

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CSX TRAIN DERAILMENT

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BRONX, NEW YORK

* Docket No.: DCA-13-FR-009

JULY 18, 2013

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Interview of: KEITH GOSS

Kearny, New Jersey

Sunday,
July 21, 2013

The above-captioned matter convened, pursuant to notice.

BEFORE: MICHAEL FLANIGON
Investigator-in-Charge

Mr. Goss was provided an opportunity to review this transcript for accuracy. He made one correction:

- 1. Page 9/Line 7 "Wow" should read deleted

APPEARANCES:

MICHAEL FLANIGON, Investigator-in-Charge
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, D.C. 20594

PETER LAPRE, Chief Inspector
Region 1
Federal Railroad Administration (FRA)

JOHN LONGOBARDI, Line Superintendent
Metro-North Operations

JEFF MACHNIK, Terminal Manager
CSX

ARTHUR KING
CSX

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I N T E R V I E W

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2 MR. FLANIGON: My name is Mike Flanigon, F-l-a-n-i-g-o-
3 n, and I am the NTSB Investigator-in-Charge of the derailment
4 investigation involving a CSX train on Thursday evening, July
5 18th. And we are interviewing Mr. Keith Richard Goss, G-o-s-s,
6 who was the conductor. Is that right?

7 MR. GOSS: Yes.

8 MR. FLANIGON: The conductor on that train. And I will
9 ask the other folks in the room to state and spell their names,
10 going around the table.

11 MR. MACHNIK: Jeff Machnik, M-a-c-h-n-i-k, Terminal
12 Manager, CSX.

13 MR. LONGOBARDI: John Longobardi, L-o-n-g-o-b-a-r-d-i,
14 Metro-North Operations.

15 MR. LAPRE: Peter LaPre, L-a-P-r-e, the FRA.

16 MR. KING: Arthur King, K-i-n-g, with CSX.

17 MR. FLANIGON: Great, thank you.

18 And before we start, Mr. Goss, I want to just confirm
19 that you understand we're going to tape record the interview and
20 I'll send you a transcript to look at before we finalize it.

21 MR. GOSS: Yes.

22 MR. FLANIGON: Okay, great. Thank you.

INTERVIEW OF KEITH GOSS

24 BY MR. FLANIGON:

25 Q. Let's start just with a very general question, and ask

1 you to explain to us what happened that evening. Take your time,
2 you know, more detail is better than less detail, and start at the
3 point where you think it best and tell us the story.

4 A. Coming out of CP-8, I've got a proceed cab. Went
5 through University station stop, Marble Hill. Before we got to
6 Marble Hill, it was a report of a conductor getting bit by a dog
7 that was on the passenger train. Normally, we wait for that train
8 to go ahead of us. They stopped the train at Marble Hill, and we
9 proceeded; we had a signal to go. Proceeding through, I guess,
10 when our hind end got somewhere around the head end of the train
11 that was sitting at Marble Hill, I guess the engineer or one of
12 the trainmen on the train there reported that we had something
13 dragging.

14 At that time our engineer put full service on. I think
15 not even 10 seconds went by and the train went into emergency. He
16 said, of course, "emergency, emergency, emergency," and I
17 immediately got on the ground and started walking to find out what
18 was going on with the rear of the train. I walked past 10 cars;
19 they were nothing wrong. Got to the 11th car, and that's when
20 everything was on the ground. I walked the entire train, and the
21 last four cars were still on the rail. And the rest is -- brings
22 us to here.

23 Q. Okay. Where were you sitting in the --

24 A. I was on the second unit.

25 Q. Okay.

1 A. We had a trainee, conductor trainee, engineer trainee --

2 Q. Uh-huh.

3 A. -- and the engineer on the head unit.

4 Q. Okay. And were you sitting in the engineer's seat or
5 the fireman's or conductor's seat?

6 A. I was on the fireman's seat.

7 Q. Okay. So facing backwards, that's on the -- you're on
8 the water side, if I'm --

9 A. That's the --

10 UNIDENTIFIED SPEAKER: Land side.

11 MR. GOSS: -- land side, yeah.

12 BY MR. FLANIGON:

13 Q. Land side. You're on the land side, okay. You're on
14 the land side because you're turned around.

15 Before the derailment, as you left Marble Hill, or ran
16 -- you basically get ran around that train at Marble Hill, you
17 went through a turnout onto the Number 2 track. At that point or
18 anywhere before this report of the dragging equipment, did you
19 note any unusual movement of the engines or feel any bumps or
20 sways or anything unusual?

21 A. Normal, a normal day, a normal --

22 Q. Yeah.

23 A. Nothing.

24 Q. So you're looking at basically the first car behind the
25 engine from that seat? You're facing backwards?

1 A. No.

2 Q. Or you're turned around facing --

3 A. I'm turned around, facing forward.

4 Q. You're turned around facing forward, okay. Would you --
5 let's see. So you're on the outside of the curve at that point.

6 So you would not -- you would not have a view back. Okay. That's
7 right. Am I remembering that right, that the -- it's a --

8 UNIDENTIFIED SPEAKER: A left-hander in --

9 BY MR. FLANIGON:

10 Q. It's a left-hand curve, so -- and you're on the right-
11 hand side, so you're on the --

12 A. I'm on the side of the station.

13 Q. -- land side. So you would not have the -- you would
14 not have the inside of the curve to look back. You didn't go over
15 and look at the other side?

16 A. Looking back?

17 Q. Yeah.

18 A. No, no.

19 Q. Okay. How long have you worked for CSX?

20 A. Nineteen years.

21 Q. Nineteen years. And do you work this run pretty
22 regularly?

23 A. I'm fairly new over there. I just finished qualifying,
24 maybe about a month worth of qualifying over there.

25 Q. Um-hum.

1 A. And I just started owning the job about a week and a
2 half.

3 Q. Okay. I think that's -- think that's all I have.

4 MR. FLANIGON: Go around, see if anybody else does.
5 Before you ask a question, state your name.

6 MR. MACHNIK: Nothing.

7 MR. LONGOBARDI: Nothing, thank you.

8 MR. KING: Nothing.

9 MR. FLANIGON: No? Well, I think that's about it.
10 Before I turn this off, any questions for us, or any observations,
11 anything you can think of that would --

12 MR. GOSS: No, I just wish it never happened.

13 MR. FLANIGON: Huh?

14 MR. GOSS: I just wish it never happened.

15 MR. FLANIGON: Yeah. Yeah, us too. Well, we're glad
16 that nobody's hurt anyway. That's a good thing.

17 MR. LAPRE: Mike?

18 MR. FLANIGON: Yes?

19 MR. LAPRE: Pete LaPre here.

20 BY MR. LAPRE:

21 Q. Keith, could you describe -- you were positioned in the
22 trailing locomotive, the train stopped, and you got out to inspect
23 the train. Which side of the train did you walk down, the land
24 side or the --

25 A. The river side.

1 Q. You went down the river side.

2 A. Yes.

3 Q. And the first car you saw was the 11th car that was
4 derailed?

5 A. Yeah, I believe it was 11th car.

6 Q. All the wheels were derailed?

7 A. Wow. I'm not for sure. All I can really remember is
8 the car that halfway flipped over that dumped the containers off.
9 That's the one that's really sticking in my mind. Whether the
10 first car or the second car, I can't really remember.

11 Q. Okay. And that car was separated from your train.

12 A. Yes.

13 Q. So your train parted?

14 A. It parted at that car.

15 Q. At that car. And about how far apart?

16 A. No more than, I'd say about 20 feet. If I believe it's
17 right, about 20 feet, separation.

18 Q. Okay. Thank you very much, nothing else.

19 MR. FLANIGON: All right. Having no more, I'll thank
20 you, appreciate your time, helping us understand this.

21 (Whereupon, 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
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JULY 18, 2013
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PLACE: July 21, 2013

DATE: Kearny, New Jersey

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.

Andrew King
Transcriber