

RUSSELL G. QUIMBY

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EDUCATION

Passed Engineer-In-Training Test (EIT) 1986

B.S. General Engineering, United States Military Academy, West Point, NY 1970-1974

SUPPLEMENTARY EDUCATION

U.S. Public Health Service Respiratory Protection Training - 2004

NTSB Respiratory Protection - 2005

Hazardous Waste Operations and Emergency Response (HAZWOPER) 2001
Annual Refresher Courses - 2002 – 2007

AFGE Steward Training - 2001

Rail Sciences, Inc. Derailment Cause Finding & Prevention - 2000

NTSB Transportation and Law Symposium - 2000

Am. Mgmt. Assoc. Int'l. Coaching: A Strategic Tool for Leadership - 1999

BNSF Railway Locomotive Engineer School - 1998

Institute of Railway Engineering (IRE), University of Delaware:

Railroad Track Design, Analysis, and Maintenance - 1994

Roadbed and Rails: Fundamentals, Maintenance, and Economics - 1995

Railroad Track Design - 1993

NTSB Strategic Planning Workshop - 1992

NTSB Railroad Accident Investigation School - 1991

NTSB Project Management Workshop - 1991

US Army Command and General Staff College Graduate, Ft Leavenworth, KS - 1987

Association of American Railroads Tank Car Safety Course, Pueblo Colorado - 1987

Principles of Engineering for Professional License Preparation - 1986

Mechanical Drawing Course, Railway Educational Bureau - 1984

Track Foreman Course, Railway Educational Bureau - 1984

US Army Transportation Officers Advanced Course Graduate, Ft Eustis, VA - 1984

U of Nebraska Survey of Accounting - 1982

U of Nebraska Business Law - 1982

Burlington Northern Skills Building Workshop - 1982

Burlington Northern Management Skills Seminar - 1982

Burlington Northern Equal Opportunity Awareness Course - 1981

New York Air Brake Car Systems Course - 1981

Basic Welding Course - Northeastern Community College, Lincoln, NE - 1981

Burlington Northern Locomotive Engineer School & Qualification 1980 & 1983

Burlington Northern (Mechanical) Management Trainee Program (1 year) 1979 - 1980

EMD Locomotive Systems & Performance Course - 1979

Burlington Northern Managing the Human Resource - 1979

Basic Food Management Course, Ft Lee, VA - 1978

Golden Gate University, Probability and Statistics - 1977

Golden Gate University, Management Science II - 1977

Chemical, Biological, and Radiological School, Ft Ord, CA - 1976

Ranger School Graduate, Fort Benning, GA - 1975

Infantry Officer Basic Course Graduate, Fort Benning, GA - 1974

Airborne School (Para Trooper) Graduate, Fort Benning, GA - 1972

WORK EXPERIENCE

Quimby Consulting, Omaha, NE

2008 - Present

Sole Proprietor and President— Expert witness in legal cases involving railroad and rapid transit accidents and incidents. Review testimony and exhibits; visit relevant sites; write reports including facts, analysis, and conclusions, and testify in court and government proceedings for both plaintiffs and defenses. Currently 16 cases successfully concluded.

RAIL SCIENCES INC., Scottsdale, GA

2007- 2008

Assistant Vice President – Operations, Planning & Analysis, Act as expert witness in legal cases, conduct risk assessment, investigate rail related accidents and incidents to determine cause and recommend remedial and preventive measures, participate in simulations and re-enactments, review tests and findings for validity, and review factual information for sufficiency in analysis.

NATIONAL TRANSPORTATION SAFETY BOARD, Washington, DC

1985 - 2007

Safety Engineer – Rail, NTSB Investigator-In-Charge and/or Chairman of the Mechanical; Track, or Operations Investigation Groups for all severity levels of railroad or rail-transit incidents, accidents, and disasters. Conducted investigations to determine probable cause and made safety proposals and recommendations to prevent reoccurrence. Wrote and prepared factual and analytical reports for public record; examined witnesses at public hearings and depositions, and supervised simulations and equipment tests by carriers, vendors, and manufacturers. Was a NTSB technical witness and railroad expert for high profile public hearings. Participated in; 57 major accident investigations, 32 field accident investigations, 10 public hearings, 16 depositions, and 6 special studies. Wrote 11 major accident reports, 8 field accident reports, and personally conducted 10 sworn depositions. Responsible for over 157 adopted NTSB recommendations.

UNITED STATES ARMY RESERVE, Fort Eustis, VA

1984 - 1985

Railway Planning Officer, Major, Rewrote and updated tables of organization and equipment (TO&E) for the Army Railway Operating Battalion, which was implemented in 1987. Evaluated railway reserve units. Directed railway battalion combat service support planning for various secret Middle East operational plans. Evaluated and recommended individual railway job training for future Army needs. Received a maximum evaluation and the Army Commendation Medal.

BURLINGTON NORTHERN RAILROAD, Denver, CO

1982 - 1984

Productivity Manager, Denver Region Created and maintained computer performance reports and programs for locomotive and freight car repair and maintenance. Provided facts and data involved with efficiency proposals and cost effectiveness studies. Planned annual budgets and monitored monetary performance of mechanical locations on a monthly basis. Designed facilities and wrote specifications for bid on capital construction projects. Suggested improvements with expected return on investment. Cut labor force 60% while increasing productivity through capital improvement, modernization, and increased mechanization.

BURLINGTON NORTHERN RAILROAD, Lincoln, NE

1980 - 1982

General Foreman - Cars, Havelock Shops, Supervised 150 employees in the medium and heavy repair of all types of railroad freight cars. Also oversaw the operation of a modern painting facility for all railroad equipment including locomotives. Inspected welding and fabrication of special equipment and parts. Revised drawings for and supervised repair programs. Budgeted overtime, administered discipline, wrote recommendations, enforced OSHA and company safety and environmental requirements. Developed inventory and storage systems for parts and material. Developed proactive safety programs through involvement by employee committees. Coordinated freight car repair production line and insured state-of-the-art equipment was available and used including welders, lifts, and other technology for improved safety and efficiency

BURLINGTON NORTHERN RAILROAD, Minneapolis, MN

1980

Locomotive Foreman - Midnight Relief , Supervised 15 to 30 employees representing 7 union crafts

in the repair and servicing of diesel-electric locomotive units, ranging from major component change-out to routine servicing. Set the priority of repair, ordered parts, and coordinated work for maximum labor utilization. Also, directed and lined up in and outbound locomotive units for trains by coordination with dispatchers and power controllers. Conducted daily safety meetings.

BURLINGTON NORTHERN RAILROAD, St Paul, MN

1979 - 1980

Management Trainee – Mechanical , Received extensive and in-depth hands-on training in all facets of railroading with emphasis on mechanical aspects, including the inspection and repair of locomotives and freight cars from servicing to rebuilding. Spent one year at various railroad mechanical shops in an apprentice level capacity to maximize hands-on experience. As a special study project, did a study of the BN Mechanical Department performance over the past 7 years and was rewarded with attendance at the BN locomotive engineer school.

UNITED STATES ARMY

Assistant Division Supply Officer, 2nd Infantry Division, Camp Casey, Tongduchan, Korea 1978 - 1979

Division Services Officer, 7th Infantry Division, Fort Ord, CA 1976 - 1978

Assistant Personnel Officer - 2nd Bn, 32nd Infantry Reg., Fort Ord, CA 1976

Platoon Leader - Company B, 2nd Bn, 32 Infantry Reg., Fort Ord, CA 1976

Chief, Food Service School - 3rd Bn, 4th AIT Bde, Fort Ord, CA 1975 - 1976

Training Officer - Co. A, 3rd Bn, 4th AIT Bde, Fort Ord, CA 1975

USMA Cadet - Company H, 4th Bde, United States Corps of Cadets, West Point, NY 1970 - 1974

Cadet Candidate - USMA Preparatory School - Ft Belvoir, VA 1969 - 1970

PROFESSIONAL ACTIVITIES

Member, Air Brake Association 2000 - 2007

Member, International Association of Railway Operating Officers 2004 - 2007

Member, The National Association of Railroad Safety Consultants and Investigators 2006

PUBLICATIONS / PRESENTATIONS

NTSB Railroad Accident Reports Investigated and personally written

:

- Derailment of Amtrak Train No.6 on the Burlington Northern Railroad, Batavia, Iowa April 23, 1990 NTSB/RAR-91/05
- Head-On Collision between Burlington Northern Railroad Freight Trains 602 and 603 near Ledger, Montana, On August 30, 1991 NTSB/RAR-93/01
- Derailment of Ringling Bros. and Barnum & Bailey Circus Blue Train near Lakeland, Florida January 13, 1994 NTSB/RAR-95/01

- Rear-End Collision of Atchison, Topeka, and Santa Fe Railway Freight Train PBHLA 1-10 and Union Pacific Railroad Freight Train CUWLA-10 near Cajon, California December 14, 1994 NTSB/RAR-95/04
- Steam Locomotive Firebox Explosion on the Gettysburg Railroad near Gardners, Pennsylvania June 16, 1995 NTSB/SIR-96/05
- Derailment of Union Pacific Railroad Unit Freight Train 6205 West near Kelso, California January 12, 1997 NTSB/RAR-98/01
- Derailment of Burlington Northern and Santa Fe Railway Company Intermodal Freight Train S-CHILAC1-31, Crisfield, Kansas September 2, 1998 NTSB/RAR-00/01
- Derailment of CSX Transportation Coal Train V986-26 at Bloomington, Maryland, January 30, 2000 NTSB/RAR-02/02
- Rear-End Collision of National Railroad Passenger Corporation (Amtrak) Train P286 with CSXT Freight Train Q620 on the CSX Railroad at Syracuse, New York February 5, 2001 NTSB/RAR-01/04
- Derailment of Amtrak Auto Train P052-18 on the CSX Railroad near Crescent City, Florida April 18, 2002 NTSB/RAR-03/02

Presentations:

"Mountain Grade Braking – the NTSB Experience" Annual Proceedings of Railway Fuel and Operating Officers Association, Chicago, IL, 2004.

"The derailment of a CSX Coal Train at Bloomington, Maryland" presentation to the Pittsburg Air Brake Club, April 18, 2002

"NTSB Investigation Seminar" presentation to the annual meeting of the Association of Railway Museums (ARM), Riverside, CA, November 1998

"NTSB Investigations Involving Historical Equipment" presentation to the annual meeting of the Tourist Railway Association Inc. (TRAIN), Seattle, WA October 1996

"How NTSB Investigations Work" presentation to the annual meeting of the American Association of Private Railway Car Owners (AAPRCO), Birmingham, AL November 1994

End

Quimby Consulting

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russ.quim@gmail.com

RATE SCHEDULE

General

The following fees are charged for services performed by Russell G. Quimby doing business as *Quimby Consulting*. Payment for services must be made **no later than 30 days after receipt of an invoice**. Justification documents (receipts) for reimbursable expenses and a time-activity sheet will be included with invoices.

A \$1,000 initial retainer must be paid prior to any work done, which may be credited to a following invoice if timely payments have been made.

Office Work, Conferences and Meetings, Research

A flat fee of **\$200 per hour** will be charged for office work, meetings, research, telephone conferences, etc. A good faith effort will be made to document the actual time and activity for such work on a time sheet. The time sheet will be submitted with the invoice. In addition, reimbursement will be made for any outside office services involving copying, faxing, shipping, mailing, rental of office equipment, or buying office supplies beyond incidental uses or purchases. There will be no charge for time spent on administrative activity inherent in business such as billing and filing.

Testimony

A flat fee of **\$300/hour** for testimony with a 3-hour minimum will be charged for deposition or court testimony. Payment for testimony must be made at the time it is completed by the deposing party, unless other arrangements have been previously made.

Travel

General. A flat fee of **\$100 per hour** for will be charged for travel. This rate begins upon leaving the above address or motel/hotel location for work related travel. It will include all time involved in actively traveling on business for a client, and as stipulated below.

No charge is made for planning or booking travel. However, if a client makes changes affecting previously booked travel arrangements, the client will pay any and all additional costs related to the change(s) including time taken to rebook travel.

All travel tickets and costs of transportation are reimbursable including costs for parking, public transportation, taxi, gas/fuel, luggage handling, trip/travel insurance, etc.

All travel arrangements will be made to minimize travel time for the least cost.

Air Travel. Thirty (30) minutes is charged to and/or from the airport regardless of location. A flat 1-hour, regardless of actual time, is charged to: check-in, clear security, and arrive at the departure gate. Actual flight time and time changing planes is charged including any delays of up to 2-hours per trip. After that, there is no additional time charge for a delay.

Rental Vehicles. A mid-sized or smaller car will be rented and reimbursed along with *car rental insurance* and *fuel*. A good faith attempt will be made to obtain the lowest cost vehicle available, but cannot be guaranteed. In-airport or hotel rental locations that save time will be preferred.

Privately Owned Vehicle. Reimbursement will be paid at the current Federal Government GSA rate per mile along with *fuel* charges. The current GSA rate (as of April 2012) is \$0.555 per mile.

Lodging. Accommodations will be made at a convenient Hilton-group hotel at the AARP rate, if

available, unless directed otherwise by the client. Reimbursement will be made for all lodging accommodations.

Meals. Meals will be reimbursed at actual cost, but will not exceed current Federal Government GSA per diem rates for the locality.