

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

Summary of Interview
Conductor Previous Train
November 29, 2012

NTSB - Summary of Interview

Attendance:

Ted T. Turpin	NTSB – Operations Group Chairman
William Bates	UTU-Legislative Director
Tom Hebert	Safety Task Force – BLE&T
Bob Tomaszewski	Railroad Safety Inspector

Name: J. Wright – Conductor

Location: By Phone

Date: December 4, 2012

Subject: Conductor Wright was on the train over the Paulsboro Moveable Bridge the night before the accident at approximately 11 pm, November 29, 2012. (CSX Ethanol Train)

Conductor Wright said they approached the red signal at the bridge and stopped. The engineer coded the bridge to close (it was open when they arrived). The bridge closed and they received a green signal to proceed over the bridge.

When the rear of the train had cleared the bridge, he heard an announcement that the “bridge failed to open”. However, a short time later he also heard the bridge announce “bridge closed”.

When asked if he or the engineer had reported the bridge failed announcement to the train dispatcher, he said that they had not.

He was also asked if there were specific instructions as to what to look for or inspect if the signal failed to clear. He said that the NORAC rulebook and timetable instructions had the requirements for proceeding by the red signal but other than that there wasn't anything in writing to specify what to check on the bridge.