

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

NTSB - Interview of Conrail Assistant Inspector

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: JOSEPH LUCIDI

Incident Command Center
Paulsboro, New Jersey

Wednesday,
December 5, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: TIMOTHY DEPAEPE
Accident Investigator

APPEARANCES:

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

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

THOMAS NOON, Signal and Train Control Inspector
Federal Railroad Administration

DAVID KILLINGBECK, Chief Engineer Structures
Federal Railroad Administration

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

DOUG TRACY, Assistant Chief Engineer
Communications and Signals
Conrail

WILLIAM KEEBLER, Assistant General Chairman
Brotherhood of Railroad Signalmen

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Joseph Lucidi:		
By Mr. DePaepe		5
By Mr. Gura		8
By Mr. Noon		8
By Mr. Killingbeck		9
By Mr. DePaepe		10

I N T E R V I E W

(8:44 a.m.)

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3 MR. DEPAEPE: All right. It is December 5th, 2012. It
4 is 8:44 a.m. And my name is Tim DePaepe, D-e-P-a-e-p-e. I am a
5 signal inspector with the National Transportation Safety Board.
6 We are here to discuss events at the Paulsboro moveable bridge
7 related to DCA-13-MR-002 that occurred on November 30th, 2012.

8 We're going to go around the table. Everyone's going to
9 introduce themselves and spell their last name. To my right?

10 MR. GURA: Cy, C-y, last name Gura, G-u-r-a, Safety
11 Engineer, National Transportation Safety Board.

12 MR. BILSON: Thomas Bilson, T-h-o-m-a-s, Bilson, B-i-l-
13 s-o-n, Assistant Chief Engineer, Maintenance of Way and
14 Structures, Conrail.

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

17 MR. NOON: Thomas Noon, T-h-o-m-a-s, Noon, N-o-o-n,
18 Federal Railroad Administration, Inspector, Signal and Train
19 Control.

20 MR. LUCIDI: Joseph Lucidi, Jr., J-o-s-e-p-h
21 L-u-c-i-d-i, Assistant Inspector, Conrail, C&S.

22 MR. KEEBLER: Bill Keebler, K-e-e-b-l-e-r. I'm
23 Assistant General Chairman with the Brotherhood of Railroad
24 Signalmen.

25 MR. KILLINGBECK: David Killingbeck,

1 K-i-l-l-i-n-g-b-e-c-k, Chief Engineer Structures, Federal Railroad
2 Administration.

3 MR. DEPAEPE: Thank you, gentlemen. We're interviewing
4 Joseph Lucidi and -- about any information he may know about the
5 Paulsboro Moveable Bridge.

6 INTERVIEW OF JOSEPH LUCIDI

7 BY MR. DEPAEPE:

8 Q. Joe, I want to start off by asking if you know your date
9 of hire and any jobs you've worked, you know, your progression
10 through your career with the railroad?

11 A. I was hired with Conrail, 2005, November 15th. I
12 started in Oak Island, New Jersey; Newark, New Jersey. I worked
13 there for 3 years. And then, bid down to South Jersey Division as
14 a maintainer.

15 Q. Thank you. Have you worked on the Paulsboro moveable
16 bridge since October 27th to November 30th?

17 A. Yes, once.

18 Q. Can you describe in your own words what happened that
19 day, how you got notified, what you did?

20 A. Absolutely. It was lunchtime. We were taking lunch.
21 The CA-11 had just cleared. Heard the dispatcher, CA-11 got to
22 Paulsboro. And bridge -- heard the bridge closed in transmission,
23 over the radio. And the CA-11 was reporting red signals.

24 And at that time I just happened to be listening to the
25 railroad radio so I call up my inspector. We had a lot of people

1 off that day on vacation and not a lot of people were around. So,
2 I asked, "Do you want me to go take a look?" He says, "Yeah."
3 So, I go over there.

4 Q. Excuse me for a second Joe. Can you tell me what date
5 this was?

6 A. This was November 16th, Friday.

7 Q. Thank you.

8 A. Around 12:30 p.m.

9 So, I get to the bridge. The signals are red. No train
10 is present. First thing I do is I go into our bungalow, look at
11 all of the C&S equipment, track relays, prox switch relays. Track
12 relays were up. Prox switches were not made. So, I had a watcher
13 with me. Took a walk on the bridge and I called South Jersey
14 dispatcher and told him what I had found. And what I had found
15 was the bridge was closed but the locks weren't driven. So I
16 called up South Jersey dispatcher and said don't let any trains
17 across. And then I called my inspector and supervisor.

18 Q. Okay. When you say the locks weren't driven, do you
19 mean the slide rails or slide locks; is that what you're talking
20 about?

21 A. Yes, yes, yes. They're the visible -- the visible slide
22 locks on the top of the bridge were not driven.

23 Q. Do you recall if it was both ends of the bridge, north
24 and south, or just -- what end?

25 A. North and south.

1 Q. Okay. You stated that you told the dispatcher what you
2 found. Did you do any work to repair this condition so that it
3 would be in the normal operating state?

4 A. No, sir.

5 Q. Okay. Do you know if anyone did any work after you
6 talked to the dispatcher, or what did you do after you talked to
7 the dispatcher?

8 A. Well, our specialist came down and locked the bridge
9 manually.

10 Q. Do you remember who that inspector was -- or specialist
11 was?

12 A. Yeah, Dennis Fitting.

13 Q. Okay. Okay, so the extent of your participation was
14 just examine -- check the C&S equipment and determine what was
15 wrong and then you called the specialist to do the repairs?

16 A. Yes, sir, because at that point you needed a
17 higher -- you needed a specialist --

18 Q. Okay.

19 A. -- to go into the equipment. I never actually maintain
20 the bridge.

21 Q. Okay.

22 A. I was there just on a trouble call.

23 MR. DEPAEPE: Okay. Well, I appreciate that. I'm going
24 to let the people around the table ask you questions and then
25 we'll move on from there. Mr. Gura?

1 BY MR. GURA:

2 Q. What does CA-11 mean?

3 A. CA-11 was the train symbol.

4 Q. Oh, okay. And when you heard the radio, did you hear
5 any announcement like failure to operate or anything of that
6 nature?

7 A. No.

8 Q. Okay. Did the train have a clear signal?

9 A. No.

10 Q. So he got permission from the dispatcher to go across
11 the bridge after he supposedly made an inspection?

12 A. Yes.

13 Q. Okay. No further questions.

14 MR. DEPAEPE: Mr. Bilson?

15 MR. BILSON: I think I'm okay.

16 MR. DEPAEPE: Mr. Tracy?

17 MR. TRACY: I'm okay.

18 MR. DEPAEPE: Mr. Noon?

19 BY MR. NOON:

20 Q. When you found that the locks weren't driven and you
21 called your maintainer or inspector, how did he drive them, the
22 lock rods, the lock -- rail locks.

23 A. Went into the shanty where the equipment is, put the
24 bridge in manual and manually drove the locks.

25 Q. Okay. He didn't have to open or close the bridge, he

1 just drove -- he just manually drove the locks?

2 A. Yeah, and then after that my mark-off time was coming up
3 and I was sent home.

4 MR. DEPAEPE: Mr. Keebler?

5 MR. KEEBLER: No, I'm fine.

6 MR. DEPAEPE: Mr. Killingbeck?

7 BY MR. KILLINGBECK:

8 Q. Yes, this is David Killingbeck. One question. Do you
9 know when -- and you may not, but do you know when your specialist
10 accessed the what I'll call the B&B -- is it a bungalow?

11 A. Yeah.

12 Q. B&B bungalow to manually drive the slide locks --

13 A. No, sir.

14 Q. -- slide rails?

15 A. Uh-uh. No, I was -- I had left at that point.

16 Q. Thank you.

17 MR. DEPAEPE: Joe -- this is Tim DePaepe again. I don't
18 have any follow-up questions. I'm going to just ask real quickly
19 if anyone else does and then I've got a couple to end the
20 interview.

21 Cy?

22 MR. GURA: No.

23 MR. DEPAEPE: Mr. Bilson?

24 MR. BILSON: No. I'm good.

25 MR. DEPAEPE: Mr. Tracy? Mr. Noon? Mr. Keebler?

1 MR. KEEBLER: No.

2 MR. DEPAEPE: Mr. Killingbeck?

3 MR. KILLINGBECK: No.

4 BY MR. DEPAEPE:

5 Q. The date of this derailment and hazardous material
6 release was November 30th. Had you worked on the bridge within
7 the previous 24 hours?

8 A. No, sir.

9 Q. Okay. Do you have any knowledge of anything that may
10 have occurred at that bridge --

11 A. No.

12 Q. -- in the previous 24 hours?

13 A. No, sir.

14 Q. I want to give you the opportunity, if there's anything
15 that you might remember that may be pertinent to this accident
16 this is your opportunity -- you know, if we haven't asked the
17 question, if there's anything you want to add, now is the time.
18 If not, you don't have to add anything.

19 A. No, that's it. That's all I know.

20 Q. All right. Well, thank you very much and we're going to
21 go off the record and conclude this interview. It is 8:53 a.m.

22 (Whereupon, at 8:53 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 Joseph Lucidi

DOCKET NUMBER: DCA-13-MR-002

PLACE: Paulsboro, New Jersey

DATE: December 5, 2012

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

Amy Weston
Transcriber