

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

NTSB - Interview of Assessment Team
Member Gloucester County Emergency
Response

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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

Docket No.: DCA-13-MR-002

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Interview of: JAY JONES

Gloucester County Emergency Response
1200 North Delsea Drive
Clayton, New Jersey

Thursday,
January 31, 2013

The above-captioned matter convened, pursuant to notice.

BEFORE: MUHAMED EL-ZOGHBI
Accident Investigator

APPEARANCES:

MUHAMED EL-ZOGHBI, Accident Investigator
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National Transportation Safety Board
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I N T E R V I E W

(8:10 a.m.)

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2
3 MR. EL-ZOGHBI: This is Muhamed El-Zoghbi, a Hazardous
4 Materials Accident Investigator with National Transportation
5 Safety Board. Today is January 31, 2013. It is currently 8:10
6 a.m. We are located at the Gloucester County Emergency Management
7 Department in one of the conference rooms that they provided for
8 this interview.

9 We are here to conduct an interview regarding the
10 Paulsboro, New Jersey derailment, that occurred on November 30,
11 2012. I'm going to start off with going around the table and
12 everybody introducing themselves.

13 MR. JONES: Jay Jones, Gloucester County Emergency
14 Response.

15 MR. STANCIL: I'm Paul Stancil, Hazardous Materials
16 Accident Investigator with the National Transportation Safety
17 Board.

INTERVIEW OF JAY JONES

18
19 BY MR. EL-ZOGHBI:

20 Q. Mr. Jones, if you could give us a brief description of
21 your involvement, your responsibilities and your experience with
22 hazardous materials and emergency management?

23 A. My involvement that day was to respond as part of the
24 assessment team for Gloucester County Emergency Response, Hazmat
25 Division. I got a phone call, just got done working one job, just

1 got a phone call to respond to Paulsboro, to pick up the vehicle
2 first in Glassboro and then response to Paulsboro. I've been in
3 hazmat, the exact years, I'm not sure. Five years would be a safe
4 number, I guess. I'm trained to the New Jersey hazmat technician
5 level.

6 Q. Excellent. And if you could, in your own words, narrate
7 to us the events and your observations on date of November 30,
8 2012?

9 A. I arrived on location, parked on East Jefferson Street
10 where I was told the command post was, and I saw Pat Dolgos, who
11 is our hazmat team lieutenant and Alfons Giampola who is the
12 incident commander who is a Paulsboro fire chief. I also saw Pat
13 Robinson and Calvin Hargie (ph.), both working for -- I believe
14 it's Paulsboro Refinery. They were in their red jumpsuits and
15 they -- at one point, they were on the hazmat team and have more
16 knowledge about hazmat than I will ever have.

17 Q. Uh-huh.

18 A. I met with chief to get a brief -- Chief Alfons, to get
19 a brief description of what was occurring, and during that brief,
20 he requested that I go into the planning stage and to assist him
21 with planning and logistics. So I was subsequently, by the
22 incident commander, removed from the hazmat portion of that and
23 put into the planning section and logistics within the command
24 structure.

25 During my call to -- or during my ride, I called the

1 ROC, New Jersey ROC to inform them we had a train derailment.
2 When I got on location, after subsequent meetings, after --
3 throughout the course of the day, I requested that the ROC be
4 notified to see if we needed NTSB because there was a question.
5 They said we didn't because there was no passenger cars involved.
6 That came from the Conrail rep. So they were told to stop until
7 we got clarification if NTSB needed to be out there.

8 Q. Can you elaborate a little more on the decision -- or
9 when you say you arrived, what time did you arrive on scene
10 approximately?

11 A. I want to say it was a couple of minutes before 8:00,
12 8 a.m. You know, there was metering going on, monitoring by other
13 outside agencies, Paulsboro Refinery.

14 Q. Can you describe a little more what you observed as soon
15 as you arrived on scene? You said there was metering, and can you
16 elaborate on the location of where you arrived or where people
17 were standing and any observations you saw related to the weather
18 and conditions?

19 A. It was -- driving to the scene, it was foggy throughout
20 the -- foggy from Glassboro all the way up to Paulsboro. The
21 command post was set up at a house adjacent to the accident scene,
22 which is in some of your pictures.

23 There was a cloud that I was told that was a -- that it
24 was fog. Were questions about that and he said it's just the
25 water mist and fog and stuff rolling in. And saw the trains in

1 the water and, you know, what's depicted on a lot of pictures on
2 the --

3 Q. So you observed the fog. Was it still there at the
4 house when you arrived?

5 A. No, it was more in the --

6 Q. Dissipated and cleared?

7 A. -- more just in the water. Just --

8 Q. Over the water?

9 A. Which I, you know, I would contribute to a foggy day.

10 Q. And can you elaborate more on the interaction between
11 Chief Alfons, yourself, and Pat Robinson and any decisions or any
12 advice you provided to them or any requests that they had of you
13 and more on that interaction, if you could please?

14 A. No real specific interaction. We were just -- I was
15 still trying to get information from Pat Dolgos of what was needed
16 for hazmat, trying to find out what the -- I forget the word Pat
17 Robinson was using, the constance [sic] or something or --

18 Q. Consist?

19 A. Yeah, the consist of what exactly was involved. Conrail
20 was there, some reps from Conrail. They wanted to move the trains
21 and get the rest of the trains -- one, there was an issue with --
22 it was severing off part of the town because of the -- it was
23 stopped at the rail openings or rail crossings. There was concern
24 whether would vibration let the other cars fall in the water, you
25 know, what was the -- was it an accident? Was it terrorism? Was

1 it, you know, something else that occurred? So it was kind of
2 like are we disturbing the crime scene if Conrail decided to move
3 the cars. They were conferring with a couple of other people. So
4 again that's not my -- that was not my decision, and more or less
5 my cell phone was blowing up with phone calls, with our hazmat
6 team members asking questions and stuff that I did not have the
7 answer to, and I'd refer them to Pat Dolgos as the lieutenant and
8 the hazmat branch leader of the hazmat team.

9 Q. So you mentioned Pat Dolgos as the hazmat team leader.
10 What were you expecting in terms of communication? Is it normally
11 that he was interacting with the incident command and then
12 providing that to you and then what would you do with that?

13 A. He should have -- he was conferring with the incident
14 commander and just trying to get -- you know, at times if I would
15 have to get information, I would ask him, you know, what -- for
16 that planning stage and for that logistics, you know, what else do
17 we need out here? Are we capable of doing this?

18 Q. Uh-huh.

19 A. You know, we're not going to put the proverbial genie
20 back in the bottle, not with a 3-foot gash, and we're at a -- you
21 know, has it already been mitigated by off-gassing, if you will.
22 And we're trying to get information about the -- you know, what's
23 our next course of operation? Are we evacuating? Are we
24 sheltering in place? And then it just -- from there, the Coast
25 Guard was there quickly and it just seemed to go real fast and

1 then we're at the municipal building, so --

2 Q. Can you describe a little more with county emergency
3 management, sort of the forward team? You said there's an
4 assessment team and then are there other elements to the response
5 that --

6 A. There's an assessment team that we get out first.
7 Sometimes stuff can be mitigated through that assessment team.
8 That assessment team's composed of various people that are -- that
9 would initially go out and hazmat technicians and hazmat
10 specialists. Pat Dolgos is a hazmat specialist. So that's one
11 level above the technician level. He would -- sometimes we could
12 recall because it's not our issue. The genie's already out of the
13 bottle. We're not a cleanup company.

14 If the genie still needs to be put back in the bottle,
15 then we can do that and if we can do it safely. If we need a full
16 team response, we'll pull the full team and then -- we have a full
17 team response. We have a decon response. We have a CSI response,
18 which the prosecutor's office, if there was something that we
19 needed -- a crime scene out there and they're trained to the
20 technician level to come out and --

21 Q. Okay.

22 A. -- photograph or do, you know, their own investigation.

23 Q. So when you responded, you responded as an assessment
24 team?

25 A. It was initially -- I was told initially by the phone

1 call from my -- I guess from the hazmat chief, that it was going
2 to be a full team response. They had the assessment team out.
3 Then within -- you know, not an exact time, but I would say like
4 30 seconds later, it was a full team response.

5 Q. Okay. Can you elaborate a little more on the type of
6 capabilities the assessment team has and then how you augment it
7 with the full team?

8 A. The assessment team, some people carry pads in their car
9 for oil spills. Some have meters in their car, some pH paper. So
10 some, you know, recognant [sic] stuff, if you will. And if
11 needed, we can grab the CBRNE truck or just call specifically for
12 that if there's something that we don't need a full team, but we
13 need a specific device on the CBRNE truck.

14 Q. Okay. With regards to like, say, the monitoring
15 equipment, PPE and all that, does the assessment team -- is it
16 fully sustained? Do you carry all of that equipment with you?

17 A. My personal vehicle, I have a SCBA, APR bag, hazmat
18 gear, jumpsuits and, you know, structural firefighting gear.

19 Q. Okay.

20 BY MR. STANCIL:

21 Q. We had gotten some information in some other interviews
22 and I'm not clear if it involved you or not, but did you have any
23 interaction with OxyVinyls, the manufacturer of the vinyl chloride
24 material?

25 A. I did not. I know they were out there. I did not

1 directly have any involvement with them.

2 Q. Someone had mentioned to us that they had provided
3 meters to your team?

4 A. They did, and one of the guys you'll be interviewing
5 today, I believe Jim Hauck, we have pictures of him out there with
6 PolyOne.

7 Q. Okay. Okay. So you didn't have anything to do with the
8 air monitoring?

9 A. Correct.

10 Q. Okay. When you arrived on scene, was there any
11 discussion about standoff distances, hot zone, cold zone,
12 establish, you know, a distance between the incident scene and the
13 incident command post, those sorts of discussions?

14 A. There were. I can't recall every -- you know, all the
15 details. I know we suggested let's move back and try to get
16 everyone, you know, to the municipal building. And eventually, I
17 don't know what the distance is, but we moved to a church and then
18 -- you know, getting everyone grouped together and then getting
19 everyone out there. I know the incident command, the incident
20 commander, you know, to get him on board to do that. So the exact
21 discussions, I -- they're vague.

22 Q. Was there any differences of opinion on how this was
23 being handled?

24 A. Yes.

25 Q. Can you talk about that a little bit?

1 A. There were just -- it was vague. I know there was
2 discussions and other -- some heated -- not heated, but just some
3 differences of opinions with that, Pat Dolgos and Alfonso
4 Giampola.

5 Q. Uh-huh.

6 BY MR. EL-ZOGHBI:

7 Q. So was it, if you could sort of elaborate on the
8 position of, I guess, your team --

9 A. Again, I was removed from that component.

10 Q. Okay.

11 A. So the team would be Pat Dolgos -- you know, I was
12 removed from that hazmat element.

13 Q. Okay. Did you have any concerns about the proximity of
14 -- when you first arrived and then --

15 A. No.

16 Q. -- following up? So there were none?

17 A. There was two people I trust wholeheartedly, which was
18 Pat Robinson and Calvin Hargie.

19 Q. Uh-huh.

20 A. You know, we always, always made fun of using the COPA
21 (ph.) meter and, you know, in hazmat and those two individuals
22 were -- been doing hazmat probably since I've been born. And so,
23 to me, they're the hazmat gurus. They do this every day.

24 Q. Did they express any concerns to -- you know, or did you
25 see any interaction that -- let's say between them and the

1 incident commander or even between you and Pat Dolgos, your team
2 and Pat Robinson? What type of communication was occurring?

3 A. I asked Pat Robinson, and he said he felt safe, so --
4 because there was some concern from other people and Coast Guard
5 was out there, PolyOne, I did see them out there, but did not
6 interact with them, and other individuals were out there, in the
7 various pictures. So, you know, people with meters and people
8 without meters and --

9 Q. Did you hear any discussion about actual readings or
10 were you involved in at all --

11 A. No.

12 Q. -- any discussions? Are you aware of any of the actual
13 readings that people were detecting?

14 A. No, they were just done through Paulsboro Refinery and I
15 guess PolyOne --

16 Q. Uh-huh.

17 A. -- and I seen the Coast Guard had meters out there,
18 so --

19 MR. STANCIL: Were you receiving adequate information
20 from the railroad about the hazards on the train?

21 MR. JONES: No.

22 MR. STANCIL: What happened there?

23 MR. JONES: It was only one -- well, for me personally,
24 I want my own sheet of information. I want to know everything
25 that I asked about the chemicals, the vinyl chloride. I asked --

1 I don't know the one guy. He was short. I said what if -- and
2 they had their own hazmat techs come out. I said what if, you
3 know, this hitting the water, if that polymerizes, the temperature
4 of the water, trying to get information, and they said, well, it's
5 available to you; you just have to look it up. So that did not
6 sit well with me.

7 BY MR. EL-ZOGHBI:

8 Q. So they did not elaborate or provide any documentation
9 that they had available to them?

10 A. Right. I don't know if -- you know, one, they should
11 have said to me, you know, we'll look it up and get back to you.
12 And that was just a question off, hey, has anyone considered this,
13 you know, and I also asked if there was a release, how much of
14 that would have burned off during the -- with the sun, how much of
15 that would have burned off, you know, hitting the water? Would it
16 have burned off? And they said, well, you have to do your own
17 research. Well, if I wanted to do my own research, I wouldn't
18 have asked them. So --

19 Q. What time was that interaction? Was that very early in
20 the incident or a little later? Do you know?

21 A. It was between 8 and 11. I mean, it's just --

22 Q. Okay.

23 A. -- that whole, you know, it just kind of meshed into one
24 thing. And that was kind of like an off the -- hey, you know, I
25 know you guys are doing hazmat, however, I just have a question.

1 Q. Uh-huh.

2 A. Have we considered this? And so --

3 MR. STANCIL: Early on were you given sufficient
4 information about the identify of the materials and their
5 positions in the train?

6 MR. JONES: Pat Robinson was getting that, the constance
7 or whatever from them, so --

8 MR. STANCIL: The information was conveyed to your
9 agency quickly enough, do you think?

10 MR. JONES: There was some confusing information that we
11 were receiving, but again, I was in the planning portion so I'm
12 trying to gather up information so I could, you know -- and then
13 the Coast Guard came and took that planning portion over, which
14 was great. And so, but I was still trying to get -- you know,
15 what else are we dealing with, trying to get the bigger picture.
16 So that's --

17 BY MR. EL-ZOGHBI:

18 Q. Did you feel that you had the details you needed in
19 order to plan for the operations that were necessary?

20 A. No.

21 Q. No? Where would you say were sort of some of the gaps
22 in information?

23 A. If we could hand out like de-adrenaline rushers or
24 something because everyone's adrenaline was up and trying to get
25 that information. You know, the reaction and -- and I still have

1 yet -- and I've asked the guy from Conrail for that consist and
2 still have yet to this day to receive it from him.

3 Q. Uh-huh.

4 A. So there's -- we asked if it was able to be e-mailed
5 from their agency out to people, and they said they don't have
6 that capability. So apparently they carry -- I guess they carry
7 two sheets on the train itself?

8 BY MR. STANCIL:

9 Q. Yes, there's a paper consist carried in the locomotive
10 and their dispatch should have had an electronic version of it.

11 A. So I don't know if they were refusing to do it because,
12 you know, one, if they didn't have it, were they refusing to do
13 it, just because they, you know, they can. You know, I don't
14 know. Or if it's, you know, we get into -- and you guys ran into
15 it with requesting documents, all that OPRA stuff and this and
16 that and redaction and, you know, just information that could
17 help, you know, put those pieces of puzzle together.

18 Q. The other agencies involved in the response, were they
19 getting information that you weren't getting or --

20 A. I -- to be honest with you, I don't know.

21 Q. But you were not -- you don't feel that you were
22 receiving adequate information about the consist early on?

23 A. Correct.

24 Q. Okay.

25 A. Other than, hey, that's vinyl chloride. Well, which car

1 is vinyl chloride? And what's these other cars? If there's a
2 catastrophic failure and this lights off, what else are we dealing
3 with? I said what's that, and they're plastic pellets. Okay.
4 Well, what kind of plastic pellets? What are, you know -- my idea
5 of plastic pellets and yours may be totally different.

6 BY MR. EL-ZOGHBI:

7 Q. Uh-huh. Did they provide any information about the tank
8 cars themselves --

9 A. Later on --

10 Q. -- to anybody?

11 A. Later on at the municipal building they did, and they
12 had to make -- I remember them making several phone calls to what
13 the gallon size -- what it was topped off at.

14 Q. Okay.

15 A. What the physical capacity or the physical capability of
16 the tank car was --

17 Q. Uh-huh.

18 A. -- and what the physical capacity at that time was. So
19 I remember them having to make some phone calls --

20 Q. Okay.

21 A. -- and that --

22 Q. That information wasn't available prior to the Town Hall
23 meeting you said?

24 A. No, because Mike Austin from Conrail was on the phone
25 with, I guess with his headquarters or whoever --

1 Q. Okay.

2 A. -- to get that information.

3 Q. If we can go back to the first few -- when you first
4 arrived. With the site assessment, who was responsible for
5 conducting the site assessment? Was that, you know, Paulsboro
6 Refinery that was doing the site assessment. Were you guys asked
7 to help or --

8 A. It should fall back to the fire department. They're
9 responsible for hazmat, and then whoever they use. So in this
10 case they were using Paulsboro Refinery.

11 Q. Uh-huh.

12 A. Then I don't know how we were requested or how
13 Gloucester County became involved, but, you know, we were -- I got
14 a phone call from my chief and -- who was away and told me we're
15 going to page it out. Asked me what I was doing. I said, well, I
16 just got done working my other job and just got out of the shower.
17 I said I have two meetings at 9 a.m. He's like, well, I need you
18 to respond; we have a train derailment.

19 Q. Okay.

20 BY MR. STANCIL:

21 Q. Was there any confusion about the role of your team or
22 what you were supposed to be doing when you were dispatched?

23 A. Again, I got out there and was given another role, so --
24 by the incident commander. So I, you know, at that point, that's
25 -- Pat Dolgos would lead that --

1 Q. Okay.

2 A. -- that division. Even if I was involved, Pat would
3 still lead it because he's lieutenant. I'm just a peon.

4 Q. So was it more of a supporting role that the county was
5 to play or --

6 A. Again, I don't know because I was given that other role.

7 Q. Okay. How many, how many individuals were in your team
8 that responded?

9 A. Anything related with the hazmat would have to go
10 through Pat or my boss, who subsequently came out there on
11 Saturday. I was removed from that role, so I don't know.

12 Q. Okay.

13 A. I know I was getting phone calls from my team members --

14 Q. Uh-huh.

15 A. -- asking me different things and I hung up on a lot of
16 them just because my phone was ringing through when I'm trying to
17 contact agencies, and the ROC kept calling me to get, you know, an
18 update until one of the troopers got out there.

19 BY MR. EL-ZOGHBI:

20 Q. You mentioned that your boss wasn't immediately
21 available on the day of the incident.

22 A. He was available by cell phone.

23 Q. By cell phone. I mean in terms of physically. How
24 would that have differed, let's just say, if they were available?
25 Would he normally -- by the way, who is your immediate supervisor?

1 A. Oh, immediate supervisor is -- I have various job
2 functions here, but for hazmat, it would be Jack DeAngelo.

3 Q. Okay. And is it -- is he the one who would normally
4 respond?

5 A. Correct.

6 Q. And would Pat Dolgos be one of his sort of --

7 A. Subordinates.

8 Q. Subordinate. Okay. So would it normally be that
9 Mr. DeAngelo would be interacting with incident command?

10 A. Correct.

11 Q. Okay.

12 A. And in his absence, we have two lieutenants and a
13 captain, and I guess a deputy chief. The captain happened to be
14 real sick. Pat was out there as lieutenant. The other lieutenant
15 was working his other job at the airport, and the deputy chief was
16 administering a state test. One of the contiguous -- or East
17 Greenwich. I don't know if it's real contiguous but -- and then
18 subsequently he got out there. It was about 10:45, and he was --
19 we met -- he didn't actually make it to the scene. He made it --
20 I believe he didn't go to the scene. We went to the municipal
21 building. That was Dennis Kappler.

22 Q. Okay.

23 MR. STANCIL: Is there anything about this incident that
24 concerned you as far as the way it was handled, the operations on
25 scene?

1 MR. JONES: Sitting back, I think anyone could Monday
2 Morning Quarterback and come up with a lot of different things.

3 MR. STANCIL: Yes. That's sort of what we're doing
4 here. We're kind of trying to identify important lessons to be
5 learned. What would you say?

6 MR. JONES: I think it's easy to say there was a
7 breakdown of communication. How to rectify that, I don't know.
8 And how to sit there and -- just with the electronic age, there
9 should be no reason that stuff can't be disseminated from an
10 agency rather quickly.

11 BY MR. EL-ZOGHBI:

12 Q. Would you describe the breakdown in communication as
13 between -- is it more within incident command structure or even
14 with communication with the railroad or where would you --

15 A. It kind of -- the railroad. This is our railroad. This
16 is our track. We'll do it our way.

17 Q. Uh-huh.

18 A. You know, even with them saying they don't need NTSB.
19 Well, I'm sorry, this is my county. We will call them if we need
20 to, and if I have to call the Marines, I'll call the Marines. You
21 know, it's -- we can always recall stuff. We can always say it's
22 not their territory but, you know, we have stuff we have to follow
23 too.

24 Q. One other question, if you could sort of describe to us
25 how normally within the county and with other responses, how you'd

1 interact with like, let's say, the state OEM and the local
2 jurisdictions? I mean, how is that normally -- I know New Jersey
3 has sort of unique laws and structures, and so if you could just
4 help explain that to us a little more?

5 A. I don't know if I would -- the fire department in New
6 Jersey is in charge of hazmat. If they have the ability to handle
7 it, then they handle it, and that's it.

8 Q. Uh-huh.

9 A. If they request us, we kind of use a unified command.

10 Q. Okay.

11 A. You know, that's the preferred way. So that we can get
12 information out. People are given specific, you know, tasks if
13 they're able to handle that or if roles are needed, you know, if
14 we need stuff fulfilled.

15 Q. Uh-huh.

16 A. You know, sometimes in that incident command structure,
17 we don't specifically need finance that day but obviously for here
18 we did and, you know, we need stuff, but we keep everyone abreast
19 and that's the best way so that -- the best case scenario, on the
20 perfect day, we get -- keep everyone involved so there's no
21 miscommunication. And keeping, you know, with the ROC, keeping
22 with our local and county OEMs involved.

23 Q. So would it normally the fire department -- let's say if
24 Paulsboro goes out, identifies that there's a situation, call the
25 county for support or whoever else they have locally?

1 A. They may not have to. You know, if they're able to
2 handle it themselves -- if it's a car leaking gasoline, then
3 they're able to handle that.

4 Q. Right, right.

5 A. We have fire departments that can't handle that, so they
6 would call the county and ask for the assessment team. The
7 assessment team would be dispatched and if we can handle it
8 ourselves, safely and following all the, you know, regulations,
9 then we'll do that. If not, then we'll dispatch a full team.

10 Q. When would the state emergency management or the state
11 policy emergency management come in and take over an incident?

12 A. I don't know if they would specifically take over an
13 incident.

14 Q. Okay.

15 A. Everyone, especially with New Jersey, has it's home
16 rule --

17 Q. Yeah.

18 A. -- don't cross my line. I keep -- if I'm -- you know, I
19 responded out there. It's only my second time that I ever called
20 the ROC. But it doesn't hurt to call them and keep them informed,
21 and they sent down two troopers and I think a third one came
22 shortly after that, but Greg Godish came out, Bryan Everingham,
23 and then at some point I saw Vince Jackson both out there -- or,
24 you know, all three of them at some point were out there.

25 Q. And do you guys interact with New Jersey DEP a lot or is

1 it just one of those where they tend to come out --

2 A. No, they're involved at different points. We have a --
3 I don't know if he's a New Jersey DEP rep, but he works for us,
4 but he's our environmental guy.

5 Q. Okay.

6 A. And he has -- you know, we get DEP complaints. If
7 someone calls up and says that they have a smell in their yard,
8 you know, it could be from the neighbor. They send a -- they call
9 the health department, they file a DEP complaint, and then he
10 follows up, goes out there and follows up.

11 Q. Okay.

12 MR. STANCIL: I have nothing further.

13 MR. EL-ZOGHBI: Nothing further.

14 BY MR. EL-ZOGHBI:

15 Q. As I mentioned, is there anything else at all that you
16 think we could walk away with lessons learned or anything that you
17 would think would be a good safety improvement?

18 A. Just electronic communication availability and, you
19 know, getting all kinds of information out there. That's the
20 first I'm hearing about the dispatch having a consist
21 electronically. I don't know if they have the ability to e-mail
22 it or disperse it out there, but it needs to be -- and I
23 understand that they probably don't want to put it out to the
24 media but, you know what? It needs to be given out or a website
25 that we can go to, to get that.

1 Q. Uh-huh. Excellent.

2 MR. STANCIL: That's a good point.

3 MR. EL-ZOGHBI: A very good point, yeah. If there's
4 nothing else you have to add, we will terminate the interview at
5 8:40 a.m. We'd like to thank you once again for your help.

6 MR. JONES: Thank you.

7 MR. EL-ZOGHBI: Thank you.

8 MR. STANCIL: Thank you.

9 (Whereupon, at 8:40 a.m., the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CONRAIL DERAILMENT/HAZARDOUS
 MATERIAL RELEASE
 PAULSBORO, NEW JERSEY
 NOVEMBER 30, 2012
 Interview of Jay Jones

DOCKET NUMBER: DCA-13-MR-002

PLACE: Clayton, New Jersey

DATE: January 31, 2013

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.

Kathryn A. Mirfin
Transcriber