

**NATIONAL TRANSPORTATION SAFETY BOARD**  
**Office of Railroad, Pipeline and Hazardous Materials Investigations**

**ORAL INTERVIEW**

<b>Person Conducting Interview:</b>	<b>Place of Interview:</b>	<b>Date:</b>
<b>Name</b> <u>Cyril E. Gura</u>	Home Office	02/24/2015
<b>Code</b> <u>RPH – 10</u>		
<b>Title</b> <u>Safety Engineer</u>		

**Other parties involved in the interview:**

<b>Type of Interview:</b>	<b>Location of Interview:</b> (Check one)
<input checked="" type="checkbox"/> Telephone <input type="checkbox"/> Personal	<input checked="" type="checkbox"/> Office <input type="checkbox"/> Field

<b>Name of Person Interviewed:</b>	<b>Title:</b>
Michael Bogin	Attorney

<b>Contact Information:</b>	<b>Type of Operation:</b>
	Concerned citizen

(Statements are paraphrased)

Mr. Bogin is an attorney in NYC who commutes on Metro North every day (Hudson Line). One thing that has been bothering him about this accident: “it seems to me from all of the photos that the Metro North Harlem line train involved in this accident was riding northbound on the southbound track.” He said that if he was correct (and it’s not that unusual, especially when there’s track work), then isn’t it possible that the SUV driver was confused when she didn’t see a train approaching from the driver’s side (where you’d expect) on the closest track?

I explained that the train was traveling northward on main track 2 and the vehicle was being operated east. I explained that in this Harlem Line area main track 1 is the east track and main track 2 is the west track. The tracks are bidirectional, with trains having the capability to run in either direction on either track at a maximum authorized speed.

He said that the driver would have to look over the passenger side to see if a train was approaching and there was building causing a visual obstruction. I explained that she was stopped in the grade crossing and should have stopped at the stop line behind the gates and not in front of the gates.