



NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Norfolk Southern Railway general merchandise freight train 32N
derailment with subsequent hazardous material release and fires,
in East Palestine, Ohio, on February 3, 2023

GROUP	G
EXHIBIT	
10	

Agency / Organization

East Palestine Fire Department

Title

Interview Transcript – Fire Chief

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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NORFOLK SOUTHERN TRAIN DERAILMENT
IN EAST PALESTINE, OHIO
ON FEBRUARY 3, 2023

Accident No.: RRD23MR005

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Interview of: KEITH DRABIC, Fire Chief
Village of East Palestine Fire Department

Via Microsoft Teams

Tuesday,
May 22, 2023

APPEARANCES:

RICHARD DOWNS, JR., Investigator
Survival Factors Investigations,
National Transportation Safety Board

MARK DOUGHERTY, Investigator
Hazardous Materials Accident Investigator
National Transportation Safety Board

CYNDI LAKE, Safety Division
National Transportation Safety Board

PAUL CAREY, Fire Chief, Retired
Boston Fire Department,
On behalf of International Association of Fire Fighters

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Chief Keith Drabick:	
By Mr. Downs	Error!
Bookmark not defined.	
By Mr. Carey	14
By Ms. Lake	17
By Mr. Carey	18
By Mr. Downs	19

I N T E R V I E W

(11:06 a.m.)

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2
3 MR. DOWNS: Good morning. Today is May 2nd, 2023 and the time
4 is about 11:06 AM. This Microsoft Teams interview is being
5 conducted in connection with the Norfolk Southern Railway train
6 derailment, East Palestine, OH, which occurred on February 3,
7 2023. The NTSB accident number, reference number is RRD23MR005.

8 This is an interview with Mr. Drabick, Chief Drabick, of the
9 East Palestine Fire department. Mr. Drabick, if you could spell
10 your last name and state your current job title.

11 MR. DRABICK: D-r-a-b-i-c-k, Fire Chief.

12 MR. DOWNS: Very good. Thank you, Chief. Mr. Drabick, do you
13 understand this interview is being recorded?

14 MS. DRABICK: I do.

15 MR. DOWNS: Thank you. Now, before we start this interview
16 and questions, I'd like to advise the witness that NTSB interview
17 procedures under 49 CFR 831.7 representation during an interview,
18 afford interview witnesses the opportunity to be accompanied by
19 one representative of their choosing, in which that participating
20 representative can be anyone. Or the interviewee can elect to
21 have no representative be present.

22 So we'll ask our interviewee, have you elected to have a
23 representative participate in this interview?

24 MR. DRABICK: No.

25 MR. DOWNS: Thank you. Now, the purpose of this

1 investigation is to improve safety, not to assign fault, blame or
2 liability. Our sole mission is to improve transportation safety
3 and prevent accidents. And as such, NTSB cannot guarantee, cannot
4 offer any guarantee of confidentiality, immunity from any
5 legal proceeding by any other agency, whether it's local, state or
6 federal.

7 Now with the above admin items covered, let's go around and
8 introduce ourselves. Please spell your last name, who you are
9 representing, and your work title. Like to remind everybody to
10 speak clearly for the recording and transcription.

11 I'll start off with myself and go around the virtual room.
12 My name is Richard Downs, Jr. Spelling of my last name is D-o-w-
13 n-s, and I'm an investigator with the NTSB, out of Washington D.C.
14 My specialty is survival factors investigations.

15 MR. DOUGHERTY: My name is Mark Dougherty. Spelling of my
16 last name is D-o-u-g-h-e-r-t-y, and I'm a Hazardous Materials
17 Accident Investigator with the National Transportation Safety
18 Board.

19 MS. LAKE: My name is Cindy Lake. Last name is spelled L-a-
20 k-e. I work in our safety division at the National Transportation
21 Safety Board.

22 MR. CAREY: Good morning. My name is Paul Carey. I'm a
23 retired district Fire Chief from the Boston Fire Department and
24 I'm here on behalf of the IAFF. Last name is C-a-r-e-y.

25 MR. DOWNS: Chief Drabick?

1 MR. DRABICK: Chief Drabick, D-r-a-b-i-c-k, Fire Chief,
2 Village of East Palestine.

3 MR. DOWNS: Great. Thank you all. And if there's any
4 questions that are unclear or are not understood by the
5 interviewee, please ask to clarify or restate the question. And
6 if you don't know the - any -- the answer to any questions, okay.
7 It's OK to tell us that you don't. We don't want you to speculate.

8 And additionally as I mentioned, this is the second interview
9 of this witness in that we had a prior interview that we're going
10 to be referring to. And Chief, if it occurs that the prior
11 question has been addressed and the prior interview, don't
12 hesitate to mention that as well. We might be a little bit
13 redundant here, but we'd rather cover everything than miss
14 something. Lastly, a transcript --

15 MR. DRABICK: For clarification, this is the third interview.

16 MR. DOWNS: Third interview, beg pardon. Yes, thank you.
17 Yeah, I guess you were interviewed by a different technical panel.
18 Is that correct, the HAZMAT panel?

19 MR. DRABICK: Correct.

20 MR. DOWNS: Okay great, thank you. Lastly, a transcript of
21 this interview will be placed in the public docket for this
22 investigation, which will be available via the NTSB website.

23 BY MR. DOWNS:

24 Q. Okay, Chief Drabick, can you please tell us for the record
25 about your background and education and so on rather than the

1 details. If you've already addressed that please feel free.

2 A. It's already been a already been addressed in other
3 interviews.

4 Q. Perfect, thank you. Positions that you've had with the fire
5 department?

6 A. Been addressed in other interviews.

7 Q. Great. How long then that current position?

8 A. Approximately 14 months.

9 Q. Thank you. And who do you report to?

10 A. Village manager.

11 Q. All right, okay. I'm looking at my questions here and I'm
12 gonna be referring to the prior transcript. That's the one that
13 was conducted previously.

14 You had indicated that the -- that the Chief in the -- in
15 your job role had compiled standard operating procedures for the
16 fire department. Are procedures compiled to address this type of
17 HAZMAT derailment?

18 A. It is not yet.

19 Q. Is that planned to be addressed in say an addendum or
20 something?

21 A. It's in the process.

22 Q. Process, great. Now you were. You were waiting on vacation
23 on the day of the the accident. And you were traveling, I guess,
24 in eastern Pennsylvania.

25 And you were -- it appears you received a phone call about

1 2100 hours when you were on route there, and you returned to the
2 Village, driving back to East Palestine. And you maintained
3 communications en route. Is that correct?

4 A. Yes.

5 Q. Did you connect with the Norfolk Southern while you were n
6 reoute to, to inquire about their manifest?

7 A. No.

8 Q. Was that done by your colleague, the Deputy Chief, who was at
9 the scene?

10 A. Yes.

11 Q. Great. And the evacuation zone was established about one
12 mile. Is that correct?

13 A. Yes.

14 Q. Okay, and there was water application to protect the
15 exposures. There was water application being done to provide
16 suppression.

17 A. Both.

18 Q. Okay. Do you know did the the Deputy Chief establish a
19 command post while he went -- was -- while you were en route?

20 A. Yes.

21 Q. Okay, Well, we'll follow up with him on that. Do you know
22 where the command post was initially located? What approximate
23 location, maybe a street intersection or something?

24 A. It was initially established on East Taggart at the Lake oil
25 property.

1 Q. Okay, and that's fairly close to the site. Is that correct?

2 A. Correct.

3 Q. ay, and you arrived on scene about 2:00 a.m., right?

4 A. Correct.

5 Q. Okay, because it's a fairly long drive, And you then
6 approached the the deputy chief and discussed with him what was
7 was occurring? You got a debriefing from him?

8 A. Correct.

9 Q. Okay. And it was his decision to have unmanned master
10 streams. Question being, was this decision based on the Fire
11 Department standard operating procedures or the Emergency Response
12 Guide?

13 A. You'd have to ask the person who made that decision. That
14 was done before I arrived.

15 Q. That's deputy chief there, okay. Let's see, (indiscernible).
16 And as I'm reading your as I read through -- as I read through
17 your transcript, there was I guess, some confusion on the part of
18 the wall water application or or not. And that the water
19 application was suspended once the NS had done -- Norfolk Southern
20 had advised that the -- to not apply the water. Did you consult
21 the emergency response guide on route by chance? Were you able to
22 do that?

23 A. I did.

24 Q. Okay, do you remember what the instructions were at the time.

25 A. I do not.

1 Q. Okay, let's see. You indicated you started communicating
2 through the command post. At what time did the Norfolk Southern
3 have a representative present at the command post when you were
4 there? Do you remember?

5 A. They were there when I arrived and they were -- had already
6 been there.

7 Q. Had already been there. Okay, great. The command post, was
8 it fully up and functional? Did you get the impression it was
9 fully up in functional when you arrived?

10 A. Yes.

11 Q. Okay. Did you happen to know. Was there a radio
12 transmission made to that effect that there was a command post
13 established?

14 A. Yes.

15 Q. Okay, did you happen to have your fire department radio with
16 you when you were on travel?

17 A. No.

18 Q. Okay, and the printed copy of the train manifest.
19 Approximately what time did that arrive and from whom at the NS?
20 Do you remember that?

21 A. No, I don't.

22 Q. Okay. Now the railroad attempted to uncouple a A a section
23 of underailed cars so that the lead locomotive could could be
24 pulled away with those cars and not cause damage to those those
25 cars.

1 They have apparently had a copy of the train manifest in the
2 locomotive. Do you happen to know, was that relatively near the
3 scene?

4 A. No idea.

5 Q. Do you happen to know why the fire department didn't send
6 someone to the locomotive to confer with the crew and obtain the
7 manifest?

8 A. I do not. That happened prior to me getting here.

9 Q. Okay, very good. The evacuation, citizen evacuation, the
10 decision process. Was that done prior to your arrival?

11 A. It was.

12 Q. Okay. Do you happen know, was it voluntary or mandatory?

13 A. You would have to ask the people that instituted that.

14 Q. Very good, thank you. And you had indicated in your
15 transcript that you had a copy of the manifest, but that somebody
16 from the -- you don't remember who it was --I got that copy, and
17 then you requested an additional one. Yes?

18 A. Correct.

19 Q. Okay. Why was that copy taken away from you? Do you happen
20 to know?

21 A. I do not.

22 Q. Okay. Oh, rapid intervention teams. The fire department
23 sent a recon team in. Was there a rapid intervention team or a
24 RIT, as we call it in fire service, organized and standing by by
25 chance?

1 A. Yes.

2 Q. Very good. And you indicated in the prior transcript that
3 the command post was relocated cause it was too close to the site.

4 A. Correct.

5 Q. Okay, do you remember where the relocation initially was to?

6 A. It went from the leak oil site to the Main Street address,
7 and then moved to the school.

8 Q. Moved to the school. The Main Street address, was that the
9 fire station?

10 A. Police/fire station.

11 Q. Police/fire station. Okay, very good. And it wS still
12 technically too close. I think that's what you were alluding to
13 there in the transcript? You felt you wanted a little more
14 safety --

15 A. By half a block.

16 Q. Yeah, that would be a fair assessment. Just a little bit too
17 close yet? Very good, thank you. How about the dispatch center?
18 Is the dispatch center in the fire/police building?

19 A. Yes.

20 Q. And you were able to relocate that to the school? Was at the
21 case?

22 A. No, it was relocated to another backup dispatch area
23 designated by their policies and procedures through the police
24 chief.

25 Q. Perfect, thank you. Okay. And the decision to vent and

1 burn, that is -- that is that the occurred well after you arrived?

2 Yes?

3 A. Correct. But I thought you stated at the beginning of this,
4 we weren't discussing any of that.

5 Q. Yes, exactly. So I just wanted to touch on that briefly.

6 Okay. The relocation to the library, the command center to the
7 Library of the high school. Is that the Fire Department standard
8 procedure as a backup?

9 A. It was the elementary school, not the high school.

10 Q. Elementary school, okay.

11 A. And the high school --

12 Q. Thank you.

13 A. -- the high school was the evacuation center.

14 Q. High school, evacuation. Okay, very good.

15 A. And that was decided upon as being the most acceptable
16 facility outside of the one mile radius.

17 MR. DOWNS: Perfect. Thank you. All right, that concludes my
18 questions. Chief, do you have any thoughts, questions of me
19 before we continue to the other folks?

20 Q. No.

21 A. Thank you. Okay, who would like to be next? Chief Carey?

22 MR. CAREY: All right. Good morning, Chief. How you doing?

23 MR. DOWNS: Fine, Sir.

24 BY MR. CAREY:

25 Q. Thanks for taking the time for us today. You said that

1 though there were no -- in place -- there were no standard
2 operating guidelines for responding to a rail incident?

3 A. None that I developed. That's correct.

4 Q. Okay. And I'm just curious about the the training that your
5 members have received. Is it true that there had been some
6 tabletop exercises done with Norfolk Southern prior to this event?

7 A. Correct.

8 Q. And who attended those -- that class and how long was that
9 class?

10 A. Deputy Chief Gorby, approximately two to three hours.

11 Q. Okay. And do you know if they if -- if the railroad
12 introduced the R1 over the use of the AskRail app during that
13 training?

14 A. You would have to check with check Deputy Chief Gorby. I
15 was not there.

16 Q. Okay. We will do that. And as far as when you go out there
17 and closer, there's a lot of stuff going on and there was a
18 transfer of command.

19 What were the incident objectives at that point according to
20 the Deputy you relieved? What was he trying to accomplish at that
21 point?

22 A. Trying to stabilize the incident, protect exposures and
23 protect the public.

24 Q. Okay. And what what were they doing to stabilize the
25 incident?

1 A. Conferring with the HAZMAT specialist, EPA, both Federal and
2 Ohio, along with DEP and the EMA to determine what actions needed
3 to be taken further, and trying to identify what cars are actually
4 burning in conjunction with the Consist.

5 Q. Okay. And uh, they, they were throwing a lot of water around
6 doing exposure protection, correct?

7 A. To the best of my knowledge.

8 Q. And I understand there are a lot of pool fires which
9 consisted of flammable liquids that were exposing the rail cars.
10 Is that correct?

11 A. I don't have an answer to that, Sir. I wasn't there.

12 Q. Okay. And the Deputy never conveyed that to you that the
13 there was a flammable liquid dove pool fire around the train?

14 A. There were lots of fire. Some of them, I assume, was a pool
15 fire, but I cannot say whether they were or not because I did not
16 see it.

17 Q. Okay. And did they indicate to you or was there any
18 discussion about the option of utilizing foam on there, on the
19 flammable liquid fires, do you know?

20 A. It was discussed and there was a small portion of foam
21 applied.

22 Q. And what effect did that have on the fires?

23 A. I'm not sure I was not there.

24 Q. Okay, so that was prior to your arrival, correct?

25 A. That's correct.

1 Q. Okay. And finally, you mentioned the Recon team within and
2 there was a written place. What what were the objectives for the
3 Recon team? Exactly where were they told to go and what were they
4 told to do?

5 A. That's something you would have to ask the deputy chief that
6 was done prior to my arrival. I drove around the outer edge of
7 the incident to do a -- for lack of better terms -- 360 upon my
8 arrival into town to get a better scope of the magnitude of the
9 incident.

10 Q. Okay. And when you were en route, I assume you were in
11 contact with your dispatch, correct?

12 A. Correct.

13 Q. Did did they mention anything about receiving a Consist that
14 was faxed to them by Norfolk Southern?

15 A. No.

16 Q. That was not mentioned.

17 A. Not to me.

18 Q. And when you when you took command from the deputy, did he
19 mention anything about having a Consist?

20 A. He did not have one.

21 Q. He did not have one. And what time was that when transfer of
22 command occurred?

23 A. Approximately 2:00 a.m.

24 Q. 2:00 a.m. Okay, thanks very much, Chief. I have nothing
25 further.

1 MR. DOWNS: Okay, let's go to our next -- Ms. Lake.

2 MS. LAKE: Yes. Hi, Chief. Hi, Chief Drabick. This is
3 Cyndi Lake with NTSB. Just a couple questions. So when you have
4 multiple jurisdictions responding to an incident, are they able to
5 all communicate on the same radio channel? And this is in general
6 --

7 MR. DRABICK: No.

8 MS. LAKE: -- for an incident. Okay, so they do not have the
9 ability to patch in?

10 MR. DOWNS: Standby, Cyndi. Hold on. Chief Carey, can you
11 close your camera and mute your microphone please? Thank you.
12 Continue.

13 MR. DRABICK: Depending on the scope and magnitude of the
14 incident. Our normal first or second alarm mutual aid departments
15 are able to do that. With the scope of this -- magnitude of this
16 incident, communication was an issue.

17 BY MS. LAKE:

18 Q. Okay. And then I know the previous question answered the
19 writ. But I wanted to ask, you had mentioned that you requested
20 an incident management team? Is this different from the writ?

21 A. Yes.

22 Q. Okay, I just wanted to clarify. So can you tell me what the
23 IMT's role was in the response?

24 A. They're an incident management team. They come and assist
25 with developing Ips, FEMA protocol, and NIMS-compliant ICS

1 paperwork, and facilitating the gathering of additional resources
2 through an EMAC.

3 Q. Okay, great. And do you remember what time that team
4 arrived?

5 A. I do not.

6 Q. Okay, and did they create an incident action plan and do you
7 have a copy of that plan?

8 A. They did not do.

9 Q. Is that something you could share with us?

10 A. I'll check with my counsel.

11 MS. LAKE: Okay, great. I think that's all I have, Chief,
12 thank you.

13 MR. DOWNS: Thank you. Let's go next to Mr. Dougherty.

14 MR. DOUGHERTY: I do not.

15 MR. DOWNS: Chief Carey, do you have any questions? I see
16 you back here.

17 MR. CAREY: Yeah, I had one more that came to mind.

18 MR. DOWNS: Go ahead.

19 BY MR. CAREY:

20 Q. When you arrived, I know a lot of things were already going
21 on. And you -- I understand there were a lot of mutual aid fire
22 departments there. Did you at that point, I know you moved the
23 command post. Did you establish unified command with all the
24 other fire chiefs and their people?

25 A. It was done prior to my arrival.

1 Q. That was done Friday, arrival. So the Deputy did that right?

2 A. Correct.

3 Q. Okay, that's all. Thank you.

4 A. Thanks, Chief.

5 MR. DOWNS: I have a follow up question for you, Chief
6 Drabick.

7 Q. Has NS provided any further guidance on how to address a
8 major derailment and fire as occurred in this accident?

9 A. Yes.

10 Q. And what would that be?

11 A. They've provided instructions and access to the ask rail,
12 along with additional training at their Bellevue site.

13 Q. Okay, and --

14 A. -- and additional training in -- to (ph.) Pueblo (ph.).

15 Q. And the the training. It sounds like it's going to be future
16 training?

17 A. Correct.

18 Q. Okay. Any idea when you're fire company might be able to
19 address that -- months, years, days?

20 A. The training in Bellevue has already occurred. The training
21 in Pueblo, part will be in September, part will be in October, and
22 the remaining will be next year for the remaining members.

23 Q. Perfect, thank you. And documentation. Have they given you
24 any manual updates or anything like that?

25 A. Nothing short of the handout material for the Bellevue class.

1 MR. CAREY: The Bellevue class, okay. All right. Lastly,
2 were there any lessons learned in the event that you could offer
3 to the professional firefighting community that you'd like to
4 share with us?

5 A. There's lots. Too many to get into right now.

6 Q. Okay, very good. Yes, we can address that at our hearing
7 later on it. These are the kinds of things that you folks had a
8 very valuable experience here, and I suspect you might want to
9 share that with the professional community given that you're a
10 firefighting professional.

11 Okay, any final questions here of anybody? Chief Drabick do
12 you have any final thoughts or observation that you'd like to
13 offer?

14 A. No.

15 MR. DOWNS: Very good, okay. Well then, thank you again for
16 your time for the interview here. And this concludes our
17 questions. Thanks very much. The time is about 11:32 a.m.

18 Ms. Lake, you can suspend the recording.

19 (Whereupon, at 11:32 a.m., the interview was concluded.)
20
21
22
23
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25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: NORFOLK SOUTHERN TRAIN DERAILMENT
 IN EAST PALESTINE, OHIO
 ON FEBRUARY 3, 2023
 Interview of Keith Drabik

ACCIDENT NO.: RRD23MR005

PLACE: Via Microsoft Teams

DATE: May 2, 2023

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.



Suzanne Ventura
Transcriber

Downs Richard

From: Downs Richard
Sent: Tuesday, May 30, 2023 8:50 AM
To: Lloyd Troy
Cc: Lake Cyndi; Dougherty Marc
Subject: FW: NTSB / East Palestine, OH (RRD23MR005) - Interview Transcript transmittal [for review] + Errata Sheet

May 30, 2023

Mr Troy Lloyd / Panel 1 Chair – further to this, this to document that the Interview Transcript and the corresponding Errata Sheet transmittal, as described in the message below, had been sent to the identified Interviewee [recipient of the message below], to afford an opportunity to provide transcript corrections / comments, in which no reply had been, as yet, forthcoming in response to this transmittal inquiry.

Accordingly, given the approaching due-date for the required submission of Exhibits into the public docket for the Public Hearing, which would include the Interview Transcript and corresponding Errata Sheet, this to document that the Interview Transcript [as received from the agency transcription contractor], and the corresponding Errata Sheet [as sent to the interviewee], will be placed into the public docket for the Public Hearing, which will include a copy of this message, as documentation of the transmittal non-response.

Further, if an Errata Sheet [with, or without, described transcript corrections / comments] for this transmittal non-response is subsequently received by the Panel 1 investigation, that responded documentation will be correspondingly placed into the public docket for the Public Hearing, as a follow-up docket-placement item, such to reflect that an Errata Sheet for the subject Interview Transcript had been conveyed to the investigation. -- Richard Downs, Jr., P.E. / Panel 1 [investigative support]

From: Downs Richard
Sent: Friday, May 19, 2023 11:25 PM
To: k.a.drabick@eastpalestine-oh.gov
Cc: Lloyd Troy <Troy.Lloyd@ntsb.gov>; Lake Cyndi <Cyndi.Lake@ntsb.gov>; Dougherty Marc <Marc.Dougherty@ntsb.gov>
Subject: NTSB / East Palestine, OH (RRD23MR005) - Interview Transcript transmittal [for review] + Errata Sheet

May 19, 2023

Chief Keith Drabick / Village of East Palestine, OH, Fire Department –

First off, I want to thank you for your support to the NTSB Investigation, and for your participation in the interview as conducted in the investigation. The interview resulted in an official transcript that will be very useful to our investigative process and provide valuable insight to support the NTSB's Public Hearing, that is being scheduled to address the above referenced accident investigation.

As mentioned during the interview activity, you (as the interviewee) are afforded the opportunity to review the transcript that's generated from the interview recording, such to provide prospective transcript content corrections feedback to the investigation, which you would like to propose for consideration by the investigation.

Accordingly, to that end, attached please find a .pdf copy of your interview transcript (as received from the transcription contractor), which is hereby provided for your review / corrections response opportunity, along with an Errata Sheet (transmittal form).

Correspondingly, given the above, to execute this transcript review / feedback process, kindly please printout the attached transcript document and Errata Sheet, which will enable your review of the full transcript, in which the Errata

Sheet is used in your reply transmittal. Completion of the data in the Errata Sheet is self-explanatory (... simply check the appropriate response box, affix a signature, and date, and if needed, attach any identified transcript changes -- per the Errata Sheet).


Kindly please return to me, via reply email, the completed Errata Sheet, along with any transcript changes, in which it's requested that you kindly submit your response, even if there are no transcript changes identified, by **not later than May 24, 2023**.

Lastly, please note, [1] that investigation transcripts must be maintained as confidential at this time, in which the transcript is for your use only, and not for release outside of the investigation, and [2] I welcome you to contact me, or any of my Tech Panel 1 colleagues (cc'd here, for your convenience), should there be any thoughts or questions regarding this transcript review / Errata Sheet response process.

Thank you for your support to the investigation, and for your assistance and cooperation in this response.



Richard M. Downs, Jr., P.E.
Mechanical Engineer (Crashworthiness)
Sr. Survival Factors Investigator
National Transportation Safety Board
490 L'Enfant Plaza SW, Washington, DC 20594





National Transportation Safety Board
Office of Railroad, Pipeline and Hazardous Materials Investigations
Washington, D.C. 20594

Date: May 19, 2023

Interviewee: Keith Drabick / Village of East Palestine, OH, Fire Department

Reference: **Errata Sheet** Transmittal / **Transcribed Interview**, regarding the February 3, 2023, Norfolk Southern Railway train derailment and fire, in East Palestine, OH -- NTSB Investigation number RRD23MR005

As indicated during the subject interview, attached for your attention and response, please find a copy of the transcript of your interview that was conducted on May 2, 2023, which was compiled as a preparation activity [element], of an NTSB Public Hearing, that is being scheduled to address the above referenced accident. Kindly please review the enclosed transcript for accuracy, and please utilize this sheet to convey (to the investigation) any necessary editorial changes.

Your response in this may be either ...

- [1] submission of an 'itemized tabulation' of your suggested transcript changes (i.e., in a tabulation format, cite the relevant page and line number, along with any suggested change(s)), -- or --
- [2] you may 'redline' (i.e., manually, or digitally markup, with an inserted corresponding notation) any suggested changes to a copy of the transcript, to which kindly please initial any changes cited, in which only the individual pages containing the cited changes need to returned in your response.

When replying, please use this transmittal sheet for your response, even if there are no changes identified in your review, to which, please be sure to apply a checkmark to one of the three statements below, and please affix your signature and date. It's requested that you kindly please submit your response to me, via **reply email**, by **not later than** the CoB of **May 24, 2023**.

I have reviewed the enclosed transcript(s) from the above referenced accident, and ...

- I have no comment(s) to offer,
- my comments are submitted herewith (as an itemized tabulation), --- OR ---
- my comments are indicated on the attached / marked-up ("redlined") transcript copy.

Respondent's signature _____ Date _____

Please note that investigation transcripts must be maintained as confidential at this time, in which the transcript [provided at this time, for your accuracy review] is for your use only, and not for release outside of the investigation. Upon NTSB receipt of your errata sheet response to this, a copy of the transcript and corresponding errata sheet may be placed in the public docket. If you have any questions, I welcome you to contact me by phone, or by reply email.

Thank you for your support to the investigation, and for your assistance and cooperation in this response.

-- Richard Downs, Jr. / Technical Panel 1 – Emergency Response Efforts



Richard M. Downs, Jr., P.E.
Mechanical Engineer (Crashworthiness)
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