UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *
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CHLORINE TANK CAR RELEASE IN *
NEW MARTINSVILLE, WEST VIRGINIA * Docket No.: DCA16SH002
ON AUGUST 27, 2016 *
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Interview of: LINDA DULANEY

Axiall Corporation
15696 Energy Road
Proctor, West Virginia

Wednesday,
August 31, 2016

The above-captioned matter convened, pursuant to notice.

BEFORE: PAUL STANCIL
Investigator-in-Charge

APPEARANCES:

PAUL STANCIL, Investigator-in-Charge
Senior Hazmat Accident Investigator
National Transportation Safety Board

TIMOTHY ROWAN, Hazardous Materials Inspector
Federal Railroad Administration, Region 2

JERRY ATKINS, Chlorine E-man
Axiall Corporation

I N D E X

I N T E R V I E W

(4:42 p.m.)

MR. STANCIL: Okay. Today is August 31, 2016. It is about 4:42 p.m. We are at the Axial Corporation facility located at 15696 Energy Road, Proctor, West Virginia 26055. My name is Paul Stancil. I am a senior hazardous materials accident investigator for the National Transportation Safety Board. This is in connection with the investigation of a chlorine tank car release at this Axial Corporation facility. NTSB Number DCA16SH002.

We are here interviewing Linda Dulaney, who is a chlorine (audio skip) around the room and introduce ourselves.

MR. ROWAN: I'm Tim Rowan, Federal Railroad Administration, hazardous materials inspector, Region 2.

MR. ATKINS: I'm Jerry Atkins, chlorine E man. Been here 25 years. You need to --

MR. STANCIL: Yeah. I saw it flashing. I thought there was something wrong. If you would, please, make -- please speak up loudly so that the speaker picks you up.

INTERVIEW OF LINDA DULANEY

BY MR. STANCIL:

Q. So what I'd like to do first is if you could tell us a little bit about your background, how long you've worked here and what your duties are with the company?

A. I've been with Axiall since 2014. I started out in utility. I went to the acid burners, and for about a year now I've been a

chlorine loader.

Q. Okay. And go to last Saturday, it was August 27, 2016. There was an (audio skip) for me everything you can remember about what happened that morning and what you were doing in connection with --

A. I came in around 6:30. I relieved the midnight crew. They were already in the process of loading the car on 10 track. It had about 2½ hours to go before it was finished loading. I went down -- because part of it is change the placards. So I went down, changed my placards, finished loading it, unhooked it, and we pushed it forward and I started another rail car.

I don't know how to describe it --

MR. ATKINS: In place or -- the cars are prepped on the back station, which would be south on the tracks. The cars, when they come in, while they're loading one, you have a next car in line and then the next car back, back here is where they're being prepped. That's when they're -- you know, the valves are checked, the safeties are checked. Anything like that, the dome area is cleaned up, and they'll pull -- they'll stack the gas pressure off. You know, it may come in with 150 pounds of chlorine, you know, gas pressure on it and they'll stack it off to the sulfur chloride. And when it gets down 25 pounds, we'll put it on -- we have a sniff system which pulls the chlorine gas through its sniff system, pulls it off like a vacuum, and we'll pull that car down to 10 pounds.

And then when that's all done, you have a stabber, which they hook up their load lines to, and we'll leave that in. We'll paint the whole area up. It looks really nice. And then they'll, you know, change all the -- any of the tags. Because each valve -- there's four valves in there: two liquid, which have stand legs that go down to the bottom of the tank, two valves on the side, which are gas valves. And the gas valves have the red tags for gas; these two will have green tags for liquid. And that is to make sure those tags are there, the safety is tagged. Want to make sure the dome has an -- or chlorine tag on it.

And once that's all done and you're done, you close your valve, you unhook your sniff line and then you lay the dome down and that car is ready to be prepped. Along with this one right here up front was also that way.

So while you're loading, you got two cars that are ready to go in line. So when this car is done, like Linda said, when she was done with it, when they moved it forward, then she unhooked it from loading and they made a change -- we call it making a change. They pushed these cars together, pushed them forward north about two (indiscernible) set the brake on it, and then the next one, they pulled it back in line and put this one ready to load next.

BY MR. STANCIL:

Q. Okay. So the way you described, there was actually two cars together?

A. No. There's the car that you're loading. It's all by

itself.

MR. ATKINS: It's not hooked up.

MS. DULANEY: It's not hooked up to another car.

MR. ATKINS: It's -- yeah.

BY MR. STANCIL:

Q. Okay.

A. But then when you go to make the change, you have a row --

MR. ATKINS: You'll move them together.

MS. DULANEY: -- of cars that you move.

MR. STANCIL: Okay. So --

MR. ATKINS: And there may be five cars, empties, in front of that load, that you're going to push them all forward. This one, push it forward and release it and then come back, and then you got --

MR. STANCIL: Okay. I'm not particular --

MS. DULANEY: I am going to say five, because when I'm loading, when I'm loading one, I also go down and inspect the next one that's coming up to be prepped. So I'm thinking five, because I still had one more to come up. Because usually we get the empties on day turn, so we always make sure that we have enough to do all shifts until at least day turn the next morning.

BY MR. STANCIL:

Q. Okay. So how long does --

A. Depends. Depends on how much chlorine we're getting. Sometimes 5 hours, sometimes 9 hours.

MR. ATKINS: Sometimes longer.

MS. DULANEY: It just depends on how much chlorine we have.

BY MR. STANCIL:

Q. Okay. So let's talk about this particular car. It already had been partially loaded?

A. Yes.

Q. And then, was it being loaded under your --

A. I got here at 6:30 and I took it off probably about 15 after 8:00.

Q. Okay. And then what happened?

A. Well, we made the change. Like I said, we pushed it forward. I went in. We were just running on two tracks, because we load on 3 track. And they had them both -- midnight shift had them both almost ready to come off at the same time. So I slowed my 8 track down so I would have enough time to get my new car on my 10 track hooked up to go in that before I shut my 8 track off. Because if not, then we have to shut everything completely down and then we'd have to call and get everything shut down. So it's just easier to separate it.

So I pushed the one on 10 track forward, I spotted the one to load, the following one to load. I hooked it up, got it ready to load, and I went over and took my safety off of 8, because it was done. I went inside to write down my numbers, because you have to get the weight of the car from your scales that it's on. I wrote down the weight and that's when I heard the tank car erupt. It

was --

Q. Were you just the first spot back?

A. Yeah. I was at the white line.

Q. How long is a tank car?

A. I think it sounded like a gunfire went off, just sound like a single shot. Because I'm thinking, what was that? So of course, I thought it was my partner because that's just -- he's just noisy, you know? He's just a noisy guy. So I go out to see where my partner is, and he's on 8 track far south, moving the Trackmobile over, because we were getting ready to make a change on 8.

So I check my rail cars to see if it was any of them, and then when I turned around, I could see the chlorine from around the building that I was getting ready to step back into. And then, of course, when I seen it, I had to go inside and get the phone and call the guard and get the radio to get my partner out. And there's -- we have a window down there that just shows perfect, and when I looked out, it was just (indiscernible).

I thought it was coming out of 9 track, because apparently it was shooting out of 10 and it was going underneath a car on 9 and coming up around it on both sides and the front. And then that's when I went out and shut all my cars off and headed south.

MR. ATKINS: Cut off the loading -- she shut loading down.

MS. DULANEY: I shut my loading completely down and then I evacuated.

BY MR. STANCIL:
Q. Okay.
A. It was huge. I mean, it was -- I don't even know how to describe it.
Q. Well -- and it was clear under 9 track --
A. It was --
Q. -- the car under there?
A. Yeah. Nine track was completely -- I mean it, like I said, it looked like the bottom of the rail car on 9 was the one that erupted because it was coming out of all sides of 9. And it was, I don't know how much space is between 9 and 10 track.
Q. Like 20 feet, maybe?
A. Yeah. And it was -- I mean, it was filling that space on both sides.
Q. Did this happen instantly or did it take some --
A. It was setting there maybe 10 minutes tops, if even that long.

Not until I came up here -- I mean, until I come up to the dispensary. But I knew it was just me and my partner out there, you know, in that immediate area. And then that's why I called the guard to set off the alarms to make sure that everybody else knew what was going on.

Q. And what, as far as your procedures or training --
A. I think it went really well.

I don't know, because when I ran out, there was guys in a

pickup truck that picked me up and took me to medical. So I honestly don't know.
Q. Were you injured?
A. I got a little inhalation, but besides that, no.
Q. Okay. How do you know when a car is -- I assume this was a full load?
A. Yes.
Q. Okay. So how do you determine what's a full load?
A. Well, you take the -- your weights on your car and then you have a mathematical paperwork that you do to figure out what you're putting in the car. And then it's on a -- it's sitting on a scale. So as you're loading it, of course the scale is reading it the whole time. And then when you get to your number that you need, you just shut it off and --
Q. So the car is sitting on the scale while it's being loaded?
A. Yes. Yes.
Q. And you have a number that, a target number that you're reaching --
A. Yeah. Usually 263,000. That's usually --
MR. ATKINS: That's the most.
MS. DULANEY: Yeah, that's the most.
MR. ATKINS: That's the maximum. Usually there are anywhere from 260 to 263. It all depends on the tare weight of the car.
BY MR. STANCIL:
Q. Okay. Are you also -- okay. Okay. Now prior to this

incident occurring, did you notice any --
A. No. And like I said, I was down there probably an hour and a half prior changing placards, and I never seen or smelled anything. Even though we load chlorine, if we smell chlorine, that's like -- because you don't smell it.
MR. ATKINS: Yeah, that's --
MS. DULANEY: You know, that's a red flag.
MR. ATKINS: Especially on a liquid leak, liquid chlorine hitting and flashing, it really -- I'm looking right now, because it's that big of a deal to us, you know? And I couldn't imagine if that thing --
MS. DULANEY: If it was leaking --
MR. ATKINS: -- started, if it was leaking while they were loading it, there's no way, there's no way it could've, it could've --
BY MR. STANCIL:
Q. It's unusual for a leak to occur in the loading?
A. Well, because, I mean, all of our stuff is like hammer locks and, you know -- so yeah, it is.
Not a rail car, no.
Q. Okay. So it would be --
MR. ATKINS: It would leak, yeah. It's very, very rare for a leak. Well, I can't even remember any down there. I've been down there --
MS. DULANEY: On the back a lot.

MR. ATKINS: Brakes or something like that, we've had brakes lock up, you know, off and on -- the area. And you got to realize we don't really see anything other than the dome area. That's pretty much all we see. (Audio skip) to numbers on a car and see when it was inspected and --

MS. DULANEY: What time -- um-hum.

MR. ATKINS: We'll look and see if we see anything, you know, in graffiti and stuff like that, but for -- you know, unless it's -- when it's moving, involved in a safety and, that's pretty much it. I mean --

BY MR. STANCIL:

Q. Okay. How you secure the car and do you do any inspection?

A. Well, when we're done loading, I unhook the load line. Well, first, I get my pressure of the (indiscernible).

Q. You inspect it.

A. You know, and that car was 65 pound pressure.

Q. Sixty-five?

A. Yes.

Q. Okay.

A. And you stack it, then you sniff it, then you unhook your load line and tighten your -- put your plug in and tighten it, put your dome down, put your seal on it, and go down -- of course take the brake off, and push it forward.

Q. And describe --

A. He was talking about earlier where it cleans the line --

MR. ATKINS: We'll vacuum line. When the load line is going into your flex line in your car, when you shut that valve, it's on the back side of that flex line, so you got liquid chlorine trapped in there. So (indiscernible).

So anything over 25 pounds, we stack it, because that's high-pressure gas or liquid. This is liquid in this case -- well, it would be pushed over to a storage tank that we were -- as it drops into this storage tank over by sulfur chloride, and then it vents off as a gas and goes through the system again.

Once it gets, once the pressure is down, it'll start whistling. That car will actually whistle when that pressure -- just the pressure going, blowing through to your stack system. That means all the liquid is out of there. Now that -- she'll close that, open the sniff valve, which is a vacuum. It's pulling a vacuum on it. It's like a sweeper, you know, just sucking it -- and then she'll put that, and you'll watch the gauge and it'll suck the pressure right off of that. And once it's in a vacuum, let it set there for a minute or two, and then your line is clear. And then she can take the --

MS. DULANEY: Then you can safely unhook them.

MR. ATKINS: Yeah. It's just a way of getting rid of any excess in that load line that's left.

MR. STANCIL: I see.

MR. ATKINS: Or in the back. You know, stack the high pressure off, you suck the rest off with your vacuum --

MS. DULANEY: After loading. Yeah.
BY MR. STANCIL:
Q. Okay --
A. Oh. Oh, yeah. Yeah, we spray it, yeah.
MR. ATKINS: Yeah, you can do that, you know, spray them.
MS. DULANEY: I kind of forgot that part. But yeah.
MR. STANCIL: Yeah. So what is spraying? What do you do?
MR. ATKINS: Ammonia water. Yes. Instantly. If there's any chlorine present --
MS. DULANEY: Yeah, you spray all the plugs.
MR. ATKINS: All four of them before you put the brake in.
MS. DULANEY: Right.
MR. STANCIL: And what did --
MR. ATKINS: During your loading.
MS. DULANEY: You do it before, yeah. And you do it halfway through, you know, just to be on the safe side, and then at the end.
MR. ATKINS: So you spray them three times, you know, just -- you know, that aren't hooked up.
BY MR. STANCIL:
Q. And then you took off; you described that. What do you use to move --
A. A Trackmobile.
Q. Okay.
A. It's just a little. It's not very big.

MR. ATKINS: Just a little --
MS. DULANEY: Little thing that runs on the track.
MR. ATKINS: Have you not been down to see any of it? It's a little orange -- just a, you know, engine that we use to hook up, pull our cars around and move them with. It's not anything like the, you know, the big engines they use. It's just a little, you know, hee-haw compared to them.
MS. DULANEY: Yeah.
MR. ATKINS: You know what I mean? They're one them Smart cars. It's the small one, but we don't need a lot of --
MR. STANCIL: How fast does that move the car? How strongly does it --
MR. ATKINS: Not strong with loads. And we go -- we have a law that we go by. You're not supposed to go any faster than walking speed, which is -- because you have a guy on the ground, he's your eyes, and we want to make sure we don't go any faster than he goes. So --
MR. STANCIL: Okay.
MR. ATKINS: We don't move very fast.
MS. DULANEY: I do.
BY MR. STANCIL:
Q. So can you tell us a little bit about how --
A. Well, I'm on -- I'm also on the E crew. So we have a lot of E crew training. I'm also a volunteer firefighter.
Q. Oh.

A. So the training kind of goes together. I'm a hazmat technician. We've done mock disasters here. So I mean, I think they're -- the training is okay, I think. I think it's good.
Q. Do you remember the last time --
A. For here?
Q. Yes.
A. The first, the first quarter training, wasn't that --
MR. ATKINS: I can't -- yeah, I don't know. I can't remember. We have to take them -- I really don't. Because we do a lot of training on, you know --
MS. DULANEY: Computer-based. Yeah.
MR. ATKINS: -- computer-based training and they have safety meetings every Wednesday. But I cannot remember. We do a lot of them. At least --
MS. DULANEY: I think it's good when there's, I mean --
MR. ATKINS: I think it's getting better.
MS. DULANEY: Yeah. Yeah.
MR. ATKINS: Or it's gotten better. I mean --
MS. DULANEY: And they did a wonderful job Saturday. I mean, there was a lot of people that had no clue what they were doing and they did an awesome job. They did a very, very good job.
BY MR. STANCIL:
Q. So can you --
A. There is, what's it called? I don't know what the term for it is, but the evacuation points.

MR. ATKINS: Oh, yeah.
MS. DULANEY: Everybody knows where they're supposed to evacuate to.
MR. ATKINS: There's one outside the parking lot and there's one over by the lab.
MS. DULANEY: They have a siren that they set off for all out, you know, and everybody evacuates.
MR. ATKINS: I don't think very many people would've been evacuated because -- Saturday --
MS. DULANEY: Right. Yeah.
MR. ATKINS: -- so there's really no non-essential personnel in the plant on Saturday. So (audio skip) leave, unless they told them to leave.
MS. DULANEY: There was a few contractors --
MR. ATKINS: Was there? Okay.
MS. DULANEY: -- that was here painting in Class B. That's who I see mostly when I was in medical.
MR. ATKINS: Yeah, it might've been a contractor.
MS. DULANEY: Yeah.
BY MR. STANCIL:
Q. So you were able --
A. I had two -- what are they? B repairmen?
MR. ATKINS: Yeah.
MS. DULANEY: They picked me up and took me to medical.
MR. ATKINS: Shift repairmen.

MS. DULANEY: Shift repairmen.
BY MR. STANCIL:
Q. Was it moving in any particular direction?
A. Yes. It was going south.
Q. Going south?
A. Yes.
Q. And can you --
A. I can't. My main concern was to get my rail car shut off and get out. I never looked back.
Q. Smart. Need you to do the turn -- shut down the loading --
A. Well, it --
Q. -- on it if you can and --
A. -- depends. Well, yeah. I mean, it depends on what the incident is. I mean, if it was something that I could've stopped, I would've shut down my loading and put on my SCBA and stopped it. But this was something that I could not control it whatever.
Q. Yeah.
MR. ATKINS: A smaller --
MS. DULANEY: At time.
BY MR. STANCIL:
Q. But you were able to take some mitigating --
A. Like, for instance, if my load line would break, I can handle that. You know, I can shut my load line off, I can put my SCBA on and, you know, I can control that. This here I cannot control.
Q. And you've practiced that before or --

A. Oh, oh, yeah. Like I said, I'm --

MR. ATKINS: Yeah, we have to do that.

MS. DULANEY: -- I've been a volunteer firefighter for 15 years, so I know (indiscernible). And we do that in training here, you know.

MR. ATKINS: Yeah, we also do it here.

MR. STANCIL: Okay.

MR. ROWAN: Tell me about the pressure relief --

MR. ATKINS: Safety pressure relief valve.

MR. STANCIL: Okay.

MR. ATKINS: Yes.

MR. ROWAN: That would be the question I had.

MR. ATKINS: Yeah, it's right in the middle of the dome lid.

MR. ROWAN: Okay.

MR. ATKINS: And that's one thing we check also.

MR. ROWAN: Okay. And just for clarification --

MR. ATKINS: Yeah.

MR. ROWAN: -- because I've never heard it called that term.

MR. ATKINS: Yeah.

MR. ROWAN: So would all --

MR. ATKINS: Safety relief valve. So -- and we just call them safeties, the safety.

MR. ROWAN: Okay.

MR. ATKINS: That's our terminology. And I was on vacation --

BY MR. STANCIL:
Q. If you were to make --
A. I think everything went well. Nobody died. Nobody seriously got hurt. I don't think we could've asked for anything. I mean, it wasn't in the middle of a town or -- it was -- if it had to happen, it happened in the perfect spot. I wouldn't change a thing. I just --
Q. Very well.
A. -- you know -- day on a weekend.
MR. ATKINS: For that big a release and nobody got gassed bad or hurt, that --
MS. DULANEY: Yes.
MR. ATKINS: -- really is. Because I've seen a lot less smaller leaks and people got gassed on.
I was at home during this. I just got home from vacation. I'm at home and I get this alert and then tell me what happened. I'm like, oh, my gosh. I'm sitting there running my mind. What would I do? What would you do? There's nothing you can do to stop that. I mean, you know what I mean? It's -- you just can't go -- wrap on it or, you know --
MS. DULANEY: Or shut a valve.
MR. ATKINS: Or shut a valve or something. I mean, it's just like -- it was really, really surprised and happy that nobody did. I mean, I was -- it tickled me to death.
MR. STANCIL: Like I said, if I could get a email address

from you if you have one, where I could contact you for -- send you a copy of this transcript when it's available.

MS. DULANEY: Yes.

MR. ROWAN: Did anything like this ever happen before?

(Simultaneous conversations)

MR. STANCIL: You have a phone number that's good?

MS. DULANEY: It's [redacted] --

MR. ATKINS: I mean, we've been here many years --

MS. DULANEY: -- [redacted].

MR. ATKINS: -- 70-some years and --

MR. STANCIL: Okay. I'll be 2, 3 weeks. You will get a copy of the transcript and just look it over, see if there's anything. And you might think of something in the meanwhile, say, oh, I wish I had told them that.

MS. DULANEY: Most of the time (indiscernible). I can't remember.

MR. STANCIL: Yeah, I know. It's -- sometimes things slip your mind. Now we're, you know, almost a week after it happened or 5 days, so things kind of get forgotten there, but if you think of anything that's important, or even if you don't think it's important, you might want to say, hey, you know, why don't you add this to what I said, and I'll be happy to do that.

MS. DULANEY: Okay.

MR. STANCIL: That's good. So yeah, we'll look at this car. Obviously it shouldn't have happened. It's not supposed to

happen, especially when it's just sitting there. So we got metallurgists examining the car right now and we're going to take samples back with us.

MS. DULANEY: Like (indiscernible).

MR. ATKINS: It wasn't a high-pressure car or --

MR. STANCIL: Sixty-five pounds, yeah.

MS. DULANEY: I know. It's really nothing.

MR. ROWAN: I don't want to sit here again. That's our goal.

MR. ATKINS: Yes.

MR. STANCIL: Well, we don't want to, we don't want to come back and have --

MR. ATKINS: I would've never dreamed we'd be sitting (indiscernible).

MR. STANCIL: Imagine what would've happened if that had been put in a train and was driving through one of these towns up here.

MR. ROWAN: At 50 mile an hour.

MR. ATKINS: Well, you know what's crazy is they had a derailment down here where there were chlorine cars, I want so say 5, 6 years ago, 4 years ago.

MR. ROWAN: Yeah.

MR. ATKINS: And they rolled over and every --

MS. DULANEY: Nothing happened.

MR. ATKINS: -- and nothing -- I mean --

MR. STANCIL: They're just supposed to slide on the ground and the track, you put them back on and take off again. I mean,

that's --

MR. ATKINS: I mean, it's just crazy.

MR. STANCIL: -- their robust as crazy, but --

MR. ATKINS: Yeah.

MR. ATKINS: This isn't supposed to happen.

MR. ATKINS: No.

MS. DULANEY: Last thing I expected, that's for sure.

MR. STANCIL: And that's why we're here. I don't think, you know -- we initially might've felt, well, it's -- you know, what, did a loading hose break or something, you know? No. The tank car breached, so -- no, no. That isn't something --

MR. ATKINS: Forty?

MR. ROWAN: Forty on a chlorine car, I think.

MR. STANCIL: Yeah, it's a 40 they have to take it out.

MR. ROWAN: Getting -- I mean it was built in '81 and it's, you know --

MR. ATKINS: It's 35, yeah.

MR. ROWAN: It's getting up there, but --

MR. ATKINS: Do they ever, when they do take them out of service, do they -- is the metal still intact pretty much after 40 years?

MR. ROWAN: They scrap it. They scrap it.

MR. ATKINS: I know. But is it, is it, like, thinned out or --

MR. ROWAN: Well, that car is tested periodically.

MR. ATKINS: Oh, no. Yeah. Right.
MR. ROWAN: You know, throughout it's life, it's tested -- oh, yeah.
MR. ATKINS: Take this and everything --
MR. ROWAN: Oh, yeah. Um-hum.
MR. STANCIL: Yeah, there is some thinning due to corrosion, but --
MR. ATKINS: Yeah.
MR. STANCIL: That typically happens with --
MR. ROWAN: I see Linda sitting here.
MR. ATKINS: Yeah. Me too.
MR. STANCIL: Well, your guys are the first one, I mean --
MR. ATKINS: Yeah.
MR. STANCIL: -- imagine, you have a car that ruptures and it's sitting there doing nothing. You know, you're -- this could've been deadly here.
MR. ATKINS: Oh, yeah. Absolutely.
MS. DULANEY: If it had been 10 minutes sooner.
MR. STANCIL: And this could've wiped out a small town up there.
MR. ATKINS: Yeah.
MR. STANCIL: That's just unacceptable. We got to find out why that happened.
MR. ATKINS: Yeah.
MR. STANCIL: Talk to a couple other folks, you know. You

have to turn every rock over and see what's underneath.

MR. ATKINS: Oh, yeah.

MR. ROWAN: For sure.

MR. STANCIL: And so thank you for taking your time to talk to us --

MS. DULANEY: Middle of the day.

MR. STANCIL: So you're going to tell him that this took about 5½ hours, right?

MS. DULANEY: Yeah. There you go.

UNIDENTIFIED SPEAKER: You're going to the break room. I know exactly what you're doing, Linda.

MR. ROWAN: Don't scare, don't scare him because -- it's just the -- yeah, we're just having a talk here.

UNIDENTIFIED SPEAKER: Thank you. It's good to see you. And I mean that.

MS. DULANEY: Thank you.

MR. ATKINS: Nice meeting you.

MR. ROWAN: Nice meeting you.

MR. STANCIL: Thank you. Thank you very much.

MR. ATKINS: Okay. Thank you guys.

(Asides.)

(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	CHLORINE TANK CAR RELEASE IN NEW MARTINSVILLE, WEST VIRGINIA ON AUGUST 27, 2016 Interview of Linda Dulaney
DOCKET NUMBER:	DCA16SH002
PLACE:	Proctor, WV
DATE:	August 31, 2016

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.

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Karen A. Stockhausen
Transcriber

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12-1-16

There is way too many Incomplete Answers and or Questions. The Transcript May be 10% Accurate.

[redacted]