

Torres Rojas, Genara

*Handwritten signature*

**From:**  
**Sent:** Wednesday, June 06, 2012 7:27 PM  
**To:** Duffy, Daniel  
**Cc:** Torres Rojas, Genara, Van Duyn, Sheree  
**Subject:** Freedom of Information Online Request Form

**Information:**

First Name: Jeffrey  
Last Name: Caubet  
Company: PATH  
Mailing Address 1: .....  
Mailing Address 2:  
City: ...  
State:  
Zip Code:  
Email Address:  
Phone:  
Required copies of the records: No

**List of specific record(s):**

Dear Mr. Duffy, Im requesting the resume of each person listed below in parenthesis. If there is personal information that is exempt from disclosure, such as social security numbers, I request that the records be provided with that information redacted. Acting Superintendent of PATH Car Equipment Division Thomas Rowbottom Superintendent of PATH Car Equipment Division Thomas Rowbottom Assistant Superintendent of PATH Car Equipment Division Thomas Rowbottom

**THE PORT AUTHORITY OF NY & NJ**

Daniel D. Duffy  
FOI Administrator

June 18, 2012

Mr. Jeffrey Caubet

Re: Freedom of Information Reference No. 13235

Dear Mr. Caubet:

This is a response to your June 6, 2012 request, which has been processed under the Port Authority's Freedom of Information Code (the "Code", copy enclosed) for a copy Thomas Rowbottom's resume, Acting Superintendent of PATH Car Equipment Division.

Material responsive to your request and available under the Code can be found on the Port Authority's website at <http://www.panynj.gov/corporate-information/foi/13235-O.pdf>. Paper copies of the available records are available upon request.

Certain material responsive to your request is exempt from disclosure pursuant to exemption (1) of the Code.

Please refer to the above FOI reference number in any future correspondence relating to your request.

Very truly yours,



Daniel D. Duffy  
FOI Administrator

Resume of: Thomas H. Rowbotham

Phone: Home

Work

Cell

**CURRENT POSITION**

**DIRECTOR OF VEHICLE MAINTENANCE**

Powelton Yard, Roberts Yard  
ROCC Mechanical Desk and Yardmasters

**EMPLOYMENT**

7/74 - present

SEPTA  
Philadelphia, PA 19107

6/73 - 7/74

BRUCK AUTO RADIATOR REPAIR  
550 Cottman Avenue  
Cheltenham, PA

**EDUCATION**

9/69 - 6/73

CARDINAL DOUGHERTY HIGH SCHOOL  
Diploma, Academic

**COMPANY COURSES**

- Electricity I
- First Level Supervisory Program
- Second Level Supervisory Program
- Silverliner IV Air Brake
- BIV Air Brake
- LRV Air Brake
- Supervisory Operations Development Program

**CORRESPONDENCE COURSES**

- Fluid Power One-Industrial Power Training  
Pneumatics & Hydraulics Inc.
- Business Administration  
Burlington County Community College
- Practical Compressor Maintenance  
The Center for Professional Advancement

**SEMINARS**

- Teamwork and Conflict Management
  - Financial Reporting & Budgeting
  - Oral and Written Communications Skills
  - Human Relationship, Leadership and Negotiation Skills
  - Management Information Systems
  - Microcomputers
- All presented by: Villanova University

**PERSONAL**

**BORN**

**APPEARANCE**

**MARITAL STATUS**

**RESIDENCE**

**HOBBIES**

**AFFILIATIONS**

Height: 6' Weight: 200 lbs Health: Excellent

Married - Two Children

Homeowner

Golf, Bowling and Commissioner Delran Roller Hockey Assoc.

APTA PRESS Task Force

RSAC Working Group

RSAC Mechanical and Emergency Preparedness Task Forces

SEPTA's APTA Safety Audit Team

## EMPLOYMENT HIGHLIGHTS

July 1974 to Present  
SEPTA

I was hired as a car cleaner and mechanic's helper. In October of 1977, I was promoted to Second Class Air Brake Mechanic, and in May of 1978, to First Class Air Brake Mechanic.

In March of 1981, I was promoted to Foreman. My responsibilities were supervising air brake, electrical and car body repairs of the Broad Street Subway.

In June of 1985, I was promoted to General Foreman. My responsibilities were setting up a centralized Air Shop, which would handle the rebuilding of all pneumatic devices for all of Septa's Rail Equipment. We rebuilt approximately 10,000 pneumatic devices per year. In February of 1987, I was given the responsibility of setting up a centralized Air Compressor Shop, which would handle the rebuilding of all Septa's Rail Equipment air compressors. By the end of 1987, we were set up to rebuild approximately 90 - 100 compressors per year.

In March of 1989, I accepted a General Foreman position at Paoli Car Shop. My responsibilities were to set up an Air Brake Valve Rebuild Shop and a Truck Over-Haul Program. My other responsibilities at Paoli Car Shop were running repair, heavy repair, two-year air and the PM Program.

In September of 1991, I was promoted to Superintendent of Wayne Junction Electric Car Shop. My responsibilities are to oversee the entire operation of the Car Shop, which include periodic inspections, wheel truing, heavy repairs, air compressor rebuild, running repair, diesel locomotive maintenance, LEO (Location Environmental Officer) and the upkeep of the facility.

In January of 1995, I was responsible for moving the operation of Wayne Car Shop to the Railroad Division's new Overbrook Maintenance Facility.

In August of 1996, Powelton Yard and the Yardmasters were added to my responsibilities.

In February of 2003, I was moved and given the responsibility of Wayne Junction Electric Car Shop and Roberts Yard.

In February of 2005, I was moved and given the responsibility of Overbrook Maintenance Facility, Roberts Yard, Powelton Yard, Yardmasters and the ROCC Mechanical Desk. These responsibilities include the Daily Inspection of Septa's Push-Pull and MU Fleets, Periodic Inspection and repair of the MU fleet, vehicle cleaning, dispatching of revenue trains, along with a work force that includes 234 hourly employees and 35 management employees.

As of July of 2008 my current responsibilities are Roberts Yard, Powelton Yard, Yardmasters and the ROCC Mechanical Desk. These responsibilities include the Daily Inspection of Septa's Push-Pull and MU Fleets, Periodic Inspection, heavy and running repairs, vehicle cleaning, dispatching of revenue trains, along with a work force that includes 163 hourly employees and 30 management employees.

As of April 1, 2010 Frazer Shop has been added to my responsibilities, which includes an additional 4 management employees, 44 hourly employees, all maintenance of our Push-Pull Fleet and electrical component rebuilding.

June 1973 to July 1974  
Bruck Radiator Repair

I was hired as an auto radiator and air conditioning mechanic. I left Bruck Radiator to accept a position with SEPTA because of the opportunity for advancement.