

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

Summary of Interview
Engineer 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
Melvin Wichelmann, Jr.	BLE&T
Bob Tomaszewski	Railroad Safety Inspector

Name: J C Parlin – Engineer

Location: By Phone

Date: December 4, 2012

Subject: Engineer Parlin operated a train over the Paulsboro Moveable Bridge the night before the accident at approximately 11 pm, November 29, 2012. (CSX Ethanol Train)

Engineer Parlin said that he had a red aspect at the bridge. He stopped the train. The bridge was open (normal position). He then activated the keypad and the bridge closed. The signal cleared to green and he proceeded across the bridge. When the rear of the train had cleared the bridge, he heard an announcement that the “bridge failed to operate”. However, a short time later he also heard the bridge announce “bridge closed”.

When asked if he had reported the bridge failed announcement to the train dispatcher, he said that they had not but now in hindsight he said that they (him and the conductor) should have made the report.

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 he didn't know of anything in writing however, they do check if the rails are aligned.