a southbound train to
6 back up off the circuit and then reapproach the signal and come
7 back into the circuit?

8 A. That's what my inspector was told --

9 Q. That's what your --

10 A. -- by the dispatcher, yes.

11 Q. Okay. In your short tenure on having this territory is
12 that a common procedure that the dispatcher will try?

13 A. Not that I know of, no.

14 Q. Okay. Thank you.

15 BY MR. DEPAEPE:

16 Q. All right. At this time, I just want to give you the
17 opportunity, Ryan, if there's anything you can think of or
18 anything that you may think is pertinent to the day of the
19 accident that you may have knowledge of, if you'd like to offer
20 that to us, this is your opportunity to do so. If you don't have
21 anything to add, that's fine also too. So I ask, do you have
22 anything you'd like to add to this interview?

23 A. I would just say that whenever I was contacted by the
24 trouble desk there's never a time where we didn't have someone
25 respond to a call.

1 Q. Okay.

2 A. That's all I would say.

3 MR. DEPAEPE: All right. Well, it's -- it's 5:13 p.m.,
4 and I'm going to call this interview to a close. Thank you very
5 much.

6 (Whereupon, at 5:13 p.m., 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: CONRAIL DERAILMENT/HAZARDOUS
 MATERIAL RELEASE
 PAULSBORO, NEW JERSEY
 NOVEMBER 30, 2012
 Interview of Ryan Hill

DOCKET NUMBER: DCA-13-MR-002

PLACE: Paulsboro, New Jersey

DATE: December 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.

Derick M. Rawls
Transcriber