UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	*	
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CONRAIL DERAILMENT/HAZARDOUS	*	
MATERIAL RELEASE	*	Docket No.: DCA-13-MR-002
PAULSBORO, NEW JERSEY	*	
NOVEMBER 30, 2012	*	
	*	

Interview of: RYAN HILL
JERRY KAMINSKI

Paulsboro, New Jersey

Sunday,
December 2, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CYRIL GURA
Accident Investigator

APPEARANCES:

CYRIL GURA, Accident Investigator
Safety Engineer
National Transportation Safety Board
Office of Railroad, Pipeline and Hazardous Materials
DuPage Airport
31 West 775 North Avenue
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DAVID KILLINGBECK, Chief Engineer Structures
Federal Railroad Administration

LARRY KISH, Deputy Regional Administrator
Federal Railroad Administration

TIMOTHY TIERNEY, Vice President and Chief Engineer
Conrail

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

I N D E X

I N T E R V I E W

(11:15 a.m.)

MR. GURA: My name is Cy Gura, C-y, G-u-r-a. I'm an investigator with the National Transportation Safety Board. It is 11:15 a.m. on December 2nd, and we're here to conduct an interview with Bridge and Building personnel on their knowledge of the repairs of bridge at Paulson.

Please identify yourself.

MR. HILL: Ryan Hill.

MR. GURA: Spell it, please.

MR. HILL: R-y-a-n, H-i-l-l.

MR. GURA: And your title?

MR. HILL: Supervisor of Structures, South Jersey.

INTERVIEW OF RYAN HILL

BY MR. GURA:

Q. Ryan, how long have you been working as a supervisor of structures?

A. About 3 months.

Q. About 3 months. Prior to that, what were you doing?

A. I was working in the Design and Construction Department.

Q. And what does that entail?

A. Managing outside contractors on railroad property.

Q. Okay. And prior to that?

A. College.

Q. College. Okay.

A. Rutgers, Rutgers University.

Q. Okay, Ryan, we're going to draw right back down right to November 30th, the day --

UNIDENTIFIED SPEAKER: 29th?

BY MR. GURA:

Q. -- 29th, November 29th, a day prior to the accident.

A. Okay.

Q. Could you tell me -- I understand you were on the bridge doing some work. Just explain to me what you were doing.

A. Well, we had -- I got in contact with Jerry Kaminski, asked him to come out and kind of talk me through what he knew about the bridge since he was the previous supervisor. We are out there. We were kind of looking around. We watched the bridge operate. We noticed that the east girder of the moveable span was hitting the west bridge seat as it closed. So the first thing we did was we adjusted the hog rod on the east side on the north side of the span about a half a turn, operated the bridge. We noticed it still hit the bridge seat. Went back, tightened it about another half turn. That brought the bridge up enough where as it closed, it didn't hit the bridge seat as it closed. And we also greased the bridge seats, and we did both of those things to try and reduce any resistance for the motor when it tried to push the bridge closed -- or back in the open position.

Q. Okay. When you got there, was the bridge opened or closed?

A. The bridge was open.
Q. The bridge was open. So it was in its normal position?
A. Correct.
Q. How do you close it?
A. If I'm out there myself?
Q. Yes.
A. I'd have to go into the operator's building, put the PLC into local control and, from there, I can control the bridge.
Q. You don't have to enter the circuit? You don't have the shunt the circuit or anything of that nature?
A. No.
Q. Okay. Talk about the hog rod. What is that?
A. The hog rod is connected from the top of the A-frame that was at the bridge down to the north end of the span, and they will hold the bridge up as it swings open and shut.
Q. Okay. And is there like a turnbuckle eye?
A. Yes, there is a turnbuckle with an eye in it that's just over the -- the turnbuckle is just above the grating on the bridge.
Q. Okay. About what time of the day did you do that?
A. That was probably around 9 a.m.
Q. Okay. And how long did it take you to do that work?
A. To tighten the hog rod, I'll say 20 minutes.
Q. So you were out on the job about an hour?
A. We were out there for probably around 2 hours looking at

other things and trying to just -- talking about the whole bridge and trying to think about it.

Q. Okay. How did you get notification of a bridge problem?

A. Well, we were having issues. I would get called by our trouble desk. Earlier that morning, around 3:15 in the morning, got a call. The train had pulled up, they reported the bridge was open about 4 inches. So I called my bridge inspector out. By the time he had gotten there -- he heard the train reporting south at Woodbury. So it had already come across. He talked to the dispatcher. Apparently, they had backed up off the shunt, pulled back up, and were able to get it to close. Now, when he got there, the bridge was closed position, but the locks were withdrawn and the bridge was seated. So he opened the bridge back up himself, but didn't notice any other issues with the bridge.

Q. Okay. What -- you said the locks were withdrawn.

A. Yes.

Q. The slide locks?

A. Yes.

Q. Okay. And the bridge was in the closed position, but the slide locks were not engaged?

A. That's correct.

Q. Okay. When you went in there, did you have any problem with the slide locks not engaging after you finally got the bridge to close?

A. Myself, at -- on Thursday, when I was there?

Q. Yeah. Yeah, Thursday.
A. No, we had no problems closing the bridge or opening the bridge or any problems with the span locks.
Q. Okay. When it was hitting -- before you had to tighten the hog ball, you know, the slide locks wouldn't function at all then because the bridge would not get lined properly?
A. No. The bridge was hitting the bridge seat, but it would still close and everything would operate properly when we were down there.
Q. Okay.
A. Yeah.
Q. And it still -- and the slide locks would engage?
A. Correct.
Q. Okay. Okay, tell me what's the difference -- where the work gets divided between the Signal Department and the B&B. What are you all responsible for in the bridge side of this bridge?
A. Well, B&B, we're in charge of our weekly maintenance, which is greasing the bridge. We'll grease the bridge. We're also in charge -- the electricians are in charge of keeping navigation lights lit. We're also in charge of limit switches.
Q. Those proximity detectors, are you talking about?
A. No. The proximity switch is over the C&S Department's responsibility. Those switches tell you when those locks have driven or they have not driven, and that's C&S's responsibility.
Q. Now, what limit switches are you talking about?

A. Letting you know the bridge is closed or in the open position or that's it's seated or not seated.

Q. Okay. All right. Continue on.

A. That's our responsibilities out there. I mean, since I've been here, we've greased the bridge every week. Haven't really done any other maintenance to the bridge since I've been here.

Q. Okay. I was looking over at something like a bridge inspection report and I noted there's -- the bridge inspector talks about some kind of a bearing, roller bearing on the bottom. Is that on the pivot? Or, is there a problem with that roller bearing on the pivot that you're aware of?

A. Not that I'm aware of.

Q. Okay. Is there --

MR. GURA: Would you please introduce yourself, Mr. Kaminski, and come on and sit over here?

MR. KAMINSKI: My name is Jerry Kaminski, J-e-r-r-y, K-a-m-i-n-s-k-i.

INTERVIEW OF JERRY KAMINSKI

BY MR. GURA:

Q. Jerry, same thing. Could you kind of tell me about what you're doing now and, you know, your work history?

A. I work as a construction engineer in our Design and Construction Department. I've held that job since January 2010. Before that, I was a terminal engineer for a year and a half.

Before that, I was a B&B supervisor for about 15 years. Before that, I was a B&B welder for 20 years, and I started as a bridge operator.

Q. Okay. What's your experiences with this bridge? You went out there and you're going to teach Ryan a little bit about what to look for and what to do? Tell me what your experiences on this bridge are.

A. Well, I've been working on the bridge since 1983, when it was operated manually, and I was involved when we operated hydraulically. I was involved in a retrofit in 2003. So I have a lot of experience on that bridge and wanted to pass it on to Ryan, maybe snoop around, see what I could find, and that's why I went out there that day.

Q. Okay. Tell me a little bit about these drive motors that operate the slide box for locking the bridge in place. What do you guys need to do with that to make sure they're working properly, or --

A. One thing is make sure they're greased so there's no resistance, make sure that they are lined up. When Ryan was saying that we adjusted the hog rod, I've seen in the past where maybe we adjusted it too much and they wouldn't drive, so you have to watch that. And as far as anything that can go wrong with them -- the only thing that could go wrong, if the bridge wasn't lined up, they wouldn't drive.

Q. Tell me, if they don't drive, what does the motor do?

Does it just stall, time out? What does it do?

A. Yeah, it stalls.

Q. It stalls?

A. Yes.

Q. Then does the -- once it stalls, does the slide blocks go into like a neutral position or do they have pressure on them to -- anything -- you know, on the motor, or do they retract back to where they were?

A. If I can recall -- it's been a while since I've been out a bridge and encountered that problem, but if I can recall, they stop where they're at and they time out.

Q. And they time out --

A. Yes.

Q. -- and that's it?

A. Yes.

Q. Okay. Could you tell me anything else about the bridge on the maintenance side that you guys include besides greasing the motors?

A. Mostly -- a lot of that is visual inspection. Look at the profile of the track; look at the pony wheels that carry the bridge as it's moving, make sure they're not loose; look for any wear; look for anything that's out of line; check the creep switches, the close switches, the open switches, and basically that's about it.

MR. GURA: Okay. I'm going to ask both of you guys and

you guys could chime in. On a scale of 1 to 10, this bridge, thinking about it as far as maintenance problems, 10 being a lot of maintenance problems, 1 being very few maintenance problems, because you've got multiple bridges that you're responsible for, how does that fall in there? Is there a lot of maintenance problems on this?

MR. KAMINSKI: I've seen some seasons where there was no maintenance at all, just our normal weekly maintenance, but hardly any problems.

MR. GURA: Um-hum. Now, I was looking over the trouble desk reports and it looks like over the year period of time, including the derailment -- it was included in that trouble desk report -- that made 24. So, basically, there were 23 trouble reports prior to that for varying problems: the bridge wouldn't open, the bridge wouldn't close, debris, you know, light, signal light, you know, what have you. Is that kind of typical? Is that a typical season?

MR. KAMINSKI: Debris is according to the weather. In storms, we get a lot of debris. But that seemed to be most of the problem.

MR. GURA: Okay. I heard people talk about, you know, maybe there's been an increase of problems with the bridge since Hurricane Sandy. Have either of you noticed any increase in incidents since Hurricane Sandy passed through this area?

MR. HILL: Well, I would say we were having trouble that

the bridge would go over the -- the train would go over the bridge, the locks would retract, the span would seat, but it wouldn't open back up. Now, we inspected the bridge for water damage after Sandy; we found nothing. We don't have any reports that say that there was water over the bridge that would have gotten in electronics. So that would be something that I would just say we noticed in the past couple of weeks.

MR. GURA: Okay. Now, have you pinpointed what that problem was, why the bridge would not go back to its normal position after the train passed and cleared the circuit and go back open to navigable waterway?

MR. HILL: No.

MR. GURA: Okay. That -- really, the problem hasn't been resolved then?

MR. HILL: Right.

MR. GURA: Okay. I'm going to pass the questioning over to the FRA bridge. And please introduce yourself if you have any questions and proceed.

MR. KILLINGBECK: This is -- oh, over here. I'm Dave Killingbeck, D-a-v-i-d, K-i-l-l-i-n-g-b-e-c-k. I'm Chief Engineer of Structures with the FRA.

Ryan, you were talking about slide locks. Are you -- are these the slide rails that you're referring to or is there actually some type of slide locking bar that locks the girder to the approach -- the swing girder to the approach girder?

MR. HILL: These are the -- they're called -- we call them locks. They're called the span locks. They -- and those locks are attached to a motor that's sitting on the span and when they -- the bridge closes, they drive across from the span into the north approach and they are what stops the bridge from moving laterally.

MR. KILLINGBECK: Okay. So there are two devices that are locking, ultimately locking the track in place when the bridge is closed for rail traffic; there is a span lock on the north end, plus there are some type of slide rails or some type of movement that takes place in the actual running rail at the bridge joints at both ends?

MR. HILL: Correct. There's a locking system on both ends, north and south.

MR. KILLINGBECK: All right.

MR. GURA: Is that correct? I mean, we want to just be clear on that.

MR. HILL: Well --

MR. GURA: I want to clarify -- this is Cy, C-y, Gura, G-u-r-a. The span lock, it almost sounded like there was two locking systems instead of one locking system. Is there two locking systems or one locking system which are the, I'm going to call it, the slide locks on the north and south end of the bridge? Is there another locking system besides that?

MR. HILL: No. There are slide locks on the north and

south ends of the bridge.

MR. GURA: Okay.

MR. KAMINSKI: This is Jerry Kaminski. Dave, when you asked about the span lock, what we have on the north end is span C that lowers the bridge and puts it on a rest pier. That's not a lock.

MR. KILLINGBECK: Oh, okay. So once the PLC has sensed that the span is in the closed position, it tells a drive motor to relax the hog rods and lower the north end of the bridge down onto its bearing?

MR. KAMINSKI: Correct.

MR. KILLINGBECK: But then there is nothing at that point that physically locks the north end of the swing span to the approach span?

MR. KAMINSKI: Once the bridged is seated, then the locks go in.

MR. KILLINGBECK: These are the rail locks?

MR. KAMINSKI: Yes.

MR. KILLINGBECK: There's -- okay.

MR. KAMINSKI: Which acts as a bridge lock, keep --

MR. KILLINGBECK: Okay. I believe Cy asked Ryan -- no. A question was asked having to do with if the bridge is not properly lined up when the slide locks -- the rail locks attempt to be driven, when the motor tries to drive them on the north end, that either the drive motor times out or it goes out on an

overload due to high current draw. Will that reset automatically or does that require intervention by somebody physically going out to the bridge to reset?

MR. KAMINSKI: That requires you to drive them locks and then retract them to reset that. You would have to line that bridge up, engage the locks, and then retract them.

MR. KILLINGBECK: But if those -- if the bridge wasn't quite properly positioned and those locks were to run into their socket or whatever they engage on the north approach, at that point it would seem that the bridge is bound up. If the cycle has to complete that the lock has to be driven completely before you can retract it to open the bridge up or to try closing the bridge to its proper position to then re-drive the lock, does the computer do this on its own, trying to accomplish -- you know, to recycle to successfully lock the bridge up or do you have to send an electrician out?

MR. KAMINSKI: It does not do it on its own.

MR. KILLINGBECK: So a person has to show up there, if it's stuck at that point --

MR. KAMINSKI: Yes.

MR. KILLINGBECK: -- to manually cause things to retract enough or crank the thing back by hand so that you can then swing the bound span to its proper position and then drive the lock; is that correct?

MR. KAMINSKI: That's correct.

MR. KILLINGBECK: Okay. Has this, the tightening of one or both of the hog rods, been a common occurrence in the last year? Are you --

MR. HILL: I don't know. I can't speak for that. I've only been around a couple of months, so I can't --

MR. KILLINGBECK: And last Thursday, the 29th of November, was the first time you were involved?

MR. HILL: That's correct.

MR. KILLINGBECK: Can you speak to that, Jerry?

MR. KAMINSKI: From my experience, we can go for years without touching them.

MR. KILLINGBECK: Okay. And this was the first time then that's it's been tightened since Hurricane Sandy went through?

MR. HILL: That's correct.

MR. KILLINGBECK: After Hurricane Sandy went through -- I believe, Jerry, you said that the bridge was inspected for any problems. Was any underwater inspection performed following Sandy?

MR. KAMINSKI: Ryan, can you answer that?

MR. HILL: No, there was no underwater inspection done.

MR. KILLINGBECK: Okay, no underwater. When you were out there on Thursday, did either -- Ryan or Jerry, did you observe the track profile, especially at the south end or the pivot end of the span?

MR. KAMINSKI: Yes.
MR. KILLINGBECK: And how would you characterize --
MR. KAMINSKI: Normal.
MR. KILLINGBECK: -- the track profile?
MR. KAMINSKI: Normal.
MR. KILLINGBECK: All right. When the bridge is closed and locked, if I've got this correct in my head, there are locking rails, slide locks at both the pivot end and the north end? The south end and the north end, the rails lock up somehow?
MR. KAMINSKI: Correct.
MR. KILLINGBECK: Have there ever been instances where the south end could lock and the north end wouldn't or vice-versa?
MR. KAMINSKI: I've seen it before, if it was bound, if it wasn't exactly closed all the way on the north end, the sound end would --
MR. KILLINGBECK: That the south would lock?
MR. KAMINSKI: Yes.
MR. KILLINGBECK: But not the north?
MR. KAMINSKI: Yes.
MR. KILLINGBECK: Okay. How does your PLC tie into the signal? When the bridge -- there -- you indicated there's some type of limit switches. So when the bridge --
MR. KAMINSKI: Yeah, it's a proximity switch.
MR. KILLINGBECK: Well, there's proximity switch, which belongs to the signal craft?

MR. KAMINSKI: Right.

MR. KILLINGBECK: There's some type of mechanical switch, roller switch or something, when the span swings to the closed position to tell the control that the bridge is almost closed and it is closed?

MR. KAMINSKI: Correct.

MR. KILLINGBECK: And then what happens? Does that then tell the signal system from a bridge standpoint I'm closed?

MR. KAMINSKI: The proximity switch on the lock would be tied into the signal, which tells the signal that that bridge is locked.

MR. KILLINGBECK: That's when -- that's on the slide rail, the lock rail?

MR. KAMINSKI: Yes.

MR. KILLINGBECK: And does that also communicate back to the PLC?

MR. KAMINSKI: Yes.

MR. KILLINGBECK: So when the bridge is closed, successfully locked up, the signal proximity switch tells the signal circuits that it's okay to give a clear signal and also tells the PLC that I'm locked?

MR. KAMINSKI: Yes.

MR. KILLINGBECK: And if it doesn't -- if the PLC does not see that, does not -- it's -- the PLC has told the slide rails to lock, to drive, and to do that for some period of time. It

doesn't get an indication back from the signal apparatus from the prox switch that those have driven, does it continue to try to drive?

MR. KAMINSKI: For a little time it will, yes.

MR. KILLINGBECK: And then it'll be --

MR. KAMINSKI: It'll overload the circuit or it'll just time out.

MR. KILLINGBECK: It'll be stalled?

MR. KAMINSKI: Yes.

MR. KILLINGBECK: If the motor keeps driving, it can't -- the motor has to reverse to retract. It can't just keep turning and run the drive locks out and then continue to retract them?

MR. KAMINSKI: That's correct.

MR. KILLINGBECK: Okay. That's the only questions that I have.

MR. GURA: Okay, Conrail?

UNIDENTIFIED SPEAKER: Tom, you want to let me question?

MR. GURA: Why don't you come up here close?

MR. BILSON: I think you've pretty much covered things from my end.

MR. GURA: Oh, okay. Well --

MR. TIERNEY: I had. Just something --

MR. GURA: Okay. Tim, introduce yourself (indiscernible).

MR. TIERNEY: Tim Tierney, T-i-m, T-i-e-r-n-e-y.

MR. GURA: Title?

MR. TIERNEY: Title is Vice President and Chief Engineer for Conrail. I'll address this to Ryan or Jerry. One, with the PLC and coming out to the bridge after a reported problem, are there error codes in the PLC that can point you to a condition or a fault that occurred?

MR. KAMINSKI: Yes.

MR. TIERNEY: For example, when you went out there on Thursday, Ryan or Jerry, was that a place that you went to, to try to determine if there was a specific problem?

MR. KAMINSKI: Yes.

MR. TIERNEY: And was there something displayed at that point that --

MR. HILL: When our bridge inspector got there, he did have a -- error codes. It was failed to open and failed to close. Both were showing up, but he had cleared those.

MR. TIERNEY: Does it give more detail as to any component of the process that was the last to fail or where in the process failed? Like a limit -- for example, a limit switch or a motor, for example? Does it give that type of detail or does it just describe the part of the process that failed?

MR. KAMINSKI: No. It would pinpoint -- if it was a limit switch, it would pinpoint that switch and that's all it would tell you.

MR. TIERNEY: And, Thursday, the code was actually failure to open or failure to close, right?

MR. HILL: Both of those errors were on the screen.

MR. TIERNEY: Okay. And the only other question I have is having to do with the adjustment of these hogs rods. The processes for the bridge to -- in the closing position, the bridge is closed and has a roller-type assembly that it is tracked on; is that correct?

MR. KAMINSKI: In the center, in the pivot, there's two pony wheels, but at the end it just slides on a girder.

MR. TIERNEY: So as it swings to the closed state, it is raised at that point to where when it comes in line with the running rail, it has to be dropped into position; is that correct?

MR. KAMINSKI: Yes.

MR. TIERNEY: And the reverse happens on the closing process?

MR. KAMINSKI: Yes.

MR. TIERNEY: And when the span is lowered into a position for closing, it rests on the actual seat --

MR. KAMINSKI: Yes.

MR. TIERNEY: -- if you will? And that seat has no locking position in it?

MR. KAMINSKI: No.

MR. TIERNEY: The locking occurs at the rail locations?

MR. KAMINSKI: Right, on the deck.

MR. TIERNEY: Just to reiterate, the purpose of tensioning -- typically, you're adding tension to these hog rods; is that correct?

MR. KAMINSKI: Yes.

MR. TIERNEY: And that is to allow it to -- is it -- is -- I guess my question is, is it because it's dragging on the bearing in the closing and you're trying to raise it above it? Is that why I'm -- why you do that?

MR. KAMINSKI: That's correct.

MR. TIERNEY: So it's to have it clear your rest position in the closing process so it can be lowered for final closing?

MR. KAMINSKI: Correct.

MR. TIERNEY: And how much clearance typically would you say is optimal to complete that cycle? How much does it clear the rest position before you lower it for locking?

MR. KAMINSKI: About three-eighths of an inch.

MR. TIERNEY: So about a three-eighths-of-an-inch tolerance?

MR. KAMINSKI: Yes.

MR. TIERNEY: That’s all the questions I have.

MR. BILSON: I do have a couple.

MR. GURA: Again, please introduce yourself.

MR. BILSON: Sure. Tom Bilson, B-i-l-s-o-n, Assistant Chief Engineer, MW&S, Maintenance of Way and Signals.

BY MR. BILSON:

Q. The hog rod, Jerry, does weather play a part in it; cold, hot?

A. I don't know, Tom. As I said before, it could be -- I remember we went for years without touching them, so I don't know what causes them to go out of adjustment.

Q. Now, the locking mechanism, the proximity switch that's maintained by the Signal Department, how close -- what's the tolerance? How does that work?

A. It has to grab -- the switch is about an inch in diameter. It has to grab that whole switch, so that lock has to at least be in there about 3 inches.

Q. So it has to be in 3 inches?

A. Yes.

Q. If it backs out, what happens?

A. You won't get a signal.

Q. You -- if it -- okay. So you won't get the signal? So it's got to drive fully and it -- how much clearance once it drives, I guess, is my question? How far does it drive past a proximity switch?

A. It drives about half an inch past it.

Q. Half an inch? Because I note one area here, it says rail shrinkage, the rail shrunk. That's why I asked you about the seasonal.

Okay, that's all I have. Thanks.

MR. GURA: Jerry, I've got a couple more questions.

This is Cy, C-y, last name, Gura, G-u-r-a.

BY MR. GURA:

Q. Jerry, on the proximity switches, do all four have to function for the signal to turn? Or, if one does not function, will the signal still change its aspect?

A. All four have to function.

Q. All four. The rail -- I notice the Track Department inspects the miter rail. Do you also, part of the B&B, inspect the miter rail to see if it's in decent shape?

A. Yes.

Q. When you guys went out there, did you look at the miter rail? Did you notice anything out of the ordinary?

A. No.

Q. The miter rails looked --

A. Normal.

Q. -- normal?

MR. GURA: I think the FRA has a couple more questions and I'll let them ask the questions. Identify yourself, please.

MR. KISH: This is Larry Kish, K-i-s-h, with the FRA, and I'm the Regional Deputy Administrator.

Hi, guys. You guys talked about the defect codes. How do you retrieve those defect codes on the PLC?

MR. KAMINSKI: They're on a readout screen and you scroll down -- there's a button that allows you to scroll down --

and then you copy them.

MR. KISH: Okay. Are these codes stored in there for past instances?

MR. KAMINSKI: Not that I know of.

MR. KISH: Okay. So if you went there that day, you would have looked at it and you would have saw that defect code, but it wouldn't have told you what happened two times earlier or defect codes that might have happened 3 days ago?

MR. KAMINSKI: No, because in order for you to operate that bridge, you have to clear them codes. So, you get the code, you fix the problem, and the code clears.

MR. KISH: Okay, that's all I had. Thank you. You cleared that up for me.

UNIDENTIFIED SPEAKER: Cy?

MR. GURA: I just have one more quick question on those defect codes. Do you know if those are stored in the computer someplace so if -- I know you clear them to operate the bridge, but is there like a database that collects all these defect codes to, say, over the past 5 years these were the defects, or 6 months? Is there a time frame or is there a listing of codes?

MR. KAMINSKI: No, there's not.

MR. GURA: No, there's not.

UNIDENTIFIED SPEAKER: Is there a download?

MR. GURA: Is there a download?

MR. KAMINSKI: No.

UNIDENTIFIED SPEAKER: Okay.

MR. GURA: Okay. Someone had a question?

MR. KILLINGBECK: This is Dave Killingbeck again. I'm going back to the real basics. You typically do weekly maintenance on the bridge. Does that consist of anything other than greasing the bridge?

MR. HILL: No.

MR. KAMINSKI: Well, there should be a visual inspection also.

MR. KILLINGBECK: Okay. But as far a physical work that you expect to do when you go out there, it's grease the bridge and perhaps -- the people that do the greasing, are they also equipped, if there's a navigation light bulb that's burned out, to replace a bulb or just grease?

MR. HILL: I send them out to grease and grease only. Yes.

MR. KILLINGBECK: Okay. Thank you.

MR. GURA: Well, Ryan and Jerry -- this is Cy Gura again -- we tried to pick your brain the best we could. Is there anything that we didn't cover that you think might be pertinent to kind of give us some direction?

MR. HILL: I don't have anything, no.

MR. KAMINSKI: Not that I can think of, Cy.

MR. GURA: Okay. Well, anybody else have any questions, anything?

Well, I appreciate your time, coming out here on Sunday. Thank you.

MR. KAMINSKI: Okay, you're welcome.

(Off the record.)

(On the record at 12:12 p.m.)

MR. GURA: This is Cy Gura, and this is a continuation of the interview with the Bridge and Building crew. It is December 2nd and it is now 12:12. After the initial interview, we had a discussion and a few pertinent questions came up that need to be answered, so we will continue with Jerry Kaminski and we will begin this second part of this first interview. Again, this is Cy, C-y, last name, Gura, G-u-r-a.

Jerry, please spell your name.

MR. KAMINSKI: J-e-r-r-y, K-a-m-i-n-s-k-i.

MR. GURA: And also sitting at the interview table is Ryan Hill. Ryan, will you please spell your name?

MR. HILL: R-y-a-n, H-i-l-l.

MR. GURA: Okay. And when we do talk, I'll ask each person to identify themselves.

BY MR. GURA:

Q. Jerry, a question came up, a little bit description on the debris after the high and low tide. Could you explain how that works and how that is collected?

A. Well, sometimes after a storm, or even during perfect weather, we have debris, large trees or tree limbs that float down

the stream and they get tied up in the swing pier and also on the rest pier, which would prevent the bridge from closing or opening.

Q. And the only way to alleviate that problem is just go down and remove the debris by hand?

A. That's correct.

Q. Okay. We also talked about the bridge timbers that are on the bridge. How are they seated on the beams?

A. They are decked to lock onto the top of the beams and they're also held down by J-bolts that keep it down from the bottom -- from -- they connect to the top flange of the girder.

Q. Okay. And we also talked about the interoperability of the slide locks. Would the bridge, as it lowers down onto the plate, that clearance on the rest seat, the -- could you explain a little bit about that?

A. If the bridge wasn't seated properly, the locks wouldn't drive. So what we do is maintain a three-eighths clearance from the can -- the can gear raises the bridge for an opening, and also a closing, which clears the seats and allows the bridge to swing freely. And when the bridge closes, it hits a stop with a proximity switch on it that lets the PLC know the bridge is closed, then the can lowers the bridge.

Q. Okay. Is this a stop like in a perpendicular position to the bridge seat so the bridge does not overswing the bridge seat?

A. That's correct.

Okay, I'm going to open it up to the floor and if anyone else had any questions to continue on.

MR. KILLINGBECK: This is Dave Killingbeck, K-i-i-l-l-i-n-g-b-e-c-k.

Just so it's on the record and so somebody is clear in their mind when they're reading this, when the bridge is closing, that is, going from its open position so that marine traffic can traverse the opening to its closed position for rail traffic, as viewed from the top looking down, the bridge would be turning clockwise or counterclockwise?

MR. KAMINSKI: Clockwise.

MR. KILLINGBECK: Okay, so the stop that you're referring to, to keep the bridge from overtraveling as it swings in a closed position, is located west of the -- west -- north -- yeah, west of the northeast girder bearing -- east of the northeast girder bearing?

MR. KAMINSKI: It'll be east.

MR. KILLINGBECK: Got it. Thank you.

MR. GURA: Any other questions?

UNIDENTIFIED SPEAKER: I think there was a question about noises being heard?

MR. GURA: Yes. There's been several reports from a nearby neighbor hearing large bang or booming noises. Could you explain, if the bridge is being operated, what kind of noise that would be, or if there was a train in the area, what it would be?

Or, if there was -- either the bridge was not being operated or there was no train in the area, you know, are there industries nearby that that noise could be disseminated from or something of that? So just give me a feel for those three scenarios.

MR. KAMINSKI: Well, the only noise you would hear from that bridge while it was opening would be the noise of the pump operating the piston that pushes the bridge opened and closed.

MR. GURA: Okay. And how about when the bridge would be seating, would you hear a noise where it seats? Would you hear a banging noise if it's -- once it was going to rail traffic, would it bang when it was seated?

MR. KAMINSKI: No.

MR. GURA: No. How about if there was a train in the circuit and the train would be traveling over the bridge, would there be a noise of the train going over the miter rails, going off the bridge seat or anything? Would there be any banging noise or booming noise or anything of that nature?

MR. KAMINSKI: You would hear noise of the wheels going over the miter rails, yes.

MR. GURA: And are there industries in the area that could attribute to noise?

MR. KAMINSKI: Yes, there is. There's railroad construction right next to the bridge and they have equipment in there and material.

MR. GURA: Okay. Is -- does that answer everybody's

questions on the additional information we were looking to have on the record?

Okay, thank you.

MR. KAMINSKI: You're welcome.

UNIDENTIFIED SPEAKER: I got one more, Cy. (Laughter.)

(Whereupon, the interview was concluded.)

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 and Jerry Kaminski
DOCKET NUMBER:	DCA-13-MR-002
PLACE:	Paulsboro, New Jersey
DATE:	December 2, 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.

_____
Karen M. Galvez
Transcriber