

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

COLLISION OF LONG ISLAND RAIL ROAD \*  
(LIRR) TRAIN NO. 2817 WITH THE \*  
PLATFORM AT ATLANTIC TERMINAL, \*  
BROOKLYN, NEW YORK, JANUARY 4, 2017 \*

\* Accident No.: DCA17FR002

\* \* \* \* \*

Interview of: SABRINA SMITH

LIRR Facilities  
Jamaica, New York

Thursday,  
January 6, 2017

## APPEARANCES:

TOMAS TORRES, Rail Accident Investigator  
National Transportation Safety Board

ANNE GARCIA, Human Performance Investigator  
National Transportation Safety Board

JANET LEE, Deputy Regional Administrator  
Federal Railroad Administration

JOSEPH MEADE, Operating Practice Inspector  
Federal Railroad Administration (FRA)

BOB TOMASZEWSKI, Operating Practices Inspector  
Federal Railroad Administration

ROBERT MARALDO  
Public Transportation Safety Board  
New York State Department of Transportation

MARK ELLIOTT, Director of Investigations & Analysis  
Long Island Rail Road (LIRR)

BRET BECKER, Superintendent of Engine Service  
Long Island Rail Road

DONALD HILL, Safety Task Force  
Brotherhood of Locomotive Engineers & Trainmen (BLET)

WILLIAM BATES  
SMART National Transportation Safety Team

WILLIAM NEARY  
SMART National Transportation Safety Team

DOMINIC AMENDOLARE  
SMART National Transportation Safety Team  
(Observer)

VINCENT TESSITORE, General Chairman  
SMART 645  
(On behalf of Ms. Smith)

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I N T E R V I E W

(10:35 a.m.)

1  
2  
3 MR. TORRES: Okay. We're going to get started. The time is  
4 10:35 a.m. My name is Tomas Torres, T-O-M-A-S, T-O-R-R-E-S, with  
5 the NTSB. Today's date is January 6, 2017, and we are at --  
6 location is Long Island Rail Road, F&A Facility at Jamaica Queens,  
7 New York.

8 We're interviewing the conductor in connection with an  
9 accident that occurred at Atlantic Terminal at Brooklyn, New York  
10 on January 4th, 2017. Accident number is DCA17FR002.

11 The purpose of the investigation is to increase safety, not  
12 to assign fault, blame or liability. NTSB cannot offer any  
13 guarantee of confidentiality or immunity from legal or certificate  
14 actions.

15 A transcript of summary of the interview will go in the  
16 public docket. The interviewee can have one representative of the  
17 interviewee's choice. Do you have somebody?

18 MS. SMITH: Yeah.

19 MR. TORRES: Okay. Do you understand this interview is being  
20 recorded?

21 MS. SMITH: Yes.

22 MR. TORRES: Okay. Please state your name and spell it.

23 MS. SMITH: Sabrina Smith, S-A-B-R-I-N-A, last name Smith,  
24 S-M-I-T-H.

25 MS. GARCIA: Ann Garcia, G-A-R-C-I-A, Human Performance

1 Investigator with the National Transportation Safety Board.

2 MR. MEADE: Joe Meade, M-E-A-D-E, Operating Practice  
3 Inspector for the FRA.

4 MR. NEARY: William Neary, N-E-A-R-Y, SMART Transportation  
5 Safety Team member.

6 MR. ELLIOTT: Mark Elliott, E-L-L-I-O-T-T, Director of  
7 Investigations and Analysis, Long Island Rail Road.

8 MR. AMENDOLARE: Dominic Amendolare, A-M-E-N-D-O-L-A-R-E,  
9 SMART Transportation Safety Team, observer.

10 MR. TOMASZEWSKI: Bob Tomaszewski, I'm the Operating  
11 Practices Inspector for the FRA.

12 MR. MARALDO: Robert Maraldo, M-A-R-A-L-D-O, I'm with New  
13 York State Department of Transportation, Public Transportation  
14 Safety Board.

15 MR. HILL: Donald Hill, H-I-L-L, Safety Task Force for the  
16 BLET.

17 MR. BATES: William Bates, B-A-T-E-S, SMART National  
18 Transportation Safety Team.

19 MR. BECKER: Bret Becker, B-R-E-T, B-E-C-K-E-R. I'm  
20 Superintendent of Engine Service for the Long Island Rail Road.

21 MR. TESSITORE: Vincent Tessitore, Jr., T-E-S-S-I-T-O-R-E,  
22 Vice-General Chairman, SMART Transportation Division, representing  
23 the member.

24 MR. TORRES: Okay. Tomas Torres with NTSB. Do you mind if  
25 we call you by your first name, Sabrina?

1 MS. SMITH: Absolutely.

2 INTERVIEW OF SABRINA SMITH

3 BY MR. TORRES:

4 Q. Sabrina, can you please give us a description of your work  
5 history here? Like when you got hired, your duties and all that  
6 stuff?

7 A. I was hired in September of 1998 -- well, at first as an  
8 assistant conductor then promotion to conductor in 2001. Yeah,  
9 and I've been working as a conductor from 2001.

10 Q. Okay. And what kind of training have you received or what's  
11 the process to be a conductor?

12 A. Well, at first, I said, like you start as an assistant  
13 conductor. You get basic rules training. Not all because you're  
14 not completely working as a conductor yet. Then after  
15 approximately 2, 2½ years -- well, that's what happened in my  
16 case -- you start to qualify -- start the process of qualifying as  
17 a conductor.

18 Q. Okay. So currently are you regular in a certain position?  
19 Like a certain train or --

20 A. No. I'm on the extra list now.

21 Q. Extra board?

22 A. Yeah. It means I jump around from -- cover different jobs.

23 Q. And that consists of whenever there's a vacancy they call  
24 you?

25 A. No. They have a listing of openings for the next day, so you

1 pretty much choose the jobs that you want, in the order that you  
2 want to, you know, that you want to work them in.

3 Q. So you have a choice as to what job --

4 A. Yeah, you have a choice as to what job. Yes, that's correct.

5 Q. Okay.

6 A. Well, within your seniority.

7 Q. Okay. And what are your territory qualifications?

8 A. I am Long Island Railroad, Zone A. There's Zone C also.

9 Zone A and Zone C.

10 Q. And what does those zones consist of? Like what would you  
11 call it like -- A and B, I mean, like what are the stations?

12 A. Oh, A is Penn Station, like Penn Station in that area. Zone  
13 C is -- hmm -- is Long Island Rail Road --

14 MR. BECKER: Bret Becker from the Long Island -- MS. SMITH:

15 Yeah. You can --

16 MR. BECKER: Bret Becker from the Long Island Rail Road.

17 Again, much like the locomotive engineers, the conductors  
18 have to be completely qualified, same physical characteristics and  
19 rules of the railroad on the entire system. So it's all branches,  
20 all areas.

21 MS. GARCIA: Thank you.

22 MR. TORRES: Okay.

23 BY MR. TORRES:

24 Q. So on the day of the incident, can you describe like the  
25 previous days, you know, like 2 or 3 days beforehand? Like what

1 your work schedule was before you went on duty.

2 A. I pretty much work -- not necessarily as early as that day,  
3 but I try to stick in that same time frame which is maybe 3:00 or  
4 4:00 a.m., those times. The day before I believe I started about  
5 2:00 -- a quarter to 3:00 in the morning and ending around 10:00,  
6 maybe close to 10:00. And then that's the next day, which is the  
7 day of the incident, we started at 12:16 a.m. That was the start  
8 of that time. And pretty much the day before that it was around  
9 those same times. But not -- like I said, not as early as the day  
10 of the incident.

11 Q. So the other days you started a little earlier? I mean,  
12 later. Later.

13 A. 3:00, 4:00, like 3-ish, 4-ish, something pretty much like  
14 that.

15 Q. And you were getting off at what time?

16 A. 10, 10-ish, maybe 10.

17 Q. Okay. So on the day of the incident, can you describe like  
18 when you went on duty, you know, on January 4th at 12:16 a.m., can  
19 you describe like how you arrived and what you did?

20 A. I was coming -- I was reporting for duty. I came -- was  
21 coming in, but that particular night there was an incident of a  
22 train on the tracks I think in Hicksville or somewhere on the main  
23 line. And so we -- I think my brakeman -- I think he contacted  
24 me. I was going to West Side Yard because that was where we were  
25 supposed to report, but then I got contacted by the brakeman



1 saying not to go to West Side Yard because the engineer had not  
2 arrived yet because of that incident that happened. So they  
3 actually brought the train into the station for us. So we  
4 actually started in Penn Station that night instead of going to  
5 the yard.

6 Q. And that's where you met your engineer, at Penn Station? Was  
7 he -- you waited for him to arrive?

8 A. We -- no he wasn't going to -- he wasn't able to arrive  
9 because of -- he couldn't make it through because of the incident  
10 that happened. I think it was a car on the tracks. So he wasn't  
11 able to -- there was a, there was a YE, they call it, a yard  
12 engineer, that took -- that did the trip with us. We went to Long  
13 Beach.

14 Q. Okay. So you went to Long Beach?

15 A. Yes. It was a different engineer.

16 Q. And in the meantime, there at Penn State, you went from Penn  
17 State to Long Beach?

18 A. Yes.

19 Q. And then that engineer, the last engineer that you --

20 A. It was the same one that -- the one that took us, that  
21 brought it up -- no wait. Now I'm getting confused. It was not  
22 the -- some other -- a crew brought the train up to the station.  
23 But then it was another engineer that actually did the trip with  
24 us, the round trip to Long Beach.

25 Q. To Long Beach?

1 A. Yes.

2 Q. And where did you connect with the engineer with --

3 A. To my original -- my actual engineer?

4 Q. Yeah.

5 A. We went to Long Beach. Then we came back to -- we were going  
6 back to Atlantic Terminal Brooklyn, but at Jamaica, that's when  
7 they relieved -- that's when he got on the train. He actually got  
8 on the train from Jamaica to Brooklyn, and then the rest of the  
9 trip, the rest of our job.

10 Q. So what happened in Jamaica? What did you guys end up doing?

11 A. They -- he -- it was like a face-to-face, where they saw him  
12 reporting. He actually was able to report at Jamaica because he  
13 finally made it to Jamaica. And then they just swapped -- you  
14 know, you just -- that other crew got off, went back to their  
15 assignment, and he then he just took over his original assignment  
16 from Jamaica.

17 Q. So he --

18 A. To Brooklyn.

19 Q. -- took charge of the train --

20 A. Right.

21 Q. -- at Jamaica?

22 A. Absolutely.

23 Q. And once you departed Jamaica, did you guys leave on time  
24 or --

25 A. Yes, we left on time.

1 Q. And from Jamaica, where did you guys go to?

2 A. We went to Atlantic Terminal Brooklyn.

3 Q. And can you describe the trip there between Jamaica and  
4 Atlantic?

5 A. We were express. We didn't make any local stops. It was  
6 just Jamaica and the next stop was Atlantic Terminal Brooklyn. We  
7 got to Brooklyn about -- well, we left at 4:30, maybe 10 minutes  
8 to 5:00, maybe -- 10 minutes to 5:00. And then we changed trains  
9 there. We had to get onto another piece of equipment to take the  
10 train to Far Rockaway. It was a 512, I think, that we took out to  
11 go to Far Rockaway.

12 Q. And when you got to Far Rock --

13 MS. GARCIA: Can we just take a break? Let's go off --

14 MR. TORRES: We'll just let her introduce herself.

15 MS. GARCIA: Okay.

16 MR. TORRES: We just have a new FRA -- the DRA on the FRA  
17 enter the room. She's going to be part of the interviewee  
18 process, and could you please state your name and spell it?

19 MS. LEE: Yep. My name is Janet Lee, J-A-N-E-T, L-E-E.

20 MR. TORRES: Thank you.

21 MS. GARCIA: And if you could state your position and  
22 organization.

23 MS. LEE: I work for the Federal Rail Road Administration and  
24 I'm Deputy Regional Administrator.

25 BY MR. TORRES:

1 Q. Anyway, so once you got to Far Rock, what did you guys do  
2 there?

3 A. We keep the same set of equipment. And we have -- I think we  
4 have approximately maybe an hour there. And then we do  
5 the -- it's the 718 coming back to Atlantic Terminal, that's the  
6 train, the one in question.

7 Q. So at Far Rock, you were there for an hour?

8 A. I would say approximately an hour.

9 Q. Well, you got --

10 A. Maybe 50 -- like 45 minutes to an hour.

11 Q. Did you have any interaction with the engineer at that point?  
12 Or in between. You know, from the time he got on the train, you  
13 know, from when you initially met him, was there any interaction?

14 A. We -- when he got on the train -- I'm trying to-- oh,  
15 in -- when we got to Atlantic Terminal, we had interaction then.  
16 Before we got on -- before we did the train to Far Rockaway, we  
17 had interaction. Just to touch base of, you know, what the rest  
18 of the job entailed.

19 Q. And was that the only time you actually talked to him  
20 physically? Was that physically or over the radio?

21 A. Yes. Yes, it was physically. He was going up to the front  
22 end of the train.

23 Q. And how did he appear? You know, was he alert?

24 A. I mean, I'm not an expert, but he seemed so to me. He  
25 seemed -- from what I could see, he seemed alert.

1 Q. Alert? So once you got to Far Rock, you had an hour there.  
2 Do you know what the engineer did there?

3 A. I'm not sure. We were each in -- we separate at that point.  
4 We were in each -- we were in separate cars, that's what I mean to  
5 say.

6 Q. So after that you didn't have any more physical --

7 A. Not until we were -- prior to leaving, no, I didn't.

8 Q. So you didn't see him take a nap, power nap or anything like  
9 that?

10 A. I didn't.

11 Q. So after you had departed Far Rock, can you describe that, to  
12 Atlantic City -- Atlantic Terminal?

13 A. I would like to go to Atlantic City sometime.

14 Everything seemed normal. Normal operation. We left on time  
15 and we made -- you know, we made -- I think we made all stops. We  
16 skipped a couple of stops, but that's just the schedule. But  
17 everything seemed normal to me.

18 Q. Okay. On signal indications, do you guys communicate or is  
19 there like radio communication?

20 A. Oh, we -- oh, that's -- I forgot that part. We do have to  
21 call into the tower to see if we have any messages, any orders for  
22 us before we leave and then they also give us permission to leave  
23 in Far Rockaway. And we did -- and we got that.

24 Q. Okay.

25 A. And then I communicated that to -- but if he hears on the

1 radio, sometimes they acknowledge. But I do communicate that to  
2 the engineer.

3 Q. So you have a job briefing with him --

4 A. As far as leaving, that we have permission to leave.

5 Q. On that trip there from Far Rock to Atlantic Terminal, are  
6 there signals? I mean, do you guys communicate those signals to  
7 each other or --

8 A. Out of Far Rock, no. There is a signal that he sees more  
9 than I can see from where I am. So as long as we have the  
10 permission and he sees the signal, then they just -- we can  
11 depart.

12 Q. But if there's any restricting signals, he doesn't  
13 communicate that to you?

14 A. No, not -- no. I don't think so. No.

15 Q. Okay. As you're arriving at Atlantic Terminal, can you  
16 describe that as you're coming into the terminal there?

17 A. We were coming in normal. I didn't take any exceptions to  
18 anything. We came in normally. And the reason why because I  
19 was -- we already talked about that we were losing that set of  
20 equipment, they were taking -- they were going to yard that. So I  
21 was just getting ready to get off the train, I was making the  
22 announcements, and then I got up to put the key -- you know, I was  
23 going in to key it to -- to key the doors open so everyone could  
24 depart, and then that's when it -- that's when that loud noise --  
25 you know, that's when it happened. But everything prior to that,

1 I felt it was normal.

2 Q. You didn't notice any speed variations as he was coming in?

3 A. Not at all.

4 MR. TORRES: Janet?

5 MS. LEE: Okay.

6 MR. TORRES: I mean --

7 MS. GARCIA: Anne Garcia.

8 BY MS. GARCIA:

9 Q. I have a few specific questions and some general questions.  
10 Okay. You mentioned that in addition to your original training  
11 for assistant conductor, that then you advanced to conductor?

12 A. Yes.

13 Q. And you said there's a process for qualifying as conductor.  
14 What is that process? Just in a nutshell.

15 A. Well, becoming assistant conductor, you get some classroom  
16 training, of course, as you're coming -- you're just out of the  
17 gate. So you get a rule book. You study a lot of the rules, not  
18 so much because a lot of them are for you qualifying. So you get  
19 that part of it down. Then when you starting requirement --  
20 you're on your -- you have some classroom training, but you're  
21 pretty much on your own studying. It's like back and forth. Some  
22 classroom training, but you're pretty much on your own training.

23 And then there's several tests that you have to take. It's a  
24 three-part test before becoming a conductor.

25 Q. Okay. Thank you. As part of your training, do you get

1 fatigue management training?

2 A. Well, when I started -- not so much in the beginning when I  
3 started, but recently and for the past few years, you do when you  
4 go up to retrain, you get that.

5 Q. Okay. That retraining, is that an annual event?

6 A. It's -- you know, it changes so much. It's 2 years, every 2  
7 years.

8 Q. Every 2 years?

9 A. Yes.

10 Q. Okay. And about how long is it? Is it a couple of hours, a  
11 few days, a few weeks?

12 A. It's a -- now it's a 5 days, like pretty much the whole week  
13 long.

14 Q. Okay. And so you -- part of that is fatigue training?

15 A. It's involved in it.

16 Q. A component?

17 A. Yes.

18 Q. Do you also get trained in assessing fitness for duty for  
19 colleagues?

20 A. As far as --

21 Q. So when you come on board the train and you're reporting and  
22 you typically would have an engineer and a brakeman?

23 A. Yes.

24 Q. Okay. Do you receive any training from the organization in  
25 formally assessing fitness for duty? For example, if they were



1 showing up inebriated or they were showing up and visually,  
2 obviously very ill. Do you receive any training in that?

3 A. I don't -- no formal training. It's just, I guess, from your  
4 just -- your observation. But I don't recall any formal training  
5 for that.

6 Q. Okay. And do you recall, do you have any procedure or have  
7 you been told that you have an authority to, if you perceive a  
8 staff member is not fit for duty, to report it, to call it in?  
9 What would you do?

10 A. You can call it in. I'm not sure if there's a -- I can't  
11 remember if there's a procedure for it. But that's what you would  
12 do, is call it in. You could -- you would call it in if you felt  
13 that way.

14 Q. And who would you call it in to? What would you do?

15 A. Your supervisor, maybe your immediate supervisor or the  
16 Movement Bureau if you -- that's what those two are for.

17 Q. And what method of communication would that be?

18 A. Well, we have a company-issued cell phone. I don't know if I  
19 would do it on the radio. This is me, my personal.

20 Q. Right.

21 A. Yeah.

22 Q. That's basically what I was asking, if you have a different  
23 way to do that. Okay.

24 So on that particular day, your other members, the train  
25 operator, and the brakeman, you saw no -- what was their status in

1 terms of what you assessed?

2 A. From as far as I know, everything seemed normal. For those  
3 hours, everything seemed normal.

4 Q. Okay. And just one other question is, I know that you're  
5 familiar with the entire track system, and doing that. When was  
6 the last time that you actually were on a train on this particular  
7 entry where the incident happened?

8 A. What, on that branch of the rail road?

9 Q. Um-hum. Going into that particular station.

10 A. Oh, I'm there quite often. Like I said, I jump around, I'm  
11 on the extra list so I go to different places. So I've  
12 been -- I'm familiar with that. And then I live in Brooklyn also,  
13 so I was -- that -- I've been -- I'm very familiar with it. You  
14 mean as far as the Far Rockaway, Brooklyn, I'm familiar all of  
15 those.--

16 Q. But entering into that particular terminal --

17 A. Oh, very familiar.

18 Q. -- that station?

19 A. Very familiar.

20 Q. Okay. So about when would you think was the last time that  
21 you rode that?

22 A. That same week.

23 Q. That same week?

24 A. Yes.

25 Q. Thank you.

1 A. Okay.

2 MS. GARCIA: Okay. That's all for now.

3 BY MR. MEADE:

4 Q. Joe Meade, FRA, M-E-A-D-E. You stated that due to the  
5 crossing accident your engineer at that time was late?

6 A. Yes.

7 Q. And you met him here at Jamaica --

8 A. Yes.

9 Q. -- on your westbound trip?

10 A. Yes.

11 Q. Okay. What time was that about? Do you know?

12 A. We left Jamaica, I believe it was 4:30-ish, around. Maybe  
13 4:30 a.m.

14 Q. Did you have a job briefing at that time when he took over  
15 the train?

16 A. At that time I was in the rear -- we didn't switch ends  
17 because we just didn't switch -- me and the brakeman, we didn't  
18 switch ends, so he was up front. He had a job briefing with the  
19 engineer.

20 Q. Okay.

21 A. Which in turn he gave me the job briefing that he had. So I  
22 didn't physically see him, but we had a job briefing.

23 Q. Okay. And just, I think -- I'm not sure we have it on  
24 record. You were the conductor --

25 A. Yes. I was the conductor.

1 Q. -- on Train 2817?

2 A. On Train 2817.

3 Q. Okay. Just one more question. When you arrived at Atlantic  
4 Avenue the first time, you said approximately 4:50 and change?

5 A. Yeah, it was something like that.

6 Q. Your next trip was when?

7 A. At 5:12 a.m. Yes, I think it was 5:12.

8 Q. Did you see --

9 A. 2806.

10 Q. Did you see what the engineer -- did you see the engineer at  
11 Atlantic Avenue at that time?

12 A. I did.

13 Q. Do you know what he did there? Do you know where he went or  
14 whatnot?

15 A. No. I saw him when he was going back -- going up to the  
16 front. So I'm not sure where he went.

17 MR. MEADE: Okay. Thank you.

18 BY MR. NEARY:

19 Q. William Neary, N-E-A-R-Y, SMART Transportation Team. The  
20 assistant conductor, have you worked with him enough?

21 A. A few times. Not a lot. But I've worked with him a few  
22 times.

23 Q. Say under a dozen, more than --

24 A. Yeah, I would say under a dozen times.

25 MR. NEARY: That's all I have. Thank you.

1 BY MR. ELLIOTT:

2 Q. Mark Elliott, Long Island. Sabrina, what car were you  
3 working in on 2817? Can you tell me where everybody was  
4 stationed?

5 A. I was in the second -- I was in the second west car and the  
6 brakeman was in the very last car. The last car of the consist,  
7 the 6 car.

8 Q. And how were the toggles set up and who set them up?

9 A. We -- let me go back a little. We met after we -- when we  
10 collected transportation, we met like in the middle. We had an  
11 additional job briefing then as far as, okay, you're going to  
12 throw a toggle -- you know, so he threw the toggle. But then he  
13 went back to the sixth car. And then that's where -- he was  
14 there, and then I was in the second one when we were coming in.

15 Q. Okay. So the toggle was thrown in the fourth car?

16 A. The toggle was thrown in the fourth car.

17 Q. En route. And then when you got to Brooklyn, you were going  
18 to operate the door?

19 A. I was going to operate the door. That's correct.

20 Q. Thank you. When you got to Atlantic Avenue, after the train  
21 came to a stop, what happened with the doors?

22 A. I couldn't open the doors. The doors wouldn't open. With  
23 the key operation, they wouldn't open.

24 Q. Okay. So you were in the --

25 A. I was still in the second car.

1 Q. Still in the second car. You're by the doors. Did you get  
2 banged around?

3 A. Yes, I did. Yes, I did.

4 Q. And you tried to get the doors on the panel. And can you  
5 just tell me what happened right afterwards?

6 A. I -- well, I looked out first. I didn't, I didn't try to  
7 open the doors at first. I looked out to -- because I was looking  
8 like, what's going on? And there was the other crew that was on  
9 the -- we were on track 6; they were on 5. They immediately came  
10 to action. So they were out there and they were like, wait, hold  
11 on. I was like, are we on the -- because from where I was, it  
12 didn't look like -- it looked like we were okay. It didn't look  
13 like we were -- I don't know, it didn't look like were off. So,  
14 but I didn't open the doors at all. I didn't even try to open the  
15 doors because I didn't know what the situation was at first.  
16 But -- then I think they jumped in right away and they -- I  
17 couldn't open the doors, so they did the emergency -- the pull.  
18 And then that's what happened. It just -- then everything just  
19 went down.

20 Q. So the key was in and you attempted to open the doors  
21 electric --

22 A. I believe I did. I can't say I did or didn't. I think I  
23 tried to open the doors. I'm not sure.

24 Q. Okay.

25 A. I thought I tried to open them, but maybe I -- I don't know.

1 I don't -- I think I did.

2 MR. ELLIOTT: Okay. Thank you.

3 BY MR. TOMASZEWSKI:

4 Q. Bob Tomaszewski, FRA, T-O-M-A-S-Z-E-W-S-K-I.

5 Sabrina, you mentioned when you were coming into the station,  
6 you were going back to make your announcement and open the doors.

7 Now were you standing in the second car facing the platform, you  
8 didn't notice that the train was moving a little faster than --

9 A. I did not notice. I didn't notice it at all. Because I was  
10 doing normally what I do when we come into the station. I made  
11 the announcement, then I was going over to put the key in to open  
12 the door. So I didn't notice that we were going fast at all, at  
13 an accelerated speed at all.

14 Q. All right. So just going back to the incident itself. You  
15 said you had a problem with the doors opening up. The crew from  
16 the other train came over to open the doors for you to let you  
17 guys out?

18 A. They were -- they came to -- I thought -- like I said, I  
19 don't know if I did press it or I didn't, but the doors -- I saw  
20 that the door because -- and then later on I learned that they hit  
21 the -- they broke the emergency glass and actually pulled the  
22 doors open because they wouldn't open.

23 Q. Okay. What did you do at that time?

24 A. I went to go to the PA, which I thought I was making an  
25 announcement, but then I found out that no one heard the

1 announcement. And then I also went to the intercom and it beeped  
2 but no one answered either. So there was no -- then I realized  
3 that there was no -- going to be no communication.

4 Q. Did you happen to notice how long it took for the police  
5 department to show up?

6 A. It seemed almost --

7 Q. In your recollection.

8 A. It seemed immediately to me. It seemed almost immediately.  
9 Like I didn't even have a -- get a chance to do anything. It  
10 just -- everyone just -- it was just chaos. They were there. It  
11 seemed like they were there almost immediately.

12 Q. The fire department too?

13 A. Yes.

14 Q. What kind of injuries did you get?

15 A. I hit my arm. From here down it's hurting. I have like a  
16 knot on my head. My --

17 Q. So your left side?

18 A. Yeah, my left side, yeah. Because that's where it hit. And  
19 it seem like my lower back is a little tight. And I have a bruise  
20 on my right leg. I don't know how that happened either.

21 MR. TOMASZEWSKI: All right. Thank you.

22 MR. MARALDO: Rob Maraldo, I have nothing to ask.

23 BY MR. HILL:

24 Q. Donald Hill, H-I-L-L, BLET SFT [sic]. I just have a couple  
25 of questions.



1 Do you know approximately how long your training was when you  
2 were qualifying to become a conductor?

3 A. Is it a -- like a year.

4 MR. TESSITORE: Vincent Tessitore, Jr., representative.  
5 During my prior career as a union official, I worked as a training  
6 specialist in training from 1998 to 2005. Actually Sabrina was in  
7 the training qualifying process when I was there.

8 MS. SMITH: Yes.

9 MR. TESSITORE: So if you need any clarification on training  
10 time frames and stuff, it's all in a provision of our contractual  
11 agreement called Article 5 on our property. So it's about a 28-  
12 day training program. Not about, is. With some added time since  
13 some incidents and suggestions from your group and the FRA, so  
14 it's been expanded upon. But it's an abbreviated qualification  
15 program which is predominantly classroom with some limited field  
16 training to just get some visual inspection of physical  
17 characteristics. And Atlantic Terminal at the time was a location  
18 where we would visit as a training group, but the physical  
19 characteristics are much different today than they were when  
20 Sabrina qualified.

21 BY MR. HILL:

22 Q. Okay. Approximately how long have you been working the extra  
23 list?

24 A. Approximately over 2 years, it's been. It's been over 2  
25 years. Maybe more. But definitely over 2 years.

1 Q. And what are your days off?

2 A. Saturday and Sunday, weekends.

3 MR. HILL: Okay. That's all I have for right now. Thanks.

4 MR. BATES: No questions.

5 BY MR. BECKER:

6 Q. Bret Becker from Long Island. Just a couple quick questions,  
7 Sabrina. You said you worked the extra list. Have you worked  
8 with this engineer before?

9 A. It's been a while. I haven't seen him before -- but it's  
10 been a while. I haven't seen him in a while. But I have worked  
11 with him years ago.

12 Q. Okay. And was there anything about his behavior on this  
13 particular day that was unusual?

14 A. Nothing.

15 Q. Was he agitated or anything?

16 A. Nothing that I could see.

17 Q. Okay. And after the incident occurred, did you see the  
18 engineer at all? Did you make contact with him or have any type  
19 of communication with him in reference to where he was after --

20 A. Nothing. We didn't see each other for a while. Because like  
21 I said, it got chaotic. Everyone was trying to get off the train.  
22 I couldn't contact him on the IC to see if he was okay. I  
23 couldn't get up there because everyone was coming as I trying to  
24 get through. And I didn't see him until everything was said and  
25 done, and as far as the police were already with him so I didn't

1 get a chance to really even talk to him at all.

2 Q. Okay. Thank you. That's all I have.

3 BY MR. TORRES:

4 Q. Tomas Torres with the NTSB. When you go from one station to  
5 the next, are you guys required to do any type of test?

6 A. Oh, when we get to the -- when we get to our final station  
7 and we are taking the train back out again, we do a rear-end brake  
8 test.

9 Q. And what does that consist of?

10 A. You're checking the brakes -- the train line, checking the  
11 brakes and make sure that the brakes apply and release.

12 Q. Is that while the train is standing?

13 A. While the train is standing, yes.

14 Q. And how about after you depart?

15 A. I believe the engineer, they do a running brake test, but  
16 I -- yeah, right? I guess you guys can answer that.

17 Q. When they do a running air brake test, can you tell when he  
18 applies the brakes? I mean, do you feel it slow down or anything  
19 like that?

20 A. You can. You can. It doesn't slow down. It's just a -- I  
21 don't know. Yeah, it's -- sometimes you can't tell if that's what  
22 they're doing, if they're doing the running brake test or that's  
23 just them operating, slowing down the train.

24 Q. When you're doing that standing brake test, who physically  
25 inspects the trains or -- I mean the brakes. How do you verify

1 that the brakes are --

2 A. There's a gauge that you verify the brakes, the brake test  
3 and the brakes on.

4 Q. So there's no physical visual inspection?

5 A. Not on our part, no.

6 Q. Is any mechanical personnel assisting you with the air brake  
7 test?

8 A. They do if needed, and that's more of a M of E, I guess, like  
9 maintenance of equipment department.

10 MR. TORRES: That's all I have.

11 Anne?

12 MS. GARCIA: Okay. Thank you.

13 BY MS. GARCIA:

14 Q. Anne Garcia. I have several additional questions.

15 A. Absolutely.

16 Q. Okay. During your work shift on this particular day, did you  
17 get any breaks?

18 A. Yes, we do. We had breaks. We had a couple of breaks.

19 Q. Okay.

20 A. One we had -- we had a couple of breaks.

21 Q. About how long were they? Around what times, do you recall?

22 A. We had one in Long Beach, that might have been -- what time  
23 did we get there? That could have been an hour or so. Then we  
24 had another one in -- well, not in Brooklyn, that was quick. And  
25 then the other one, the one in Far Rockaway, which is maybe like

1 45 minutes to an hour.

2 Q. Okay. And what do you -- what did you do on this day during  
3 those breaks?

4 A. Just try to relax as much as you can, you know, until your  
5 next shift. I didn't do anything extraordinary. Just hung out on  
6 the train.

7 Q. Okay. Well, did you stay on the train?

8 A. I did stay on the train. Yes.

9 Q. Okay. Did you get something to eat?

10 A. No.

11 Q. Or to drink?

12 A. No, there's nothing -- at that time, there's nothing to get  
13 to eat. I didn't get anything.

14 Q. So did you get a lunch break at all during the day?

15 A. We do have a lunch break but I'm not sure on that schedule  
16 when the lunch break was.

17 Q. Okay.

18 A. Yes.

19 Q. But on that day did you have a chance to eat something?

20 A. Just little things that I brought in, but like further in the  
21 day with all the investigations and everything, we didn't get  
22 anything to eat.

23 Q. And how about water, do you typically take water with you?

24 A. I bring water with me. Yes.

25 Q. Okay. And when do you have an opportunity to drink it?

1 A. Here -- like just between here and there. Whenever you get a  
2 chance to.

3 Q. Okay.

4 A. Whenever I get a chance to.

5 Q. Good. Thank you. On the breaks, on this particular day, did  
6 you see the engineer? The train operator?

7 A. You know, I saw him when we were switching. Like we, you  
8 know, we change ends. But like I said, we each go in our separate  
9 cars at that point.

10 Q. Okay. So do you have any idea what the engineer was doing on  
11 his breaks?

12 A. No.

13 Q. Okay. Thank you. On this particular day, how was your  
14 workload? Would you consider it to be normal, light, heavy?

15 A. I can't say what I would consider to be normal because that's  
16 not my normal shift.

17 Q. Right.

18 A. I could say what I think in my experience it is to be normal.  
19 It seemed normal. But like I said, I'm not normally on that train  
20 so I'm not sure what they're normal load is.

21 Q. Okay. And on this particular train that the incident  
22 happened with, what was the passenger load? Was it a packed  
23 train, was it very light?

24 A. Where I was, I was up front, so I was in like the first,  
25 second, maybe third car, because we had a collector until she got

1 off the train. Seated load, a few people standing, but basically  
2 seated load. It might have been a little bit heavier in the front  
3 than towards the back of the train, but it was still a seated  
4 load.

5 Q. Okay. You just mentioned a collector?

6 A. Yes.

7 Q. Was that a fourth person, employee on the train then?

8 A. Yes, but she wasn't -- she didn't come into Atlantic Terminal  
9 Brooklyn.

10 Q. Okay. Thank you. Is it typical to have a collector, a  
11 fourth person on the train?

12 A. Some trains. Some do, some don't.

13 Q. Okay. So you said that the passenger load, that all the  
14 seats -- most of the seats were occupied?

15 A. Yes.

16 Q. A few people were standing?

17 A. Yes.

18 Q. Okay. At the time -- at the moment of impact, can you tell  
19 us about what happened to the passengers?

20 A. What normally happens is everyone's getting ready, just as  
21 myself, to depart the train. So if some -- some people  
22 still -- you know, they don't get up until it's time to leave,  
23 until the train actually gets into the station. Then there are  
24 some people that are standing up.

25 Q. Okay. So --

1 A. So some people -- some more people got up other than the  
2 people that were already standing up.

3 Q. Okay. So that was prior to impact. And then on impact, what  
4 was the impact on the passengers?

5 A. I'm not sure because there was an impact on myself as well  
6 and I had to kind of get my thoughts together to figure out what  
7 was going on. But just shook up, just shaken a little bit, I  
8 would say.

9 Q. Okay. But basically the people who were standing were still  
10 standing? The people who were seated were still seated? Or was  
11 anyone thrown from their position?

12 A. There might have been people thrown from their position. But  
13 from where I was standing, the people that were standing were  
14 still standing but they might have been thrown, like shook out of  
15 their position a little from the car I was in.

16 Q. And that was in the second car?

17 A. That was in the second car.

18 Q. And again, for my memory, which part of the second car were  
19 you in?

20 A. I was in the cab, the F end, which was the cab area where you  
21 would operate the doors. I was in that part.

22 Q. And where is that located?

23 A. Well, we call it the F end of the car. It would be the same  
24 as the engineer's cab, the operating cab in the front. But I was  
25 in the second car which was -- so that was towards the rear of



1 that second car.

2 Q. The rear of the second car?

3 A. Yes.

4 Q. Okay. And you were in your compartment?

5 A. Yes.

6 Q. Okay. And the door was closed?

7 A. No. I don't know.

8 Q. Is there a door?

9 A. There is a door there.

10 Q. Okay. And you don't recall if it was closed?

11 A. I don't recall if it was opened or closed. I might have  
12 closed it to make an announcement and then opened it when I went  
13 to get the doors, but I'm not a 100 percent positive.

14 Q. Okay. But it wouldn't be unusual for the door to be open so  
15 you could --

16 A. No, it wouldn't be unusual at all.

17 Q. Okay. Thank you.

18 The passengers had belongings with them. Where do they  
19 typically keep their belongings?

20 A. It depends. Some put them in the overhead rack, some keep  
21 them with themselves. But I didn't notice what it was on that  
22 train that day.

23 Q. Okay. And on a typical train car, where they put them  
24 overhead, is it like on a plane where you have doors that close  
25 and things --

1 A. No, not at all.

2 Q. -- are secure?

3 A. It's open.

4 Q. What is --

5 A. It's just a rack. It's a rack that's overhead.

6 Q. Okay. It's an open rack?

7 A. It's an open rack.

8 Q. And there's basically a lip to it or not?

9 A. Right. That kind of stops it from, you know, from falling  
10 over.

11 Q. Okay. Did you notice after impact if any belongings had  
12 fallen down?

13 A. I did not notice.

14 Q. Okay. Did you notice that prior to impact, as you mentioned,  
15 approaching the station, had most people gotten their belongings?  
16 They were preparing to depart --

17 A. That I didn't notice. I just noticed normally as the people  
18 would get up to -- because we're coming into the station. But as  
19 far as like grabbing their belongings from the overhead rack, I  
20 didn't notice that.

21 Q. Okay. Good. Thank you.

22 In terms of where you were located, if you could kind of  
23 paint a picture for me about the train and where you were in the  
24 back in your area and where you go to unlock the doors, and in  
25 addition, where the emergency brakes are?

1 Q. Again, if you're -- if the first car is the cab car where the  
2 engineer is operating, and just on the opposite end of the second  
3 car, which is where I was in the back, that's also the engineer's  
4 operating cab but that's the cab I utilize to open the doors. I  
5 was getting my things together, making the announcement that we  
6 were coming into the station as we were coming into the station.  
7 The cab -- the engineer's cab seat, which is on the other side,  
8 that's where my belongings were. And then the key -- the door  
9 panel was on the opposite side. So I was going over to the  
10 opposite side to put the key in and then that's when, you know,  
11 that's when -- and it happened. That's when everything happened.

12 Q. Okay. Thank you. That's very helpful.

13 And within that compartment, is there an emergency brake?

14 A. There is an emergency brake.

15 Q. And do you have the authority to use that?

16 A. Absolutely.

17 Q. Okay. Is there an emergency brake located someplace else in  
18 the car as well?

19 A. There are.

20 Q. Where would those be, do you recall?

21 A. I believe there's one right before the cab and I think  
22 there's one for the passengers to use. I'm not going to remember  
23 exactly right now.

24 Q. Okay. Okay. And you have the full authority, or do you have  
25 training on when to use that?

1 A. Yeah, we have training on when to use it.

2 Q. Okay.

3 A. I would say. Yeah.

4 Q. Have you ever had a need to use it?

5 A. Never. I've never had to use it.

6 Q. Okay. And you mentioned before that you have a company cell  
7 phone --

8 A. Yes.

9 Q. -- where you can contact your supervisor?

10 A. That's one way of contacting the supervisor, yes.

11 Q. One way. What else would you use that for?

12 A. We can pretty much use it to contact different towers, like  
13 just things that we need to use for work.

14 Q. Okay. And do you keep that on you or do you keep it with  
15 your belongings?

16 A. For the most part

17 I do keep it on me. Because we also get messages from offices  
18 telling us different things, so I do -- I try to keep it on me and  
19 mostly I do keep it on me.

20 MS. GARCIA: Okay. Thank you.

21 BY MR. MEADE:

22 Q. Yes. Joe Meade, FRA. After the impact, you were still in  
23 the control cab --

24 A. Yes.

25 Q. -- of the hind end of the second car?

1 A. Yes.

2 Q. Was your window opened or closed? You said you opened the  
3 window?

4 A. I did open it -- afterwards I opened it.

5 Q. Okay.

6 A. Yes.

7 Q. And can you just walk me through from that point on?

8 A. I peeped out to look because I was -- I didn't realize  
9 exactly what was going on. And then I saw the other crew, they  
10 were there like immediately. And then I said, what's going on?  
11 Like what's going on? And they were like, wait. You know, they  
12 were like running towards the front where the engineer was. And  
13 then, like I said, I can't remember if I tried to open the doors  
14 or not, but I don't think I did at first because I didn't know  
15 what was going on. I was trying to figure out what was going on  
16 at first. And then I think they opened them with the emergency  
17 pull, as far as I can remember.

18 Q. Okay. And how did you exit the train?

19 A. The same as they did. When the doors -- when they pulled the  
20 doors open to -- for the emergency pull. Because I might have at  
21 that time tried to open them and I couldn't, so I just exited as  
22 they -- same as the passengers exited, through the door, pulling  
23 the door -- pulling the emergency.

24 Q. Okay. And the passengers that were -- they were ahead of  
25 you, behind you? What was their demeanor?

1 A. They --

2 Q. Was it orderly? Was it chaotic? Was it --

3 A. It -- honestly, it wasn't where -- in the car I was in, it  
4 wasn't that chaotic. Everyone was just looking to see, like  
5 they didn't -- everyone was just as shocked as I was as far as  
6 what was going on. But it wasn't chaotic where I was. Not so  
7 much.

8 Q. Okay. Did you notice anyone open any of the emergency  
9 windows?

10 A. Afterwards -- I didn't see them open it, but when I  
11 walked -- when I was walking through the consist I saw a couple of  
12 the windows open. Like the kick-in --kick-out windows, some of  
13 them, they were open. So I just assumed that the passengers did  
14 that.

15 Q. Okay. And you just said you walked the consist?

16 A. From where I could walk. I was just in the second to the  
17 third car, because that's all I could really get to because  
18 everyone was coming up from the back. The people in the front  
19 were coming out from the sides. So from the two cars I was in, I  
20 did notice one of the windows -- one was open. I don't know if  
21 anybody climbed out of the window or not.

22 Q. Okay. So the train was evacuated?

23 A. Yeah. Evacuating.

24 Q. Okay. Did you meet up -- did you have a chance to see the  
25 engineer after that?

1 A. It was a while after that. I didn't.

2 Q. So immediately afterwards --

3 A. Not immediately after.

4 Q. -- you didn't --

5 How about your rear brake or your assistant conductor?

6 A. Neither -- I didn't see him immediately either.

7 Q. Okay.

8 MR. MEADE: I think that's all I have. Thank you.

9 MR. NEARY: No questions from me. Thank you.

10 BY MR. ELLIOTT:

11 Q. Mark Elliott. Sabrina, so you made the announcement from the

12 -- by the seat on the engineer's side of the cab?

13 A. Yes.

14 Q. And then you were walking towards the left side of the cab,

15 off-cab side?

16 A. Yes.

17 Q. Towards the door panel?

18 A. Yes.

19 Q. The window was closed?

20 A. Yes.

21 Q. You had not yet put your key into the door control panel?

22 A. It was -- I was making the attempt to put it in and then

23 that's when it happened.

24 Q. Okay. And then --

25 A. Then I put it -- okay.

1 Q. -- after impact, did you use your key to open the window?

2 A. I don't remember if I used the key or not, but I did open the  
3 window after impact.

4 Q. Okay. And do you remember if you put your key in the door  
5 control panel?

6 A. I did.

7 Q. You did put the --

8 A. Yes, I did.

9 Q. But at that point you don't remember if you operated the  
10 doors (indiscernible)?

11 A. Yeah, I didn't -- I know that immediately after I didn't open  
12 them because I didn't know -- I didn't want to open them to  
13 see -- I didn't know what was going on at first. I didn't want to  
14 just pop open the doors. But and then that's when the other crew,  
15 they were coming up and they were like no -- you know, they were  
16 like, hold on, wait. And then everything just happened quickly  
17 after that.

18 MR. ELLIOTT: Okay. Thank you.

19 BY MR. TOMASZEWSKI:

20 Q. Bob Tomaszewski with the FRA again. When you left Jamaica  
21 and you got settled in the engineer's compartment in the second  
22 car, where were your belongings?

23 A. When I -- when we left Jamaica, I was in the -- I was in the  
24 second car and my belongings were in the second car also. I was  
25 in the second car.



1 Q. Okay. Were they on the seat? Were they on the floor?

2 A. They were on the -- I believe they were on the seat. I'm not  
3 sure.

4 Q. Okay. Because you had said that after you made the  
5 announcement, you started collecting your belongings and then  
6 started walking back to the -- over towards the window.

7 A. Right. Which is in the same compartment, right.

8 Q. Yeah. You got the engineer's seat on this side, and your  
9 radio and intercom here, and then you got the control panel on the  
10 other side. So your stuff was on the engineer's seat?

11 A. My stuff was on the engineer's side, yes.

12 Q. So then you leaned over to make your announcement --

13 A. If I can remember, yes.

14 MR. TOMASZEWSKI: Okay. All right. Thank you.

15 MR. MARALDO: I have no questions.

16 BY MR. HILL:

17 Q. Hello. Donald Hill, BLET Safety Task Force. Just a couple  
18 follow-ups. And I just have one for clarity. I know you may have  
19 answered this but I'm just not 100 percent clear. How many crews  
20 did you have on 2817?

21 A. I can go from the beginning. From the beginning, there  
22 were -- there was the engineer;, myself, the conductor;, my  
23 brakeman and one collector was on the train.

24 Q. And did --

25 A. From the start at Far Rockaway.

1 Q. At Far Rockaway?

2 A. Yes.

3 Q. So you had four?

4 A. Four from Far Rockaway.

5 Q. And when did you lose the collector?

6 A. She got off at Valley Stream Station.

7 Q. Okay. Also, just, like I said, for clarity purposes, I hear  
8 you use the terms AC or assistant conductor, I'm sorry, and  
9 brakeman.

10 A. Yes.

11 Q. Are they interchangeable?

12 A. They're one in the same, yes.

13 Q. Okay. And you mentioned that you -- as you were coming into  
14 the station, that you were on the -- I would say the east end of  
15 the married pair?

16 A. Yes.

17 Q. Okay. And you were stationed in the control stand?

18 A. Yes.

19 Q. Now my question is -- you may not be able to answer this. Do  
20 you know if that compartment, if the engineer has his control  
21 stand energized, is the control stand where you're badge was  
22 located, is that energized?

23 A. I don't --

24 Q. In other words, are the display screens lit up?

25 A. Oh, when the -- yeah, the display, I believe they're lit up

1 throughout the train. Yeah. Is that what you're asking?

2 Q. I'm talking about for like the speedometer?

3 A. I believe it's lit up. No? Really? If you're the key -- if  
4 the key is in, it's lit up. Right.

5 MR. BECKER: Bret Becker with Long Island. Yes. If the key  
6 is --

7 MS. SMITH: If the key is in, it's lit up.

8 MR. BECKER: -- in it, it will power, and in --

9 MS. SMITH: Now I get the question.

10 MR. BECKER: -- a certain position you do have a view of the  
11 CDP and the train operation display, TOD display. And that gives  
12 you certain information only if your key is in the panel.

13 MS. SMITH: Yes, okay. Now I get it.

14 BY MR. HILL:

15 Q. All right. So for clarity purposes then for the record, it  
16 is not activated unless the key is in at that location?

17 A. Now I get it. Yes. That's correct.

18 MR. HILL: Okay.

19 MR. BECKER: Further --

20 MR. TORRES: State your name.

21 MR. BECKER: Bret Becker. Further clarity on it. It's never  
22 activated unless the engineer's key is in --

23 MR. HILL: Right.

24 MR. BECKER: -- that control stand. The only thing that's  
25 activated is the displays in that particular cab. Not the -- you

1 know, not the control stand itself to operate the equipment.

2 MS. SMITH: That's right.

3 MR. BECKER: The engineer's key is the only thing that can  
4 activate that control stand to operate that train.

5 MR. HILL: I understand. But are the display screens --

6 MR. BECKER: Yes.

7 MR. HILL: -- lit up?

8 MR. BECKER: Yes.

9 MR. HILL: For that married pair?

10 MR. BECKER: Yes.

11 MR. HILL: So it will show the speed?

12 MR. BECKER: When her key is in the control panel, yes.

13 Correct.

14 MR. HILL: Okay.

15 MR. ELLIOTT: Mark Elliott, just to further clarify what  
16 Bret's talking about. The engineer's key is the master controller  
17 key and that goes into the master controller to activate the  
18 master controller in the cab of the operating cab. The conductor  
19 uses what's referred to as a dream key. And that is a single key  
20 and that is used to operate doors, and energize the communication  
21 system. And it does not energize the controls that the engineer  
22 uses. Only one controller can be activated on a train with the  
23 train charged and that's why it's called the master controller; it  
24 controls the entire train.

25 BY MR. HILL:

1 Q. Right. So just as a follow-up question, did you happen to  
2 notice any information on the display screens while you were up  
3 getting --

4 A. I did not.

5 MR. HILL: Okay. All right. Thank you, that's all I have.

6 BY MR. BATES:

7 Q. SMART, Bates, B-A-T-E-S. Just one question. Do you have a  
8 safety committee on the area that you work in?

9 A. You mean from the railroad itself? I believe --

10 Q. Yes.

11 A. Yes, I believe we have a -- we do have a safety committee.

12 Q. Okay. Have you ever reported anything to safety committee?

13 A. Not that I can recall, no.

14 Q. Okay. Do you think this is a safe place to work?

15 A. I think it's a safe place to work. I do. Pretty much.

16 MR. BATES: All right. Thank you.

17 MR. BECKER: Bret Becker from Long Island. I have no further  
18 question.

19 BY MR. MEADE:

20 Q. I just have one more question. Joe Meade. After the impact,  
21 did you notice if the lights were still on in the car as the  
22 passengers were evacuating?

23 A. They were on. Yeah --

24 Q. The lights were still on?

25 A. -- I did notice that. They were on.

1 MR. MEADE: Thank you.

2 BY MR. TOMASZEWSKI:

3 Q. I've got one or two others. Bob Tomaszewski with the FRA  
4 again. When you started approaching -- let me go back a little.  
5 When you left Jamaica, you said the next stop was Atlantic  
6 Terminal?

7 A. That was on the train that he, that he picked up. That's  
8 when he picked it up --

9 Q. In fact, that was the one (indiscernible).

10 A. Right. That wasn't on the train with the incident.

11 Q. So going back then to your train into Atlantic Terminal, do  
12 you recall where you might have been when you started making the  
13 announcement? Was it prior to the terminal itself?

14 A. I don't recall. I don't know if we had hit the platform.  
15 I'm not sure. Because everything is so normal, you do it  
16 when -- like at a certain point, but I can't say exactly when I  
17 started making the announcement. You usually do it as you think  
18 you're coming into the station but I'm not sure exactly when. I  
19 would say that as we were coming -- as I felt like we were coming  
20 into the station, that's when I normally do it. But I don't know  
21 exactly.

22 MR. TOMASZEWSKI: Okay. Thank you.

23 BY MR. BECKER:

24 Q. Bret Becker, I do have one further question. Did you take  
25 any exceptions to the equipment on any of the trains that you

1 operated or were part of the crew that day?

2 A. Not at all.

3 Q. And the automatic station identification and all of those  
4 things were working properly at the time?

5 A. That I can remember, yes, they were working.

6 Q. Okay. Thank you.

7 BY MR. TORRES:

8 Q. Tomas Torres with the NTSB. Do you take any prescription or  
9 non-prescription medicine?

10 A. I take prescription medication.

11 Q. And do you know what those are?

12 A. It's a blood pressure medication.

13 Q. Okay. Now, when is your last certification date? The  
14 conductor's date?

15 A. That was September -- I can't remember the exact date. It  
16 was in September.

17 Q. Okay.

18 A. Of last year.

19 Q. When's the last time a supervisor rode or tested you?

20 A. A few months ago. They pop up on the trains like randomly.  
21 So I would -- maybe a few months ago. I can't remember exactly  
22 when.

23 Q. Is there anything else you would like to add?

24 A. I think that's it for me.

25 MR. TORRES: I have no further questions unless anybody else

1 has any follow-ups?

2 MS. GARCIA: Thank you.

3 MR. TORRES: Okay. This will conclude the interview with  
4 Sabrina at 11:31 a.m. Thank you.

5 MS. SMITH: Thank you.

6 (Whereupon, at 11:31 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: COLLISION OF LONG ISLAND RAIL ROAD  
(LIRR) TRAIN NO. 2817 WITH THE  
PLATFORM AT ATLANTIC TERMINAL,  
BROOKLYN, NEW YORK, JANUARY 4, 2017  
Interview of Sabrina Smith

ACCIDENT NUMBER: DCA17FR002

PLACE: Jamaica, New York

DATE: January 6, 2017

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.

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Tracy L. Meyer  
Transcriber