

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

CSX TRAIN DERAILMENT \*  
AUGUST 20, 2012 \*  
ELLICOTT CITY, MARYLAND \*

Docket No.: DCA-12-MR-009

\* \* \* \* \*

Interview of: TIMOTHY HUMMELBAUGH  
Conductor, CSXT

Friday,  
August 24, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: RUBEN PAYAN  
Accident Investigator

## APPEARANCES:

RUBEN PAYAN, Accident Investigator  
National Transportation Safety Board  
490 L'Enfant Plaza East, SW  
Washington, DC 20594  
[REDACTED]

WAYNE WIGGINS, Trainmaster  
CSX Transportation

PATRICK BOYD, Inspector  
Operating Practices  
Federal Railroad Administration  
Baltimore, Maryland

JASON TALLEY, Railroad Safety Inspector  
Operating Practices  
Federal Railroad Administration  
Baltimore, Maryland

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Conductor Hummelbaugh:		
By Mr. Payan		5
By Mr. Boyd		18
By Mr. Talley		19
By Mr. Boyd		21
By Mr. Payan		22
By Mr. Talley		24
By Mr. Payan		24
By Mr. Boyd		35
By Mr. Talley		34
By Mr. Boyd		35

I N T E R V I E W

(9:28 a.m.)

1  
2  
3 MR. PAYAN: All right. It is Friday, August 24th,  
4 9:28 a.m. and, today, we are here in Ellicott City. We are  
5 holding interviews with regards to the CSX train derailment that  
6 occurred on Monday, August 20th at 11:56 p.m. The NTSB accident  
7 number is DCA-12-MR-009.

8 And I'm going to go around the room and get  
9 introductions from the people conducting the interview. My name  
10 is Ruben Payan, P-A-Y-A-N, and I'm with the National  
11 Transportation Safety Board.

12 MR. WIGGINS: My name is Wayne Wiggins, Trainmaster,  
13 CSX.

14 MR. BOYD: My name is Patrick Boyd. I'm with -- I'm an  
15 Operating Practice Inspector with the FRA out of Baltimore,  
16 Maryland.

17 MR. TALLEY: My name is Jason Talley. I'm with the  
18 FRA. I am a Railroad Safety Inspector, Operating Practices, in  
19 Baltimore, Maryland.

20 MR. PAYAN: Okay. And we are interviewing the conductor  
21 of the train. And if you could introduce yourself and spell your  
22 last name, please?

23 MR. HUMMELBAUGH: Sure. Conductor Hummelbaugh, H-U-M-M-  
24 E-L-B-A-U-G-H, Cumberland east, Conductor.

25 MR. PAYAN: All right.

## 1 INTERVIEW OF TIMOTHY HUMMELBAUGH

2 BY MR. PAYAN:

3 Q. Now, we're going to start off with -- ask you to give us  
4 an explanation or a description from the time you went on duty of  
5 the day of the accident and with as much detail, when you reported  
6 for duty, what you did, your trip, and when you got to the  
7 accident, if you can. And then at the end of that, we'll talk  
8 some boilerplate stuff about your history and all that if --

9 A. Sure.

10 Q. All right? Thank you.

11 A. Okay. We were called for 14- -- or 1600, 4:00. I  
12 showed up approximately 15, 20 minutes early. I proceeded to get  
13 our paperwork and go over all our job briefings. Went out, got on  
14 the train, checked for six cars. Right away, I had talked to a  
15 707 after we -- work authority -- after we left Cumberland. I got  
16 held up -- pretty much a standard running day. Ran to Harpers  
17 Ferry, Maryland -- I think, Maryland is Harpers Ferry, right? Got  
18 held up for a while there waiting on tracks to open up. Proceeded  
19 east from there. Got to Reels siding on the Old Main Line. I got  
20 held up again waiting for track inspectors or somebody to clear up  
21 Old Main Line, and proceeded east again up to Ellicott City,  
22 running on good signals at Union Dam prior to Ellicott City.

23 Came into Ellicott City. Just as our head end passed  
24 the passengers' station, the train went into emergency, took three  
25 to five car lengths to stop, which there -- I waited until the air

1 didn't restore on the rear. Grabbed some tools, wrench, hose, zip  
2 ties, and proceeded onto the ground to do my inspection.

3           Upon getting off the engine, I ran into -- there was  
4 some civilians off in the parking lot, about 15 of them. They  
5 asked questions if anybody was dead on the head end or hurt and I  
6 said, no, we're fine, and they proceed to leave the scene. As I  
7 shined my light back to the tracks, back in the bridge area, there  
8 was numerous people up on the tracks area. I yelled at them to  
9 get off the track, stay away from the train. At this point, I had  
10 no idea what was ahead of me. And I proceeded to walk west behind  
11 the -- once I got to the second unit, that's when I seen our first  
12 car's wheels looking right at me, and I immediately notified the  
13 head end that -- I called the engineer. I said we've got cars on  
14 the ground, come here. You know, we had an extra set of hands on  
15 the engine. So he come back, he seen it. He's in disbelief,  
16 said, oh, my God, ran back to the head end, proceeded to -- you  
17 know, we already -- we announced "Emergency, Emergency,  
18 Emergency", like that, like we were supposed to when we went into  
19 emergency. But he contacted the dispatcher and was giving them  
20 information. My initial thing is to go back and see how bad it  
21 was, to get more information.

22           And as I proceeded back, I seen the first -- it looked  
23 like 10 cars or so were laying on their side, and the farther I  
24 got back, the worse it looked. I got back where the parking lot  
25 was and I looked down over the hill and seen about six empty -- or

1 six coal cars down over the hill and people on their hands and  
2 knees trying to dig coal off of a car. All I could see was the  
3 parking lights on it. And the guy asked me to come down and --

4 Q. Take your time.

5 A. -- asked me to come down and help with the situation.  
6 No one knew if there was anybody in the car. And I told him I had  
7 just seen a fire truck, because they pulled up on the scene  
8 immediately. I directed him into the direction where the fire  
9 truck was, right around the corner, and I said they'll be able to  
10 help you, sir. I've got to continue to check the situation up  
11 here out. And then that's when I proceeded to walk -- finish  
12 walking my train.

13 And once I got to the cars that were still on the rail,  
14 I went back one because there was telephone pole and some cables  
15 and lines that I didn't deem safe to climb up on that car to tie a  
16 hand brake, so I proceeded to the next car and tied appropriate  
17 brakes back through. Finished walking my train and everything  
18 else was on the rail. By the time I got back up to the head end,  
19 officials were on the site and told me to go to the head end and  
20 stay.

21 Q. Okay, thank you. That's very helpful. Can we go back a  
22 little bit and just kind of -- I have questions from the start  
23 there.

24 A. Sure.

25 Q. You left Cumberland.

1 A. Um-hum.

2 Q. Who was operating the train?

3 A. Engineer Trainee Fisher.

4 Q. The trainee was at the throttle?

5 A. He was running the train the whole trip.

6 Q. The whole trip?

7 A. Yes, sir.

8 Q. Okay. And then you got held up in Harpers Ferry, and  
9 then --

10 A. Yes, sir.

11 Q. -- and then was there anything else -- pretty standard  
12 run?

13 A. Pretty standard run other than that, yeah.

14 Q. Okay. Now, coming up on Ellicott City, do you recall  
15 what signals you were operating?

16 A. Clear.

17 Q. Clear?

18 A. That's -- I had a clear at Union Dam, every -- clear at  
19 (indiscernible). Everything was clear prior. I mean, after we  
20 got released from Reel. We were held at East Reel there.

21 Q. About how long did you have to wait there?

22 A. I'd say a half hour --

23 Q. Half hour?

24 A. -- maybe 40 minutes. They had told us an hour and I  
25 thought, well, great, we'll be here 2 hours. But it only turned



1 out to be a half hour or 45 minutes. And we were waiting for  
2 track -- or rail equipment to clear, and I thought it was strange  
3 we didn't get no EC-1's for anything. They just come off the rail  
4 and, you know, I didn't know if they were working or they were  
5 just transporting across the rail.

6 Q. Oh, okay. Okay, so you left there and went -- you were  
7 operating on clears. Do you recall what your speed was  
8 approaching Ellicott City?

9 A. Twenty-four mile an hour actually.

10 Q. Twenty-four? You were --

11 A. Yeah.

12 Q. You were operating at 24?

13 A. Yes, sir.

14 Q. What's the terrain there? What's the territory? Is it  
15 downhill, uphill, pretty flat?

16 A. I don't run the train, sir.

17 Q. No, I understand, I understand.

18 A. No, I mean, I -- to the best of my knowledge, I think  
19 it's -- through that area, it's kind of level --

20 Q. Okay.

21 A. -- right through there, and then I know right before you  
22 come into the Ellicott City signal, it goes up to a  
23 (indiscernible). I do know that, pretty much. And I think it's  
24 kind of level in there. You come through the tunnel -- yeah, it's  
25 pretty level in there, I'd say.

1 Q. Okay.

2 A. To the best of my knowledge.

3 Q. Okay. Now, approaching Ellicott City, do you recall any  
4 defect detectors through that area?

5 A. Sure. All the defect detectors on the whole trip were  
6 actually fine, proper axel counts, everything like that, no  
7 defects.

8 Q. Nothing reported on the defect?

9 A. Yeah.

10 Q. Okay, very good.

11 A. We had the defect detector at Twin Arches, Daniels.  
12 Both those were good. 18.1 is Daniels, so Ellicott City, where  
13 this happened, is 12.5 and we had no defects with axel count,  
14 so --

15 Q. Very good, very good. Okay. And then you were -- as  
16 you approached the bridge at Ellicott City, do you recall looking  
17 out ahead? What --

18 A. Oh, sure. Yeah, we -- actually, coming around the  
19 curve, I had said to the engineer trainee, because he's new to  
20 this subdivision, I said, this part of the Old Main Line -- it's  
21 pretty quiet out on Old Main Line except for this one town. I  
22 said it's lots of people usually out up here and it's usually  
23 booming all hours of the night and, you know, we come around  
24 looking and there was not a soul. And that's what shocked me is  
25 we come around and he's expecting -- I mean, we're really looking

1 for people. And I said, yeah, this -- I call the signal "Ellicott  
2 City where the girls are so pretty". So that was a little joke  
3 inside the cab. And, of course, that had everybody looking for a  
4 girl and who's in the city. But then we looked and I -- one of  
5 them had said, well, for being in the city with all the people,  
6 it's dead tonight in here. And we just chuckled, and then the  
7 train shut down and went into emergency.

8 Q. Okay. And when you say it went in emergency, did you  
9 hear it or did you just start slowing down or --

10 A. No. The air -- we heard the air. That's all we could  
11 hear in the cab is a (whooshing sound). I mean, this --

12 Q. You did? Okay, so --

13 A. Yeah.

14 Q. That was the first indication of emergency?

15 A. Emergency, yes.

16 Q. Okay. And then what was discussed when the train went  
17 into emergency?

18 A. I automatically started getting tools together to go  
19 look, see what's going on. The engineer told me to wait until we  
20 did a proper test to see if the air restored on the rear, and I  
21 did, and it didn't, so I got off and proceeded to check the train.

22 Q. And about how long does that take to -- between when you  
23 stop and do your -- try and restore the air, and --

24 A. I'd say that whole process, by the time we were  
25 completely stopped and tried to restore the air and by the time I

1 actually put my feet on the ground, I'd probably say it was within  
2 3 minutes.

3 Q. Okay. And then --

4 A. Because I -- they make fun of me. I sit on the engine  
5 with my vest, my radio, everything on, the whole trip all the  
6 time. That's how I've been from day 1.

7 Q. Yeah.

8 A. That way, if something happens, I'm ready to go.

9 Q. Very good. Now, you got off the locomotive. Do you  
10 remember what side you got off of?

11 A. Sure. I got off on the engineer's side --

12 Q. Okay.

13 A. -- and that's where -- when I got off the engine and  
14 took a few steps back, there was all the civilians standing in the  
15 parking lot already asking if anybody on the engine was dead or  
16 hurt. And it sort of struck me as odd because I don't --  
17 apparently, they seen what happened or something. I don't know.  
18 I didn't. And I was like, yeah, we're all fine, it's okay, and,  
19 you know, and to my discovery, it wasn't okay.

20 Q. So when you say the engineer side, is that the side  
21 closest to the old station?

22 A. Which old station?

23 Q. The old train station?

24 A. Yes. Yes. It's not the river side, it's the --

25 Q. Okay, the town side? The town side?

1 A. The town side, yes, sir.

2 Q. Okay. And the people that you saw --

3 A. Were standing in that big parking lot. There's a tattoo  
4 parlor there. I don't know if you remember seeing that.

5 Q. Okay, yes.

6 A. They were standing --

7 Q. Okay, up the street a little bit. I see.

8 A. Yeah. And we were --

9 Q. Okay, I know where you're talking about.

10 A. That's about where we got stopped actually, right up  
11 there.

12 Q. Oh, okay.

13 A. And the train went into emergency probably right as we  
14 went through the -- right above town, that's about where it was.

15 Q. Okay. And then -- and so the people already started  
16 asking --

17 A. Yeah. And there was no one there 5 seconds ago, and  
18 then all of a sudden, there was 15 people standing in the parking  
19 lot.

20 Q. Oh, okay. So you were still on the tracks and they were  
21 talking to you from the parking lot --

22 A. Yeah, they were --

23 Q. -- from the ground?

24 A. Yes, sir. Yes, sir.

25 Q. Okay, okay. I'm just trying to --

1 A. No --

2 Q. -- get a picture here. And so, you proceeded -- started  
3 proceeding down your train?

4 A. Roger. Yes, sir.

5 Q. Okay. On the, still on the engineer's side?

6 A. Yes, sir.

7 Q. Okay. And --

8 A. Before I got back there -- not to cut your question off,  
9 I looked -- shined my lantern back and I could see people up on  
10 the tracks at that point too back in the bridge area.

11 Q. On your side or the other side?

12 A. On my side.

13 Q. On your side?

14 A. On the engineer's side, the side I was standing on.

15 Q. Oh, okay.

16 A. And I thought that was kind of odd. I was thinking what  
17 were they doing on the tracks, and I proceeded to yell at them and  
18 tell them to get away from the train. But I still didn't know I  
19 was derailed at that point.

20 Q. Sure, sure. And what did the people do?

21 A. Oh, they disappeared within --

22 Q. They complied?

23 A. Yeah, they complied basically. Yes, sir.

24 Q. Okay. And then so, you proceeded walking down your  
25 train. Then what happened?

1           A.     That's when I got to the rear of the second engine and  
2 noticed that our -- the first car was derailed up in the air and  
3 the wheel was right there in my face and we were on the ground,  
4 and I let the head end know, hey, I need some assistance here. I  
5 don't know what to do. You know, I've never seen nothing like  
6 this, could you come back? And he come back and I proceeded to  
7 tell him we were on the ground. And they immediately notified the  
8 dispatcher that we had cars on the ground at that point and I  
9 proceeded to go investigate the rest of my train.

10          Q.     Okay. So right from the end of the engines, you could  
11 tell that there was a derailment?

12          A.     Oh, yes. Yes, sir. Yes, right.

13          Q.     Okay. And -- excuse me. From the time you notified the  
14 dispatcher, can you estimate about how long it took for emergency  
15 response vehicles to show up?

16          A.     Actually, it was -- the first vehicle I seen before I  
17 got back to the bridge, 2 to 3 minutes, there was a fire truck  
18 already showing up on the scene. They actually were -- that's how  
19 I told that young man that was on his hands and knees taking the  
20 coal off that car, when he asked me to help, I told him, no, there  
21 was a fire truck right on the other side of this bridge, could you  
22 get some emergency people that'll help you out?

23          Q.     Okay.

24          A.     That's why I told him that because they showed up quick.  
25 It was very, very fast.

1 Q. Do you consider it pretty fast, the response?

2 A. Oh, definitely, yeah.

3 Q. Okay, very good.

4 A. Excellent responses. They're just a volunteer group.  
5 It was odd.

6 Q. Now, from the emergency response people, did anybody,  
7 any one of them approach the train crew for -- to talk to you?

8 A. No --

9 Q. No?

10 A. -- I never had no one talk to me other than other CSX  
11 employees. By the time I come back to the head end, other  
12 officials and CSX employees were on site.

13 Q. Oh, really? So they showed up pretty quickly also, huh?

14 A. Right. Yes, sir.

15 Q. Okay, okay. But the emergency responders never showed  
16 up to --

17 A. No one talked to me. I never talked to anybody.

18 Q. Did they ever inquire about your -- were you okay or  
19 anything?

20 A. No, they never --

21 Q. No?

22 A. I mean, they could have talked to the CSX officials or  
23 somebody else. I don't know. But no one ever approached me and  
24 asked me if I was okay.

25 Q. Okay. Now, after you walked back to your head end and



1 talked to your officials, what happened next?

2 A. We stayed on the head end. They came on. They  
3 downloaded the engines. And then after they were done doing that,  
4 we went to the hospital, got blood work and urine samples, and  
5 then talked to another detective.

6 Q. Now, who took you off the train?

7 A. Trainmaster -- boy, I can't -- Brunswick. What's his  
8 name again? Doug --

9 MR. WIGGINS: Fales (ph.).

10 MR. HUMMELBAUGH: Fales, Doug Fales.

11 BY MR. PAYAN:

12 Q. Okay, trainmaster?

13 A. Yes.

14 Q. And you all rode with him to the hospital?

15 A. Yes, sir. I'm trying to think. Yes, sir, that was him.

16 Q. Okay. And about -- after the accident, about how long  
17 was it when you provided samples?

18 A. I can't give a set time. I don't know. I walked the  
19 whole train, came back. We sat on the head end. There was a lot  
20 of stuff going on. I -- my -- I don't want to speculate.

21 Q. No, that's fine. That's fair enough. Now, do you  
22 recall when you were released from the hospital?

23 A. I want to -- not exact time on that either now.

24 Q. No, that's fine. No, that's fair. After you were  
25 released from the hospital, were you sent home or were you --

1 A. Yes, sent home in a van.

2 Q. Okay, very good. I'm going to go around the room and  
3 see if anybody else has questions, then we'll --

4 A. Sure.

5 Q. -- we'll move on to a different topic.

6 MR. PAYAN: Pat?

7 MR. BOYD: Yes.

8 BY MR. BOYD:

9 Q. You said when you come through Ellicott City, there's  
10 usually a lot of girls there, that you're looking forward to  
11 seeing them. Where are they located at when you come through  
12 there?

13 A. They're, oh, everywhere. I mean, there's -- Ellicott  
14 City is pretty busy and there, you're -- there's people everywhere  
15 usually. You come around the curve and you can see them down in  
16 town and you can see them -- yeah, anywhere in general, or at the  
17 station up there by the tracks, whatever.

18 Q. The job you work in, is that your regular assignment?

19 A. ID pool, yes.

20 Q. When you come through, did you ever see people along the  
21 right-of-way of the track when you're coming through that area,  
22 hanging out or anything?

23 A. Sure. Different times, yes.

24 MR. BOYD: I'm going to pass this on to my partner. I  
25 appreciate that. Thank you.

1 BY MR. TALLEY:

2 Q. I made a quick little map. I'm Jason Talley with the  
3 FRA. It's not a detailed map. But you said the parking lot is  
4 probably right in here. The engine pulled past the old train  
5 station.

6 A. Right.

7 Q. You said there was 15 people?

8 A. Yes, sir.

9 Q. And none of them came up to the tracks; they stayed in  
10 the parking lot?

11 A. They were in the parking lot, yes.

12 Q. And how many people you said were up on the bridge?

13 A. I'd say approximately anywhere from 5 to 10.

14 Q. Okay, 5 to 10 people?

15 A. Yes, sir.

16 Q. And after you walked the train, when you came back, you  
17 saw, what, those probably 35 people were all gone, so --

18 A. Well, at the point as I was walking down to find the  
19 train -- to find out what was wrong with the train, these people  
20 all had already dissipated into the city or wherever they went  
21 back to. These people, when I initially told them to get away  
22 from the train tracks, and they all disappeared right away. So by  
23 the time I come back, though, there were so many emergency  
24 response people and everybody else was on the ground by that  
25 point.

1 Q. And the only time they ever asked you questions was just  
2 to see if the crew was injured or --

3 A. Dead.

4 Q. -- dead?

5 A. Yeah.

6 Q. And no other conversations of anybody --

7 A. No.

8 Q. -- on the tracks? All right. And another -- I've just  
9 got two more questions.

10 For the previous 60-day period, what were the number of  
11 days that you operated over that territory?

12 A. Without something in front of me, I --

13 Q. Yeah.

14 A. -- I cannot speculate. I try to work a lot, but it's  
15 been slow also. There are so many factors. I mean, there hasn't  
16 been the trains. I don't know what -- I can't -- yeah, I don't --

17 Q. You don't know?

18 A. No. I mean, I have no clue what --

19 Q. What's the current date of your certification and dates  
20 of your last performance test?

21 A. Performance test, as far as my conductor certifications  
22 and everything?

23 Q. That's fine.

24 A. I have --

25 Q. Whatever you recall.

1           A.    I completed all those last July and I'm due to redo them  
2 here the end of this month.

3           Q.    Okay.

4           A.    Actually, I have until October, but I'm going to do them  
5 before then.

6           Q.    All right, thank you.  That's all I have.

7           MR. PAYAN:  Mr. Wiggins?

8           MR. WIGGINS:  No.  No additional questions.  But on his  
9 performance test, your question there, we do O test on them,  
10 performance test, and it's every 30 days.  He is not on my 30-day  
11 list, so -- and I know I listened to Tim 2 days ago operate down  
12 the same -- well, 2 days before this happened, and actually heard  
13 them that night when they was at Hancock, so --

14           MR. TALLEY:  And that's recorded.  I just wanted to see  
15 if he remembered offhand.

16           MR. WIGGINS:  Okay.  He would have to go into his  
17 personnel file and he can actually look at it --

18           MR. HUMMELBAUGH:  Yeah, I can --

19           MR. WIGGINS:  -- but other than that, he wouldn't know.

20           MR. TALLEY:  Okay, that's fine.

21           MR. BOYD:  I have one more question, if it's possible?

22           MR. PAYAN:  Sure.

23           BY MR. BOYD:

24           Q.    While you were on duty and required to perform any  
25 service, did you have a personal cell phone turned on at that

1 time?

2 A. What's the question again?

3 Q. While you were performing service, required to perform  
4 service during the duration of this trip on your train, did you  
5 have a personal cell phone turned on at that time?

6 A. At the time of the incident or any other time throughout  
7 the day?

8 Q. When you were required to have it off, did you have one  
9 on at least --

10 A. Oh, no. When I was required to have it off, it was off.

11 Q. That was the question.

12 A. And when -- okay.

13 Q. Thank you.

14 A. No problem.

15 BY MR. PAYAN:

16 Q. Very good. Do you need a break or are you doing okay?

17 A. I'm fine.

18 Q. All right. We always ask some boilerplate stuff, kind  
19 of, or a little bit of background and work/rest history and all  
20 that, so if you'll bear with us, we'll get kind of some of those  
21 done.

22 A. Okay.

23 Q. From -- in your railroad career, can you kind of walk us  
24 through when you got hired and all the promotions up to your  
25 current position? And then you can describe what your current

1 position is.

2 A. This will be easy because I'm young and new.

3 Q. There you go.

4 A. So, May of 2010, I was hired; went to the REDI in  
5 Atlanta; come home; completed my conductor trainee training at  
6 home; got marked up as a conductor, I believe it was the middle of  
7 September of 2010, and been a conductor ever since. What else was  
8 in the question?

9 Q. Up to your current position --

10 A. Yeah, that's --

11 Q. -- all the different jobs you've held in your current  
12 position at the (indiscernible) --

13 A. Just a freight conductor. Yes, sir.

14 Q. Okay, very good. Now, I think Jason asked it, but let  
15 me ask it a different question -- or a different way. Maybe I  
16 misunderstood, but -- since you've been conductor, have you been  
17 efficiency checked?

18 A. Oh, yes, over -- I know of over 100 times.

19 Q. Okay.

20 A. From just checking my history periodically, I've had  
21 over 100-and- -- I don't know the exact number anymore.

22 Q. So a lot?

23 A. 116. Yes, sir.

24 Q. Okay. Now, whenever you get efficiency checked, are you  
25 told of the results? Did you -- are you told did you pass or did

1 you do something wrong?

2 A. If I fail, I'm told. If not, then I don't know unless I  
3 check in there. Or unless it's a physical -- like a banner test,  
4 a switch card test, something that's right there in front of you,  
5 they come up and they tell you you passed, you did a good job,  
6 excellent. But other than that, if they're just monitoring a  
7 radio or observing from a car, you know, whatever, however they  
8 monitor, then I don't know unless you make a mistake. I mean, if  
9 you make a mistake, then you know.

10 Q. Okay.

11 MR. TALLEY: Can I add to that?

12 MR. PAYAN: Sure.

13 BY MR. TALLEY:

14 Q. Did they ever let you know if you failed any of those  
15 efficiency tests?

16 A. Sure. Yes.

17 Q. How many do you believe?

18 A. I've had three failures that I can recall.

19 Q. And do you remember the last, like, month or date that  
20 the last one you remember is?

21 A. Oh, my. It's been over a year. It was -- let me guess.  
22 It was March of 2011, I'd say.

23 Q. And do you remember what it was for?

24 A. Sure. I didn't get down to watch a train go by.

25 BY MR. PAYAN:



1 Q. How about recognitions, awards? Have you gotten any of  
2 those?

3 A. No.

4 Q. Not yet?

5 A. I got a paycheck.

6 Q. There you go. That's the award right there.

7 Now, if you have to estimate, you sounded -- it sounded  
8 like you were very familiar with this area. About how many times  
9 would you say in your career have you gone through this Ellicott  
10 City area?

11 A. Through -- oh, my goodness. Well --

12 Q. How about a range? Is it less than 5, less than 10,  
13 less than 20?

14 A. No, a lot more than that.

15 Q. More than that?

16 A. Yeah.

17 Q. So we're talking --

18 A. I'm probably closer to 100 or better, or --

19 Q. Okay, so very familiar then?

20 A. Yeah.

21 Q. Okay.

22 A. Sure.

23 Q. Okay. Yeah, and if it's more than 20, I'd say it's  
24 pretty familiar.

25 A. Yes.

1 Q. That's -- I just wanted a range.

2 A. I generally -- I -- this might help everybody out. I  
3 generally get two and a half trips a week in, two full trips and a  
4 half a trip a week in from Cumberland to Baltimore. Now, you  
5 don't always use the Old Main Line; you do use the Metropolitan  
6 Capital Subdivision depending on the freight or the traffic or  
7 things --

8 Q. I see.

9 A. -- whatever the dispatcher wants you to run.

10 Q. Okay.

11 A. So I -- to give you an answer on how many trips I've  
12 made, I -- two and a half round trips per week, so --

13 Q. Okay. Well, no, that really helps.

14 MR. TALLEY: Is it usually with the same crew?

15 MR. HUMMELBAUGH: No, never -- I mean, I shouldn't say  
16 never with the same crew. It's always a random crew. You get  
17 called with a different engineer, whoever's rested, available, and  
18 then go from there.

19 BY MR. PAYAN:

20 Q. Very good. Now, what is your understanding as far as  
21 CSX policy for whenever you go by a signal? Do you have to call  
22 it in the air?

23 A. I announce it in the cab so everybody else is aware and  
24 we all concur with what we saw, and then I announce it on the  
25 radio with the train ID. I can give you an example. "CSXT Q39827

1 is eastbound on the main track, has a clear signal city, Ellicott  
2 City; CSXT Engine 5689, out."

3 Q. Okay, very good. Okay.

4 A. I mean, that's basically --

5 Q. So the requirement is to call all signals?

6 A. Yes. Oh, yes, sir.

7 Q. All of them? Okay.

8 A. You call all signals and you announce them in the cab as  
9 you're -- as you see them.

10 Q. Okay. And as far as when -- going through this area of  
11 Ellicott City, what's your experience as far as people through  
12 Ellicott City getting up on the track and -- or crossing or  
13 walking along the track and --

14 A. Like I said, on Old Main Line, it's probably standard  
15 with everywhere else on the railroad, about as many occurrences.  
16 But on Old Main Line, it is like a big area, I guess, and you do  
17 see more there than you do anywhere else on Old Main Line. There  
18 are more people around the tracks in that area because of the old  
19 station there, the big parking lot. People stand and take  
20 pictures a lot. And there's that apartment building real close to  
21 the tracks there, has that little balcony. That often scares me  
22 when I see that.

23 Q. Yeah, I see. So do you ever see -- or do you ever  
24 report to the police --

25 A. Well, our procedure is we've got to report them to the

1 dispatcher and then they'll go from there. They make a  
2 determination of, you know, whether it's worthy to report. Yeah,  
3 blow the horn when you see people around also. That's another  
4 thing, you know. When anybody's on or about tracks, you got to  
5 sound your horn, you know. That's the first thing.

6 Q. That's CSX policy?

7 A. Yes.

8 Q. So if you see somebody on the tracks --

9 A. On or about the tracks.

10 Q. About the tracks?

11 A. Or adjacent tracks. Equipment, people, anything, you  
12 have to sound the horn.

13 Q. Oh, okay. Okay. So normal policy -- or I should say do  
14 any of the engineers you ride with, just out of practice going  
15 through that area, blow the horn?

16 A. No, not unless they see somebody.

17 Q. Unless they see -- okay.

18 A. When we see somebody, then they blow. And if they  
19 don't --

20 Q. I know some engineers coming out of tunnels, they blow,  
21 or going into tunnels.

22 A. Some -- oh, well, going into tunnels, you have to  
23 also --

24 Q. Yeah, it's a -- okay.

25 A. -- two longs, a short, and a long also.

1 Q. Okay. So this area, you would say it's normal to see  
2 people there?

3 A. Sure. Yeah, there's people typically around Ellicott  
4 City.

5 Q. And -- but on the tracks itself, it's just like --

6 A. They're around the tracks because, like I said, the  
7 parking lot's so close. There's a apartment or a house that has a  
8 deck or a -- right next to the tracks. There's -- it's a very  
9 populated area. A lot of people like to go down to the river to  
10 fish and swim and stuff, so you do see a lot more people in that  
11 area.

12 Q. Okay. Let me -- okay, let me see if I can ask this. On  
13 the Old Main Line -- Main Line, yes -- would you say Ellicott City  
14 is about the same as the rest of the line or is it more -- as far  
15 as seeing people on the track, is there more tendency to be there  
16 because of the city or do you see about the same thing throughout  
17 the whole line?

18 A. I would think you'd see more people there consistently.  
19 Now, through the rest of the Old Main Line, you have a lot of  
20 horse trails, a lot of public, people coming in the state park,  
21 like that, and typically in the summer, spring, you have more  
22 traffic in those areas. But, typically, yes, Ellicott City is  
23 more populated with people.

24 Q. Okay.

25 MR. TALLEY: Can I ask a question adding onto that?

1 MR. HUMMELBAUGH: Sure.

2 MR. TALLEY: When you usually see people, are they  
3 usually on the bridge or up on the tracks or just generally in the  
4 parking lots or fishing?

5 MR. HUMMELBAUGH: In the parking lot or right there at  
6 that passenger station behind the gate or -- they're typically not  
7 on the tracks. I mean, not all -- not everybody we see.

8 MR. TALLEY: Like on the bridge?

9 MR. HUMMELBAUGH: Right. It's very rare you see them on  
10 the bridge at all, to be honest.

11 MR. TALLEY: Okay.

12 BY MR. PAYAN:

13 Q. Now, I know it's been -- what is it, Friday now -- it's  
14 been a week, a good week since the accident. If you -- I need  
15 like an idea of your work/rest history. So if we go back to last  
16 Friday --

17 A. Okay.

18 Q. -- and I understand it's been a while, so --

19 A. Sure.

20 Q. -- as best as you can, do you recall what time you went  
21 off duty on Friday before the accident?

22 A. Was Friday, the accident day? I'm just thinking the  
23 accident was Sunday.

24 Q. The accident was Monday, Monday at 11:56 p.m.

25 A. Okay.

1 Q. But we're going to try and build up a little work/rest  
2 history --

3 A. Oh, go up to 4?

4 Q. Yeah, for the previous 3 days.

5 A. Oh, okay. I came home from Baltimore. I returned from  
6 Baltimore, I do believe, Saturday morning. I got back from  
7 Baltimore and I was off until Monday at 4:00.

8 Q. What time did you go off duty Saturday? Do you recall?

9 A. I -- not without my time book here.

10 Q. No? Okay.

11 A. It was in the early morning, I do believe, 7-ish, 7:30.

12 Q. So early morning Saturday you went off duty --

13 A. That sounds right.

14 Q. -- after your trip from Baltimore to Cumberland?

15 A. Cumberland. Yes, sir.

16 Q. Okay. And Saturday, did you stay awake when you got  
17 home?

18 A. Yes.

19 Q. Okay. And you stayed there local? You didn't --

20 A. Yeah, I live within 30 miles -- actually, 26 miles.

21 Q. From your reporting point?

22 A. Work to home, 26 miles.

23 Q. Okay. And Saturday night, do you remember about what  
24 time you went to bed?

25 A. About 11:30.

- 1 Q. 11:30? And you slept till?
- 2 A. Probably 9.
- 3 Q. Sunday, 9 in the morning? And then, again, Sunday, you
- 4 stayed there in the area?
- 5 A. Oh, yeah. Yeah, stayed in my hometown all day.
- 6 Q. And what time you went to bed Sunday?
- 7 A. Probably around 11:30, midnight again.
- 8 Q. Okay. And now we're -- Monday, what time did you get
- 9 up?
- 10 A. About 9:00 again --
- 11 Q. 9?
- 12 A. -- because my kids all have a routine.
- 13 Q. I know about that. And again, you stayed there local?
- 14 A. Yes, sir.
- 15 Q. Okay.
- 16 A. Yes, sir.
- 17 Q. And then, so -- and then, Monday night, you got --
- 18 A. Called to work at --
- 19 Q. What time did you get called?
- 20 A. It was about 1:00, 1300.
- 21 Q. 1300? Okay.
- 22 A. Right, yeah.
- 23 Q. For a 4 p.m.?
- 24 A. Yes, for 16 p.m. -- 1600.
- 25 Q. 1600, okay. What time did you leave your house?



1 A. Oh, I'd say it was right around 1455.

2 Q. Okay. All right. And then -- and you -- from your  
3 home, you went straight to your reporting --

4 A. Job, yes.

5 Q. Okay, very good. Let me see. I just want to make sure  
6 I got everything here. When you got on your train in Cumberland  
7 and all the way to the accident, what were the weather conditions  
8 like?

9 A. It was a clear day, sunny --

10 Q. Sunny?

11 A. -- and then the sun went down and it got dark.

12 Q. Um-hum. Clear? No fog, no --

13 A. No. Nothing out of the ordinary, no.

14 Q. Okay. Okay, so just clear all the way. Very good.

15 MR. PAYAN: Is there anything else, Pat?

16 BY MR. BOYD:

17 Q. Do you have any problems with your health, good or bad?

18 A. None that I know of.

19 Q. Okay. With the efficiency tests you had, you say you  
20 had three failures?

21 A. Yes, sir.

22 Q. Were you disciplined for them?

23 A. Yes. Yes, sir.

24 Q. Okay. What form of discipline was assessed and what was  
25 the failure for?

1           A.    Well, it was a combination of three failures.  That's --  
2 they're three minor rule violations.  I had to meet with a safety  
3 committee -- or, it consisted of a couple of people who are on a  
4 safety committee.  We went over what I was doing wrong and how to  
5 better prepare and do it right.  Or, just basically a meeting to  
6 make sure that I knew the rules and how to comply with them and  
7 what I was doing wrong and how to make it better.

8           Q.    A come to Jesus speech?

9           A.    Yeah.

10          Q.    Got it.  Thank you.  I appreciate that.

11          A.    Oh, no problem, no problem.

12                   BY MR. TALLEY:

13          Q.    I just wanted to touch up on some of the questions I  
14 asked just a little bit more specific.

15          A.    Sure.

16          Q.    I wanted to ask -- I already kind of asked you, but in a  
17 different way.  The professional relationship with the other crew  
18 members, you said you had -- have you worked with the engineer and  
19 the engineer trainee before on that route?

20          A.    I have worked with that engineer, but the engineer  
21 trainee is new to the territory, so --

22          Q.    And that -- you think that was, what, his first trip  
23 with you?

24          A.    That was definitely his first trip with me, yes.

25          Q.    Okay.  And their moods before the accident, how were

1 their moods?

2 A. Oh, normal. Nothing out of the ordinary.

3 Q. Okay. And then did you notice or observe any other cell  
4 phones in the cab that may have been on?

5 A. No. I didn't see anything else that was on.

6 Q. And then my last question is, after you walked that  
7 train, what, in your opinion, do you think happened?

8 A. I'm no expert, but just from seeing everything, I think  
9 the rail laid over. I don't know.

10 Q. Okay. I'm just asking --

11 A. I just -- yeah, that's my thoughts. Something with the  
12 rail because I didn't -- you know, that's all I can tell you. I  
13 don't know.

14 Q. Well, it's just your opinion.

15 A. Yeah, that's an opinion, definitely.

16 BY MR. BOYD:

17 Q. With this incident being a part of your work history  
18 now, do you think it'll affect your alertness when you're trying  
19 to perform your safety-related duties? Would this be a  
20 distraction or --

21 A. I don't think I'll go about anything any differently. I  
22 like to try to maintain a certain alertness and awareness anyways.  
23 This ain't my first time with an accident. It's just there's  
24 nothing I could have did that would have changed the outcome of  
25 this. I did handle it the best I could after I got on the ground.

1 Other than that -- it'll always be in the back of my mind, yes --

2 Q. Yeah, uh-hum.

3 A. -- because it could have been a lot worse. I could not  
4 be here right now --

5 Q. Yeah.

6 A. -- you know. So it's definitely something you won't  
7 forget about, but I don't think there's -- I couldn't have been  
8 any more alert or any more aware of my surroundings or job that it  
9 would have changed anything, honestly. That's what I keep telling  
10 myself because --

11 Q. I understand that.

12 A. Yeah.

13 Q. Thank you. I appreciate that.

14 A. Oh, no problem, no problem, no problem.

15 MR. PAYAN: Mr. Wiggins, anything else?

16 MR. WIGGINS: No comments.

17 MR. HUMMELBAUGH: You have nothing for me, boss?

18 MR. WIGGINS: No.

19 MR. PAYAN: Well, that's all the questions I have,  
20 unless anybody else has anything else?

21 I always like to give the person being interviewed an  
22 opportunity. Is there anything you think we missed or anything  
23 you think you would like to add or any -- even suggestions on how  
24 you think this could have been avoided or lessened?

25 MR. HUMMELBAUGH: Well, I have -- I feel like there's

1 nothing I could personally do that could have made the train not  
2 derail or anything like that. So, no, I don't think there is  
3 anything else I could have done to help or hurt the situation.

4 MR. PAYAN: No. Very good. Very good.

5 It is 10:07. And again, from the NTSB, we thank you.  
6 We thank you for taking the time and the patience for letting us  
7 ask you the questions --

8 MR. HUMMELBAUGH: Okay, thank you.

9 MR. PAYAN: -- and we'll end this interview now. Thank  
10 you very much.

11 (Whereupon, at 10:07 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: CSX TRAIN DERAILMENT  
AUGUST 20, 2012  
ELLICOTT CITY, MARYLAND  
Interview of Timothy Hummelbaugh

DOCKET NUMBER: DCA-12-MR-009

PLACE: Ellicott City, Maryland

DATE: August 24, 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.

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Karen M. Galvez  
Transcriber