

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

## Written Statements Engineer and Conductor

MARK MATHER

EMPLOY [REDACTED]  
ENGINEER CA-11

NOV. 30 2012

STOPPED AT PAULSBORO MOVEABLE BRIDGE  
JUST BEFORE 7<sup>00</sup> AM. AT A STOP SIGNAL. BRIDGE  
WAS CLOSED. KEYED IN THE 137\* CODE TO CLOSE  
BRIDGE TO SEE IF A CLEAR SIGNAL WOULD BE  
DISPLAYED. THE SIGNAL DID NOT CHANGE FROM  
THE STOP SO THE CONDUCTOR WALKED THE  
BRIDGE TO SEE IF THE RAIL WAS LOCKED IN  
PLACE. CONDUCTOR CAME BACK ON ENGINE AND  
TOLD ME BRIDGE LOOKS GOOD LOCKED IN PLACE.  
I KEYPED THE 137\* CODE 2 OR 3 MORE TIMES. STILL  
DID NOT GET THE CLEAR SIGNAL. I CALLED TO  
DISPATCHER JOHN HAVILCEK RECEIVED A 241  
1ST SIGNAL. WENT OVER BRIDGE 2 ENGINES  
ABOUT 6 CARS. TRAIN WENT INTO ~~EMERGENCY~~

7/30/12

Approx. 7 AM.

we approached the Paulsboro movable bridge. Stopped at the stop signal. We keyed in the code. Bridge was closed. I walked the bridge both sides and it was fine. Went back on the engine. Mark ~~keyed~~ keyed it in the code a few more times. No message. Mark called SJ dispatcher and got a 241. We went over the bridge fine and all of a sudden saw the bridge collapse and train went in emergency. Got out called Gary (TM). ~~He~~ Told the Police officer what was still on the track. Gary came handed him the paperwork. We cut away the engines and took them ~~to~~ the Paulsboro yard office.

with Ken Oaden.

CA 11

~~np~~ #

