

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

NTSB - Interview of Conrail Bridge 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: GARY GOLDEN

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

** PII **

** PII **

CYRIL GURA, Safety Engineer
Track Group Chairman
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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

CHARLES HANSLER, Union Representative
Brotherhood of Maintenance of Way Employes
Division (BMWED)
District 6

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I N T E R V I E W

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MR. DEPAEPE: My name is Tim DePaepe, D-e-P-a-e-p-e.

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I'm a signal accident investigator for the National Transportation

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Safety Board. We're here to do an interview of Mr. Gary Golden,

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Sr. to ascertain what he may know about some trouble events in

6

relation to an accident at the Paulsboro movable bridge

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approximately milepost 13.7 on November 30th, 2012.

8

I'm going to go around the room, have everybody

9

introduce themselves, state their name, spell their last name,

10

position, and company that they work for. I'm going to start to

11

my right.

12

MR. GURA: Cy, C-y, Gura, G-u-r-a, Safety Engineer,

13

National Transportation Safety Board.

14

MR. BILSON: Thomas Bilson, B-i-l-s-o-n, Assistant Chief

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Engineer, Maintenance of Way and Structures, Conrail.

16

MR. TRACY: Doug Tracy, Assistant Chief Engineer, C&S,

17

Conrail.

18

MR. NOON: Thomas Noon, N-o-o-n, Federal Railroad

19

Administration, Signal and Train Control.

20

MR. GOLDEN: Gary A. Golden, G-o-l-d-e-n, Bridge

21

Inspector, Conrail.

22

MR. HANSLER: Charlie Hansler, BMW Union Rep,

23

Teamsters.

24

MR. KILLINGBECK: David Killingbeck, K-i-l-l-i-n-g-b-e-

25

c-k, Chief Engineer Structures, Federal Railroad Administration.

1 MR. DEPAEPE: Thank you, gentlemen. I want to quickly
2 add that any reference to this accident, the reference number is
3 DCA-13-MR-002. And with that being said, what I'd like to do
4 first -- and is it okay to call you Gary, Mr. Golden?

5 MR. GOLDEN: Sure is, yes.

6 INTERVIEW OF GARY GOLDEN

7 BY MR. DEPAEPE:

8 Q. All right. Gary, what I'd like to do is I'm going to go
9 through some trouble tickets that Conrail has provided to the
10 National Transportation Safety Board and I'd like you to describe
11 in your own words your involvement with that ticket, what you can
12 remember being called, any maintenance, repair or inspection you
13 may have done in -- that relates to a specific date and incident.

14 And we're going to start with an event number 62368, and
15 the location is the Paulsboro movable bridge. The problem was
16 reported as bridge failed to open. That was on October 27th,
17 2012. A repair was noted: cleared error, tested north rail link;
18 cause unknown. Can you describe in your own words any work or
19 what transpired in relation to this event?

20 A. I was called out because there was a failure at
21 Paulsboro Bridge. When I arrived, also a C&S maintainer was
22 there. I would say that he pretty much did the work because -- I
23 think I looked at the failure codes and I think that's about it,
24 you know.

25 Q. Okay.

1 A. I remember --

2 (Off the record.)

3 (On the record.)

4 MR. DEPAEPE: We're back on the record.

5 BY MR. DEPAEPE:

6 Q. Gary, if you can describe what you just normally do when
7 you've -- when you're on a trouble call, what kind of inspection
8 do you do, or what do you look for?

9 A. Yes. When I arrive I walk out the swing span, look for
10 debris. I look to see if the locks are driven or withdrawn. I
11 check to see if it's in the seated position or if it's lifted.
12 Then I go in the shanty and I check the failures or the fault
13 codes.

14 Q. Okay.

15 A. And then I acknowledge and reset. And in the past I
16 have gone out there and -- because the call said that there was a
17 train sitting there. So I go out, the same thing. The first
18 thing I do is walk out, you know, see if there's anything, you
19 know, stopping the movement of the bridge or anything like that.
20 And, again, go back and check the fault codes and acknowledge --
21 you know, write them down and --

22 Q. Okay. Well, let's move on to another event trouble
23 ticket. This one's called 62587. It's on page 2 of 3. The
24 problem was bridge annunciator failing to operate. It occurred on
25 November 3rd. The failure is stated as the bridge repairs non-

1 open and local control; cause unknown. Can you describe in your
2 own words what happened that day as far as your involvement with
3 this event?

4 A. The 3rd. I see down here that I reported back to my
5 supervisor. Normally that's what I do. Once I find a fault I,
6 you know, let my supervisor know what I found. It has here that
7 local control forced bridge in a down and lock. I think that's
8 the day that I -- I was down there once where a CA-11 was sitting
9 there and they weren't sure about the -- they didn't get the
10 signal and they weren't sure to cross over. So when I arrived I
11 looked at the locks and I gave the conductor the okay, which he
12 radioed the dispatcher and said that -- well, I normally go by
13 Foreman Golden, but he said Mr. Golden said that it's lined and
14 locked, and the dispatcher gave them permission through the stop
15 signal.

16 Q. When you talk about locks are you referring to the slide
17 locks or slide rails?

18 A. Yes, the slide locks.

19 Q. Okay. All right, thank you. I just wanted to make that
20 clear.

21 Did you do -- do you remember doing any testing to the
22 bridge or anything after the train went over the bridge? Or do
23 you remember if the bridge opened like it's supposed to after the
24 train went by?

25 A. I'm sorry. I don't remember.

1 Q. And that's fine. That's fine. Let's move on to the
2 next event, 62619, bridge will not open. That occurred on
3 November 5th. And the repair in here is adjust prox detector,
4 cause under investigation. And before you relay your experience
5 that day, I just want to ask a quick question.

6 As part of your duties as a B&B foreman, is it your
7 responsibility to adjust proximity detectors?

8 A. No.

9 Q. Okay. Have you ever adjusted a proximity detector?

10 A. I haven't, no.

11 Q. Okay. If you can just relate to me your involvement
12 with that event as best you can recall?

13 A. Yeah, I was there. The rails -- or the locks, I'm
14 sorry, were in, but the prox switches didn't detect that they were
15 in. So, of course, it -- they gave a signal. Sometimes with the
16 temperature -- of course steel, you know, expands and contracts so
17 maybe that was the issue, you know. But I didn't make any
18 adjustments on the switch when I was there.

19 Q. Okay. Was that -- I mean, so the C&S people they come
20 and they repair that then and they test the bridge. Your
21 involvement is done at that point?

22 A. Yes. Yes.

23 Q. Okay. Let's move on to 62786, November 16th. It was
24 reported no signal northbound, failure of the signal, repairs
25 none, operated, tested, COA, nothing found. Do you have any

1 information relating to that event?

2 A. The 16th. I hate to put everything together, but I
3 would say 90 percent of the time that I've gone down there the
4 bridge was in a closed position, it wasn't seated, and the locks
5 weren't driven. So after a train would go north or south, once
6 they clear the circuit the bridge would retract the rails, lift
7 off the seats, and remain in the closed position.

8 Q. Do you remember, did you have to do any repairs there or
9 testing at any point?

10 A. Yes. I go in the shanty and I read the fault codes and
11 I write them down and open, you know, open the bridge as intended.

12 Q. Okay.

13 A. And I always, you know, report back to my supervisor.

14 Q. Okay. Thank you. The next event is 62810, no signal
15 southbound. It occurred on November 19th. It says repair, reset
16 bridge circuit, under investigation. Can you describe your work
17 or involvement with that incident?

18 A. Again, I would have to say that when I got there --

19 MR. DEPAEPE: We're going to go off the record for a
20 moment. It is currently 3:21 and we will be back.

21 (Off the record.)

22 (On the record.)

23 MR. DEPAEPE: It's 3:26. We're back on the record.

24 This is Tim DePaepe with the NTSB interviewing Mr. Gary Golden.

25 BY MR. DEPAEPE:

1 Q. Gary, I asked you specifically about event 62810. Do
2 you have any recollection of anything you may have done on that
3 day in relation to this event?

4 A. I arrived, I checked the span, went in the shanty,
5 looked at the codes, reset the -- acknowledged and reset, and I'll
6 say that's about it.

7 Q. All right, thank you. I'm going to move to another
8 event, 62874. This appears -- well, this was reported as a bulb
9 out and the repair was replace bulb. Did you get called for that
10 or did you have any involvement in this event?

11 A. The 28th was a Wednesday?

12 Q. Yes.

13 A. That was the day that my son and Newt was at the bridge.
14 I had nothing to do with the bulb.

15 Q. Okay.

16 A. They called me because when they arrived to grease the
17 bridge, the bridge was in the closed position but it wasn't
18 locked, so I told them I'll come over. My son called me back and
19 said, "Dad, there's a train coming." So I said, well, see if you
20 can hold them until I get there. I didn't want them to run over
21 -- you know.

22 Q. Yeah.

23 A. Because Newt and my son are, you know, new employees so
24 they don't know, you know, much about it. So they were able to
25 hold up the train. Once I got there, the crew had put in his code

1 and the bridge seated and the locks were in and he got his signal.
2 The conductor was on the ground and I showed him -- I said, come
3 on, I want to, you know, show you what to look for, you know, if
4 ever you come up and there's a problem. So the locks were driven
5 and I showed him the little lights that are on the prox switches.
6 I said this is what you look for. I said if that's lit that means
7 that your rails -- that your locks are in far enough and you'll
8 get your signal. But I do remember that. That was that
9 Wednesday.

10 Q. Okay.

11 A. And after he went north, I believe the same thing
12 happened where the locks withdrew, the bridge lifted, but she
13 didn't open.

14 Q. Okay. And finally, there's one more event, 62890,
15 bridge will not close. It was reported at 3:17 a.m. on November
16 29th. The failure says it's the bridge. The repairs say: None,
17 COA, cause under investigation. Were you involved in this
18 incident at all? And, if so, could you tell me what your
19 involvement was?

20 A. Yes. After roll call -- well, let me say this. I
21 received a phone call from Ryan, my supervisor, at about -- I have
22 written down 3:20, but I see it's 3:17. Okay. When I arrived --
23 well, the phone call said that there was a train sitting there.
24 When I arrived the train wasn't there so I called the dispatcher
25 and said do you have a train that want to get across? Now, mind

1 you, the bridge was in the closed position, but the locks were
2 withdrawn and it wasn't seated.

3 He said that the -- he had the train back up, which took
4 some time. I guess he had a long, you know, train. But he had
5 the train back up and then punch in his code, which the bridge
6 locked up, and he got his signal, I believe, and then he went
7 north.

8 Also, I remember in talking to the dispatcher he said
9 that the train -- or the engineer reported that the bridge was
10 open about 4 feet out of alignment. I believe it was 4 feet.
11 And -- yeah, the train reported that it was out 4 feet, so they
12 put in their code and they got the signal. They went north. And
13 then, when I arrived, like I said, the locks were withdrawn, it
14 was lifted, but it didn't close.

15 Q. Did you have to do anything? Did you test it or --

16 A. Yes, I reset the codes and --

17 MR. DEPAEPE: We're going to go off the record for a
18 moment.

19 (Off the record.)

20 (On the record.)

21 MR. DEPAEPE: Okay. We're back on the record here.

22 This is Tim DePaepe interviewing Mr. Gary Golden.

23 Gary, I'm going to let Mr. Cy Gura ask you some
24 questions. We're going to around the table and ask you some
25 questions.

1 Mr. Gura?

2 BY MR. GURA:

3 Q. Yes, Gary, I have a few questions for you.

4 A. Yes.

5 Q. You mentioned several times that you write down the
6 error codes.

7 A. Yes.

8 Q. Where do you write these down on? Where's that log
9 kept?

10 A. In the shanty on a desk in there.

11 Q. Okay. Is it like a book, a sheet of paper, or a series
12 of sheet of papers?

13 A. It's sort of like the pad that Tom Bilson has.

14 Q. Oh, okay. Excellent, excellent, excellent. And is it
15 just the codes or it's the code with what they mean or is there
16 some kind of a --

17 UNIDENTIFIED SPEAKER: Key.

18 BY MR. GURA:

19 Q. -- a key? A key code?

20 A. It says --

21 Q. Code key?

22 A. It says bridge failed to open, which I think is code 78.

23 Q. Um-hum.

24 A. Bridge failed to close I think is 79.

25 Q. Okay.

1 A. So I write that down, you know.

2 Q. Okay. It actually tells you that when it says --

3 A. Oh, yes.

4 Q. It gives the number and then a little description of
5 what it means?

6 A. Yes.

7 Q. Oh, excellent, excellent. Okay. Now, have you ever
8 seen a code about a low oil reservoir with a piston or something
9 like that? You know, with that ram thing?

10 A. Yeah, we've been getting a reading -- it hasn't happened
11 in the last couple times I was out there, but earlier in the month
12 it would come back high pressure -- what is it -- high pressure --
13 high pressure filter clog. That's it. High pressure filter clog.

14 Q. Uh-huh.

15 A. Yeah.

16 Q. And what does that actually mean?

17 A. That's a machinist's job. I really don't know much
18 about it. I can't say -- I mean, I assume that it's the high
19 pressure filter inside the tank.

20 Q. Okay.

21 A. But, again, I don't know the repair or anything like
22 that because that's a machinist's job.

23 Q. Okay. A machinist then takes care of that hydraulic ram
24 and putting the oil in the hydraulic tank and stuff of that
25 nature?

1 A. Yes.

2 Q. And then, from what you're saying, there's like a filter
3 in there that keeps that hydraulic oil clean?

4 A. Yes.

5 Q. Who's the machinist? Are there multiple or is there one
6 or --

7 A. No, I don't know.

8 Q. Okay. That's fine. You also mentioned when you write
9 down these error codes you call your supervisor and report the
10 problems and do you also report that you repaired it and stuff of
11 that nature?

12 A. Yes, that I'm resetting.

13 Q. Okay. Who is your supervisor?

14 A. Ryan Hill.

15 Q. Oh, Ryan Hill.

16 A. Yes.

17 Q. Okay. Okay. And what has he said about all the --
18 because when you look at it, you've been here, let's see, 2, 4, 6
19 -- 7 times out of the possible 9 or 10 that's been from that time.
20 What has he said about all these repeating problems that have
21 recently occurred? Has he said anything to you about them like
22 what the heck is going on out there or anything like that?

23 A. Yeah, I mean, he -- he's concerned, you know, why we
24 keep, you know, getting the fault codes and stuff like that.

25 Q. Uh-huh.

1 A. Yeah.

2 Q. Has he given you any suggestions or has he come out
3 there with you or has he done anything of that nature?

4 A. Yes, he's been out there.

5 Q. Uh-huh.

6 A. Yeah. We had a -- I think the guy was a representative
7 from the company that made up that system or something like that.
8 He came out and he ran tests on it and he didn't find anything
9 wrong with it. It had good pressure and everything, so that's
10 about all I know on it.

11 Q. Uh-huh. Okay. And then, you also mentioned -- and I
12 don't know if it got on the record, but you also mentioned that a
13 lot of times when you operate the bridge you operate the bridge
14 from the local -- I'm going to assume the local B&B button there?

15 A. Well, it's inside the shanty.

16 Q. Inside the shanty?

17 A. A remote is for when a train comes up to the circuit,
18 you punch in its code, and it'll operate. Inside the shanty the
19 remote won't work. You have to put it in local --

20 Q. Okay.

21 A. -- in order to operate the bridge. Or we have a box
22 outside that you could push remote, but, you know --

23 Q. Sure.

24 A. -- like Tom said, a lot of times we're called out at
25 night and I'd just as soon, you know, just -- I go in the shanty

1 anyway, so I reset and I, you know, just do it from in there.

2 Q. Okay. You have to reset, which means basically
3 acknowledge the error codes, which makes them disappear?

4 A. Right.

5 Q. And then you go through your bridge cycling?

6 A. Right.

7 Q. Okay. Now, do you know if there's any difference --
8 have you ever noticed any difference in the bridge operation from
9 doing it remotely via radio or doing it locally? Do you think it
10 has more response or less response doing it locally as compared to
11 remotely?

12 A. With doing it locally it's less failures.

13 Q. Do you have any reason why? Do you have any --

14 A. Oh, no. I don't know.

15 Q. Oh, okay. But you just -- it seems that way to you --
16 okay.

17 A. Yes. On the 29th we were out there and we must have
18 tested that bridge, I'd say, a half dozen, maybe a dozen times; no
19 failures.

20 Q. Um-hum. Okay. Now, do you participate on the bridge
21 inspection on the quarterly inspections?

22 A. Yes, I do.

23 Q. Okay. The last record I have of a quarterly inspection
24 basically went back to June.

25 A. Yes.

1 Q. The next one was due in September.

2 A. September.

3 Q. Do you have any idea why it wasn't done?

4 A. Yes.

5 Q. Oh, okay. Well, why?

6 A. I take full responsibility for that. From July to the
7 beginning of October I'd been having health issues and I just -- I
8 was -- you know, had anxiety and I was stressed because there's a
9 possibility I may have cancer.

10 Q. Oh, wow. I'm sorry to hear that.

11 A. And, you know -- but I'm usually the one that set up the
12 quarterly inspection and I didn't do it. I was trying to get
13 things in order because I had to have surgery. I had to go for
14 pre-ops and things like that and doctor's visits and other
15 procedures that I had done, so it pretty much ate up the month.
16 And then, I just -- it just slipped my mind trying to get my other
17 work done.

18 Q. Totally understandable.

19 MR. DEPAEPE: We're going to take a break. We're going
20 to go off the record here.

21 (Off the record.)

22 (On the record.)

23 MR. DEPAEPE: This is Tim DePaepe. We're back on the
24 record. It's 3:51 p.m. Mr. Cy Gura is questioning Mr. Gary
25 Golden. Go ahead, sir.

1 BY MR. GURA:

2 Q. Gary, I just got one more little question here. We went
3 through the list of a few -- well, how many incidents here? We
4 went through a list that included 1, 2, 3, 4, 5, 6, 7 -- 7 trouble
5 calls that you took care of.

6 A. Yes.

7 Q. Now, in this same time period these are the trouble
8 calls that came through the trouble desk, you know, type thing.

9 A. Yes.

10 Q. Are there any others that you possibly responded to or
11 any other incidences that you may have gone out there?
12 Previously, your son said that you and he conducted an inspection
13 during the storm of Hurricane Sandy.

14 A. Yes.

15 Q. So starting at Hurricane Sandy, you know, just kind of
16 trickle back. Start there and tell me what you guys did there,
17 and then work you way back, you know, as far as -- to the best of
18 your recollection if there's any other incidences that you did.

19 A. Yes. My son and I, we went out -- I guess it was
20 somewhere around midnight, maybe a little after, something like
21 that. And the water was -- the water level was high, real high,
22 and it was running hard. It was running and it was up on the
23 conduit and it was still coming in, which was telling me that
24 she's going to keep rising, you know. There was debris and stuff
25 like that on the conduit. And to tell the truth, I know that's a,

1 you know, a strong bridge, but I was a little leery about walking
2 out there because that water -- I've never seen it like that in
3 Paulsboro before. I mean, where the bulkhead is, I mean, it was
4 all the way up there, you know, and --

5 Q. It never did get above the rail though?

6 A. I didn't stay out that long. It was --

7 Q. Okay.

8 A. It was around midnight and I think the storm really --
9 the center of it was probably around 2, 3:00 in the morning, I
10 believe.

11 Q. Okay.

12 A. But I wasn't out there that long. I just went out to
13 see, you know, if everything was okay and --

14 Q. If the bridge was still there?

15 A. Well, yeah. A smart thing we did was we opened it so
16 that the water could run and not hurt anything, you know.

17 Q. Not act as a damn.

18 A. Yeah. Right.

19 Q. Yeah. And how about going back from there? Do you
20 recall any other besides the trouble logs?

21 A. I was out there -- the same day on the 29th it was Jerry
22 Kaminski, Ryan Hill, Charles Hanby, and myself. We wanted to run
23 some tests and see if we can find out what's going on. And in
24 operating it, the east girder was hitting the west bridge seat.

25 Q. Okay.

1 A. So we made an adjustment on the hog rod so that it would
2 clear that bridge seat. And we tested it a few more times and she
3 worked fine. She locked up, got the signal, and everything. And
4 while we were there, CA-40 -- that's one of the trains -- came
5 down and he punched in his code and she closed and he went across.

6 Q. Now, this hog rod, is that a rod goes from like a toe of
7 the bridge to the A-frame link?

8 A. Yes.

9 Q. Okay.

10 A. Yes, that's -- it's connected to the cam that lifts the
11 span. There's a cam in -- you know, of course, it turns -- you
12 know, it has a big gear and it turns and lifts the bridge off the
13 seat. So we did like maybe a quarter or a half turn, something
14 like that, and that was it. And like I say, we tested it a few
15 times and she worked every time.

16 Q. Thanks a lot. Anything else that you could recall?

17 A. This really doesn't have much to do, but I told
18 everybody they could go ahead and leave and I just, you know,
19 walked out and looked at everything one more time and that was it.

20 Q. Is that the first time you ever had to adjust the hog
21 rod or have you ever adjusted it previously that you can recall?

22 A. It's been years since I've -- you know, and I mean I'm
23 going back like maybe 3, 4 years ago I was out there and made an
24 adjustment. Other than that, that's the first time in years.

25 Q. Okay. As an inspector, do you ever get involved with

1 the bents and the pivot pier and the pile -- bridge seat pile?

2 A. Oh, yes. I climb all over those bridges.

3 Q. Tell me what you -- tell me what you think of the
4 condition in your opinion and expertise. You've been doing this
5 for a bit, so you should know something about it.

6 A. Yeah. Well, we just had the -- because of the collapse
7 in '09, we had new bents put in on the north and we had the -- all
8 the other piles plated and encased in concrete with fiberglass
9 jackets. And, I mean, I know it's old, but it was -- I think it
10 was a good bridge. Yeah, I think it was a good bridge.

11 Q. Have you seen any settling in the bents? And what I
12 mean that, you know, sometimes you could see -- if you're there
13 when a train passes you might see the bent maybe pushed down a
14 little bit with a little bit of air bubble or anything like that?

15 A. No, I haven't seen anything like that.

16 Q. No. You haven't seen anything like that?

17 A. No.

18 Q. What's your experience with the pivot pier? Is there --
19 I noticed on -- I think you're the bridge inspector that talks
20 about a quarter-inch play in some kind of a bearing or something
21 like that.

22 A. Yes, that was up -- we call it the crow's nest, but it's
23 up in the top of the A-frame.

24 Q. Um-hum.

25 A. Yeah, there is -- there's a bearing up there with a

1 brass bushing and there was a little quarter-inch gap, but it
2 didn't get any -- it didn't open up any wider or anything like
3 that. It remained like a quarter -- sometimes I would go up
4 there, like if the guys were down there greasing the bridge, I
5 would go up there, you know, and take a look at it and it didn't
6 get any worse.

7 Q. Okay.

8 A. Yeah.

9 Q. Okay. I looked at two semi-annual bridge reports of
10 yours.

11 A. Um-hum.

12 Q. One of them had another item written on there. And then
13 on the second one, which was the most recent one, it disappeared.
14 And I can't recall what it said.

15 A. Yeah.

16 Q. But I'm assuming it got repaired?

17 A. I don't know -- I would have to see, you know --

18 Q. Oh, okay.

19 A. Yeah.

20 Q. Yeah. Okay. All righty. But is that how it normally
21 works? If it gets repaired you remove it from the --

22 A. Oh, yeah.

23 Q. -- the next bridge inspection report?

24 A. Yes.

25 Q. I'm going to say on a level from 1 to 5, that item

1 that's left on there, that quarter-inch bearing, what severity
2 would you say that is in seriousness in your mind? Is that like a
3 1, which would minimum, or a 5 would be maximum?

4 A. I would say maybe -- I'll say maybe a 2.

5 Q. A 2?

6 A. You know, a 2 or 3 --

7 Q. Okay.

8 A. -- something like that.

9 Q. Yeah, yeah.

10 A. Yeah.

11 Q. Is there anything else other than that that you have
12 concerns with on that bridge that you had in your inspection
13 report?

14 A. No.

15 Q. No?

16 A. No. No.

17 MR. GURA: Okay. I think that's all I have for right
18 now.

19 MR. DEPAEPE: All right. Mr. Bilson?

20 MR. BILSON: Tom Bilson.

21 BY MR. BILSON:

22 Q. Gary, during the hurricane you said the bridge was open.

23 A. Yes.

24 Q. Did you secure it in any way?

25 A. Yes. We chained it to a dolphin.

1 Q. So you spent some time down there prepping for the
2 storm?

3 A. Yes.

4 Q. Okay. So no chance of it moving or --

5 A. Right.

6 Q. -- taking any hard water, so to speak?

7 A. Right. Right.

8 Q. It was secured very tightly?

9 A. Yes.

10 Q. How about when you returned to -- or did you return to
11 take it off?

12 A. Yes. We put a binder on there.

13 Q. Okay.

14 A. A chain binder.

15 Q. And when you took it off, did you do any type of
16 inspection of the bridge?

17 A. Yeah. I looked it over and everything, you know, seemed
18 to be okay. Operated it and that's about it.

19 Q. And did you see any debris, storm debris on the deck
20 or --

21 A. Just small, you know -- I don't know what you would call
22 those little -- maybe like a half inch in diameter things, you
23 know. They were --

24 UNIDENTIFIED SPEAKER: Swamp wheat?

25 MR. GOLDEN: Something -- I guess that would be the

1 name. Right, right.

2 UNIDENTIFIED SPEAKER: Yeah, swamp wheat.

3 MR. GOLDEN: I saw some of that on the deck and on the
4 conduit.

5 BY MR. BILSON:

6 Q. Your inspection on the 5th, I think it was the 5th, just
7 following Sandy, what type of inspection did you do there?

8 A. A full inspection.

9 Q. A full inspection. Now, that would normally call for a
10 cursory inspection, but you did two full inspections. Was that
11 because of the storm or you just always do a full inspection?

12 A. Always do a full inspection.

13 Q. So you do a level 1 on both inspections?

14 A. Yes.

15 Q. Okay. That was a question came up and that's why I'm
16 addressing it.

17 A. Yeah.

18 Q. One of the items that Cy brought up here was the item
19 that fell off the second inspection.

20 A. Um-hum.

21 Q. And let me refresh your memory maybe. It was the item
22 about the gusset plates. They're the -- on the center pivot pier.

23 A. Yeah.

24 Q. That was on the first inspection I think you did in May
25 and it was off the November one. To the best of your knowledge,

1 do you think that was repaired?

2 A. Yes, it was. I know it was.

3 Q. Okay. So that's why it's not on your second inspection?

4 A. Okay. I didn't know what the item was, but --

5 Q. Yeah, it was a handwritten item --

6 A. Okay.

7 Q. -- that had been written in.

8 A. Yeah. Yeah.

9 Q. So was that it or --

10 A. Yes.

11 Q. Yeah. Was it repaired to your satisfaction?

12 A. Oh, yes. They did a nice job on it.

13 Q. To clarify the bearing gap, this gap is in -- you say in
14 the crow's nest, right?

15 A. Right.

16 Q. Does that have anything to do with the actual operation
17 or I should say the bearing of the structure? Or does that have
18 to do with the operation of the swing of the bridge only?

19 A. It is in a sense holding the swing span. Once it starts
20 lifting and she swings out it's in a sense carrying all the weight
21 of that swing span.

22 Q. When it's swinging?

23 A. Right.

24 Q. But when it's at rest for train movement --

25 A. Yes.

1 Q. -- is it doing anything?

2 A. No, because, you know, it's seated --

3 Q. Right.

4 A. -- and locked. And I have been up there in the past
5 where, you know, a train was coming by, you know, and there was
6 any -- wasn't any great movement or anything like that.

7 Q. So it only has to do with when the bridge opens and
8 closes; it doesn't have anything to do when the bridge is --

9 A. Right.

10 Q. -- aligned for rail traffic?

11 A. Right.

12 Q. I just wanted to clarify that.

13 A. Yeah, um-hum.

14 MR. BILSON: I think I'm done.

15 MR. DEPAEPE: Mr. Tracy?

16 MR. TRACY: No questions.

17 MR. DEPAEPE: Mr. Noon?

18 MR. NOON: No questions.

19 MR. DEPAEPE: Mr. Hansler?

20 MR. HANSLER: No questions.

21 MR. DEPAEPE: Mr. Killingbeck?

22 MR. KILLINGBECK: Yes, I've got a few, a few that I
23 scribbled down, but they've already been answered so I don't need
24 to address those.

25 BY MR. KILLINGBECK:

1 Q. Gary, you said that you were writing down the error
2 codes and the fault codes from the programmable logic controller?

3 A. Yes.

4 Q. How long has it been your practice to do that?

5 A. I would say recently, simply because when I call my
6 supervisor, you know, I would tell him, you know, and I didn't
7 write them down. He suggested, which I agree, I should write them
8 down each time, you know. And it's a shame; it's a hard lesson,
9 but I'm going to make a lot of changes, you know, since this
10 happened.

11 Q. Can you give me an approximate time span how long you
12 have been writing them down or that your supervisor has asked that
13 they be written down?

14 A. Yeah. I would say, I would say a few weeks --

15 Q. A few weeks?

16 A. -- that I have been writing them down.

17 Q. Okay.

18 A. Yeah.

19 Q. This bearing that you mentioned in the crow's nest?

20 A. Yes.

21 Q. Does that get greased?

22 A. Yes. It has -- I believe it's three fittings up there.

23 Q. Like zerk fittings?

24 A. Yes.

25 Q. Or button head fittings?

1 A. Yes.

2 Q. Okay. And is that -- do you know -- you don't normally
3 grease the bridge?

4 A. When I was a foreman I used to go up there because I
5 know some guys may be afraid of heights, so I would take the job
6 of going up there and grease it. Since my son was hired he's been
7 up there a few times. So, yes, it does get greased.

8 Q. So it's part of the weekly or monthly or whatever cycle
9 of greasing?

10 A. Right.

11 Q. It's not one of those things that happens once a year?

12 A. No.

13 Q. Or once every 5 years?

14 A. No.

15 Q. It gets regularly greased?

16 A. Yes.

17 Q. Okay. That's the only questions that I have. I hope
18 I'm not going off the reservation, but, you know, early on you had
19 indicated that you took and walked the conductor out to point out
20 to him --

21 A. Yes.

22 Q. -- in case it should happen again what to look for to
23 ensure that the bridge is closed and locked. And I want to
24 commend you for taking that initiative.

25 A. Thank you.

1 MR. KILLINGBECK: That's all I have.

2 MR. GOLDEN: Okay.

3 MR. DEPAEPE: Thank you. I don't any follow-ups at the
4 time. This is Tim DePaepe. I'm going to go around the room one
5 more time. Mr. Gura, do you have any follow-up questions?

6 MR. GURA: Just a couple quickies.

7 BY MR. GURA:

8 Q. The conductor's name. Do you recall it by any chance?

9 A. No.

10 Q. Okay.

11 A. But I know his face because it's -- sorry to say this,
12 but after Friday, I walked back to the yard and I saw him and I,
13 you know, I just, you know, waved to him. I know he's out of
14 Paulsboro, but I don't know his name.

15 Q. Okay. Is he a Conrail conductor or --

16 A. I'm going to say yes because I don't -- I don't think
17 CSX runs --

18 UNIDENTIFIED SPEAKER: No. No it's all Conrail.

19 MR. GOLDEN: Yeah. Yeah, he's Conrail.

20 BY MR. GURA:

21 Q. Conrail conductor?

22 A. Yeah. I mean I've seen him over the years, so I just
23 assume he's Conrail.

24 Q. By any chance you wouldn't know if he was the conductor
25 that was involved in the train accident do you?

1 A. No, because when I walked back to, when I walked back to
2 Paulsboro yard I saw the crew getting in the jitney.

3 Q. Okay. What --

4 A. So I know it wasn't him.

5 Q. Okay.

6 A. Yeah.

7 Q. And one other thing. Are there any pipes -- a lot of
8 times where bridges cross and stuff like that there's a series of
9 maybe gas pipes and stuff like that laying around. Are there any
10 pipes that you know of that are in the right-of-way or near the
11 bridge span or anything of that nature?

12 A. Pipes?

13 Q. Yeah. You know, like big volume gas pipes? Anything
14 that is sticking out that is obvious to you in the right-of-way?

15 A. In the right-of-way? No.

16 Q. No? Okay.

17 A. No.

18 Q. Okay. Sometimes they even have a post like saying gas
19 pipe, you know, over here or 5 feet over there or something like
20 that.

21 A. Well, I know off to -- if you're facing north, off to
22 the right or the east side there's a sign there that says cable or
23 gas line or something under there. Also the people that live
24 there, they have those little yellow plastic gas lines or whatever
25 down -- you know, at Paulsboro.

1 Q. Yeah.

2 A. Yeah.

3 Q. Okay. All right.

4 MR. GURA: That's all I have.

5 MR. DEPAEPE: Mr. Bilson?

6 MR. BILSON: No, I'm fine. Thank you.

7 MR. DEPAEPE: Mr. Tracy?

8 MR. TRACY: No.

9 MR. DEPAEPE: Mr. Noon?

10 MR. NOON: One quick question.

11 BY MR. NOON:

12 Q. One quick question. At night there are spotlights
13 there. Is it sufficient to see well?

14 A. Yes. I have to take a flashlight with me. And also, if
15 you walk out on the span we have a light switch there where you
16 could hit that and that's the center and it's shining on the swing
17 span and also on the fixed span.

18 Q. Okay. So at night you can --

19 A. Yes.

20 Q. -- you can see well?

21 A. Oh, yes.

22 MR. NOON: That's all.

23 MR. GOLDEN: Yeah, they light up pretty good.

24 MR. NOON: That's good.

25 MR. DEPAEPE: Mr. Hansler?

1 MR. HANSLER: No.

2 MR. DEPAEPE: Mr. Killingbeck?

3 MR. KILLINGBECK: This is Dave Killingbeck again.

4 BY MR. KILLINGBECK:

5 Q. Just to clarify something that you just responded to
6 Mr. Noon's question. These floodlights are manually operated;
7 they don't come on at sunset or anything?

8 A. No.

9 Q. And they're located up on the crow's nest or up on the
10 top of the A-frame?

11 A. Not all the way up. I would say like mid-height.

12 Q. Okay.

13 A. Yeah.

14 Q. Are there any other area lights --

15 A. Yeah, we have a --

16 Q. -- that the railroad has placed to try to illuminate the
17 bridge area?

18 A. Yes. We have a pole with lights on that. There's a
19 pole over by the C&S case.

20 Q. Okay. Thank you.

21 MR. KILLINGBECK: That's all I have.

22 MR. DEPAEPE: Okay. I appreciate your openness with our
23 -- with your answers to our questions. I'm going to be closing
24 this interview up shortly, but I'd like to extend you the
25 opportunity if there's anything that you can recall or think of

1 that might help us in our investigation of the accident on
2 November 30th. If you know anything that we haven't asked you
3 about, if you'd like to offer that up now we'd appreciate it. If
4 not, that's okay also.

5 MR. GOLDEN: I'd like to blame it on Sandy.

6 (Laughter.)

7 MR. GOLDEN: I'm serious. It seems like that's when
8 everything started, you know. So that's all I can offer.

9 MR. DEPAEPE: All right. Well, I appreciate again you
10 taking the time to come in here.

11 It is now 4:13 p.m. and I'm going to conclude this
12 interview. Thank you very much.

13 (Whereupon, at 4:13 p.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 Gary Golden

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.

Anne VanDereedt
Transcriber