

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

NTSB - Interview of Gloucester County
Deputy Emergency Management
Coordinator

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: JACK DeANGELO

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

Thursday,
January 31, 2013

The above-captioned matter convened, pursuant to notice.

BEFORE: MUHAMED EL-ZOGHBI
Accident Investigator

APPEARANCES:

MUHAMED EL-ZOGHBI, Accident Investigator
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I N T E R V I E W

(8:50 a.m.)

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3 MR. EL-ZOGHBI: All right. This is Muhamed El-Zoghbi, a
4 hazardous materials accident investigator with the National
5 Transportation Safety Board. Today is January 31, 2013. We are
6 in the Gloucester County Emergency Management Offices in a
7 conference room conducting an interview related to the Paulsboro,
8 New Jersey derailment. It is currently 8:50 a.m.

9 We'll start off going around the room and just
10 introducing ourselves.

11 CHIEF DeANGELO: Jack DeAngelo. I'm the Gloucester
12 County Deputy Emergency Management Coordinator and also serve as
13 the Chief of the Gloucester County Hazmat Team.

14 MR. STANCIL: I'm Paul Stancil, a hazardous materials
15 accident investigator, National Transportation Safety Board.

16 MR. EL-ZOGHBI: Thanks a lot.

INTERVIEW OF JACK DeANGELO

17
18 BY MR. EL-ZOGHBI:

19 Q. Chief DeAngelo, if you could help explain to us sort of
20 how Gloucester County deals with hazardous material incidents,
21 sort of the setup of interactions with local fire departments and
22 within the county and also how your organization is set up and,
23 again, in your own words.

24 A. Sure. Back in 2002, Gloucester County Hazmat was
25 actually merged down to Gloucester County Emergency Management.

1 We took over the local agreement with our Health Department. In
2 New Jersey, there's a CHER agency that all Health Departments run
3 hazmat in New Jersey. There's a few of us in New Jersey that
4 actually run out of Emergency Management. So we have an agreement
5 with our health department that we run hazmat.

6 Our Gloucester County Hazmat Team is comprised of
7 primarily volunteers from local law enforcement, local PD, FD and
8 EMS. We also have Gloucester County employees such as myself who
9 also do dual roles. So we have some emergency management, some
10 dispatchers, some of our EMS staff, runs as part of the Hazmat
11 Team, but comprisely [sic] it's a volunteer organization.

12 We are a two tier system if you will. We have what we
13 call an assessment team or an overhead team. So pretty much a
14 normal every day spill, our assessment team will go off. That has
15 10 members of our team that goes out and take a look at what's
16 going on and either fix what we can fix or we'll bring in a full
17 team. For obviously the date in question, right off the get-go
18 that was a full team response.

19 We're a Level 1 team from the state police, New Jersey
20 State Police, which pretty much means we're deployable anywhere.
21 We have all meter monitoring capabilities, Level A through D
22 ensembles that we issue out. So we're pretty suitable on the end
23 of hazmat to go out and deal with instances.

24 This one, this one's above us. We're definitely not
25 putting vinyl chloride back in that tank. That just wasn't

1 happening. So pretty much our mission that day was air monitoring
2 in the community. We had a few glitches, if you will, with the
3 Hazmat Team that day. Again, not being there, I was unable to fix
4 these glitches. We had some meter issues, if you will. The
5 report that came back to me was some of the meters were dead in
6 the truck probably because we had a deployment three weeks prior
7 for the hurricane up north. So when the truck came back, my guess
8 is it wasn't plugged in properly. So the batteries were dead in
9 the meter itself.

10 With that said, there are spare batteries packs right in
11 the same exact Pelican case where these meters were but, for
12 whatever reason, that was kind of overlooked and I'm not sure if
13 that was height of frustration, the emergency, the event. I'm not
14 100 percent sure and, again, not being there, I have not yet been
15 able to get a handle on that. But that's pretty much what it is
16 there.

17 Out of here, we'll represent the DEP on some of the
18 calls. We have an environmental specialist on staff with us as
19 well. So he will come out, represent the DEP. We have a very
20 good relationship with the DEP. If we need them, they will come
21 down. Like I said, we're pretty much a self-sufficient team. So
22 we don't rely on them too heavily to come down, but obviously for
23 this event, they came down.

24 The EPA, we work well with them. Being in Paulsboro,
25 and the refineries that we do have down there, we've had several

1 releases from a refinery that require the TIGO (ph.) bus or
2 anything come down. So we've worked with DEP and we work with
3 these agencies quite a bit.

4 Being a county agency, we're not required to go out and
5 train with every individual fire department. Some we do and some
6 we don't. Some are more proactive than others. Paulsboro, we're
7 in Paulsboro quite a bit. So we haven't trained with them, to be
8 honest with you, but we're there. So they know all of us, and
9 they're pretty much comfortable with our skills and skill set and
10 they rely on industry heavily to deal with some of their hazmat
11 stuff as well. So we're the only hazmat team in Gloucester
12 County. With that said, the refineries have a couple of hazmat
13 teams as well who sometimes can leave their fence line and go help
14 out fire departments. It's not often though.

15 So that's pretty much the makeup of us. We're a little
16 unique, us and Michigan. State Police runs OEM. So it's a little
17 unique in that sense from where I'm sure you've guys been before.
18 So it's a home rule state. So local supersedes county and state,
19 and the county just kind of plays the medium between the locals
20 and the State. So we have a very good relationship with the State
21 Police. They're here a lot. We go to meeting with them quite
22 often. So a very good relationship with them as well.

23 So they need certain things done. We kind of pass it
24 down to the locals, and it's just a nice flow that goes back up
25 and forth but the locals do supersede. So it's a home rule state.

1 That's pretty much how it's comprised down and through
2 here. So we have local agreements with all of our volunteers, if
3 you will. Most of them are paid guys in other departments, but
4 for us, they're volunteers. So I have mutual aid agreements with
5 all the different fire departments or police departments or EMS
6 stations that allow them to come and go on the team and there's a
7 mutual aid agreement between us and them, us and the health
8 department, us and the DEP, and then actually any other hazmat
9 team in New Jersey, there's a DEP agreement as well that everyone
10 has signed into as well. So our mutual aid agreements are pretty
11 set in those respects.

12 Q. So you have your fully sustainable team with all of your
13 equipment, PPE and other things like that. Could you describe,
14 when would state police sort of take an incident or be involved,
15 or would they -- do they have their own equipment and capability,
16 or do they tend to utilize sort of what the locals, the county and
17 everybody else has?

18 A. They'll -- if state police hazmat is coming in, they'll
19 bring their own equipment.

20 Q. Okay.

21 A. With that said, they regulate what we have, if you will.
22 If they come down, they'll do an audit yearly to make sure that
23 we're sustaining our status and what kind of equipment we've had.
24 Primarily what the Homeland Security grants, that are out there,
25 that's how we got, honestly, all of our equipment. So they'll

1 make sure we have maintained our capability, with the grant
2 funding kind of drying out a little bit. So they'll just make
3 sure that we maintain what we have. But if they come into an
4 event, they're pretty much going to come in and they have all
5 their equipment that they bring.

6 The only time they typically come in is if it's
7 terrorist related. Sometimes bombs, but again not too, too much.

8 Q. Okay.

9 A. We have our own bomb squad. We work well with our bomb
10 squad. So they don't typically cross-jurisdictional bounds with
11 that.

12 Q. Okay.

13 A. They're both FBI certified. So they don't really do
14 that, and with our status of a tier one team, they don't typically
15 come in. Since I've been chief, which is from 2006, they have
16 never come to an incident.

17 Q. Okay. And can you elaborate more on the audits and
18 things like that they conduct? Is this, you said, an annual audit
19 and what type of things do they normally look at?

20 A. They'll go through everything, everything including
21 documentation. So as far as the administration side of the house,
22 so when the last time your Level A suits were tested, meter
23 calibrations, rig checks of the vehicles, fit tests, medical
24 clearance, medical monitoring, what kind of systems you have set
25 up for that. So all the documentation, the department says

1 they'll go through and they want to see -- typically they pick --
2 you've got to give them a roster of who's on your team and they'll
3 go through and randomly pick five to eight, typically, individuals
4 and they'll say give me their training jacket.

5 Q. Okay.

6 A. Just to make sure that we have all the documentation for
7 all the members on the team. After that, they'll go through and
8 they have a checklist of what to expect on a hazmat truck. So
9 they'll go through from RAD, chemical, biological, nuclear,
10 explosion if you have it. So it'll go through pretty much the
11 whole CBRNE model, if you will, to make sure you have -- or see
12 what you really do have.

13 Q. Yeah.

14 A. So I mean since we've been around for a little bit at
15 this point, from 2002, they know what we have and they pretty much
16 have a list they'll come in with and make sure we still have the
17 current standard stuff. So the only thing we didn't have, and
18 actually no one else in the state had it either, is radiological
19 gloves. That's the only thing that we missed in this year's
20 audit. So that's the only thing that -- and they were like, oh,
21 all right, you and everyone else doesn't have them. But I guess
22 it was a new -- something they added that was new.

23 Q. Okay.

24 A. But other than that, we pretty much have everything.

25 Q. So when they come out and do the audits, they'll give

1 you like an okay, you met all the requirements; here are just some
2 items that need to be --

3 A. Yeah, and they'll go through -- they actually had an
4 independent company do it this year. So they started in August.
5 We went in August, and during this whole stuff and one of the fire
6 departments not being happy with the performance one day, we
7 actually requested that information to come back, and they're not
8 even done yet --

9 Q. Okay.

10 A. -- for the whole state. So some teams haven't stepped
11 up and said, yeah, come on down. We were actually the first one.
12 Like I said, I've got nothing to hide. So come on down, audit
13 away. But we haven't gotten that documentation back yet saying --

14 Q. Okay.

15 A. -- what did we miss, what else can we do better, et
16 cetera. There were some things, just like everywhere else, we can
17 do better.

18 Q. Uh-huh.

19 A. So we've made some changes in how we respond and some of
20 the documentation trails and that kind of stuff. I know, for
21 example, you put a note for request in for some training documents
22 and that kind of stuff. So, honestly, just the way I had it laid
23 out on my computer, I've got to go in and search for all that kind
24 of stuff to do it. So I just kind of rerouted things to make it
25 easier. So if you do come in and say, hey, I want this, now I can

1 go right to a certain folder and know it's in there. So it was
2 just housekeeping issues on my end. But those have been addressed
3 and taken care of since this.

4 MR. EL-ZOGHBI: Do you have any questions?

5 MR. STANCIL: Yeah. What is your perspective of the
6 concerns that the Washington Township Fire Department -- I know
7 their members or volunteer members of the -- or were of the hazmat
8 team.

9 CHIEF DeANGELO: Uh-huh.

10 MR. STANCIL: Can you kind of give us an overview of,
11 you know, your perspective of that situation?

12 BY MR. EL-ZOGHBI:

13 Q. Maybe even elaborate a little more on what their
14 concerns were and are and, you know, any actions and stuff like
15 that, that your department --

16 A. Sure. Their concerns, they're a career fire department,
17 and they have however many staff members they have that do daily
18 rig checks. Like I explained earlier, we don't have that luxury
19 of having someone manned to a station and have the ability to go
20 into a truck every single day. Our responsibilities that we have
21 down here, hazmat is one of six that I do, and I don't have a
22 staff that works underneath me. So they expect, you know, every
23 single thing to be perfect on the truck. Okay, as do I; however,
24 the truck is utilized for other things as well. So unfortunately,
25 unfortunately the plug, actually was the issue. It wasn't even

1 the driver. There was an issue with the plug and how it went back
2 in and it didn't get charged properly.

3 With that said, I don't know if you guys are firemen or
4 anything of the sort, but you're trained to have redundancy
5 systems in place, and we have three redundancy systems for any one
6 of our meters that are on the truck, just in case the charge
7 doesn't last for 8 hours. All right. I still need -- if I'm out
8 there longer, I still need some kind of a charge to have there.
9 So every meter that's on the truck has -- is plugged in and should
10 be charged at all times. There's a backup battery in there
11 charged at all times. And then if they both fail, there's also a
12 converter kit on there that you can put in, for the meters in
13 question, you can put in six C batteries, plug it in and it works
14 fine, too.

15 Q. Let's take a minute there to -- was their concern
16 primarily equipment?

17 A. Yes. Well, no. Twofold.

18 Q. Okay.

19 A. Equipment -- let me backtrack. Their first concern was
20 they felt they were brought too close to the incident. They were
21 being deliberately exposed to the vinyl chloride based on, I
22 guess, Pat Dolgos, who was running hazmat that day from Washington
23 Township Fire Department, brought them in too close to the scene.

24 Okay. Then their issue was when they got to the scene,
25 and they tried to do some meter readings, you know, they pressed

1 the button and the meter didn't work. So from my investigation,
2 after they pressed the meter and it didn't work, they kind of got
3 mad, put the Pelican case back down and threw it back in the truck
4 and tagged it out of service. Never once called and said, hey,
5 where are the spare batteries or never looked, and they're
6 literally in the same Pelican case. So it was just kind of -- I
7 think it was out of frustration that I don't feel comfortable
8 coming here.

9 Q. Uh-huh.

10 A. Now this meter doesn't work. I'm pissed. I throw it
11 back in the truck. That's -- from everyone that I've interviewed
12 so far, that's what I've gotten back. And I don't know if I blame
13 them for that. I might have been a little annoyed as well.

14 Q. Yeah.

15 A. So that was the start of it. So I think being
16 uncomfortable, being that close, I think that was the start of it,
17 and then some of the equipment that wasn't working right off the
18 get-go, I think that was another end of it. And they -- I mean,
19 they took the action they did and okay. Do I think it's an
20 overreaction? Yes, I do. I think they could have came down and
21 made a phone call and said, hey, how do we fix this right now?
22 And that was literally an easy fix. I carry two cell phones for a
23 reason. Call. All right. There's an easy, easy fix.

24 Other people that would have known that, Jay Jones who
25 was just here, but again he was, I guess, doing planning from what

1 I'm being told, so he wasn't really there for this kind of stuff.
2 They wanted some meters that were out of my car. My car, Jay had,
3 and I don't know if he was using it, locked it up, told them not
4 to use it. I've been told a couple different stories on that one.
5 So I'm not really sure what happened there. They wanted a
6 computer to look up the stuff. I've got two in my car. So again,
7 I'm not sure why that wasn't given to them or if the request was
8 made, I'm not 100 percent sure.

9 The other issue they had with the Air-Paks. On our Air-
10 Paks, the PASS alarm so if you go down, it automatically alerts,
11 there was five batteries on the PASS alarms that were dead. We're
12 not sure how at this point. September, September 1st, actually,
13 they were all -- the manufacturer came up here and refurbished
14 every single pack.

15 Q. Uh-huh.

16 A. Annually, we do it annually. So that was our annual
17 inspection that day. So for, you know, a little over 2 months,
18 for batteries to die on an Air-Pak, not -- well, not likely.

19 Q. Uh-huh.

20 A. I do most of the rig checks. The last rig check was
21 done prior to the incident on November 2nd, and everything worked
22 fine that day. We were doing -- at that time we were doing
23 monthly rig checks. With everyone else's schedule and everything
24 else of that nature, it was, again, hard to do the rig checks. So
25 they were done monthly. Everything worked fine on those days.

1 So we had a 28-day gap between the last time the rig
2 check was performed and the day of the incident. So if five
3 batteries died within that time frame, again they shouldn't. I
4 mean, you put a -- the same batteries go in your smoke detector,
5 and how often do you change those? You're supposed to change them
6 every 6 months, but if you test them, they still work. So you're
7 talking six months to, you know, down to three. I don't know.
8 It's a little farfetched.

9 We had spoken to Scott about the meters and the
10 batteries prior to the incident and they have admitted there's an
11 issue with the battery pack and how they, actually they corrode
12 the battery. They were allegedly fixed back in 2010 when we
13 addressed the issue. Since then, it's been hit or miss with some
14 of the packs have had bad batteries and corrosion of the
15 batteries, but nothing to five in a 28-day period of time. Never
16 had that issue.

17 So -- and again, if you know an Air-Pak, without the
18 PASS alarm, the pack still works, totally still works. You can
19 still breathe air, the whole nine yards. The only thing, if you
20 fall and collapse, you just don't have the PASS alarm going on
21 that.

22 So again, in their letter that they wrote to POSHA (ph.)
23 on us, they said it was completely out of service. Well, I
24 disagree with that statement. The pack was not out of service.
25 However, there was a safety issue with it that it didn't have the

1 PASS alarm, but an easy workaround. You know, you just don't send
2 them out of line of site, you know. So, but I can kind of see
3 their concern, but I think it's an overkill, in my opinion, you
4 know. But they also provided our decon. So it's a county decon
5 unit that they have. We had a local agreement with them that they
6 would provide all the decon.

7 There was evidently an issue with the decon as well.
8 They do team decon only. It is only designed for our technicians.
9 So there was 8 to 12 people in a parking lot that needed to be
10 deconned. So, however, they were sent over to decon them, they
11 went there to decon them and they said we don't have equipment on
12 the truck to decon them. I guess in a roundabout way, it's
13 probably an accurate statement because we don't have anything to
14 redress them in. We carry 25 suits in there for the 25 team
15 members if we need to completely ruin all of our clothes, which
16 once again is pretty far fetched, but just in case, there's 25
17 suits. So they expected there to be hundreds of suits on there,
18 and my question back would have been, for what? We don't patient
19 decon. That's a fire department responsibility. And that's
20 across the board in Gloucester County. Gross decon, that is a
21 fire department responsibility.

22 It's an operational level skill. All the fire
23 departments have to be an operation level provider to be a fire
24 department or in the fire service. So we do not take on that
25 task. Again, coming out of Clayton or Washington Township,

1 Paulsboro being a pretty good drive, those patients probably
2 should have been deconned prior to us even arriving in there.

3 So --

4 Q. Why do you think that there was some of these
5 communication or disruption issues, like let's say with the decon
6 team and -- you know, was it more incident command type issues,
7 concerns, maybe misunderstanding your capabilities versus --

8 A. I think, I think yes to answer your question. I think
9 it was all the above. I think, my opinion, I think the incident
10 command post was too close. I actually had a phone conversation
11 with Pat Dolgos and -- you know, I had the wacker scanner on my
12 phone, so I was listening to it -- and I was told where it was,
13 and I'm thinking to myself, there's no way.

14 So I had a brief minute conversation with Pat Dolgos at
15 one point in time, and my conversation with him was if you don't
16 feel comfortable there, and he's not following you, leave. Pick
17 up your stuff, go to where you're comfortable with, use the radio
18 to communicate with them if you need to. But that never happened
19 for -- I'm not really sure. I don't know if there was meter
20 readings that they knew about. I don't know.

21 We've been unable to talk to Washington Township Fire
22 Department, any of their guys, because their chief put a gag order
23 on them not to talk to us. So I have not spoken to him since that
24 phone call. So I have no idea what happened, why they elected to
25 stay there. I don't really know. But they did. His order was to

1 bring their guys up and the decon guys up to that area, for what,
2 I don't really know at this point.

3 You know, the way I run things is, if I'm bringing
4 people in, there better be an assignment for them to do, and from
5 what I understand, there wasn't. So the reports I'm getting is
6 they kind of sat around the vehicle waiting for an order to come,
7 and I think it was kind of all over the map of what are we going
8 to do.

9 And, quite honestly, what hazmat was going to do is air
10 monitoring. I mean, we're not stopping that leak. I mean, the
11 size of that leak and how it was coming out and was it safe, was
12 it not safe to walk on there? We're not stopping that leak.
13 There was so many what ifs that we're not going to put a guy in a
14 Level A or a turnout gear suit on top of that railcar to plug that
15 leak. It's not happening.

16 Q. Do you think that the Paulsboro fire chief understands
17 your capabilities that you bring to the table and, you know, that
18 -- does he think --

19 A. No.

20 Q. Okay.

21 A. No, and my statement back was he relies on Valero -- or
22 Paulsboro Refining Company now --

23 Q. Yeah.

24 A. -- because they're in his back door. They do lots of
25 training with them. They're over there a lot. He looks at them

1 as the experts because that's what they do every day.

2 So in his words, I had my hazmat team there, which would
3 be Pat Robinson from Paulsboro Refinery. Pat is probably one of
4 the leading folks in New Jersey regarding hazmat, and him and I
5 are very good friends. So I rely on Pat. I'll make some phone
6 calls to him and ask him, hey, this is what I have. So Pat is a
7 very, very good expert in the field.

8 But, no, I don't think Alfons, the chief over there,
9 understands exactly what our capabilities are or exactly where we
10 kind of fit into the whole ICS role of this function, I don't,
11 just based on comments that he said after the fact, et cetera.

12 Q. Uh-huh.

13 A. But it's not from a lack of trying on our standpoint.
14 So most chief wants to turn it over to us, the hazmat, you guys
15 come in and take over. We do not take over ever. It's a -- under
16 annex, it is a fire department responsibility, any hazmat release.
17 We'll come in and help, but we're on the operational side and we
18 do not take ownership at all ever.

19 So we like to say we heavily steer because we're the
20 experts coming in. We'll guide you, but typically we'll give you
21 two or three options. Here's the way we can approach this. Pick
22 which one you want. It's your town. It's your people. It's your
23 residence. How do you want it done?

24 So that's -- based on things that he has said, I don't
25 think he understands our capabilities, and I think he relies on

1 the industry that he has in his back pocket.

2 Q. Uh-huh.

3 MR. STANCIL: Who dispatched your team out there?

4 CHIEF DeANGELO: Dispatched our team -- well, he
5 requested it. The chief requested the team. Any dispatch comes
6 out of our 911 center from here.

7 MR. STANCIL: Right. So the chief requested your
8 team --

9 CHIEF DeANGELO: Yes.

10 MR. STANCIL: -- but you're saying they did not have an
11 assignment?

12 CHIEF DeANGELO: They didn't have an assignment pretty
13 much ever from what I understand, other than go in the community,
14 and that was at about 10:30 or 11. But we -- I mean, my initial
15 phone call came at like 7:02, I believe it was, in the morning.
16 So I got paged. The request is clear as day on the tape, send me
17 to Gloucester County hazmat team and Paulsboro Refinery hazmat
18 team. So he requested both hazmat teams at the same time, and
19 that was early.

20 So we go to a staging area and then we get brought in
21 based on the need. I'm not sure what their game plan was or what
22 the operational plan was or what they were going to try to do. I
23 don't know that answer.

24 BY MR. EL-ZOGHBI:

25 Q. So the size of the scene is really left to the local

1 fire department, and for the site assessment, determining hot
2 zones and other stuff like that, do they normally -- is that what
3 your team would come in and help with or --

4 A. Yes.

5 Q. If requested or is it -- would it be an automatic, like
6 once you're called out there just, you begin those operations?

7 A. Local fire departments should do it first because
8 they're going to beat us there by, you know, minutes to hours. So
9 for Paulsboro, again, our CBRNE truck comes out of here. So that
10 early in the morning, I don't have anybody here yet that drove.
11 So for him to get ready, come here and drive out there, just with
12 our equipment, you're probably looking 45 minutes for that to
13 happen. Assessment team guys, they have meters and packs and that
14 kind of stuff that can go in, do an assessment and figure out
15 exactly what's going on. So that kind of should have happened.

16 And in my car, I have a plume mileage system that I can
17 do right in there. I mean, you can go on your phone on an app. I
18 mean the WISER app's on there. You can do a CAMEO. I mean, you
19 can do all that kind of stuff. And again, the fire departments
20 can do the same. So my WISER app that I looked at, I mean, I saw
21 how far away we should be, and they're giving me, oh, no, I'm
22 staring at it. And I questioned myself why are you even standing
23 there? But, I mean, that should have been done by the locals
24 right off the bat. And then, in my opinion, whoever's there
25 coming in from hazmat should have assessed the scene and said

1 we're too close or no, we're okay here. And I'm not sure if that
2 happened.

3 I know Pat Robinson was there on the lawn doing some
4 meter readings. I've seen -- in the photographs we have, I've
5 seen several air monitoring stuff that was being done out there.
6 So what they were getting from meter readings, I have no idea.

7 Again, my information, Pat Dolgos has and I haven't seen
8 it. So I don't -- I can't answer what part per million were
9 actually out there, if any. From what I understand they were
10 fluctuating with the wind and very intermittent. So it wasn't
11 anything constant the whole entire time. It was kind of -- the
12 wind kind of blew really strong. It blew some vinyl chloride in,
13 it kind of dissipated, and it went back down to zero parts per
14 million. So I'm not really sure if anything was sustained or not.
15 I don't know that answer.

16 But it took them a little bit of time to kind of size up
17 the scene, what the game plan was and, my opinion, I don't think
18 they thought it was as big as it really was. I think this will be
19 gone in a little bit; this will be a Conrail issue, come in, take
20 your trains out and we'll be done. So I don't think they planned
21 for such a long derailment, if you will. And that could be a lack
22 of not having one before, not seeing one. It could be a whole
23 variety of different things.

24 Q. Do you think with regards to how people showed up and
25 everything, given that Pat Robinson was on scene, there was sort

1 of an assumption that maybe the site assessments were done and --
2 I mean, I guess, if you could elaborate a little more on, you
3 know, why do you think what happened happened, your teams were
4 there or other things like that?

5 A. I think our command staff and some of our hazmat guys,
6 and I can -- I know, I know for Paulsboro Fire Department, their
7 comfort level was based on Pat Robinson being out there having a
8 meter and knowing hazmat. I think that's where the comfort level
9 came from.

10 And I probably would be in the same boat with that.
11 Like I said, very respected in the field and, you know, not too
12 much I would question about his judgment with that. You know, and
13 again not knowing the dialogue of what was going on out there,
14 whether he was saying, no, we're safe, or let's go back here a
15 little bit farther, you know, I don't know. I really -- I don't
16 have that answer. But if would venture, almost say, yes, without
17 even knowing the facts, yes, he provides a comfort level on a
18 scene. Absolutely.

19 Q. I just wanted to ask about -- you were mentioning some
20 of the issues with batteries and confusion on that. What type of
21 training do you guys normally set up in order to ensure that all
22 members are aware of --

23 A. Sure.

24 Q. -- you know, those capabilities and everything that you
25 have on the trucks?

1 A. We do -- at this point we're doing training bimonthly.
2 So every other month, I should really say, we're training every
3 other month. Those trainings, we go pretty much through hazmat
4 tech, if you will, all over again.

5 So we do a Level A competency, a Level B competency,
6 both you're wearing your SCBA, so competency in that. Everyone,
7 we're using meters to meter things. So whether we're getting live
8 hits or simulating, here's what your meter is reading, we're doing
9 some of those.

10 I've had -- in February of last year, of '12, the
11 vendor, we used RAE meters. All of our meters at this point are
12 RAE meters. We brought the vendor in. He went through every
13 single meter that's on the truck, how to set it up, what happens
14 if it's in alarm, how to get it out of alarm, how to check for
15 pretty much everything in the meter. And we do that yearly.

16 So a vendor will come in or another expert will come in.
17 I utilize Cherry Hill a lot. I'm a hazmat instructor as well in
18 Camden county for the Fire Academy there through state police. So
19 some of the instructors that I'll teach with, I'll have them come
20 in and teach for our team. You're never really a prophet in your
21 own house. So if I do all the training, they'll be like -- you
22 know, sometimes they'll be listening; sometimes it's kind of a
23 goof-off session. So I like to bring in other people.

24 John Kelly, who's from Janel Safety, he is the RAE meter
25 rep in the area and very, very good with the RAE meters. He came

1 in and conducted a 3-hour training session on meters. If there's
2 an issue, if there's a battery change, how to change the battery
3 if they go dead, where to change them from. We've gone through
4 the kits. If we're going to use, you know, wands or extensions,
5 the extension tubes, how long to wait before that actually reads,
6 goes through the meter.

7 So it's an 8-second per foot of the tubing. So if you
8 throw a tube in there and wait 10 seconds, you're not going to get
9 a reading. So he'll go through everything in depth. We've done
10 that yearly since 2004 when we purchased the meters. So every
11 year we get, you know, new meters or enhance the meters or
12 whatever we get, we'll bring in a vendor and actually go through
13 the meters themselves.

14 The truck is at every single training day. So before
15 the start of the check, they'll go through the truck, what we call
16 a rig check, so they can go through and see what's there, see
17 what's not there, you know, where stuff is. So for me, the only
18 thing that they're really doing, in my opinion, is going through
19 the truck and learning the truck. They don't actually perform the
20 rig check. I'll go through at a later date, go through the entire
21 truck, pull things out, get expiration dates, et cetera, to make
22 sure everything's up and running and I'm, you know, within the
23 PIOSH standards and whatnot.

24 So I have them do a rig check but it's really know where
25 stuff is on the truck, you know. Jay, who just left, your

1 interview before, Jay Jones, at 9:00, he called me and asked me
2 where the area RAEs were on the truck, and my statement was easily
3 back, second compartment, driver's side. Oh, they were laying
4 down, so they couldn't find them. So they used to stand up this
5 way, and now they're laying down just for ease to get them out of
6 the truck because they weigh about 90 pounds to get in and out of
7 there. So that slight little change, there were issues with them
8 finding the stuff.

9 I kind of use the statement I can lead you to water but
10 I can't make you drink it. And that's, I guess, kind of the
11 approach I have to get out of, and now we're, you know, I'm going
12 to lead you to the water and I'm going to force you to drink it
13 type approach. But that was -- you know, it's kind of -- it's not
14 a military environment where I can order them to do this and do
15 that. Again, it's volunteer. So when you're working with the
16 volunteers, you've got to be a little bit gentler or they're going
17 to quit on you.

18 So they're not getting anything more to be on the hazmat
19 team. It's just something they like to do. So it's kind of a
20 fine line, if you will, that you've got to kind of -- it's a
21 slippery surface. And for this event, yeah, you know, I can only
22 lead you to the water, you know, and if you don't know where the
23 equipment is on the truck, that's your issue. And again, I've got
24 phones for reasons. Call, and I can tell you exactly where
25 everything is on that truck because I'm in it a lot.

1 Q. I have a question about, my understanding is you have
2 emergency operation plans with, and that's -- those agreements
3 between -- well, with the municipality to communicate some of who
4 has what responsibilities.

5 A. Yes.

6 Q. With Paulsboro, given some of these issues with the
7 chief and different perspectives on that, when was the last time
8 like an EOP or so was discussed, negotiated or --

9 A. Theirs, they should have been in because honestly theirs
10 is expired.

11 Q. Okay.

12 A. So we read and review every local plan. So myself and
13 Len Clark will review plans, sign off on them, send them up to the
14 state police for the approval for those. So its kind of a local
15 to county, county to state, and then back down saying, you know,
16 it's approved.

17 Q. Okay.

18 A. Theirs is actually up at this point in time. Since the
19 last change, nothing has really changed as far as the hazmat team
20 goes or their fire department is really concerned other than the
21 chief was not the chief the last time of the EOP.

22 Q. Okay.

23 A. He's a councilman also in Paulsboro. I'm not sure if
24 he's reviewed the plan. I know he's also a deputy emergency
25 management coordinator. So I'm going to assume -- and that's a

1 bad word, but I'm going to assume he should have known his plan
2 and at least reviewed it as the chief, but I want to say he should
3 probably know it a whole lot more as a deputy OEM coordinator.

4 Q. So they develop it, they provide to you?

5 A. To us.

6 Q. Are there any discussions about the capabilities and
7 who's responsible for what or is it just like they submit this,
8 you guys review it, and then pass it on to the state?

9 A. The only -- under the EOP, it'll list, you know, fire
10 department's responsible for hazmat. They'll handle up to what
11 they can handle.

12 Q. Handle, okay.

13 A. And then they'll call for help. Under their help it'll
14 say, notify the Gloucester County Emergency Response for hazmat.
15 Under our annex, it's kind of broken down as to what they're
16 actually getting. So under the agreement, they should know pretty
17 much the capabilities of the team. They probably won't know every
18 single piece of equipment on the team, but they sure know -- I
19 mean, we call it a CBRNE team. We don't even call it a hazmat
20 team, and we can do all the gambits of the chemical, biological,
21 radiological, nuclear and explosive elements on there. So they
22 should know what we can handle and what we can't.

23 Q. And you said the plan, their plan is expired. Did they
24 submit one? Is it -- how, I guess, how expired is it?

25 A. Just out. I think they expired, I think they expired in

1 December. So on the date of the incident, I'm pretty sure they
2 were okay.

3 Q. Okay.

4 A. But we send out reminders I think 4 to 5 months
5 previous, your plan's up this year, look at the revision, make any
6 changes you see fit, send us the record of change so we can again
7 go ahead and review the entire plan to make sure everything's in
8 line and copasetic in what's going on. And in their plan it
9 lists, you know, all the refineries that are in their plan, any
10 kind of hazards that's potentially there. So with, you know,
11 Conrail going through there, they've got tons and tons of hazards.
12 Paulsboro Refinery, that changes names, you know, every other, 2
13 or 3 years. So again just make sure everything is up to speed.

14 The last time their plan, it's Valero in the plan, so we
15 just need changes of all -- anything that's changed in their town,
16 and honestly that isn't even in their town, but it's still a
17 concern for them obviously with the wind primarily blowing right
18 at them.

19 MR. EL-ZOGHBI: Paul, do you have anything you want
20 to --

21 BY MR. STANCIL:

22 Q. Just a final issue. You mentioned earlier you were
23 doing an investigation or after action type investigation.

24 A. After action.

25 Q. What sorts of things did your investigation reveal with

1 respect to following the appropriate procedures and protocols?

2 A. From a hazmat end or from the whole response end?

3 Q. Well, let's talk about the whole response.

4 A. From the whole response end, I thought it was a little
5 hit or miss. I mean, we definitely have found some different loop
6 holes that are in there. For example, the chief arrived on
7 location. His deputy was the one that actually called it in and
8 watched the train derail. So he has at least, that I know of --
9 and his other chief who works here, I know was out there. So he's
10 got a command staff pretty heavily right then and there.

11 As soon as my hazmat guys started to arrive, I mean, he
12 put Jay in charge of planning. That never should have happened.
13 Jay's there for hazmat; he's doing hazmat. So, you know, Jay got
14 written up for not following what his line was. So he kind of
15 deviated a little bit from that.

16 As far as our chain kind of went, from the hazmat
17 standpoint, that went, in my opinion, fine. It worked exactly how
18 it should work. I received the initial written notification to,
19 my page said, call communications ASAP. I called in. They kind
20 of told me exactly what was going on, and I said, okay, send the
21 team. I'm unavailable. I'm in the Poconos, but go ahead and send
22 the team.

23 I started making phone calls. So I called my deputy
24 chief. He was actually conducting a class and he was
25 administering a test. So actually him and Jay Jones were the only

1 two people that can administer the test. So he had to finish the
2 test prior to him responding. I called my captain who is Mark
3 Chapman. He's also my chemist. He was home throwing up all over
4 the place, so he was unavailable.

5 And then I called Pat Dolgos, who serves as the
6 Washington Township -- he's a captain over there, but he's also a
7 lieutenant on my hazmat team. I told him, this is what we have.
8 He goes, yeah, we were listening to it on the radio, we're
9 starting to gear up. I said, great, can you start heading over?
10 I said command staff is unavailable, you're it. Can you take
11 hazmat? Sure, no problem.

12 Pat, I teach with him, hazmat tech. He's obviously a
13 hazmat specialist, been doing this for years. No issue with Pat.
14 I have a comfort level with Pat running the team or he wouldn't be
15 a lieutenant. So I didn't think there was an issue on that end.

16 Some of the issues that I had about moving people. Our
17 initial staging area is the Fire Academy, which is in East
18 Greenwich which is probably 3 to 4 miles away, I guess, a safe
19 distance away. Check-in was being done over there actually by
20 Dennis Kappler. So we were checking in people. And some how or
21 other, before everyone kind of got the check-in, he rerouted them
22 to the Ames parking lot where people were. I don't know if there
23 was meter readings being done there. I don't know if that was a
24 safe area. I don't know if I would have moved them up to that
25 point yet. Again, what was there assignment to do there?

1 Our SOP states we should be looking through our vehicle
2 prior to making an entry. For example, meters should have been
3 turned on prior to us going in there. One from the explosion
4 standpoint, if there's an explosive atmosphere, we don't want to
5 be turning meters on when we get there. They should be on and
6 fired up. So that should have happened. That did not happen. So
7 that's an issue that we kind of need to work on, and that didn't
8 happen because it was rerouted.

9 And then it was rerouted again. As soon as it got to
10 Ames parking lot, it kind of got rerouted again up to Jefferson
11 Street right by the incident. So there was never really a time
12 where it actually sat where they can do -- you know, take the
13 meters out, fire them up, get them running. So that was kind of
14 an issue that I found.

15 There was never assignments handed out. All right, if
16 you're going to come up to Jefferson Street -- there was no safety
17 brief. So here's the chemical we're dealing with. Here's the
18 part per million that we're reading. Here's the level of
19 protection we're wearing. We're using APRs or we're not. We're
20 going to have them ready. None of that happened.

21 And again, not like -- I don't like doing business that
22 way. I want you to have a comfort level coming into the response.
23 Here's the PPE -- well, here's the chemical. Here's what we're
24 reading. Here's the PPE based upon this, and whatever that
25 determination was. So that kind of didn't happen.

1 And then they just -- they were brought to Jefferson
2 Street, which is again right by the incident, and they sat there
3 because there was no mission for them to really do. You know, the
4 assessment of the railcar was done. It was breached. It was
5 unsafe. It's in an unstable environment. It's an unknown. If
6 anything else is breached in the water at this point, you know,
7 we're not making an entry into that, you know. Let it off-gas, do
8 whatever we need to do to keep the public safe at that point. So
9 whether it's, you know, put a water curtain up, do something to
10 keep the vapors away from the residents, into the marsh, do
11 something with it. I don't know what the plan was for that. I
12 have no idea if there was a plan to do that.

13 So a lot of the things were kind of unknowns and we were
14 moving assets all over the place, in my opinion, for an unknown at
15 this point. You know, I didn't even know it was vinyl chloride
16 until probably 8:30. So there was a lot of confusion as to what
17 is the chemical, what's actually leaking. Is it the vinyl
18 chloride? I know you could see the placard, but is it that one or
19 is it the other three that are in the water? So there's a lot of
20 unknowns.

21 I think adrenaline took over and I think there were some
22 decisions that could have been weighed out a little bit longer,
23 but again that's -- from someone who wasn't there, and I can
24 Monday Night Quarterback it, which I hate doing. If I was there,
25 I don't know if I could answer any differently from what they did.

1 I know what adrenaline can do to you, and I know the situations
2 that you can put yourself into and sometimes they're bad ones. So
3 I hate to Monday Night Quarterback it, but if I'm going to,
4 looking at it and some of the investigation, some of the stories
5 that I'm hearing on the backside, that's kind of what I'm seeing,
6 that, yeah, there were some bad decisions that were made.

7 But, I mean, again, not being there, if they had meter
8 readings that I don't know about, if there was a comfort level
9 there based on meter readings that I don't know about, okay, yeah,
10 things could have been done a little bit differently. I'm a what
11 iffer, you know. What if there's another release? What if the
12 wind changes? What if the wind picks up? Are we safe here? You
13 know, and that's me. And I don't even know really what was going
14 on, what was being said, what was being discussed. I don't know.
15 I would love to have those answers, but I just don't.

16 BY MR. EL-ZOGHBI:

17 Q. Just a point of clarification for us. So normally given
18 that you guys do have a bit of a response time lag --

19 A. Uh-huh.

20 Q. -- when you do show up, I guess you're normally
21 expecting that safety brief from the fire department that's there
22 already?

23 A. We would typically -- honestly, we never get one.
24 Typically -- why I have two computers in my car is typically we'll
25 hear what's going on via the radio transmissions --

1 Q. Yeah.

2 A. -- and all that kind of stuff and we can get a pretty
3 decent idea of what the chemical is. So from what I understand,
4 by the time they were responding, they knew what the chemical was.

5 Q. Uh-huh.

6 A. We've all got ERGs in our book. Okay. It's going to
7 give me a quick down and dirty of the chemical. All my hazmat
8 guys have NIOSH books in their vehicles. Going to give you a
9 little bit more information. My computer, I would have fired that
10 up, and I've got a couple of different software systems that I
11 have on there that's going to tell me everything I need to know
12 about vinyl chloride: action limits, you know, PPE, what action
13 when I'm doing what. You know, 0 to 10, I'm going to be in an
14 APR. If it goes above 10, we need to be in SCBA, you know, for a
15 sustainable amount of time.

16 Again, that kind of stuff, from what I'm looking at, I
17 don't know if it was ever done. I see some of the pictures, my
18 guys are in firefighter turnout gear. Okay, that's an adequate
19 response for that if it was cold out. A Nomex jumpsuit would have
20 been fine. I mean, it's not a porous chemical or anything of that
21 nature so you're not really too worried about that sticking to
22 you.

23 Respiratory is your biggest concern. All my guys were
24 issued Scott SCBA masks. They're all issued adapters for the
25 masks to put in a 40-millimeter thread canister into that. The

1 only thing they're not issued is the actual canister itself, which
2 they're on the hazmat truck. So there's, you know, a couple
3 hundred that are on the hazmat truck. Based upon what we're
4 doing, we typically use the CBRNE-rated canister, the bigger one.
5 I mean, again, knowing the chemical, looking to make sure that
6 adapter works for that chemical, which it does.

7 But I mean, I like to have -- I like to have the
8 information, one, because ultimately I'm going to be responsible
9 for it. Two, I like to give somewhat of a comfort level that, all
10 right, someone's looked into this chemical and they're -- all
11 right, yeah, I'm safe. That's just me. You know, I've been under
12 chiefs before that didn't give you anything and said, well, go put
13 that out, and you kind of look at them like, well, is it safe to
14 go do that? So I kind of -- I like to give information and make
15 them feel comfortable.

16 For this event, we could have had a safety brief for an
17 hour and nothing would have changed. I mean, we're not putting it
18 back in the -- we're not putting that back in there. So with the
19 vinyl chloride leaking wherever it was leaking to, it can leak as
20 far as I'm concerned. Have my responders' safety, give them some
21 kind of a brief, make sure they're in the right PPE, and go have a
22 mission of what you're actually doing: you know, I want you to
23 walk, XYZ block to XYZ block, come back, rest, hydrate, whatever.
24 I don't know if that was done. I don't know.

25 BY MR. STANCIL:

1 Q. And what about the level of PPE your team was wearing?

2 A. My team was in firefighter turnout gear. I think that
3 was -- I think it was twofold. One, it was cold out from what I
4 remember, so I think they put that on for warmth, and it's an
5 adequate level for vinyl chloride. I know the initial one, they
6 were worried about explosion again, which is perfect for the vinyl
7 chloride or anything else of explosion nature, and knowing the
8 chemical, I wouldn't have put them in anything different. They
9 wouldn't have been in a Level C or Level, you know, B suit or
10 certainly not an A suit. Worrying about the explosion atmosphere
11 in there, they're going to be in structural firefighter turnout
12 gear. So and that's the level that most of them were in.

13 Q. What about respiratory protection?

14 A. Respiratory protection, they would have had at least --
15 and again not knowing the meter readings that were there, from
16 some of the ones that I had after the fact, they would have had,
17 you know, an APR at the ready. And again, if I had them that
18 close. I'll go back to, me, they would not have been there. I
19 don't need them there. And decon certainly would not have been
20 there. So I was always trained, hot zone, that's where we're
21 going to do our work. Warm zone is what we make when we do the
22 decon, and then your cold zone. So I don't know why decon folks
23 were even there. I don't know if that was a self-deployment, they
24 wanted to be close. I don't know. But they certainly would not
25 have been there.

1 MR. EL-ZOGHBI: I don't have any other questions.

2 MR. STANCIL: Neither do I.

3 BY MR. STANCIL:

4 Q. Is there anything else that we're missing, you think
5 you'd like to add?

6 A. I don't think so. You know, knowing -- I mean, I've did
7 your OPRA request and the stuff that you were coming down with,
8 and at that point, I could see you had no idea how New Jersey,
9 specifically Gloucester County was structured just from the
10 request that you made originally. Now I think, I'm hoping I gave
11 you a little bit clearer understanding, and if I didn't, you know,
12 I'd love to give you a very, very clear picture --

13 Q. We appreciate that.

14 A. -- of how it and what our responsibilities are and where
15 the boundary lines are, et cetera. So I hope I was able to do
16 that for you and help you clarify that. But other than that, I
17 don't think so.

18 MR. EL-ZOGHBI: Great.

19 MR. STANCIL: Well, we very much appreciate your time --

20 CHIEF DeANGELO: No problem.

21 MR. STANCIL: -- and your assistance here.

22 MR. EL-ZOGHBI: And we will terminate the interview. It
23 is 9:40 a.m. Thank you.

24 CHIEF DeANGELO: No problem.

25 (Whereupon, at 9:40 a.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 Jack DeAngelo

DOCKET NUMBER: DCA-13-MR-002

PLACE: Clayton, New Jersey

DATE: January 31, 2013

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

Kathryn A. Mirfin
Transcriber