

**Docket No. SA-534**

**Exhibit No. 2-CD**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C.**

INTERVIEW OF EDWARD SICKINGER, PG&E  
(JAN-3-2011)

(38 Pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

PACIFIC GAS & ELECTRIC COMPANY \*

SEPTEMBER 9, 2010 ACCIDENT \*

SAN BRUNO, CALIFORNIA \*

Docket No.: DCA-10-MP-008

\*

\* \* \* \* \*

Interview of: EDWARD SICKINGER

Marriott Hotel  
San Francisco Airport  
1800 Bayshore Highway  
Burlingame, California 94010

Monday,  
January 3, 2011

The above-captioned matter convened, pursuant to  
notice.

BEFORE: RAVINDRA CHHATRE  
Investigator-in-Charge

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I N D E X

| <u>ITEM</u>                    | <u>PAGE</u> |
|--------------------------------|-------------|
| Interview of Edward Sickinger: |             |
| By Mr. Fassett                 | 9           |
| By Mr. Shori                   | 16          |
| By Mr. Chhatre                 | 17          |
| By Mr. Shori                   | 20          |
| By Mr. Katchmar                | 24          |
| By Mr. Nicholson               | 25          |
| By Mr. Chhatre                 | 28          |
| By Mr. Gunther                 | 29          |
| By Mr. Chhatre                 | 30          |
| By Mr. Narvell                 | 32          |
| By Ms. Fabry                   | 33          |
| By Mr. Shori                   | 33          |
| By Ms. Mazzanti                | 33          |
| By Mr. Fassett                 | 34          |
| By Mr. Chhatre                 | 34          |
| By Mr. Fassett                 | 35          |
| By Mr. Chhatre                 | 36          |

I N T E R V I E W

1  
2 MR. CHHATRE: Good afternoon. Today is Monday, January  
3 3rd, 2011. We are currently in Burlingame, California in the San  
4 Francisco Marriott. We are meeting in regards to the  
5 investigation of the pipeline rupture in San Bruno, California  
6 that occurred on September 9th, 2010. The NTSB accident number  
7 for this investigation is DCA-10-MP-008. My name is Ravi Chhatre.  
8 I'm with the National Transportation Safety Board in Washington,  
9 D.C. and I'm the investigator-in-charge of this accident.

10 I'd like to start by notifying everyone present in this  
11 room that we are recording this interview for transcription at a  
12 later date and all parties will have a chance to review the  
13 transcripts when they are completed.

14 MR. CHHATRE: Also, I'd like to inform Mr. Stickinger --

15 MR. SICKINGER: Sickinger.

16 MR. CHHATRE: -- Sickinger that you are permitted to  
17 have one other person present with you during the interview. This  
18 is a person of your choice.

19 MR. SICKINGER: Yes, sir.

20 MR. CHHATRE: It can be a supervisor, a friend, family  
21 member, an attorney and, if you choose, nobody at all.

22 MR. SICKINGER: I have my attorney here.

23 MR. CHHATRE: Please state for the record your full  
24 name, the spelling of your name, contact information such as phone  
25 number, email, postal mailing address, and whom you have chosen to

1 be present with you during this interview.

2 MR. SICKINGER: My name is Edward Roy Sickinger. Did  
3 you want the spelling?

4 MR. CHHATRE: Yes, please.

5 MR. SICKINGER: S-I-C-K-I-N-G-E-R, and I live at----  
6 ----- California. And what else would you  
7 like?

8 MR. CHHATRE: Your email address --

9 UNIDENTIFIED SPEAKER: Phone number.

10 MR. CHHATRE: -- and phone number.

11 MR. SICKINGER: Home number?

12 MR. CHHATRE: No, phone number.

13 MR. SICKINGER: Home number.

14 UNIDENTIFIED SPEAKER: Work.

15 MR. SICKINGER: Work number, -----.

16 UNIDENTIFIED SPEAKER: Your email if you have one.

17 MR. SICKINGER: That would be -----om.

18 MR. CHHATRE: Now I'd like to go around the room and  
19 have each --

20 MR. SICKINGER: Excuse me. You asked me to also  
21 introduce my representative?

22 MR. CHHATRE: Yes.

23 MR. SICKINGER: That would be Dane Jaques.

24 MR. CHHATRE: Okay. That is your choice?

25 MR. SICKINGER: Yes, sir.



1           MR. CHHATRE: Now I'd like to go around the room and  
2 have each person introduce themselves. State your name with  
3 spelling, title, organization you represent, business email and  
4 phone, starting over here.

5           MR. CALDWELL: Geoff Caldwell. All my information's on  
6 the card.

7           MR. DAUBIN: Brian Daubin, PG&E. All the information's  
8 on the card.

9           MR. FASSETT: Bob Fassett, PG&E, NTSB person,  
10 representative, whatever. The other information's on the card.

11          MS. FABRY: Klara Fabry, City of San Bruno. All of the  
12 information is on the card.

13          MR. SHORI: Sunil Shori, California Public Utilities  
14 Commission. The information is on the card.

15          MR. KATCHMAR: Peter Katchmar, U.S. DOT, Pipeline and  
16 Hazardous Materials Safety Administration, and all of my  
17 information is on the card.

18          MR. GUNTHER: Karl Gunther, NTSB, karl.gunther@ntsb.gov,  
19 phone, 202-314-6478.

20          MS. MAZZANTI: Debbie Mazzanti, IBEW Local 1245. You  
21 have my card.

22          MR. SPERRY: Joshua Sperry with Engineers and Scientists  
23 of California, Local 20. My information is on the card.

24          MR. NICHOLSON: Matthew Nicholson, M-A-T-T-H-E-W,  
25 N-I-C-H-O-L-S-O-N, NTSB engineer, matthew.nicholson@NTSB.gov.

1           MR. CHHATRE: Ravindra Chhatre, National Transportation  
2 Safety Board, Washington, D.C. Email is ravindra.chhatre. Phone  
3 number is 202-314-6644.

4           MR. NARVELL: Rick Narvell, N-A-R-V-E-L-L. I'm a human  
5 performance investigator, group chair for this accident, out of  
6 Washington, D.C. Telephone is 202-314-6422. Email,  
7 narvell@NTSB.gov.

8           MR. JAQUES: Dane Jaques on behalf of the witness and my  
9 information's on the card.

10          MR. CHHATRE: Again for everybody, when you speak,  
11 please identify yourself because we don't have a court reporter.  
12 It's going to be easier for the transcriber if we know who is  
13 making the statement. We'll begin with Bob.

14                                   INTERVIEW OF EDWARD SICKINGER

15           BY MR. FASSETT:

16          Q. Okay. I'd like to start with what is your job title and  
17 affiliation?

18          A. I'm an M&C mechanic. I'm assigned to San Carlos.

19          Q. And M&C stands for?

20          A. That would be measurement and control, sir.

21          Q. Okay. And what is your formal training, education?

22          A. Graduate high school, two years junior college, three  
23 years military.

24          Q. Okay. And the thing I'd like to ask you, start on the  
25 day of the accident. Just begin with what you did and just -- you

1 know, what you did, what you found, what actions you took. Just  
2 go ahead and go right through the day.

3 A. Do you want from the time that I was aware that  
4 something was up?

5 Q. From the time you arrived at work.

6 A. Well, okay, I arrived at work 7:30 -- 7:00, my start  
7 time, just went through a normal day. M&C'ing probably -- I can't  
8 recall whether we did reg stations that day or not, probably did,  
9 turned valves. We might have hung some meters or did some  
10 rotaries. I'm not sure that day.

11 Three-thirty I'm off. Drive home to Pacifica. Just go  
12 home and hello, Dear. Hi, can you take the garbage out, pretty  
13 much, you know, and then proceed -- go in the garage and tinker  
14 around, get ready to watch the ball game. Everybody's watching  
15 the football game. I'm watching the baseball game or getting  
16 ready to, and my wife calls and says Ed, you got to see this, and  
17 I come out and it's on television that a plane had crashed in San  
18 Bruno.

19 You know, I just -- I'm getting chills already. I see  
20 it and I -- my brother lives in San Bruno at the top of the hill.  
21 My partner, Mike Hickey, lives directly under the flight path --  
22 flight pattern of SFO. We watched the Blue Angels take off and  
23 (indiscernible). So I immediately think of my brother Mike, call  
24 my brother, everything's okay, big flame -- my brother Auggie. I  
25 beg your pardon.

1           I call Mike because Mike is right under that also. Mike  
2 says get to the yard, and I believe I caught him as he was on his  
3 way out, and I knew -- even while I was making calls I was getting  
4 my clothes ready because I had gotten out of my clothes. So I'm  
5 getting ready to go in and I'm in a hurry now because it's kicking  
6 up, the adrenaline's starting to flow. I'm just about out, going  
7 towards the front door, and I get a call and my wife answers and  
8 she says it's Chris. Well, the only Chris that calls me is Chris  
9 Baur. So I get the phone. I go hello, Chris. He goes hello, Ed.  
10 I go I'm on my way. Boom. I didn't even say goodbye. Out the  
11 door.

12           Fly up -- no, drove safely up the freeway, got to work.  
13 People were there in the yard. Mike was there. He says we got to  
14 get some maps. He said something -- we go into the office where  
15 the maps are. I'm picking up plat maps for Sneath Lane. Mike's  
16 out in the (indiscernible) room and he's got the television on and  
17 he looks up at the television and he goes Ed, just drop everything  
18 and let's get out of here, it's gas. Whoa, okay. So it went from  
19 an airplane to gas all of a sudden. So when he said it was gas I  
20 kind of knew where we were. I know the transmission line is up  
21 there.

22           We hopped in. He was in the truck already. We just  
23 hopped in and we took off. And we went -- we were at a freeway  
24 entrance very close to the yard, half-a-block -- south on 280. He  
25 asks me what's the fastest way to get there? South 280 to Sneath

1 Lane from down south. Hit Sneath Lane and we run into every  
2 emergency vehicle that -- you got it. So you got ambulances, fire  
3 departments, police department, everywhere, and it's -- Mike is  
4 just driving, get out of the way. You know, we're yelling out the  
5 window either escort us or just get out of our way, move, move.  
6 We're yelling out the window move, move, move. Mike is doing --  
7 we're getting up there.

8           Finally we get up to the San Andreas spot where the  
9 first valve is, and we're not talking about what we're going to  
10 do. We pretty much know we got to turn some valves down. So we  
11 get in. I get out, open up the gate. The Water Department is  
12 already in -- on site. They're inside of their watershed. And we  
13 drive in and Mike jumps out, grabs a hook and he tells me to get  
14 the key, the wrench, and he pops the manhole cover. You've met  
15 Mike. You know he's a big strong guy, so he could probably have  
16 thrown that thing a mile under our adrenaline. He was all crazy.  
17 So we turned the valve and then it was -- turn the valve and down  
18 to the other site, Healy Station, to turn the downstream off and  
19 the bridle so we don't get a feedback.

20           We went down and Mike manned the main line. I didn't  
21 know it at the time, but I was doing the bridle. He was doing the  
22 main line. And we just started -- he was doing one. I was doing  
23 the other. I mean we were both huffing and puffing, pulling and  
24 pulling, going and going on that thing until it jammed tight --  
25 jammed it down tight, and it was like whoof, you know we were out

1 of breath, both of us, and we were pumping.

2 We got back in and headed back up to the site because  
3 everybody was up there, so we knew we got to go find out -- we're  
4 going to be doing something. And we got up there and there was --  
5 we shut off the station there, the reg station. Mike said go shut  
6 the reg station, so I ran and did that, and put my overalls on  
7 because it was getting cold and I knew we were going to be there  
8 for a long time.

9 Then everybody's -- people started appearing, all the  
10 superintendents, John Coronas (ph.), Steve Paulo. They're all  
11 there, and they're getting the maps, the plat maps, out and  
12 they're -- as I was listening and watching they were making their  
13 case for a perimeter around the area of distribution lines, we got  
14 to shut those down, we got to squeeze them off. So they're  
15 looking for valves and they're looking for places to pinch off.

16 So we find a -- somebody finds a valve and they said --  
17 I can't even remember which street it was. Clairmont maybe or if  
18 there's a street with an E. Anyway, it was just a (indiscernible)  
19 cover. We popped it open. There was a valve in there, and put  
20 the valve wrench on it and it just turned like butter, and it's  
21 not even one that we maintain. It was just a valve there. And so  
22 we did that.

23 Then they wanted us to go in closer to Ground Zero, so  
24 we went down the hill a little bit and we were on the edge of the  
25 fire, but the big flame was out, so we knew -- Mike and I knew

1 that we got it down, and -- but we didn't rally around that or  
2 anything. We had to dig a hole now to get this main. We had to  
3 pinch this part of the main off. So I started digging this hole  
4 and we're getting down to some real hard clay. Well, by that time  
5 a crew truck shows up, and I think it was Alonzo comes over and  
6 said yeah, we'll get the spade out and we'll spade that, we'll get  
7 it done. And Mike had gone inside Ground Zero. Then he came back  
8 out and I was kind of relieved from digging while they got a spade  
9 out to spade this hole open, so Mike and I took off.

10           And at that time I think Mike wanted to go back up to  
11 the top and torque down on that first valve again. He just wanted  
12 to make sure it was closed, so we went back up and put the wrench  
13 on it. I mean it was just a smidge. It was closed. Everything  
14 was down. So at that point we just went back to the  
15 headquarters -- the area where everybody was and just proceeded to  
16 do what we were told to do and we were just kind of waiting for  
17 something to go on. We ended up going back down to Healy. By  
18 that time the San Carlos crews had shown up. They had to go from  
19 their homes to San Carlos to get their trucks. They finally get  
20 down there. We all met at Healy.

21           So we had to monitor the pressure on both sides of that  
22 valve, so we had 212 on the downstream going to San Francisco, and  
23 the one that we closed off was dead flat 0, and we were like  
24 happy. So it was -- at that point it was pretty much well -- you  
25 know, then we turned and looked at each other and it was like God,

1 I hope nobody died in that and, you know, we're all kind of like  
2 oh, you know. There wasn't anything to say. So that's pretty  
3 much -- that's what we did the rest of the night, was watch the  
4 pressures.

5 Q. All right. Were you subject to drug and alcohol  
6 testing?

7 A. Am I subject to it?

8 Q. Did they do drug and alcohol testing on you?

9 A. No.

10 Q. Okay.

11 A. No.

12 Q. I'm done.

13 MR. CALDWELL: Jeff Caldwell from City of San Bruno, no  
14 questions.

15 MR. DAUBIN: Brian Daubin, PG&E, no questions, but I  
16 would like to personally thank you. I got a chance to personally  
17 thank Mike Hickey and I wanted a chance to do it with you as well.  
18 Your actions --

19 MR. SICKINGER: Thank you very much.

20 MR. DAUBIN: -- helped a lot of folks.

21 MR. SICKINGER: Thank you.

22 MR. FASSETT: Bob Fassett, PG&E. I also would like to  
23 thank you for all that energy you put in. You just made it  
24 happen. We appreciate that. I have no questions.

25 MR. SICKINGER: You're welcome, Bob. Thank you.



1 MS. FABRY: Klara Fabry, San Bruno. I would add to  
2 their thanks for the (indiscernible).

3 MR. SICKINGER: Thank you very much. Do you know Gene  
4 O'Neil (ph.)? Good friend of mine. I was terrified when I heard  
5 what happened to his daughters. I'm glad they're all right.

6 MR. SHORI: Sunil Shori with the California Public  
7 Utilities Commission.

8 BY MR. SHORI:

9 Q. I've got a few questions for you and, again, like  
10 everyone, we do appreciate your response.

11 A. Thank you, sir.

12 Q. Did you have the company truck with you when you were at  
13 home or as you responded to this? Did you have a company vehicle  
14 or did you use your own private vehicle to respond?

15 A. I drove to work in a private vehicle.

16 Q. And then when you came back -- first of all, who were  
17 you contacted by to respond to the accident?

18 A. I contacted Mike Hickey first and he said to come in.  
19 He said get in the yard. At that time I was actually working out  
20 of the San Carlos yard. Mike said get into the yard. I knew what  
21 he meant, so I just went to the Colma yard and met Mike there.

22 Q. So that was my next question. So you were in San Colma  
23 yard or the --

24 A. I was --

25 Q. -- San Carlos yard?

1 A. I'm out of the San Carlos yard, working out of there.

2 Q. So you had to get from there to the Colma yard?

3 A. No. I live in Pacifica. I got from Pacifica to the  
4 Colma yard in Daly City, the Colma yard.

5 Q. Okay. So let me clarify. I'm sorry. So you were at  
6 home already in Pacifica?

7 A. Yes.

8 Q. And so you responded from Pacifica to the Colma yard?

9 A. Correct.

10 Q. And using your own vehicle?

11 A. Correct.

12 UNIDENTIFIED SPEAKER: Can we get a spelling on Colma  
13 yard?

14 MR. SICKINGER: C-O-L-M-A.

15 MR. FASSETT: Colma.

16 MR. SICKINGER: Colma.

17 UNIDENTIFIED SPEAKER: C-O-L-M-A.

18 UNIDENTIFIED SPEAKER: It's a city.

19 MS. FABRY: Point of clarification. Colma is for the --

20 UNIDENTIFIED SPEAKER: San Bruno.

21 MS. FABRY: Yes.

22 MR. CHHATRE: May I interrupt you a second?

23 MR. SHORI: Sure.

24 MR. CHHATRE: Ravi Chhatre, NTSB.

25 BY MR. CHHATRE:

1 Q. You said Mike called you?

2 A. I called Mike.

3 Q. Oh, you called Mike?

4 A. Yes.

5 Q. And who --

6 UNIDENTIFIED SPEAKER: He was called by Chris.

7 MR. SICKINGER: I got called by Chris Baur.

8 BY MR. CHHATRE:

9 Q. Oh, you were called by Chris.

10 A. Right.

11 Q. And who's Chris?

12 A. Chris Baur was the on-call -- just the on-call duty guy.

13 He's not a supervisor. He's a foreman.

14 Q. Foreman.

15 A. Group foreman, yeah, but he does a lot of on-calls.

16 Q. On-call foreman. How do you spell the last name?

17 A. B-A-U-R, I believe it is.

18 Q. Oh, B-A-U-R.

19 MR. FASSETT: Just to clarify -- this is Bob Fassett.

20 He is a foreman, but was acting as an on-call supervisor.

21 MR. SICKINGER: Yeah.

22 MR. CHHATRE: Okay.

23 BY MR. CHHATRE:

24 Q. All right. And so Chris called you and you called Mike.

25 What is Mike's last name?

1 A. Hickey.

2 Q. How do you spell it?

3 A. H-I-C-K-E-Y.

4 Q. And you --

5 A. I called Hickey first. Then I got a call from Baur  
6 after I made my phone calls. So it went my brother Auggie, Mike  
7 Hickey. Then I received a call from Chris.

8 Q. Okay. What time your wife told you to look at the TV?

9 A. I just can't give you that time. I really don't know.  
10 I can only guess.

11 Q. You called your brother on your cell phone or a land  
12 line?

13 A. Land line.

14 Q. And you called -- so you called Mike after you talked to  
15 your brother?

16 A. Correct.

17 Q. And what is Mike's responsibility? Why would you call  
18 Mike?

19 A. Mike lives right underneath the flight patterns of the  
20 airport. The press was saying -- the TV was saying it was an  
21 airplane, so I immediately thought of my brother and Mike  
22 obviously.

23 Q. Mike is a PG&E employee?

24 A. Yes, Mike Hickey.

25 Q. What's his title?

1 A. He's an M&C mechanic also --

2 Q. Okay.

3 A. -- measurement and control mechanic.

4 Q. So did Mike say anything at all about he getting a call  
5 from somebody?

6 A. No. He just said get in the yard. That's all he said,  
7 get in the yard.

8 Q. Okay. Thanks.

9 MR. CHHATRE: Go ahead.

10 BY MR. SHORI:

11 Q. So, Ed, when you got to the yard -- basically what did  
12 you start doing when you got to the Colma yard?

13 A. I went right into the office. I don't recall seeing  
14 Mike outside yet. I saw Danny Nunez and his crew out there. I  
15 went right into the office and Mike was in there and Mike was  
16 going to get -- look up the -- get the maps for the Sneath area,  
17 Sneath Lane, because that was the reports evidently that he had  
18 heard and it was the Sneath Lane area. So I was pulling --  
19 checking the plat maps trying to get the -- you have to look up on  
20 the wall and make sure you get the right numbers and go into the  
21 maps and pull the maps out, so I'm doing this. Mike is in -- has  
22 the TV on and -- or was it was on, I don't know, and he says Ed,  
23 just put down what you're doing -- just put it down, let's get  
24 going, it's gas, and at that time we just flew out of there.

25 Q. And then from there -- do you recall the approximate

1 time?

2 A. Well, I never even thought of looking at a watch.

3 Q. Okay. And so from there you proceeded to what, Healy  
4 Station, or where did you from there?

5 A. No. We went to -- San Andreas is what you call it.

6 Q. Okay. You operated the valves there?

7 A. Correct.

8 Q. And then was -- Mike was with you. Who else was with  
9 you?

10 A. Nobody was with us. We were alone as far as I knew. I  
11 didn't see anybody else. I was busy turning the valve and I --

12 Q. At the San Andreas Station it's just you and Mike?

13 A. As far as I know.

14 Q. Okay. After you got the valves closed at the San  
15 Andreas Station you and Mike proceeded --

16 A. To Healy Station.

17 Q. Did you believe the valves at Healy Station to be open?

18 A. Oh, yeah.

19 Q. When you got to Healy Station was it still just you and  
20 Mike?

21 A. At some point Chuck Martinez showed up. I don't know  
22 where. He just was there all of a sudden.

23 Q. Okay.

24 A. I don't know where we picked him up at. I don't know --  
25 but you all said he was there.

1 Q. Okay.

2 A. Pardon me.

3 Q. So you rushed -- I mean was it an urgency then for you  
4 to get to Healy Station to close the valves at Healy Station?

5 A. Yes. Yes, sir.

6 Q. Had you been made aware about any other positions on  
7 valves 13 -- 10 and 13 at Martin Station at that point?

8 A. There was a time when I heard something about they'll be  
9 throttling or they'll be working the controller at Martin, but I  
10 couldn't tell you exactly what -- if they said any valve number.  
11 Something was happening at Martin Station also. I knew that.

12 Q. But as far as you knew the valves at Healy were still in  
13 the open position, the line valves at Healy were open?

14 A. Absolutely. They had to be.

15 Q. When you got to Healy Station what position did you find  
16 the valves in?

17 A. Open.

18 Q. All valves?

19 A. Not all valves. I didn't --

20 Q. Which valves were open? Which valves --

21 A. Well, the two valves --

22 Q. Which valves did you close?

23 A. I closed 40.05, I think it is. Mike closed the main  
24 line. I'm not sure of that number. I saw it on a binder. It was  
25 39-something, but --

1 Q. And as far as the crosstie valves, what positions were  
2 those in when you got to Healy Station?

3 A. They had to be open.

4 Q. They were open?

5 A. I believe so. I was closing one.

6 MR. CHHATRE: I'm sorry. What was the answer?

7 MR. SICKINGER: They were open. I was closing one.

8 MR. CHHATRE: Oh, crossties?

9 MR. SICKINGER: Yes, sir.

10 MR. CHHATRE: Okay. Thank you.

11 BY MR. SHORI:

12 Q. So which one was the -- the 40.05 is the crosstie?

13 A. I believe it was. You know, when I was doing it I  
14 didn't know if I was closing the main line. I was just closing a  
15 valve. Mike said close that one, I'll do this one, and I just  
16 started closing.

17 Q. And did you feel gas flow -- I mean can you feel the gas  
18 flow in it in terms of when you're closing it, whether it's loaded  
19 or unloaded?

20 A. I don't recall feeling that. I was busy and I was going  
21 hard and fast, and I'm not the young puppy I used to be and I was  
22 working my ass off. Excuse me.

23 Q. That's fine.

24 A. And if it was vibrating it could have been adrenaline as  
25 far as I know. It might have.



1 Q. So you closed 40.05 and Mike Hickey closed the main line  
2 valve?

3 A. Correct.

4 Q. Any other valves -- any of the other positions on any of  
5 the other valves in the station -- those are the only two valves  
6 you closed, you and Mike?

7 A. Those were the only two we touched, yeah.

8 Q. That's it. Thank you.

9 BY MR. KATCHMAR:

10 Q. Ed, my name's Peter Katchmar with U.S. DOT, PHMSA. Do  
11 you routinely operate or inspect the valves at Martinez Station?

12 A. At Martin Station?

13 Q. No. What's --

14 A. San Andreas?

15 Q. The one down south.

16 A. Milpitas? Never been there.

17 Q. Okay. Thank you. That's all I have.

18 A. You're welcome.

19 MR. GUNTHER: No more questions.

20 MS. MAZZANTI: Thank you.

21 MR. SICKINGER: That's it?

22 MS. MAZZANTI: No. I'm saying thank you.

23 MR. SICKINGER: Oh, oh.

24 MS. MAZZANTI: On behalf of IBEW thank you.

25 MR. SICKINGER: Thank you.

1           MR. SPERRY: I'll add to that as well as the union  
2 representative. I really appreciate your taking the action that  
3 you did. Thank you very much.

4           MR. SICKINGER: Thank you very much.

5           MR. SPERRY: No questions.

6           MR. NICHOLSON: This is Matt with the NTSB.

7           BY MR. NICHOLSON:

8           Q. I've got a few questions for you. You said when you  
9 were at the station, the Colma Yard Station, with Mike he stopped  
10 you when you were looking at the drawings and said it's gas, we  
11 got to go.

12          A. He said drop -- yeah, just drop it, let's go, it's gas.

13          Q. How did he know at that point it was gas?

14          A. I don't know how he knew --

15          Q. Okay.

16          A. -- because that would be speculation.

17          Q. We don't want that. So your answer is you don't know?

18          A. Mike is a pretty experienced fellow. When he said it  
19 was gas, then I'm not going to say no, Mike, it's a plane, you  
20 know.

21          Q. Can you just clarify? I don't have a layout of your  
22 system. San Andreas Station, was that upstream of the rupture?  
23 Is that what you said?

24          A. Yes, sir.

25          Q. And then Healy was downstream?

1 A. Correct.

2 Q. When you went to Healy and San Andreas did you isolate  
3 just line 132 --

4 A. That's correct.

5 Q. -- or did you do all of them?

6 A. No.

7 Q. Okay.

8 A. We isolated 132.

9 Q. Is there more than one line running through that  
10 station?

11 A. Which station would that be? Both of them.

12 Q. San Andreas.

13 A. Both of them, yes. 109 goes through there also.

14 Q. Okay. So you knew the rupture was on 132 at that time?

15 A. You know what, I get confused with the numbers and I was  
16 on leak survey for a number of years and I've walked them things.  
17 I walked them. They cross over so many times that I couldn't tell  
18 you if it was 132 that day or 109 that day. I could have told you  
19 it's either 132 or 109. I was just -- I'm just not that familiar  
20 with it.

21 Q. I guess what I'm asking, there's more than one set of  
22 valves in a station, right?

23 A. Correct.

24 Q. Okay. Did you isolate all the valves in the station?

25 A. No, just the 132.

1 Q. Okay. Just the 132.

2 A. Well, I know that because it worked. Mike made the call  
3 on it --

4 Q. okay.

5 A. -- and it went down, so --

6 Q. Good call.

7 A. Well, yeah, big time.

8 Q. And so when you went to Healy you also isolated 132?

9 A. Yes.

10 Q. You mentioned earlier you also isolated something at a  
11 regulator station.

12 A. There's a reg station up there and Mike wanted that shut  
13 down, and I just did. And later on, I guess, we were talking  
14 about it and he said yeah, well, you didn't want the distribution  
15 feeding back into the transmission line --

16 Q. Oh, okay.

17 A. -- so that was the reason for that valve.

18 Q. Where is that reg station? Is it at a milepost or a  
19 name?

20 A. Oh, you know what, I'm sure it has a name or numbers,  
21 both. I don't recall the number or the name, but it's right  
22 across the street from a gas station, in the sidewalk, west --

23 Q. Okay.

24 A. It would be on the southeastern corner.

25 MR. DAUBIN: This is Brian Daubin, PG&E. For the

1 record, it is a district reg station off of line 132 just before  
2 it comes down Glenview Drive.

3 MR. NICHOLSON: Thanks.

4 MR. SICKINGER: Thank you.

5 BY MR. NICHOLSON:

6 Q. You were monitoring pressures after everything was  
7 isolated on the main line, is that what you were --

8 A. Correct.

9 Q. Okay.

10 A. Right.

11 Q. I didn't understand. Where were you reading the 212?

12 A. That would be downstream of the main line valve.

13 Q. Oh, okay. Okay. And you're at 0 pressure on the  
14 upstream?

15 A. Correct.

16 Q. Did you install gauges to get those readings?

17 A. Yes, sir.

18 Q. That's all I have. Thanks.

19 MR. CHHATRE: I have a couple of clarification  
20 questions. This is Ravi Chhatre, NTSB.

21 BY MR. CHHATRE:

22 Q. So you said you closed the 40.05 crosstie valve. Does  
23 that mean the valve was open? It sounds like (indiscernible).

24 A. Yes, sir.

25 Q. Now is there any other crosstie valve between 109, you

1 said, that valve crosstie, 109 to 132?

2 A. Yeah. I wouldn't know the -- I'm sure they're in that  
3 valve yard. I'm just not -- I'm not real familiar with that.

4 Q. Okay.

5 A. We do those every year and I've only been -- I was up  
6 with Mike Hickey for, I know, two years, so I was only in that  
7 yard twice. Then I was sent back down to San Carlos. Now I'm  
8 back down at San Carlos and I have to try to learn all of that, so  
9 I'm going back and forth doing my apprenticeship and stuff. I'm  
10 not really -- I couldn't tell you if that's that valve or that's  
11 that valve. If I pull a drawing out I could tell you that.

12 Q. But you know it's a crosstie valve, that's for sure?

13 A. When I was turning it I didn't know it was a crosstie  
14 valve.

15 Q. Oh, okay.

16 A. No. I knew that it had to be turned --

17 Q. Oh, okay.

18 A. -- because I was told.

19 MR. FASSETT: So just -- Bob Fassett, just to clarify.  
20 Mike Hickey works that yard. It's really Mike's territory.

21 BY MR. GUNTHER:

22 Q. Mike Hickey was the guy who knew.

23 A. Mike has been there for 15 or something years. That's  
24 his --

25 Q. And you work a little south out of San Carlos yard, is

1 that correct?

2 A. I started out at San Carlos and then they pushed me up  
3 to Colma and I worked with Mike for a year or two. Then I'm back  
4 down.

5 Q. So if I recall you were saying Mike was giving the  
6 direction.

7 A. Mike was giving the directions, correct.

8 Q. Thank you.

9 A. Thank you.

10 BY MR. CHHATRE:

11 Q. You mentioned so many names in sequence. I'm just  
12 narrowing down (indiscernible). The first call you made was on  
13 your own. Nobody from PG&E called you?

14 A. No.

15 Q. And then you and Mike decided to go to all these  
16 different locations to close the valves. Do you know if somebody  
17 called Mike? Did Mike mention that in the truck?

18 A. Mike had mentioned he had -- Chris Bauer had called him  
19 and said to stand by and wait for instructions or stand by in the  
20 yard. And then I guess -- I think Mike called Steve Paulo and  
21 told him what was going on, that we were going to go up and do  
22 those valves.

23 Q. So the decision really was Mike's to go -- to leave  
24 immediately and go to close these valves?

25 A. It was Mike's --

1           MR. JACQUES: I'm going to object. Do you mean between  
2 him and Mike or do you mean between Mike and somebody else?

3           MR. CHHATRE: No, between Mike and him.

4           MR. JAQUES: Okay.

5           MR. SICKINGER: Correct.

6           BY MR. CHHATRE:

7           Q. Did Mike mention that he was told by somebody to close  
8 those valves while you were traveling?

9           A. Not while we were traveling. I mean I had to get out  
10 and open the gate. I don't know if he got a call or not. I  
11 didn't hear him.

12          Q. Okay. And you mentioned about Mr. Martinez showing up  
13 at Healy Station. Is that where he showed up?

14          A. That's where I noticed him.

15          Q. Okay. And did he say anything to you guys that he was  
16 sent here or he came on his own? Did you ask him why he was there  
17 or any conversation at all?

18          A. He didn't say a word. He was on the phone.

19          Q. Oh, okay. So he didn't help you close the valves or  
20 nothing? He was just there and he was on the phone and you guys  
21 closed the valves?

22          A. Correct.

23          Q. Okay. That's all for me. Thank you much.

24          A. Okay. Thank you.

25          Q. Thanks again for your help.



1 MR. NARVELL: Save the best for last.

2 BY MR. NARVELL:

3 Q. Ed, I just have a couple of questions here and this is  
4 going to revolve around -- I know you've already kind of alluded  
5 to difficulty with times. You were asked what time the TV was on.  
6 You can't recall. We certainly understand that. From the time  
7 that you did go out, do you remember at any point looking at your  
8 watch up to the time of --

9 A. I never wear a watch. No.

10 Q. I guess, more specific, is there any time to a specific  
11 time from another person's watch, hey, what time is it, what  
12 time -- you're in a low spot, your quiet time, so to speak?

13 A. You know what, the only time time was mentioned was at  
14 Healy Station when Mike -- I heard Mike say to Martinez to log the  
15 times, make sure you're logging the times --

16 Q. Okay.

17 A. -- something to that. That was the only time we thought  
18 about time.

19 Q. Was there any time affixed to that conversation?

20 A. No.

21 Q. Just log the times, just a generic --

22 A. Yes, sir.

23 Q. Okay, very good. Thank you. That's all I have.

24 A. You're welcome.

25 MR. CHHATRE: Okay. Any follow-up questions? Go ahead.

1 BY MS. FABRY:

2 Q. Klara Fabry, San Bruno. When Chris called you on the  
3 phone did he indicate to what location or where you were supposed  
4 to go?

5 A. No. I was rude. I was rude to him. I told him I'm on  
6 my way and I hung you and I went, so I guess I kind of cut him  
7 short. My bad.

8 MR. SHORI: One quick follow-up. This is Sunil Shori,  
9 CPUC.

10 BY MR. SHORI:

11 Q. Did anything get conveyed to you from Mr. Martinez to  
12 say well, you know, the valves at Martin are closed, so basically  
13 there's no backflow, that you would have been opening the  
14 crossties instead of closing the crossties to 132 at Healy going  
15 north?

16 A. No.

17 Q. So was there anything indicated to you that basically  
18 the flow from Martin had been stopped into 132? Was there  
19 anything indicated to you to that effect?

20 A. No, sir. I don't recall any of that.

21 Q. Thank you.

22 MR. CHHATRE: Any follow-up questions?

23 MS. MAZZANTI: Debbie Mazzanti, IBEW.

24 BY MS. MAZZANTI:

25 Q. You live in Pacifica, is that correct?

1           A.    Correct.

2           Q.    You don't work out of the Colma yard.  However, is it  
3 safe to assume -- is the location of the Colma yard much closer to  
4 where you live than if you were to report to your headquarters  
5 which is in San Carlos?

6           A.    Absolutely.

7           Q.    So was the reason for you to go to Colma is because you  
8 could get equipment there more quickly to get to San Bruno?

9           A     Absolutely, yeah.  That was the natural thing to do.  I  
10 wouldn't drive all the way to San Carlos when I'm four-and-a-half  
11 minutes away from the truck.

12                   MR. FASSETT:  Bob Fassett.

13                   BY MR. FASSETT:

14           Q.    Just to clarify, Mike Hickey's truck was in the Colma  
15 yard?

16           A.    Correct.

17           Q.    Okay.

18           A.    We had one truck in the Colma yard.

19                   MR. CHHATRE:  Anybody else?

20                   MR. CHHATRE:  I have one question following up Bob's  
21 question.

22                   BY MR. CHHATRE:

23           Q.    I thought you mentioned earlier that when you call Mike  
24 because he was in the path where the airplane supposedly might  
25 have gone down and Mike told you to come to the yard.

1 A. Yeah. Mike said get in the yard.

2 Q. Okay. So I'm just trying to understand. The decision  
3 was on your part to (indiscernible) or the decision on your part  
4 because Mike called you?

5 A. I was already moving. I was going to be there anyway.

6 Q. Okay, good. That helps.

7 A. It didn't matter.

8 Q. Thank you much.

9 A. You're welcome.

10 MR. CHHATRE: Any other questions? If not, thank you so  
11 much for all your help.

12 MR. FASSETT: Just to clarify --

13 MR. CHHATRE: Oh, you have. Okay.

14 MR. FASSSETT: Bob Fassett.

15 BY MR. FASSETT:

16 Q. So essentially you called Mike to check in on his health  
17 basically?

18 A. I wanted to see if he was all right. I know his family  
19 and that's the reason I called.

20 Q. And about the time you hung up Chris Bauer, the on-call  
21 supervisor, called to give you direction and you essentially  
22 said --

23 A. Chris called me a little after that because I was fully  
24 dressed and moving out.

25 Q. But he was calling to give you direction?

1           A.    I suppose.

2                   MR. CHHATRE:  Let me just follow up on that.  Ravi  
3 Chhatre.

4                   BY MR. CHHATRE:

5           Q.    How would you know what he was calling?  I heard you say  
6 you pretty much hung up on him.  Is that correct?

7           A.    Okay.  You have to remember this was an airplane that  
8 crashed, but I knew this was going to be an all hands.  This was  
9 big.  But first I called my brother and I was worried about Mike.  
10 Well, I got a hold of Mike.  I got a hold of my brother, got a  
11 hold of Mike.  I called my brother on my land line because I know  
12 his number.  I called Mike on my cell phone because I don't know  
13 his number and that's on my cell phone.  So they're both okay, but  
14 Mike says get in the yard.  Well, I'm on my way.  It was pretty  
15 obvious.  So I'm almost out of my room downstairs, the den or the  
16 family room, where the TV was, where my wife was, and I'm going  
17 out the door, that door, to go to the front door and Bauer called,  
18 so it's back to the phone because my wife says Chris is on the  
19 phone, so I know it's Chris because Chris is the only person that  
20 could call me.  I knew it was Chris Bauer.  Hello, Chris?  Yeah.  
21 Chris, Ed, I'm on my way, and that's why I hung up on him.

22           Q.    So is the assumption that he was calling you to go some  
23 place or --

24           A.    Correct.

25           Q.    -- it could be a something else for all you knew?

1           A.    I'm sure that he was calling for that.

2           Q.    Okay, that's good.  Thank you much.

3           MR. SICKINGER:  Is that it?

4           MR. CHHATRE:  Yes, sir.

5           MR. SICKINGER:  Thank you.

6           MR. CHHATRE:  Thank you.

7           MR. SICKINGER:  And good luck to all of you.

8           MR. CHHATRE:  We need it.

9           (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:           PACIFIC GAS & ELECTRIC COMPANY  
                                  SEPTEMBER 9, 2010 ACCIDENT  
                                  SAN BRUNO, CALIFORNIA  
                                  Interview of Edward Sickinger

DOCKET NUMBER:           DCA-10-MP-008

PLACE:                      Burlingame, California

DATE:                        January 3, 2011

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been compared to  
the recording accomplished at the hearing.

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Cheryl L. Phipps  
Transcriber