

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: DAVID HAMILTON

Kearny, New Jersey

Sunday,
July 21, 2013

The above-captioned matter convened, pursuant to notice.

BEFORE: MICHAEL FLANIGON
Investigator-in-Charge

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

1
2 MR. FLANIGON: My name is Mike Flanigon, F-l-a-n-i-g-o-
3 n. I'm the NTSB's Investigator-in-Charge of the derailment
4 investigation involving a Conrail train on Thursday, July 18th in
5 Bronx, New York, and we're interviewing Mr. David Hamilton,
6 H-a-m-i-l-t-o-n, who is the engineer on that train.

7 And I'll go around the room and ask those with me to
8 identify themselves, state and spell your name and your
9 organization?

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

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

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

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

16 MR. FLANIGON: Thanks, everybody.

17 And, Mr. Hamilton, I just want to confirm that you
18 understand we're recording the interview and we'll provide you
19 with a transcript?

20 MR. HAMILTON: Yes, I do.

21 MR. FLANIGON: Okay, great.

INTERVIEW OF DAVID HAMILTON

22 BY MR. FLANIGON:

23 Q I want to start just very generally, ask you to walk us
24 through what happened that night. Take your time. More detail is
25

1 better than less detail. Just kind of in your own words what you
2 saw, what you felt, what you experienced, and pick the point to
3 start that you think best tells the story.

4 A. I could start right from the beginning.

5 Q. That's good.

6 A. Yeah. We signed up at 1830 hours at Oak Point, like we
7 do five days a week. We work Tuesday through Saturday. And as
8 usual, we go out, we get our power off the -- generally, it's on
9 the scale at Oak Point. On this particular night, we picked up
10 five garbage cars from Oak Point off of 6 main. Then we head down
11 below and we make a pickup at waste management. Down there we
12 picked up another 19 cars for 24 cars total on our train, plus 2
13 engines.

14 After we made our pickup, we continued up the link like
15 we normally do. Oh, we got a roll-by -- we get a roll-by
16 inspection by the car department as we leave waste management.
17 Once he gives us our roll by inspection, we flip our radio channel
18 from CSX over to the Metro-North channel. Approaching Highbridge
19 Yard as I come into there, like I do every night, I give the
20 Metro-North RTC District C dispatcher a call on the radio. I give
21 him all our information.

22 Even though it gets faxed over to him, I give him our
23 car count, our heights, that we had a good roll-by inspection and
24 usually the lead engine number, let him know whether we have a
25 pickup in Croton or whether it's straight through for the train we

1 swap with. And I then inform him that we're ready to go at CP-8
2 whenever he can handle us.

3 I called him. He told us ride up to CP-8 signal
4 indication. We pulled up to CP-8. Coming up the link, I look at
5 the LSL, which has a speedometer -- I mean, a LED readout of a
6 speed, and I look at the speedometer and I try and compare the two
7 to see if they're right on, one's off, one's on, whatever. The
8 speedometer -- when I was going 10 with the train on the link,
9 according to the LSL it was showing 12 on the speedometer. So
10 like they have always instructed us previously, with a imperfectly
11 displayed signal or a dark signal, you take it at its most
12 restrictive form. So comparing one to the other, whichever one
13 has the lower speed is the one I'm going to be governed by.

14 There's a measured mile marker on Metro-North between
15 milepost 7 and 8, which is of no use to me because being we come
16 out at 8, I'm not going to get any accurate reading. The next
17 measured mile marker for us would be between milepost 28 and 29,
18 which is between Philipse Manor and Scarborough, so I got to go 20
19 more miles before I can find out which one is giving me a correct
20 reading.

21 All right. All that being well and said, we came out at
22 8 onto Track 4. We continued north on 4. At the same time we
23 came out, there was a Metro-North local on Track 2 going through
24 the interlocking also. He continued north on 2; we continued
25 north on 4. He made station stops where he normally does at

1 Morris Heights, University Heights and Marble Hill. We were --
2 you know, of course, when he got -- I believe he had signal
3 problems at 8 so he was going a slower speed that night, because
4 generally he'd go by us and he'd be gone, but we pretty much
5 stayed close. We were behind him, but we were somewhat close
6 until he cleared CP-8, then he picked it up.

7 Like I say, it was a routine night, nothing out of the
8 ordinary. Dispatcher got a hold of us. He said, "I will be
9 holding you at CP-10," which I had already figured out because
10 being I saw the local on Track 2, I figured he's going to run him
11 straight on 2 at Marble Hill because 4 comes into 2. It goes from
12 three tracks down to two, so they're not going to put a freight
13 ahead of a passenger train, obviously. But he gave us the heads
14 up.

15 Once that local left University Heights -- I'm not
16 positive on the train number, but I believe it was 781, if I'm not
17 mistaken -- they made a radio transmission to the RTC dispatcher.
18 And this was a little unusual. I didn't even know dogs were
19 allowed on Metro-North, but apparently there was a passenger, a
20 woman passenger, she had a dog with her. I guess the conductor
21 was collecting her ticket or walking by, whatever, the thing. He
22 made a radio transmission that he had been bitten on the hand and
23 that the dog did draw blood. And I guess he asked the lady for a
24 rabies tag or whatever. She could not produce one so he called
25 the dispatcher to let him know about his injury. At that point

1 they were instructed to pull up to Marble Hill Station on Track 2,
2 stop their train on the platform; the police and an ambulance have
3 been dispatched to Marble Hill and that they were not to open up
4 their doors until the police arrived; do not let the lady -- the
5 woman off the train.

6 As we got towards Marble Hill, you know, at the place
7 where our signal would normally drop if he was holding us for
8 CP-10, we went from a clear in the cab to a limited clear, which
9 is just past University Heights station. When we got up to where
10 our signal would drop again, it did drop from a limited clear down
11 to an approach. When we got up by the station, once I guess
12 they'd determined that they were going to be holding this train
13 for a while, our signal all of a sudden went from -- up to clear,
14 clear in the cab.

15 We came -- yeah, we came around the curve. Originally,
16 like I said, we were going to stop, then the clear signal came up.
17 At that point I notched my train out. I got it going through the
18 interlocking. We crossed over from Track 4 to Track 2. I notched
19 it out. I got it up to maximum authorized speed for us in that
20 area, which is 15 mile-an-hour through the curve. As soon as I
21 hit that, I notched off.

22 We were -- I guess you could say we were at idle free-
23 rolling through the curve. It's, you know, we make a -- the first
24 curve goes to the left; then as you come around to CP-11, we curve
25 back again to the right. When you come around the second curve,

1 I'm guessing you've got about 300 feet to the signal at CP-11. As
2 I said, we had a clear in the cab. I knew I wasn't stopping at
3 11; that was a given. At that point I saw the proceed cab, still
4 had clear in the cab, and at that point we were just about on top
5 of the signal when the engineer off of that stopped train, which,
6 again, I believe it was 781 -- I could be wrong -- made a radio
7 transmission. He came on the radio. He said, "CSX, bring your
8 train to a stop. You are dragging something."

9 At that point I did a full service brake application. I
10 looked up. I saw the LSL. It read 14 mile-an-hour. I was
11 actually getting ready to notch out again because it had dropped
12 from 15 down to 14 because the curve does bind you up; it does
13 slow you down. I put a full service application on. I would
14 guess I went roughly a car length at that point when the train
15 went into emergency and we came to a screeching halt. I ended up
16 -- the head end of the lead locomotive was about, I'm guessing,
17 about 30 feet onto the platform at Spuyten Duyvil.

18 At that point the engineer made another radio
19 transmission. He said, "I think you might be on the ground. I
20 see a lot of sparks and dust." Right after he told me about --
21 oh, right after the train went into emergency, I made my radio
22 transmission on Metro-North channel, did my initial transmission
23 of "emergency" three times, immediately got a hold of the RTC
24 dispatcher, District C, informed him we were in emergency. I
25 informed him that 781 had instructed us to stop our train prior to

1 that, that we were dragging something. I certainly didn't want
2 any more trains going through there not knowing what was going on
3 in the rear. At that point the RTC dispatcher instructed my
4 conductor to get off the locomotive and walk back, check it out
5 and let him know what he found. He walked back and found 10 cars
6 derailed.

7 That's -- I don't know if you have questions. I'm just
8 trying to think if I can -- again, then, you know, of course, the
9 -- well, the fire department were the first people to show up at
10 Spuyten Duyvil. They wanted to know if we had any hazardous, any
11 fire, anything other than garbage. I instructed him, no, it was
12 just strictly garbage; there was nothing hazardous on the train.

13 Then after -- shortly after that, the Metro-North Police
14 showed up and Metro-North Track, you know, and there was just
15 people everywhere.

16 Q. Okay, thanks. Yeah. The way we'll do this, I'll have a
17 couple questions and then we'll go around and see if anybody here
18 has any that they had.

19 So, yeah, help yourself. Thanks to CSX for having water
20 here.

21 You had an air test on --

22 A. Yes, we did.

23 Q. How does that work? You start out with five cars?

24 A. And then we double to 19. We do a air --

25 Q. Go ahead?

1 A. Yeah. We do our air test up above. The cars are on
2 air. We get air slips for both. We get an air slip for up above.
3 I had two air slips that night.

4 UNIDENTIFIED SPEAKER: Just clarify it for everybody in
5 the room when you say "up above" and "down below"?

6 MR. HAMILTON: Oh, I'm sorry.

7 UNIDENTIFIED SPEAKER: Not everybody's familiar with Oak
8 Point.

9 MR. HAMILTON: Yeah. Up at Oak Point, where we picked
10 up the five, we had an air slip and we did our own air test up
11 there. The conductor walks -- generally, the cars are -- what
12 they do is they come in from -- the garbage cars that we pick up
13 in Oak Point come over from NYA. They're usually on the rear end
14 of the train so when the yard crew comes in, they usually leave
15 the whole train intact on 6 main. So there'll be garbage on the
16 -- well, what we call the west end, and freight on the east end.

17 When we tie on, the cars are on air. We tie on, the
18 conductor normally walks back, makes a cut on the five cars. We
19 make a separation. We pull up, hangs the marker, we do an on and
20 off. We go down below. There's a car inspector down there
21 waiting for us -- when we go down below, waste management, I'm
22 sorry. It's just routine. When we go down to waste management
23 and we pick up the 19, the car inspector is there. I believe when
24 we pull out, he does one roll-by that way and then we pull out and
25 we clear the switch. Then we shove back and we tie onto the five

1 cars that we left on the link. Those cars are also on air. He
2 also gives us another air slip for those cars from waste
3 management. So, in essence, I'll have two air slips.

4 Q. Okay.

5 A. Once in a while they'll combine them, but it's not very
6 rare.

7 Q. Okay. So if I understood that correctly, you couple
8 onto the five cars at Oak Point and you do an air test. The
9 conductor --

10 A. Yes, and we apply the brakes.

11 Q. Set the brakes. The conductor walks it, then you
12 release the brakes.

13 A. Right.

14 Q. And then you pull those five cars somewhere farther down
15 the track to waste management, couple on the -- you cut away from
16 the five?

17 A. Yeah, we cut away. We --

18 Q. Put the 19 on.

19 A. We cut a ways back. We leave -- generally, we leave
20 room for 19, because if we pull the cars all the way up -- there's
21 a crossing right there. If we double the 19 to the 5, we have the
22 crossing blocked. Also, with the car department down there, he's
23 able to assist us. So instead of the conductor having to walk 19
24 cars to the head end out on the, what I call -- on the bridge part
25 of the link, which goes out onto the water, the car department

1 will actually drive the conductor back to the hitch. He'll back
2 me up, make the hitch. When he's done with that, then he gets
3 driven up to the head end. It expedites things a little bit.

4 Q. Sure. Then the car department does the air test there;
5 is that right?

6 A. No, we'll do it ourselves because we have a working
7 telemetry.

8 Q. Now you've got the rear end so you know it's set --

9 A. Yes.

10 Q. -- and so forth?

11 A. Yes.

12 Q. Okay. So you do a set and release there. Okay. And
13 then you get a roll-by from the car department?

14 A. Um-hum.

15 Q. Somebody's standing -- two people, both sides --

16 A. One person.

17 Q. One person?

18 A. One person.

19 Q. Which side were they on, do you know?

20 A. I would not be able to --

21 Q. Okay.

22 A. Oh, well, pulling out he's on the -- on my side, on the
23 engineer's side, because he's in his truck. He'll swing his truck
24 around right by the engines, have it pointed at the cars, and as I
25 pull by he gives us an inspection.

1 Q. Okay.

2 A. Then he gives us a radio transmission when we clear his
3 location to tell us, you know, good roll-by.

4 Q. Okay. And, for clarity, you talked about comparing the
5 speedometer with the LSL. That's Lima-Sierra-Lima?

6 A. Yes, it is, locomotive speed limiter.

7 Q. Limiter. And that has -- that's also a display in your
8 cab that's telling you?

9 A. Yes. I have one display on the control stand myself,
10 which is basically right in front of me. There's another display
11 in the middle of the cab and that has a readout pretty much
12 directed over towards the conductor's side, fireman's side.

13 Q. Um-hum.

14 A. Along with dead center is all the, you know, the cab
15 signal display from clear right down to restricting.

16 Q. Okay. And the -- I think you said the LSL was showing
17 12 miles-an-hour, but the speedometer was showing 10?

18 A. No, no, reversed.

19 Q. Do I have that backwards?

20 A. Yes. My LSL -- when my LSL is reading 10, my
21 speedometer was like 11½ to 12 or right in that area.

22 Q. Okay. So you went with the LSL as the --

23 A. I took the one with the lower amount.

24 Q. Yeah?

25 A. Yes.

1 Q. Okay. All right. Now I got that.

2 Up until the point of the derailment, any exceptions or
3 concerns about the way the train handled, the brakes were --

4 A. It was -- like I said, it was just a routine night. I
5 mean, I've been on this same job for 2½ years now. It was just
6 like every other night that I've been operating out there for 2½
7 years. The only difference was this dog bite. I never heard of
8 anything like that before.

9 Q. Yeah.

10 A. But as far as the way the train handled, the track, when
11 we went around the curve we didn't feel anything. I mean, it just
12 felt normal.

13 Q. Um-hum.

14 A. You know, I heard all different theories: heat kink,
15 this, that. I have gone over heat kinks in the past. Generally,
16 with a heat kink you'll feel somewhat of a lateral motion. As far
17 as I know, there was nothing to tell me any different on this
18 particular night. It was, like I say, just like any other night
19 I've been out there.

20 Q. Um-hum. Okay. Specifically, where you leave, I guess
21 it would be the northern limits of CP-10, you go from the outside
22 track, number 4, to the number 2 track?

23 A. Correct.

24 Q. Just past that as you start into that curve, any --
25 nothing unusual that you felt or heard or saw on the track?

1 A. I didn't see anything, you know. You know, we have the
2 dish lights. You know, you're always looking for anything.

3 Q. Sure.

4 A. I didn't see anything. I didn't feel anything. I had
5 no idea about anything until the Metro-North engineer told us we
6 were dragging something. That was the first clue that there was
7 something wrong with that train. Like I said, I did a full
8 service application. Right after I did the full service, the only
9 thing that was different was right after that I felt a little
10 tugging, which generally is not a good sign.

11 Q. Yeah.

12 A. You know, it like hesitated, you know. Generally, in
13 that curve I don't like to do much of anything. I've never used
14 dynamic brake in there. I would never use dynamic brake unless it
15 was an emergency application -- an emergency situation. Because
16 of the way that curve is I would never use dynamic brake and have
17 those buff forces.

18 Q. Okay.

19 A. Very rarely have I ever used the air in that curve.
20 Same thing, I don't like to really put anything extra on that
21 train in that curve. There's been a few times when we've gone by
22 CP-10 -- most dispatchers will give us a heads up when we have
23 freight because they know generally we have a bigger train, a
24 heavier train. Most of the dispatchers are very good. They'll
25 say, "All right, I'm just giving you a heads up. I'm going to be

1 holding you at 11; I'm going to be holding you at 12."

2 11's not a normal spot where they ever hold you. Once
3 or twice I have -- as soon as you go by the signal at 11 -- at 10,
4 I'm sorry -- as soon as you go by the signal at 10, if he's
5 holding you at 11, you'll go from a clear in the cab right down to
6 approach. There's no limited. It's a very short span between the
7 two signals. It's only a -- I believe it's 1,414 feet or -16
8 feet.

9 In those instances if I don't have a heads up and I am
10 going 15, I knock that signal down and then that drops in the cab.
11 I will have to use the air because I can't take any other chances
12 that -- you know, I got to get that train stopped quickly as
13 possible because of the short block.

14 Q. Yeah. The signals you described, so can you give me the
15 speeds that those require? You mentioned a --

16 A. Sure.

17 Q. -- approach limited, was that it?

18 A. Limited clear.

19 Q. Limited clear.

20 A. Yes. On Metro-North a clear signal is maximum
21 authorized speed for us and the fastest our maximum authorized
22 speed is on Metro-North is 50 mile-an-hour.

23 Q. 5-0?

24 A. 5-0.

25 Q. Okay.

1 A. A couple sections -- nothing down this end at all. It's
2 up more towards the -- above -- up by Beacon is where that would
3 start. A limited clear for us on Metro-North is 25 mile-an-hour.

4 Q. Um-hum.

5 A. A approach signal is a 15 and a restricting is not
6 exceeding 15.

7 Q. Okay. And then the track speed through -- when you
8 leave CP-10, go through the turnout onto Track Number 2, what is
9 that speed?

10 A. We're talking between 10 --

11 Q. The requirement?

12 A. We're talking between 10 and 11 after I come off of 4?

13 Q. Yeah?

14 A. That's 15 mile-an-hour through the --

15 Q. So 15, okay.

16 A. -- excuse me -- what they call the rock cut.

17 Q. Okay. And you had, initially had a stop signal there?

18 A. Yes, I did.

19 Q. And did -- I know I -- forgive me if I missed I, but
20 did you say you came to a stop or almost to a stop or?

21 A. Almost to a stop.

22 Q. Almost to a stop.

23 A. Almost to a stop. We were pulling into the station.
24 His train had never gone -- normally, I think, for their train,
25 their passengers to disembark, I think normally he would go past

1 the signal at CP-10 because -- but because he was instructed not
2 to open up the doors, he stayed short of the signal, so -- I
3 didn't see it. I'm guessing originally he had the signal and we
4 had the stop. I don't know that.

5 Q. Okay.

6 A. I'm guessing the dispatcher dropped his signal and then
7 put ours up.

8 Q. Okay. Train handling-wise how did you come to the --
9 almost to a stop? How did you accomplish that?

10 A. Boy. I know --

11 Q. If you remember. Don't guess, but if you remember.

12 A. I'm trying to think now. I'd only be guessing. I
13 thought I used dynamic that night. Again, I'm not sure.

14 Q. Okay. And then the signal cleared up and -- kind of
15 walk me through your control manipulations, what you did.

16 A. The signal came up. I start out slowly with the
17 notches. Garbage cars have a tendency to have a lot of slack in
18 them. That's why I believe I was in dynamic, because if I was in
19 dynamic the train would have been bunched. Everything would have
20 been in. You just can't go ripping it out when you're in dynamic.

21 Q. Sure.

22 A. You know, that's where knuckles and draw heads come into
23 play. So I initially started notching out slowly. Of course, I
24 only had 24 cars so there couldn't have been a heck of a lot of
25 slack, but there's still enough. And like I said, I pulled it out

1 and I get up to -- you know, as I've always run on Metro-North, I
2 get the train up to the maximum authorized speed as quickly as I
3 can, especially through there because, again, north of 12 you're
4 going from four tracks down to three down to two, and going the
5 other way you're going from three to two branching out to -- so
6 it's kind of a choke point and the dispatchers, you know, they
7 don't want you dilly-dallying. Like if it's 15 they don't want
8 you going 10. The main thing is to get through there at track
9 speed and get the heck out of their way.

10 Generally, these guys are kind of putting us like in-
11 between trains or they'll -- you know, he'll have a southbound
12 coming and -- I've already gotten the pass where they said, you
13 know, I've come out at 8. He did it about a week ago. He said,
14 "Listen, I'm going to keep you moving right along at 10. Keep it
15 rolling and do the best you can," which, to me, means just, you
16 know, keep it going, get the heck out of my way, you know, and I
17 got somebody coming, I need the track.

18 Q. Okay. So going back to you've notched out. Did you get
19 all the way up to run 8 to, or --

20 A. I might have been at run 8; I might have been at run 7.

21 Q. Okay. And then once you get to the -- close to the
22 speed or at the speed --

23 A. I start notching right -- yeah. As soon as I see that
24 I'm getting up there, I notch right off. I believe I notched it
25 right down to idle.

1 Q. Okay.

2 A. And like I said, I -- if it wasn't idle, it was notch 1,
3 but I think I went right to idle.

4 Q. Um-hum.

5 A. Like I said, I let it free roll. I know once I get to
6 that speed and I notch off, from past experience, I'm not going to
7 increase speed because once I get on that second curve
8 everything's binding up on you. What I notice is, usually, by the
9 time I get to Spuyten Duyvil, then I'm -- as long as I got the
10 signal at 12, and I'll know that right at Spuyten Duyvil
11 station --

12 Q. Um-hum.

13 A. -- because my cab signal will drop there generally
14 because he crosses us over. Ninety-five percent of the time we
15 cross over at CP-12. So right at the -- almost where I stopped at
16 Spuyten Duyvil station that night the cab signal generally drops
17 to a limited clear.

18 So, like I said, at that point I know I'm not going to
19 pick up any more speed. It's going to start binding up and I'm
20 actually going to have to take some more power to actually pull
21 that train through that curve. And then after I go through
22 Spuyten Duyvil we go around a pretty -- another pretty good curve,
23 sharp curve, up to 12. So between -- depending on the length of
24 your train, you got a nice train, it's going through three curves.

25 Q. Okay. So if I understood you right, before you got that

1 radio call about dragging equipment, you had gotten back up to the
2 speed you want to be going, you've throttled down to either idle
3 or 1 and you're kind of drifting?

4 A. Yes, that is correct.

5 Q. And you get the call and you went to full service --

6 A. Yes.

7 Q. -- with the air brake, leaving the throttle alone --

8 A. Yes.

9 Q. -- as far as you know, and then it goes in emergency?

10 A. Yes.

11 Q. Okay.

12 A. That is correct.

13 Q. All right. Okay.

14 A. Yeah, he sounded a little excitable on the radio so I
15 wasn't playing around. You know, it was full service to get that
16 train stopped as quickly as possible. The way he sounded, you
17 know, I -- to me, at the time, I thought -- he says you're
18 dragging something, I figure -- sometimes you've got banding hangs
19 off the car or out of the car. That's kind of what was going
20 through -- I mean, not that it would have made any difference, but
21 that was my thinking is maybe there was banding and it was like
22 hitting the third rail and causing sparks or whatever, because
23 like I said before, I couldn't feel anything, nothing. It was
24 just a routine night like it's been every other night I've been
25 out there.

1 Q. Okay. Okay. Well, thanks. That's it for me.

2 MR. FLANIGON: I'll go around the room.

3 MR. LAPRE: Yes, David, I have a question for you

4 with --

5 MR. FLANIGON: This is Peter --

6 MR. LAPRE: Oh, I'm sorry, Peter LaPre.

7 BY MR. LAPRE:

8 Q. I have a question for you. I'm trying to understand
9 better the brake tests that were performed. You said you got your
10 air slip, so is it your understanding that the cars had received a
11 brake test from using yard air, the car inspectors had done that
12 prior to your arrival?

13 A. That's correct. I had air slips that told me there was
14 a Class 1 done on both pieces of the train.

15 Q. Okay. So when you reassembled or picked up the first
16 portion of the train, you then did on and off?

17 A. Yes, sir, with my conductor.

18 Q. With your conductor. And then when you assembled the
19 two pieces of the train together you did an on and off using the
20 EOT?

21 A. Yes.

22 Q. Okay. I just wanted to verify that. Thank you.

23 MR. LAPRE: Nothing further.

24 UNIDENTIFIED SPEAKER: Nothing.

25 UNIDENTIFIED SPEAKER: I'm okay.

1 UNIDENTIFIED SPEAKER: Nothing.

2 MR. FLANIGON: Okay.

3 BY MR. FLANIGON:

4 Q. Well, anything you want to add at this point? Sometimes
5 I ask, well, what -- can you think of a question I should have
6 asked you but didn't, you know?

7 A. No, not really. I mean -- you know, I've been on the
8 railroad 25 years. I've been running for 24. The only thing I
9 would add is I've never had any main line issues at all. I've --

10 Q. Well, let's hope this is the only one.

11 A. I hope so.

12 Q. Yeah.

13 A. I mean, I'm sure most of you have checked my record. I
14 mean, I believe my record speaks for itself. I've never had
15 any -- I've never, ever been out of service for anything. You
16 know, not that that makes any difference, but I like to think that
17 I come in and I do my job to the best of my ability each and every
18 day, you know.

19 Q. Okay. Okay, well, thanks.

20 A. That's the only thing I can -- and if I can answer any
21 more questions -- anybody has anything?

22 Q. Okay.

23 UNIDENTIFIED SPEAKER: Dave's made himself readily
24 available.

25 MR. FLANIGON: Okay. Great. So I think we're good.

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Thanks. I'm going to turn this off.
(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CSX TRAIN DERAILMENT
BRONX, NEW YORK
JULY 18, 2013
Interview of David Hamilton

DOCKET NUMBER: DCA-13-FR-009

PLACE: Kearny, New Jersey

DATE: July 21, 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.

Vanita Tildon
Transcriber