

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

NTSB - Interview of Conrail Bridge and Building Department Helper

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CONRAIL DERAILMENT/HAZARDOUS

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MATERIAL RELEASE

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Docket No.: DCA-13-MR-002

PAULSBORO, NEW JERSEY

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NOVEMBER 30, 2012

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Interview of: IAN 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 **

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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

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

(12:15 p.m.)

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3 MR. DEPAEPE: It is December 5th, 2012. This is an
4 interview of Mr. Ian Golden and my name is Tim DePaepe, D-e-P-a-e-
5 p-e. We're here to ascertain if Mr. Golden has information
6 relating to an accident at the Paulsboro movable bridge. And it's
7 designated as DCA-13-MR-002. And we're going to go around the
8 table introducing ourself starting with the individual on my
9 right.

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

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

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

16 MR. NOON: Thomas Noon, N-o-o-n, FRA, Signal and Train
17 Control Inspector.

18 MR. HANSLER: Charlie Hansler, H-a-n-s-l-e-r, BMWED,
19 Division of Teamsters, Vice Chairman.

20 MR. GOLDEN: Ian Golden, G-o-l-d-e-n, B&B helper,
21 Conrail.

22 MR. KILLINGBECK: David Killingbeck, Chief Engineer
23 Structures, K-i-l-l-i-n-g-b-e-c-k. Again, Chief Engineer
24 Structures, Federal Railroad Administration.

25 MR. DEPAEPE: Thank you. This is Tim DePaepe again. I

1 want to ask you just a quick couple questions, Ian.

2 INTERVIEW OF IAN GOLDEN

3 BY MR. DEPAEPE:

4 Q. I was able to show you a list of trouble tickets that
5 Conrail has provided us as part of this accident and before I
6 start that I want to ask you your date of hire and your work
7 experience -- jobs you've worked since you've been hired.

8 A. My date of hire was August 20th, 2012. Various things
9 that I do for this job is maybe grease bridges, lay decks, like
10 new ties on bridges, and then any other miscellaneous things.
11 Like some days we'll be painting buildings, painting, you know,
12 other things, just sometimes miscellaneous work, but also on
13 bridges as well.

14 Q. Do you have a specific job title right now?

15 A. B&B helper.

16 Q. Okay. Thank you.

17 MR. DEPAEPE: I'm going to turn the questioning over --
18 oh, I do want to ask one question. Excuse me.

19 BY MR. DEPAEPE:

20 Q. You were afforded the opportunity to look through a list
21 of trouble tickets that we collected and we're specifically we're
22 concerned with items between October 27th, 2012 and November 30th,
23 2012. Were you specifically called and dispatched for any of
24 these trouble tickets, problems that you can recall?

25 A. No.

1 Q. Okay. Thank you.

2 MR. DEPAEPE: Now I will pass the questioning over to
3 Mr. Gura.

4 BY MR. GURA:

5 Q. Ian -- this is Cy, C-y, Gura, G-u-r-a. Ian, based on
6 your limited experience tell me a little bit about your experience
7 over at the Paulsboro Bridge. Basically, what have you done and
8 I'm going to say since post-Hurricane Sandy? And if you got there
9 soon after Hurricane Sandy, I'm going to ask you a little bit
10 about your observations. So start out what your experience is
11 with -- starting with the most recent, you know, just -- you
12 mentioned something about just before the derailment you were
13 there.

14 A. Um-hum. I was there the Wednesday before the
15 derailment, which was the 28th of November. We were there to
16 grease the bridge. Prior to that, my last trip to that bridge, I
17 believe it was early November, and I was there again to grease the
18 bridge. You had mentioned if I've been here post-Hurricane Sandy.
19 My father and I were both sent out there to check, you know, the
20 bridges, both Paulsboro and Bridgeport Bridge, to make sure that
21 the water levels weren't, you know, harming the bridge in any way.
22 So we went, you know, in the storm to check the water levels.
23 Everything looked fine.

24 That's pretty much -- you know, I've been there, I would
25 have to say, Paulsboro Bridge, a total of 10 times, but only twice

1 to grease the bridge. The other times I was there it was just to
2 do other miscellaneous things like paint or, you know, clean
3 debris, stuff like that.

4 Q. Okay. I'll go right down to Hurricane Sandy then. You
5 said during the storm -- I mean, you're there like on the 27th,
6 28th, or what day was it?

7 A. It was the night of the storm; I know that.

8 Q. The night of the storm?

9 A. Yeah.

10 Q. Was the bridge under water?

11 A. The bridge wasn't. I mean, the actual bridge wasn't
12 under water, but the water levels were pretty high. Not above the
13 ties, not at tie level, but the water was pretty high.

14 Q. Okay. And did it have a real fast current?

15 A. It was pretty fast.

16 Q. Pretty fast?

17 A. Yeah.

18 Q. Okay. Okay. Did you guys notice anything out of the
19 ordinary?

20 A. No. We figured the water level would be pretty high and
21 the current would be pretty fast, but other than that no.

22 Q. No? Okay. Did you -- you didn't operate the bridge?

23 A. Oh, no.

24 Q. No. Okay. When you were there did you look to see if
25 the slide locks -- I'm calling those slide locks -- did you look

1 to see if they were in place?

2 A. Slide locks. The locks that --

3 Q. Yeah. Was the bridge closed or open?

4 A. The bridge was open.

5 Q. Open to marine traffic?

6 A. Yeah.

7 Q. Okay. Good enough.

8 The greasing?

9 A. Um-hum.

10 Q. What do you grease on the bridge?

11 A. We have grease fittings where we have a grease gun, you
12 know, put the grease gun on the grease fittings 10 times, you
13 should have enough grease. Also, we also grease I guess where
14 the, I guess where the locks are or like where -- I'm sorry, where
15 the rail -- the rail that slides up when you're trying to close
16 the bridge and then it slides back down, we grease in there also.

17 Q. Okay.

18 A. Because it's like metal on metal, so --

19 Q. Okay. Do you do anything too on the bridge seat? Do
20 you grease the bridge seat also where the bridge actually comes
21 down and sits on a big pier?

22 A. I believe so. I'm not sure.

23 Q. Okay. And there's like little -- there's motors over
24 there?

25 A. Movable parts, yes.

1 Q. Movable parts?

2 A. Um-hum.

3 Q. Do you grease them also?

4 A. Yes.

5 Q. And I'm calling them slide locks, but there are slide
6 rails that when you open the bridge to rail traffic there's like
7 these bars that slide in the rail.

8 A. Okay.

9 Q. Do you use a grease in there?

10 A. A grease gun? No, I didn't.

11 Q. Not a grease gun -- or some spray lubricant or anything
12 of that nature?

13 A. No, I didn't.

14 Q. Okay. And it's just limited primarily -- and you said
15 the miscellaneous maintenance is you did some painting on the
16 bridge?

17 A. Not the actual bridge, but we have like a shanty.

18 Q. Okay.

19 A. So it's like, you know, little -- paint the shanty,
20 clean it up, things like that.

21 MR. GURA: I don't have any further questions.

22 MR. DEPAEPE: Mr. Bilson?

23 MR. BILSON: I have no questions.

24 MR. DEPAEPE: Mr. Tracy?

25 MR. TRACY: No questions.

1 MR. DEPAEPE: Mr. Noon? Mr. Hansen?

2 UNIDENTIFIED SPEAKER: Hanley.

3 MR. DEPAEPE: Hanley?

4 MR. HANSLER: Hansler.

5 UNIDENTIFIED SPEAKER: Hansler.

6 MR. DEPAEPE: Hansler. Excuse me, sir.

7 MR. HANSLER: No, I have no questions.

8 MR. DEPAEPE: Mr. Killingbeck?

9 MR. KILLINGBECK: No, I have no questions.

10 BY MR. DEPAEPE:

11 Q. I'm going to go straight to just some end questions
12 here. You said that you worked on the bridge the Wednesday before
13 the derailment. The derailment was on 11/30, so I'm assuming
14 that's 11/28. You stated what you did there. Did you happen to
15 go back on the 29th? I'm trying to find out who was there maybe
16 within the previous 24 hours. Do you recall that you had to go
17 back there?

18 A. No, I wasn't there on the 29th.

19 Q. You weren't --

20 A. No.

21 Q. You were not there on the 29th?

22 I guess we're going to wrap this interview up. I just
23 want to give you the opportunity to add anything that we may have
24 forgotten that you may think is pertinent. I know your time has
25 been short, but, you know, with a fresh set of eyes like you

1 possess, you know, not being out there for a long time, did
2 anything look out of the ordinary at the bridge when you were
3 there on Wednesday?

4 A. Yes, I will say yes.

5 Q. What would that be?

6 A. I was there with employee-in-charge, Newt Wallen, and we
7 were -- like I said, we were there to grease the bridge. I had
8 started to grease the bridge. He was my watchman, but he noticed
9 that the locks weren't -- the bridge wasn't locked. The locks
10 were still sitting up. So he told me to get off the bridge and
11 call the bridge inspector. He was at Bridgeport, which is the
12 Bridgeport Bridge, which is down the street.

13 And when we got off the bridge we noticed a train was
14 going to come onto the Paulsboro Bridge, so I informed the bridge
15 inspector and he made it to us. And the train got to, you know,
16 the point where he was about to cross the bridge. We told him to
17 stop, don't go over the bridge because it's not locked. I believe
18 -- I'm sorry, yeah, the conductor got out of the train. By that
19 time the bridge inspector was there. He -- we told the bridge
20 inspector that the bridge wasn't locked and the bridge inspector
21 showed the conductor what to look for if he did have to get out
22 the train, you know, future reference what to look for to make
23 sure that the bridge is locked. He said okay.

24 We -- I'm sorry, the conductor went back to the train,
25 punched in his code I guess to make sure the bridge was locked.

1 The locks did go down. He did get the green signal to cross the
2 bridge. The train crossed the bridge, but after -- that bridge is
3 supposed to open on its own after the train crosses. It didn't
4 open. It just unlocked the bridge, but it didn't open back up.
5 So the bridge inspector went into the shanty and read the faults,
6 I believe, and then, you know, reset and finally opened the bridge
7 up.

8 Q. Do you happen to remember the bridge inspector's name?

9 A. Gary Golden.

10 Q. Oh, Gary Golden. Okay. Just for my understanding,
11 because I have not been out to see the bridge yet, when you talked
12 that it wasn't locked, is that some locking device below the
13 bridge or are you talking the rails --

14 A. The rails.

15 Q. -- the slide locks that are --

16 A. Um-hum, slide locks, yes.

17 Q. So you noticed the slide locks were disengaged while you
18 were out there?

19 A. That was Newt Wallen.

20 Q. Okay.

21 A. Yes, Newt Wallen noticed that they weren't locked.

22 UNIDENTIFIED SPEAKER: Which end?

23 BY MR. DEPAEPE:

24 Q. Oh, yeah. Which end? Do you remember if it was the
25 north end or the south end?

1 A. The north end, I believe.

2 Q. Here. I've got a print I can show you. Maybe this will
3 help you. No?

4 MR. KILLINGBECK: The shanty is on the south end.

5 MR. GOLDEN: The shanty's on the south? Okay. It was
6 the north end then. Yes, it was this end here.

7 MR. KILLINGBECK: Let the record show that Ian's
8 indicating the north end.

9 MR. DEPAEPE: Based on that information, does anyone
10 here have any follow-up questions?

11 BY MR. DEPAEPE:

12 Q. Hearing none, do you have anything else you might want
13 to add, Ian?

14 A. Not really. I mean, we started noticing problems after
15 Hurricane Sandy. And I believe -- I can't remember if it was the
16 day after the hurricane or 2 days after the hurricane, we did
17 notice -- like, I went to the bridge again and we noticed like
18 debris that was washed up like in the ties and stuff. That means,
19 you know, the water level pretty much was over the bridge, but --
20 and pretty much over -- we do have conduit down there, so, you
21 know, the water was above that. So, other than that, no.

22 Q. All right. Well, I appreciate your participation in
23 this effort. And I'm going to conclude this interview at 12:30
24 p.m., and thank you very much for your time, sir.

25 (Whereupon, at 12:30 p.m., the interview was concluded.)

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 Ian 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