

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

NTSB - Interview of Conrail Electrician

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: CHARLES HANBY

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
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** PII **

** PII **

CYRIL GURA, Safety Engineer
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AIKEEM TALLEY, Vice President
Local 2271
International Brotherhood of Electrical Workers (IBEW)

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I N T E R V I E W

(11:00 a.m.)

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3 MR. DEPAEPE: It is now 11:00 and it is December 5th,
4 2012. We're here to interview Mr. Charles Hanby about incidents
5 and trouble tickets relating to the Paulsboro movable bridge and,
6 specifically, for the accident date of November 30th, 2012. My
7 name is Tim DePaepe, D-e-P-a-e-p-e. I'm a signal specialist with
8 the National Transportation Safety Board. I'm going to have
9 everyone else at the table introduce themselves. To my right?

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

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

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

16 MR. NOON: Tom Noon, N-o-o-n, Federal Railroad
17 Administration, Signal and Train Control Inspector.

18 MR. HANBY: Charles Hanby, H-a-n-b-y, Conrail,
19 electrician.

20 MR. TALLEY: Aikeem Talley, A-i-k-e-e-m, T-a-l-l-e-y,
21 IBEW Local 2271, Vice President.

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

24 MR. DEPAEPE: Thank you, gentlemen.

25 INTERVIEW OF CHARLES HANBY

1 BY MR. DEPAEPE:

2 Q. Mr. Hanby, I want to talk about a couple of specific
3 trouble tickets that we have information on. The first one I'd
4 like to start with is designated as 62816 at the Paulsboro bridge.
5 The problem was bridge did not open after train. Repairs none,
6 COA, under repairs. Cause under investigation. Can you explain
7 to me how you were called and what you did and what you remember
8 that transpired that day?

9 A. I believe I was called or told in the morning to report
10 to Paulsboro bridge about a bridge problem. I was told there
11 would be some signal people there and I believe I was told Ryan
12 Hill would be joining us. On arriving, I did find Dave Ohr there.
13 The bridge was already open. He said he cleared the faults and
14 opened it, and that's the way I found it.

15 Q. Did you do anything there to assist to find out why it
16 was failing or why it was open, or was it failing?

17 A. We basically ran it off of the push buttons; probably
18 opened and closed it anywhere from a half a dozen to 10 times and
19 it worked every time without fail.

20 Q. Okay, so for my clarification and so I don't misstate
21 anything, under repairs it says none. Obviously, no repairs were
22 made. But COA, what does that mean?

23 A. I don't know. If you could clarify on that word?

24 Q. Right here.

25 A. I'm unaware of that term.

1 Q. Okay, thank you. So when you got there, you tested it,
2 operated it multiple times and it worked as designed as far as you
3 know?

4 A. Yes, sir.

5 Q. Okay. Let me step back for a minute and ask you when
6 your hire date was with Conrail and what your work history was up
7 to the current time?

8 A. 12-1-05, Conrail, B&B helper, 1 year. And maybe --
9 spent some time as a mechanic and then the foreman, the
10 electrician, requested help, offered me the job.

11 Q. Okay, thanks. I want to go back to back to the trouble
12 log and on page 3, event 62890. The location then, again, is
13 Paulsboro movable bridge. The problem is bridge will not close.
14 Repairs, again, says, "None, COA, under investigation." Under
15 their notes it says, "Train reports bridge was about 4 inches shy
16 of being closed upon arrival. Crew reports bridge closed after
17 several attempts. Signal displayed but bridge did not announce.
18 Train crossed bridge and bridge announced failure to operate."

19 Can you tell me your recollection of that day's events:
20 when you were called, what you did when you arrived, any testing
21 you did, any repairs that you did?

22 A. Okay, we're talking about the Thursday before. I
23 believe I was called there for the same reason, which was bridge
24 problems. I think when I got there, the bridge inspector may have
25 been there. I wasn't the first one there. He cleared the faults.

1 The train -- I'm not exactly sure where it was. So the train
2 moved -- made its move and that's when the bridge inspector said
3 that the train said the bridge is 4 -- 4 inches shy of closing?

4 Q. Um-hum.

5 A. Okay. I did not witness that. And then, I believe,
6 Ryan Hill may have showed up and alls we did was open and close
7 the bridge and, again, it works perfect.

8 Q. Okay.

9 A. And then shortly after that is when Jerry Kaminski
10 showed up. And I believe on that day after the -- after the train
11 cleared and we worked the bridge numerous times, which I'm going
12 to say -- estimate six, we could tell that the bridge was just
13 scraping the seat. So Ryan Hill and I turned the turn buckle,
14 maybe, I'm going to say, a quarter of a turn, closed the bridge.
15 It no longer hit the seat and it locked.

16 And then after that is when I believe Jerry Kaminski
17 showed up and, again, went through it. The bridge works fine. I
18 believe a train did show up at some point and I am not certain who
19 closed the bridge. I don't know if -- I do not recollect whether
20 we closed it or that it did it over the radio. But, anyway, the
21 bridge did close, they did get signals, they went north.

22 At that time the bridge did nothing. It didn't open, it
23 didn't -- locks did not withdraw, it didn't raise. And then I
24 believe we went inside and looked at the -- for faults; there were
25 no faults. And then I guess someone must have initiated it

1 manually to open. When it initiated manually is when we got our
2 faults, which was an 8LS2 A&B, which is the bridge lock motor.
3 The bridge locks withdrew, it raised, it opened fully. And then
4 they worked it again manually and then there were no faults.

5 Q. I just have a question. I'm trying to understand, like,
6 protocols on Conrail. It's my understanding the signal people
7 take care of the signal at the bridge, the B&B people take care of
8 the bridge itself. What is your role as an electrician? What are
9 you, like, you responsible for there?

10 A. It's mainly wires, motors, things of that nature. It is
11 -- I don't know if you would consider the line drawn between us
12 tentative?

13 Q. That's kind of where I'm getting at. It --

14 A. But it --

15 Q. Go ahead.

16 A. Really, the line needs to be erased. It really does.

17 Q. So, like, if the bridge people go out there and they
18 have an error code of something with the motor, motor failed or --
19 I don't know if it gives a code for a motor burned out or
20 something, or maybe -- I don't know. But then that would be you
21 would replace the motor and then B&B would ensure that the bridge
22 then operates when you're done with your repair?

23 A. Okay, we can -- yeah, you can say that the locking
24 motor, that motor failed. Yes, I guess B&B would -- responsible
25 for replacing the motor, and then the rest of the bridge maintain

1 -- or the bridge -- I don't want to call them maintainers -- the
2 mechanics would actually hook up -- look at the arm and stuff like
3 that.

4 Q. Okay. All right, then. I just wanted to figure out
5 more what your responsibilities were.

6 MR. DEPAEPE: What I'm going to do at this time, I'm
7 going to give everybody at the table an opportunity to ask any
8 questions they may have. Mr. Gura?

9 BY MR. GURA:

10 Q. I have a few questions. Did you have to replace the
11 motor then after you had that error code? Did you --

12 A. No, sir.

13 Q. Pardon me? No?

14 A. The motor works fine. I believe the motor works -- it
15 always worked properly.

16 Q. Okay. Did you have to test the motor afterwards or
17 anything like that, you know, after you -- for error codes?

18 A. Well, the way that we tested them, we just run the locks
19 in numerous times.

20 Q. Oh, okay.

21 A. And it -- yeah, it worked.

22 Q. And as long as it works, it works?

23 A. Yes, sir.

24 Q. Okay. Have you ever participated in this quarterly
25 bridge inspection?

1 A. Yes, sir.

2 Q. You do? Well, when was the last time you did the
3 quarterly bridge inspection? I think it was in June, to give you
4 an idea. It was somewhere back the summer.

5 A. That sounds right.

6 Q. What do you all do on a quarterly bridge inspection?
7 From what I understand, it's like a team inspection where you have
8 all different bunch of crafts working together?

9 A. That's basically it. We -- I'm not sure what the other
10 crafts look for when they push the button and the bridge closes.

11 Q. Um-hum.

12 A. It's a visual inspection.

13 Q. Okay, how about yourself, what do you do on a quarterly
14 inspection with the team?

15 A. Make sure the motors work the way they should, make
16 sure, you know -- look for any faults, basically.

17 Q. Okay.

18 A. Record them if there are any.

19 Q. Um-hum.

20 A. But mostly when you do that, there aren't.

21 Q. Okay.

22 A. Lube the limit switches. I mean, there's --

23 Q. Are limit switches part of your responsibility?

24 A. Yeah. Yeah, that's another line between us and the C&S
25 department.

1 Q. Uh-huh.

2 A. The prox switches.

3 Q. Okay.

4 A. Like, we're responsible for like the motor that drives
5 the locks.

6 Q. Uh-huh.

7 A. C&S is responsible for the prox switches that reads it.

8 Q. Okay.

9 A. That's what I mean by tentative. It's a fine line that
10 really shouldn't be there.

11 Q. Okay.

12 A. But -- and other than that, that's it. Just visually
13 check the wires, the nav lights, things of that nature.

14 Q. Okay. Now you mentioned the limit switches, part of the
15 limit switches, how do you know when they go bad? What do you do?

16 A. Well, they're redundant.

17 Q. The limit switch is a redundant feature?

18 A. Yeah. Yeah, so we get a display on the screen about
19 which limit switch failed. That's when I said when the train went
20 over there and the bridge failed to open and we went in and looked
21 at the -- we got no faults until we initiated the opening. I
22 mean, in that cam switch, both limits failed. It was A and B.

23 Q. Um-hum.

24 A. On the cam switch.

25 Q. Okay.

1 A. But the bridge continued to work. I mean, it did --

2 Q. And you didn't have to change the limit switches?

3 A. We didn't change anything, no.

4 Q. Okay. Is there like a routine that you, you know,
5 quarterly, semi-annually, you just change the limit switches --

6 A. No, sir.

7 Q. -- or when they fail, you change them?

8 A. Yeah, when they fail.

9 Q. Since it's a redundant feature, is that basically it,
10 it's not a critical feature?

11 A. Critical, that I can't answer. You would think that it
12 would be.

13 Q. Uh-huh.

14 A. But that's something in the system which I was never
15 aware of if they are critical. I've never had a limit switch fail
16 to open the bridge. And we really, we never changed one there
17 either.

18 Q. Oh, you don't have any recollection of ever changing a
19 limit switch?

20 A. Not in 4 years. I don't believe we ever changed one
21 there. The only limit -- we did change a prox switch from down
22 the bottom up to top on a close, because it's usually submerged at
23 high tide.

24 Q. Um-hum.

25 A. That was it.

1 Q. I only thought there was four prox switches that detect
2 where the rail --

3 A. The bridge -- our responsibility is the bridge close
4 prox.

5 Q. Okay.

6 A. And they are -- they would have been under water.

7 Q. Okay. And that prox switch, is it like the same prox
8 switches that are up on top?

9 A. Actually, now that you brought it up, what we did there.
10 One time we did go there and the prox switch wasn't working and
11 the bridge worked fine. So I don't know if that closed prox
12 switch, the prox switch -- and I don't know what it does inside
13 the system in the computer. But however, it wasn't reading.

14 Q. Um-hum.

15 A. So we moved it -- I moved it closer to, like, the bridge
16 stop, the actual stop, and it lit and it had no effect. So I
17 guess it could have been the other one was -- because we have one
18 with a light, one without a light. So the other one could have
19 been reading. So that's why there's one on top, one on the
20 bottom.

21 Q. Okay. So could you give me like a count -- do you have
22 any idea in your mind, you know, how many of those prox switches
23 are that are below, that are not -- there's two --

24 A. Below the waterline?

25 Q. No, no, that are -- well, I only thought there was two

1 proximity switches and those were for the rail slide; you know,
2 two on each end of the bridge for the rail slides?

3 A. Yeah, that's C&S.

4 Q. That's C&S?

5 A. Yeah, there's two on each one, and the only other two
6 prox switches on that bridge are to tell that system that the
7 bridge is closed.

8 Q. Okay, and those are below the waterline?

9 A. One is; one isn't.

10 Q. One is and one isn't, okay. And then how many limit
11 switches are there?

12 A. At least eight.

13 Q. At least eight, okay. The two that your prox switches,
14 is that at the bridge seat or is that at the pedestal where they
15 rotate, the pivot part?

16 A. I would tell you that it's the proximity to the seat.

17 Q. Proximity to the seat?

18 A. Yes.

19 Q. Okay. And the limit switches would be like where the --
20 just before the bridge, I'm going to call it the stop, by the rail
21 seat?

22 A. Right.

23 Q. And where are the others located?

24 A. Okay, we got two there. You got two on the --

25 Q. You got two there?

1 A. Yeah, there's two right next to the stop.

2 Q. Okay.

3 A. You got two on the south end near the other lock.

4 Q. Okay.

5 A. Okay? You got two when the bridge is open.

6 Q. Okay.

7 A. Okay, I believe you might have four when the bridge is
8 open, although they might -- they all kind of hit simultaneously.

9 Q. Um-hum, um-hum.

10 A. And I believe one's a slow down, one's stop. You know,
11 on the other side of the bridge it's slow down, creep and stop.
12 And then you have two on the wedges.

13 Q. On the what?

14 A. On the wedge. On the mechanism that actually lifts the
15 bridge, there's a wheel under there.

16 Q. Okay.

17 A. And that wheel would turn and it would hit two --

18 Q. Okay.

19 A. -- that reads it's open. And obviously when it closes
20 it would read those two also.

21 Q. Now do you do that wheel down there also where you're
22 talking -- where those limit switches are, do you work on that?
23 Is that an order?

24 A. The limit switches --

25 Q. Just on limit switches then, or is it the motor too?

1 A. If they were to fail we would work on them, yes, sir.

2 Q. Uh-huh. But you don't work on that motor that's on
3 there where it lifts the bridge like?

4 A. You need to clarify work on.

5 Q. Maintain, other than to look at it.

6 A. Well, we look at it. Yeah, I mean --

7 Q. You just look at it?

8 A. Yeah.

9 Q. Okay. That's all I have.

10 MR. DEPAEPE: Mr. Bilson?

11 BY MR. BILSON:

12 Q. Chip, Tom Bilson. Chip, back to where it scraped coming
13 in, you say you put a quarter turn on it and it raised up, and how
14 did it work after that?

15 A. It worked pretty much like it did before. So it didn't
16 scrape.

17 Q. Yeah, but --

18 A. Obviously.

19 Q. -- was there evidence of scraping on the -- when it was
20 coming in?

21 A. Um-hum.

22 Q. Okay. I have no other questions.

23 MR. DEPAEPE: Mr. Tracy?

24 MR. TRACY: No questions.

25 MR. DEPAEPE: Mr. Noon? We're going to off the record

1 for a moment. It is currently 11:17 a.m.

2 (Off the record.)

3 (On the record.)

4 MR. DEPAEPE: All right, it's 11:20, we're back on the
5 record. Mr. Tom Noon of the FRA is going to continue questioning
6 of Mr. Charles Hanby. Go ahead?

7 BY MR. NOON:

8 Q. Chip, do you work on an annunciator? Do you have any
9 maintenance requirements on the annunciator? Do you work on it?
10 If it doesn't work, do you work on it? Who works on that?

11 A. I would say -- what --

12 Q. The annunciator, the thing that speaks to the engine?

13 A. No, sir.

14 Q. No? You don't have anything to do with that? Okay.

15 MR. NOON: You'll ask the rest of this. That's all I
16 got.

17 BY MR. KILLINGBECK:

18 Q. All right, all right. Mr. Hanby or Charles?

19 A. Chip.

20 Q. Chip? Okay.

21 MR. DEPAEPE: Your name, please?

22 MR. KILLINGBECK: Oh, excuse me. This is David
23 Killingbeck.

24 BY MR. KILLINGBECK:

25 Q. Where do I start? The -- different terms have been

1 tossed around here: limit switches as opposed to proximity
2 sensors. There may be a mix and I think I also heard the term, a
3 cam switch, whether it was in your interview or a previous
4 interview.

5 You have various devices that you said were in pairs so
6 that there's some redundancy there. You previously indicated that
7 the indication that the span is in the closed position, in other
8 words, it's ready for rail traffic, it's closed and it's seated,
9 is being performed by two proximity switches. These are non-
10 contact-type devices or proximity sensors; is that correct?

11 A. The prox switches, to the best of my knowledge, only
12 indicate the bridge is closed.

13 Q. But they're not a roller --

14 A. No, sir.

15 Q. -- microswitch or some type of mechanical switch?

16 A. No, sir.

17 Q. And they sense that -- you indicated one of them gets
18 submerged when the tide goes up and down, but one is farther up --

19 A. Right.

20 Q. -- on the north rest pier where the, I'm assuming,
21 correct me if I'm wrong, the east girder comes up towards the
22 stop?

23 A. Yes.

24 Q. Make sure you speak up.

25 Okay. Those two limit switches -- or those two prox

1 sensors that detect the bridge is closed, what happens, if you
2 know, if one of those fails?

3 A. I believe you get an indication on the screen that you
4 lost one.

5 Q. Will the bridge continue to function?

6 A. Off the other one if it's working. That's --

7 Q. Okay. So are these wired as separate outputs, the
8 attitude, the PLC?

9 A. That I don't know.

10 Q. Okay. You don't know if they're wired in parallel?

11 A. I imagine they are, but that's only a guess. I mean, if
12 one fails, the other one doesn't stop the movement.

13 Q. You've seen cases where one failed and that indicated
14 but the other one did what it had to?

15 A. I've never seen cases where any failed.

16 Q. Oh, okay. The span lift motor --

17 A. Correct, yeah.

18 Q. -- how is that configured in terms of detecting when to
19 stop whether it's seating the bridge or lifting the bridge? How
20 is the rotational limit detected?

21 A. Limit switch.

22 Q. A limit switch that --

23 A. Two.

24 Q. Two limit switches?

25 A. And if I remember correctly -- two limit switches. Yep,

1 because the wheel has -- it has like a piece of angle iron on it.
2 Yeah, so it would rotate down, hit the two switches to indicate
3 it's seated, obviously, then rotate the other way when it's open.
4 Yeah, so there are two limit switches for that motor.

5 Q. Okay. So there's two mechanical switches that are
6 triggered by something that's attached to the wheel --

7 A. Itself.

8 Q. -- or the crank or whatever that actually is on the
9 shaft that --

10 A. Correct.

11 Q. -- pulls on the hog rods, as somebody else called
12 them --

13 A. Yeah, correct.

14 Q. -- that lift the end of the span. Okay.

15 Switching gears slightly. You said that on the 21st,
16 you ran the bridge, I believe you said six times was your
17 estimation, off the push buttons?

18 A. I believe it was off the push buttons. I didn't
19 actually do the physical pushing of the buttons. We were out on
20 the bridge looking for something --

21 Q. Right.

22 A. -- as the bridge is moving.

23 Q. Okay.

24 A. So how that was -- what they used to get the bridge
25 going, I'm not (indiscernible).

1 Q. Would these push buttons have been the open/close button
2 in what somebody else referred to as the MW box?

3 A. Could have been.

4 Q. So it's still cycling using the PLC?

5 A. Yes, sir.

6 Q. It wasn't manually, okay, we'll push this button to
7 swing the bridge and we'll push this one to stop the swing and
8 another set of buttons to lower it down?

9 A. I believe it was in automatic.

10 Q. It was in an automatic --

11 A. I believe that to be the case.

12 Q. Okay. If you know, on I believe the 29th event that was
13 on the trouble log, it indicated that the bridge failed to
14 complete closing; it was about 4 inches away from being closed.
15 If the bridge does not complete its cycle, will multiple requests
16 to close or multiple requests to open from the communications
17 department interface cause the bridge to resume and try to close?

18 A. Are you referring to is, like, a key-in from --

19 Q. Either the key-in from --

20 A. The engine?

21 Q. The engine radio or a portable radio or if somebody got
22 down on the ground, a train and engine crew, and used that box to
23 push the button when they're in the circuit?

24 A. That I don't know.

25 Q. Okay. Are you aware of --

1 A. I believe that is separate. I mean, I believe that
2 there are -- if I remember right, there's two sets of push buttons
3 on there -- one's for them; one's for us -- but different locks.
4 I don't believe they would push -- I don't believe they have a
5 pull option too. I don't know what's in their box, put it that
6 way.

7 Q. Okay.

8 A. The box that they would --

9 Q. Okay. Do you recall participating in a quarterly
10 movable bridge inspection the end of September, beginning of
11 October time frame?

12 A. No. I recall doing something maybe after the hurricane.

13 Q. But that was --

14 A. That was not --

15 Q. -- troubleshooting maintenance-type?

16 A. No, we just went -- I just basically looked for anything
17 that may have looked compromised in my cabinets, boxes, because,
18 you know, I was -- obviously, the water was high so I didn't know
19 what was submerged and not submerged so I just basically opened to
20 look for any kind of water that got in there or anything from
21 debris. And the best I could tell, everything was bone dry, so it
22 didn't look compromised at all.

23 Q. Okay. Are these sealed motors?

24 A. Yeah, I believe they are.

25 Q. Is there any periodic lubrication or maintenance

1 required on the motor or the gear reducers?

2 A. Not on my end, no.

3 Q. Not from your perspective? Okay. Do you know on the --
4 these would be the motors and the associated gear reducers that
5 cause the slide locks or the slide rails to move, what the type of
6 reducer it is? I'm not asking the reduction ratio or anything but
7 just the type of reducer, what's inside of it?

8 A. I've no idea. I don't know.

9 Q. Okay.

10 MR. KILLINGBECK: Okay. That's all I've got at the
11 moment.

12 MR. DEPAEPE: Okay, thank you. Tim DePaepe again. I
13 don't have any additional questions at this time. Mr. Gura?

14 MR. GURA: I have a few.

15 BY MR. GURA:

16 Q. The June-ish quarterly bridge inspection, did you take
17 any exception on the electrical side? Did you have any --

18 A. The only thing I believe we had an issue is, and I can't
19 remember the date because it was a while ago, that there was a bad
20 wire in one of the cables, compromised in some way.

21 Q. Um-hum.

22 A. And I do not remember who they -- helped me troubleshoot
23 that but I believe it was someone from the C&S department.

24 Q. Okay.

25 A. And I believe it went from the junction box JB3,

1 perhaps, and we found a spare in there that worked. And that was
2 the only issues we've ever had on my end.

3 Q. Okay. Who all besides yourself participates in a
4 quarterly inspection?

5 A. We're supposed to have a brake inspector, track
6 inspector, and I believe a maintainer from the C&S department.

7 Q. Plus yourself?

8 A. Plus myself.

9 Q. Okay. And who organizes that? How does that get
10 organized?

11 A. I'm not sure.

12 Q. Okay.

13 A. I believe their department heads gets an e-mail. Who
14 that originator of that e-mail is I do not know.

15 Q. Okay.

16 A. And I'm just basically told by the supervisor that they
17 want you to do it.

18 Q. Oh, okay. Do you have any idea why the September
19 quarterly inspection was not completed?

20 A. I do not know the answer to that.

21 Q. Okay. And then after Hurricane Sandy --

22 A. Um-hum.

23 Q. -- how soon after Hurricane Sandy were you out on the
24 bridge? And when did Hurricane Sandy occur over here?

25 A. I believe, I'm not sure of the date it happened. Or I

1 remember it happened on a Monday because we were in the shop
2 sweeping up and it had to have been -- it wasn't within 3 days, 2
3 to 3 days. I know I wasn't there within 2 or 3 days after that
4 because I got sent to Morrisville to do work on bridge related. I
5 got sent to Stony Creek that was un-bridge related. So it wasn't
6 within 2 or 3 days, I don't think. Maybe 3 --

7 Q. Okay.

8 A. -- but I'm pretty sure that 2 days after the Hurricane I
9 was off doing other things.

10 Q. Okay. So when you did finally get to the Paulsboro
11 bridge, approximately 2 to 3 days after the Hurricane?

12 A. The next time I believe I was at that bridge was when
13 they said they had a -- again, I believe it was a bridge problem.

14 Q. Okay.

15 A. Something about a clogged high pressure. I don't know,
16 I didn't see the -- this is just from what the guys tell me.

17 Q. Okay.

18 A. A high pressure filter maybe in the -- I'm not sure what
19 it was.

20 Q. Okay. When you finally --

21 A. That's when we opened all the boxes, you know.

22 Q. Okay.

23 A. I just did it routinely --

24 Q. Okay.

25 A. -- to see if anything was in them, water, anything that

1 could -- because I believe they had a guy out there. The
2 hydraulic motor was what you got and I believe they had a guy out
3 there who checked it.

4 Q. Um-hum.

5 A. And I don't know what company he was from and I believe
6 he gave it a -- he couldn't find anything wrong with it.

7 Q. Okay.

8 A. But I believe there was another one for high pressure
9 filter after he left, so it must have been reoccurring.

10 Q. Do you have any indication that the water got above the
11 bridge when you -- you know, did you see any indication that the
12 water may have got above the bridge after the hurricane? You
13 know, looking at what you got there 3 days later, did you see
14 any --

15 A. Right.

16 Q. -- evidence?

17 A. I didn't see any evidence.

18 Q. Okay.

19 A. I didn't see any debris on the ties.

20 Q. On the ties, and there was nothing around your motors or
21 anything like that?

22 A. There was no debris on the motors, but obviously it must
23 have gotten up there pretty good, but I actually didn't witness
24 how high it was.

25 Q. Okay.

1 A. That's why I opened them to see if there was any water
2 in them.

3 Q. Okay.

4 A. And they were good.

5 Q. Is there any -- you went over two incidences that are
6 listed on the trouble sheet there.

7 A. Um-hum.

8 Q. Do you recall any other incidences that you may have
9 gone out on, any problems that they called you to go out there
10 that is not listed on there from around that, what is it,
11 October 27th to there, that you can recall?

12 A. No, sir.

13 Q. No? You can't recall anything other than those couple
14 of incidences in that time frame, that -- about a month and a
15 half?

16 A. That time frame. I went out for other things before
17 that, but it was just -- it was really quite simple. One time
18 there was a log on the thing that hit the bridge. The bridge
19 wouldn't move because it had hit a log, and things of that nature.

20 Q. Oh, okay.

21 A. But never -- I never really ever had to replace anything
22 on that bridge.

23 Q. Okay. Thank you, that's all I have.

24 MR. DEPAEPE: Mr. Bilson?

25 BY MR. BILSON:

1 Q. Yeah, just one question that -- it did come up. The two
2 lights that are up on the span, are they functional? There's two
3 spotlights --

4 A. Oh, your two spotlights on --

5 Q. -- that shine down onto the bridge at night.

6 A. I believe one might have been out.

7 Q. Okay, thanks.

8 UNIDENTIFIED SPEAKER: Do you want to clarify when, at
9 what point in time?

10 MR. BILSON: Well, the last time He was out there --

11 MR. HANBY: It was probably checked in June, the last
12 bridge inspection.

13 BY MR. BILSON:

14 Q. Okay.

15 A. But they're, what, they're 250 high pressure sodiums,
16 so --

17 Q. I don't know.

18 A. Well, that's what they are and you need a basket truck
19 to replace those.

20 Q. Okay.

21 MR. DEPAEPE: Mr. Tracy?

22 MR. TRACY: No questions.

23 MR. DEPAEPE: Mr. Noon?

24 MR. NOON: Two questions.

25 BY MR. NOON:

1 Q. Would replacing those lights, would that be your job?
2 Would that be you?

3 A. Yes, sir.

4 Q. Okay. The second question. The limit switches and the
5 bridge indication switches, is that your work -- if there's
6 something wrong with those, would you troubleshoot or work -- or
7 replace them?

8 A. What limit switches did you mean?

9 Q. The limit switches on the bridge when it's closed, the
10 ones that are -- and, yeah, the two proximity switches that
11 indicate the bridge is lined, would you -- do you work on those?

12 A. Proximity switch that the bridge is lined?

13 Q. Yes, the one that indicates where the bridge is.

14 UNIDENTIFIED SPEAKER: Closed.

15 BY MR. NOON:

16 Q. Too far or too --

17 A. If it's a closed prox switch, yes, that one is ours.
18 Yes.

19 Q. Do you work on that? If something goes wrong with the
20 limit switches on the bridge, who replaces them?

21 A. Me.

22 Q. Okay. And so you have the two -- those other limit
23 switches are redundant?

24 A. Yes, sir.

25 Q. But they're not failsafe?

1 A. That I don't know.

2 Q. Okay. So if one of those switches would malfunction,
3 you would be the one to replace it?

4 A. If one of those switches, yes.

5 Q. Okay. Have you replaced any of those within the last
6 year?

7 A. Yes.

8 Q. How many?

9 A. One.

10 Q. One? Is that --

11 A. One that's moved up top that has a light on it. So it
12 would be -- I guess the idea --

13 Q. You're talking about the proximity switch?

14 A. The prox switch --

15 Q. Okay.

16 A. -- says the bridge is closed.

17 Q. Okay.

18 A. Yeah. We didn't think it was a good -- well, I guess
19 the original idea was that -- and ultimately, we didn't really
20 correct it any way.

21 Q. Um-hum.

22 A. But one person would maybe go out and change that.

23 Q. Um-hum.

24 A. And get it out of the water.

25 Q. Okay.

1 A. So we moved one up top. But you still have to basically
2 pick up grating, put a ladder down there to get into that box.

3 Q. Oh, okay. But that would be part of your job to replace
4 those switches?

5 A. Yeah, and the ones that were replaced weren't failed. I
6 mean, we got one that had a light on it so you can visually look
7 at it and see --

8 Q. Show the green and your red lights, yeah.

9 A. It's a red light, yes, sir. And we put that one near
10 the top so we can just, you know, peer down and see if that was
11 one that may --

12 Q. Okay. And the two spotlights, you said that one was
13 working and one wasn't?

14 A. It couldn't have been, yeah, but --

15 Q. But you would do -- you would be the person to go out
16 there and replace that?

17 A. Yeah.

18 Q. But you never got a call to replace it?

19 A. No, sir.

20 Q. Okay, thank you.

21 MR. DEPAEPE: Did you have any questions, Mr. T?

22 MR. TALLEY: No questions.

23 MR. DEPAEPE: Mr. Killingbeck?

24 MR. KILLINGBECK: No further questions.

25 BY MR. DEPAEPE:

1 Q. Hearing none, I'd like to take this opportunity to ask
2 you if you have anything to add, Charles, anything we may not have
3 asked about that you think may have been pertinent to the
4 derailment on November 30th, 2012? If you do or if you do not,
5 this would be the time to mention it.

6 A. I don't at this time.

7 Q. Okay. Well, thank you very much, sir, and I'm going to
8 close this interview to an end, conclude it, at 11:39 a.m.

9 (Whereupon, at 11:39 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 Charles Hanby

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.

Vanita Tildon
Transcriber