



NATIONAL TRANSPORTATION SAFETY BOARD  
**Investigative Hearing**

Washington Metropolitan Area Transit Authority Metrorail train 302 that encountered heavy smoke in the tunnel between the L'Enfant Plaza Station and the Potomac River Bridge on January 12, 2015

<b>GROUP</b>	
<b>EXHIBIT</b>	

Agency / Organization

Title

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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WMATA INCIDENT AT L'ENFANT PLAZA  
STATION, WASHINGTON, D.C.  
JANUARY 12, 2015

Docket No.: DCA-15-FR-004

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Interview of: MIKE FARRELL

WMATA Headquarters  
Jackson Graham Building  
Washington, D.C.

Tuesday,  
April 14, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: MICHAEL FLANIGON  
Railroad Accident Investigator

The interviewee was afforded an opportunity to review this transcript for accuracy. No corrections were received.

## APPEARANCES:

MICHAEL FLANIGON, Railroad Accident Investigator  
National Transportation Safety Board

ROBERT "JOE" GORDON, Investigator-in-Charge  
National Transportation Safety Board

RICK NARVELL, Human Performance Investigator  
National Transportation Safety Board

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I N T E R V I E W

1  
2 MR. FLANIGON: Okay. It is April 14th, 2015. I'm Mike  
3 Flanigon, F-l-a-n-i-g-o-n, with NTSB. And today, we're  
4 interviewing Mr. Mike Farrell, F-a-r-r-e-l-l, who is a rail  
5 traffic controller at WMATA. And this is in regard to the January  
6 12th arcing incident at L'Enfant Plaza in Washington, D.C. I'll  
7 ask my colleagues to identify themselves.

8 MR. GORDON: Joe Gordon, G-o-r-d-o-n, with the NTSB.

9 MR. NARVELL: Rick Narvell, N-a-r-v-e-l-l, NTSB.

10 MR. FLANIGON: And just to confirm, you understand we'll  
11 record the interview and get you a transcript to look at.

12 MR. FARRELL: I understand.

## INTERVIEW OF MIKE FARRELL

13  
14 BY MR. FLANIGON:

15 Q. Okay. Well let's -- tell us a little bit about your  
16 background, how you came to the job you do, how long you've been  
17 there, what you do.

18 A. I first started with WMATA in May 2013. I just got out  
19 of the military a year or so ago. I was an air traffic controller  
20 in the Marine Corps. I got out and applied here and got this job.  
21 I've only been working since May, so I don't even have a year with  
22 the company yet.

23 Q. Okay. What was your first day of flying solo, so to  
24 speak, on the --

25 A. Here?

1 Q. Yeah.

2 A. It was interesting. It was a little nerve-wracking, a  
3 little bit of feeling uneasy. But then I felt the same way when I  
4 was an air traffic controller first day by myself. So, I was kind  
5 of familiar with how the feeling was going to be --

6 Q. Yeah.

7 A. -- so --

8 Q. When was that, that you actually started?

9 A. January 11th, I believe.

10 Q. Of this year?

11 A. Of this year.

12 Q. Just before the --

13 A. Just before.

14 Q. -- the smoke incident.

15 A. Yeah. January 11th.

16 Q. Okay. Well, some of our questions were, you know, over  
17 the last 5 years, what have you -- how have you seen things  
18 change?

19 A. Yeah.

20 Q. And you --

21 A. Can't answer that one for you.

22 Q. -- you weren't here, so we'll kind of skip ahead to  
23 those kind of things. So, we'll, you know, we'll flex here. In  
24 the Marine Corps and working as an air traffic controller, there's  
25 some similarities --

1           A.    Um-hum.

2           Q.    -- to the kind of work.  In terms of that, and in  
3 particularly how safety is emphasized and managed, what -- how is  
4 it the same?  How is it different?

5           A.    I mean, with air traffic control, everything is very --  
6 I don't want to call it black and white.  You know, air traffic  
7 control, you need 3 miles of separation between planes.  If you  
8 break it, you break it.  I mean, there's no gray area.  I feel  
9 more with this, you know, the MSRPA's the rule book that we go by  
10 for WMATA.  A little bit harder to -- I think it's -- for me, from  
11 compared to what I'm used to, it's a little bit harder for me to  
12 read and be able to understand clearly what the actual procedure  
13 is through that book.  Or when I was in the FAA and reading the  
14 7110, it's a lot more written out and a lot more clearer language,  
15 easy common language for you to understand.  Yeah, it's still  
16 written by lawyers, but it's a lot more easier to understand.  
17 With this, with this book, it's a little bit more challenging to  
18 be able to read it, understand it, and then apply it, if you ask  
19 me.

20          Q.    Um-hum.

21          A.    That's my philosophy on it.  I think it's just harder to  
22 understand and be able to apply it just by the way it's either  
23 written or even the way the book is kind of laid out.  I don't  
24 think it's even really laid out the best for, you know, if  
25 somebody working the position needs to reference something in the

1 book, it makes it more challenging --

2 Q. Um-hum.

3 A. -- because of the way the book is kind of laid out. But  
4 I just feel like the procedure's a little bit more gray area in  
5 here than it was where I came out of the FAA.

6 Q. Um-hum. And how easy is it or hard is it for you to get  
7 any clarification when you need it?

8 A. It's fairly easy. I mean, all you have to do is ask.  
9 And, you know --

10 Q. Yeah.

11 A. -- somebody who's been around for 10-plus years, you go  
12 up and ask them and they'll tell you, you know, what's right from  
13 wrong, which, that's easy to get that information, which is a  
14 positive thing.

15 Q. And is it provided in a supportive kind of way?

16 A. Yes. For me, it's always been supportive.

17 Q. I know sometimes when you're a newbie in anything; the  
18 people who've been around a long time can sometimes be --

19 A. Yeah, they don't want to give you --

20 Q. -- a little tough on you.

21 A. I've never encountered that.

22 Q. That's good. And how about in terms of if you see  
23 something that doesn't seem right? You know, if you see something  
24 that you think it unsafe or is of concern, do you feel like the  
25 environment's such that you can bring that forward?



1           A.    Yes.

2           Q.    Do you feel any discouragement from bringing stuff  
3 forward?

4           A.    No, I don't -- I guess it's kind of different for me.  
5 I -- coming from this background, it don't really bother me to  
6 stand and be like, "Well, I don't know about this. This might not  
7 be right." For me, I don't mind walking up to someone saying,  
8 "Well, I don't think that you should do it this way. You know,  
9 this isn't right according to rules or procedures and SOP that  
10 we're supposed to go by, this isn't correct." That's never  
11 bothered me. I guess I have -- I don't know. It just don't  
12 bother me to stand up and say something. But normally, it's not  
13 usually taken with any type of defensive manner or anything like  
14 that. I would say 9 times out of 10, normally it's taken, "Oh,  
15 yeah, you're right. Farrell, you're right." Normally, it's taken  
16 with a good attitude.

17          Q.    Now, you work in an environment where there's a  
18 supervisor there pretty much all the time.

19          A.    Yes.

20          Q.    So, sort of on a continuous basis, somebody's in there  
21 watching the whole operation. Do any of those -- your supervisor  
22 ever specifically kind of watch your operations and give you  
23 feedback on how you're doing things?

24          A.    I would say about 75 percent of the time when we're  
25 dealing with an actual incident as far as a train malfunction or

1 any type of incident, a sick customer, arcing insulator, any type  
2 of incident on the railroad, normally they're standing behind you  
3 at the desk monitoring and giving instructions as needed. But  
4 normally, I would say 75 to 80 percent of the time, they're there  
5 during an incident helping you give instructions or correcting you  
6 if you do happen to make a mistake.

7 Q. How about just under normal circumstances?

8 A. Normal circumstances, I mean, they make their rounds.  
9 It's not a continuous behind your back watching you work  
10 continuously. They definitely are aware of what's -- from my  
11 experience is -- naturally, it's only -- what are we in, April, 3  
12 or 4 months of experience here, in my experience that they're  
13 normally pretty observant of what's going on, on the floor.

14 Q. Yeah, so, how would you describe the organizational  
15 culture with relation to safety? Is it emphasized? Is it --

16 A. I think safety is very emphasized, I do. I think it's  
17 emphasized. I believe sometimes that things are more reactive  
18 than proactive. I think sometimes we know we'll have a problem  
19 and sometimes it kind of takes a little bit longer, I feel like,  
20 to fix a problem, then it should. That's how I feel. Like I  
21 said, I'm coming from a background where, you know, with air  
22 traffic control; everything is so much more finer delineation of  
23 everything with this, and what I'm used to. I might be kind of a  
24 biased opinion because of my background, but I think that  
25 sometimes they can be a little bit more reactive than proactive.

1 Q. You got an example that you could share with us?

2 A. Not really off the top of my head. I mean, it's just  
3 the feeling that I have about it sometimes.

4 Q. Is it urgency or just sort of inertia, organizational  
5 inertia?

6 A. Yeah, it's more of inertia. It's not really urgency.  
7 It's just more of the, like you said the inertia about it, and  
8 it's just the vibe that I get, more is it than actual examples.

9 Q. You need more sergeants.

10 A. That's right, to drop the hammer.

11 Q. Drop the hammer, there you go.

12 A. Gunnies. They're the ones that get the job done.

13 Q. In going -- now, you went through, I'm guessing, a  
14 fairly lengthy training program. You came on -- how long did your  
15 training last?

16 A. Well, I started in May and we certified in January.

17 Q. So, 6, 7 months.

18 A. So, 6, 7 months.

19 Q. In that training, did you get any information or  
20 training on the Incident Command System?

21 A. No.

22 Q. Do you know what it is, the Incident Command System?

23 A. No.

24 Q. It's also called the NIMS, National Incident --

25 A. Oh, the NIMS. Yeah, I'm familiar with the NIMS; once

1 again, because of my past experience and not so much of -- they  
2 briefly touched on it, yeah. They briefly touched on it. But in  
3 depth, no.

4 Q. And how about any kind of scenario-based training on  
5 events that you might have to deal with like smoke, fire, and  
6 train wreck --

7 A. The last about 4 weeks of our training, we got more  
8 practical application training where we actually sat at a  
9 simulator and did simulations of incidents that we could occur,  
10 more training malfunctions than anything else. So, more the  
11 normal everyday malfunctions we can get with the train, sick  
12 customers, station overruns, things like that, more than -- we did  
13 -- yeah, we did fire on the roadway.

14 Q. Yeah.

15 A. I mean, we did, but it was only for the last --

16 Q. Um-hum.

17 A. -- I would say 4 weeks of our training.

18 Q. Did that include a train evacuation?

19 A. Yes.

20 Q. It did. Are you familiar with the Tri-state Oversight  
21 Committee, TOC?

22 A. Yes.

23 Q. And do you ever see them around the Control Center?

24 A. No.

25 Q. How about the functionality, or how well the radio

1 system works?

2 A. The radio system does not work very well. I would say  
3 it works effective communication -- like once again, I'm used to a  
4 system where I came from, the air traffic controller, I never had  
5 a real issue with radios. They always worked. I think the  
6 communication here is poor, I'm not very (indiscernible). You get  
7 effective communication probably 70 percent of the time. I would  
8 say 70 percent of the time; you're probably getting effective  
9 communication. And by effective communication, I mean, I transmit  
10 to a train, they hear me and they reply to my message. And that's  
11 what I mean by effective communication. I would say 70 percent of  
12 the time. And then you have dead areas on the railroad that it's  
13 just non-existent.

14 Q. During the training, did you get out at all on the  
15 lines?

16 A. Yes. We did several field visits, mostly to the yards.  
17 So, we went to the yards and they showed us, you know, switch  
18 points, and stuff like that. We did plenty of field visits where  
19 we got to get on a line, see the terminal supervisors and the  
20 block houses at the end of the line, see switches, all that stuff.  
21 Yeah, we got to do plenty of field visits.

22 Q. Do some cab rides in the train?

23 A. Yeah, yeah, we did a cab ride, yeah. And then we  
24 actually got to operate the train at one point.

25 Q. Yeah.

1 A. So, we did plenty of field visits, we're good on that.

2 Q. Okay, good. Do train operators have the authority to  
3 shut off ventilation in the train (indiscernible)?

4 A. They do now.

5 Q. They do now. Okay.

6 A. They do now.

7 Q. Okay. Let's see, asked that, asked that. Prior to  
8 January 12th, well, you really started January 11th, so this  
9 doesn't apply. Didn't have a lot of experience prior to January  
10 12th, did you?

11 A. No.

12 Q. Okay, we'll skip that one. Can you kind of walk through  
13 your understanding of the protocols that you would follow if a  
14 train encountered smoke?

15 A. Okay, so, a train encounters smoke or fire, I actually  
16 dealt with the arguments earlier today. That's why I was late.  
17 So, the train reported it. Now, the train operator naturally  
18 holds the authority to turn off their own EV. We instruct them to  
19 turn off their EV. If it is safe for train movement, normally  
20 not, we'd tell the train to reverse ends and take them back to the  
21 nearest platform and offload. And then we start single tracking  
22 until ERT gets on the scene and either extinguishes the fire or  
23 ERT and fire department gets on the scene, and either extinguishes  
24 the fire or deems it safe for train movement.

25 Q. What's ERT?

1 A. Emergency Response Team.

2 Q. And that's a WMATA -- the maintenance folks --

3 A. Yes.

4 Q. -- or whoever it is, comes out to deal with stuff. So,  
5 is that what happened today, pretty much?

6 A. Yeah. One train stopped just outside of Bethesda,  
7 reported an arcing insulator. That train reversed ends, gave it a  
8 block back to Bethesda, offloaded train, single tracked, picked up  
9 the customers. ERT's on the scene, rolled down third rail power,  
10 knocked the insulator out, brought power back up. Track  
11 inspection, safe for train movement.

12 Q. Went smooth, sounds like.

13 A. I walked out right at the end of the part so I could  
14 come here.

15 Q. Well, good. That's probably not the kind of homework  
16 you expected to do.

17 A. No, but it's all good. It happens.

18 MR. FLANIGON: I think that's all I have.

19 MR. GORDON: Let Mr. Narvell go since he's --

20 BY MR. NARVELL:

21 Q. I only have just a couple more. With the understanding  
22 you've only been here just a brief period, have you seen anything  
23 here that causes you concern in terms of a, any kind of a safety  
24 issue or a problem or --

25 A. I mean, the whole fan situation now they're working on,

1 I mean, every day now, right after rush hour you've got personnel  
2 that is out in the field troubleshooting the fans or ensuring that  
3 the fans work. I mean, because a lot of these fans, we do have  
4 quite a few alarms on either saying they're in local control,  
5 which means we can't activate them remotely from the Command  
6 Center or some type of alarm on the fan. That's kind of a concern  
7 to me, naturally, because of what happened.

8           But other than that, I mean, I don't know if I've been  
9 here long enough to really say that anything else truly concerns  
10 me. I think the work load for the controller is a lot, just -- I  
11 mean, it's a lot for two people to do. Do I think it's almost too  
12 much? Sometimes, yeah, I think it's almost too much for two  
13 people to be able to manage. And that's a little bit of a concern  
14 to me, but other than other major concerns that stand out right  
15 now, I don't think I have any, no.

16           Q. Let's just talk a little bit about the work load.  
17 During those occasions when you apparently you have felt under  
18 pressure.

19           A. Yes.

20           Q. Do you have any kind of a resource or mechanism to say,  
21 "I need help?" Or, "I can't do this all myself," or something,  
22 anything?

23           A. And that's where it kind of -- we talked about the  
24 supervisor or the assistant superintendent. I mean, they know  
25 when you start to get overwhelmed and that's when they normally



1 come and they stand behind you and make sure that you're staying  
2 within procedures and SOP. Like I said, I come from it. I know I  
3 came from a job where it's a stressful job just like this one is.  
4 And I mean, it does get overwhelming at times. And I think that's  
5 where the assistant superintendent steps in and normally makes sure  
6 that you're still doing the job. But as far as any type of relief  
7 for what you're trying to get at, not -- I mean, they got a quiet  
8 room in the Command Center you can go to once the stressful time  
9 is over, but if I need any type of immediate relief, no, nothing.

10 Q. Just deal with it. I'd like to ask you about the TOC  
11 folks you were aware of. Same question with respect to Federal  
12 Transit Administration, or FTA. You ever see FTA ?

13 A. No, sir.

14 Q. Do you know who they are?

15 A. I do not know, like, faces and names, no, sir.

16 Q. Do you know of FTA?

17 A. Yes, I know of FTA.

18 Q. You just haven't had any interaction.

19 A. No, no interaction.

20 MR. NARVELL: That's all I have for him. Thank you.

21 BY MR. GORDON:

22 Q. All right, Joe Gordon, NTSB. You spoke about the  
23 incident you had today, and one of my questions was, have you ever  
24 been involved in a smoke event, you know, in the short time that  
25 you've been here. And prior to today's event, have you ever had

1 any --

2 A. I mean, I've had a couple dealings with the arcing  
3 insulator, and it went just like -- just how I kind of just broke  
4 it down just now, same deal. You want me to go through those  
5 again?

6 Q. No. More to -- I know that from talking to some of the  
7 other rail traffic controllers that there's a procedure for  
8 clamping a switch.

9 A. Yes.

10 Q. So, have you ever been involved in that reverse movement  
11 of the train where that came into play where the operator had to  
12 get off and clamp the switch?

13 A. In a smoking incident?

14 Q. Yes.

15 A. No, I have not.

16 Q. So, you've never been in --

17 A. No, I've never been in the incident where I've had to  
18 have the train reverse ends due to smoke in a tunnel and have them  
19 clamp the switch.

20 Q. I think it's a unique -- I think that it's really good  
21 to get to talk to you, you know, a fresh set of eyes with you just  
22 getting here. That's probably some of the reasoning to them  
23 sending you in here. And I'm glad that they did. You've been  
24 through the training and -- you know, recently. So, do you feel  
25 like the training that they give you is adequate?

1 A. No.

2 Q. And how -- what have you done to overcome that?

3 A. That's when you have to take it upon yourself, because  
4 if you're not going to get the training, you're still held liable  
5 and accountable for the actions you do while you're in the  
6 position, so it's kind of a -- I'm going to say a pride thing, but  
7 if you're held accountable, I don't want to be sitting in this  
8 chair not for this reason, but for a worse reason. So, you know  
9 you've got to take it upon yourself to know what you can and can't  
10 do, what's right, and what's wrong, your procedures, your SOPs,  
11 your rules. You kind of got to take it upon yourself, because  
12 you're not getting any training. You're still held accountable  
13 for it.

14 Q. So, you're having to do your own homework.

15 A. I mean, during training I did some, yes, because the  
16 training was, in my personal opinion not up to the standard it  
17 should be for the job we were doing.

18 MR. GORDON: I think that's all I've got right now,  
19 Mike.

20 BY MR. FLANIGON:

21 Q. Well, just to maybe elaborate a little more on that,  
22 with regard to the training, are we talking about the length of  
23 the training or the quality of the training or both or --

24 A. The instructors that we had that were the rail  
25 instructors from WMATA were outstanding. If it wasn't for them,

1 the training itself would have probably been a failure. The  
2 materials given for the training was inaccurate, portions of it  
3 were inaccurate. I mean, even down to spelling and grammar issues  
4 in the materials. They had issues with that inaccurate material.  
5 I don't think the curriculum -- there were days in the curriculum  
6 that we didn't have anything -- the curriculum wasn't put  
7 together. So, it was kind of like we were just -- I want to say,  
8 let's shoot from the hip so to speak, the whole time we were going  
9 through the training. It just wasn't standardized. Once again,  
10 I'm coming from a background where it's standardized. You get a  
11 syllabus; you get a day-by-day payout, everything you're going to  
12 do. Take tests on this day; you take simulation package this day.  
13 I was used to that and I came here and it was unorganized and once  
14 again, it might be a biased opinion, but it was unorganized  
15 compared to what I was used to. I was expecting to come in, go  
16 through an academic portion of learning the book, learning the  
17 rules, being tested on it, then going through a simulation portion  
18 where you sit in front of a simulator and, and they sim you, sim  
19 you, sim you until you become proficient. And then you go to OJT.  
20 And I was used to that structure. More or less when I came here,  
21 it was, all right, we're going to put you in training class for 5  
22 weeks. All right, it's 5 weeks now, we're going to stay another  
23 week now. Okay, now you're going to go to ROCC training now.  
24 It's going to last 10 weeks. All right, it's been 12 weeks now  
25 and now you're going to go do simulations. You get 4 weeks of

1 that. Originally, we were supposed to get, I think, 8 weeks on  
2 one shift it was supposed to be. They cut our OJT time in half  
3 from what it was originally supposed to be when we first got hired  
4 for the job. Just the training was very unorganized, at best.  
5 That's all I got to say about that, very unorganized. If you  
6 weren't a proactive person, it would have been very challenging.  
7 That's all I got to say about that.

8 Q. That's all I wanted to do, explore that a little bit  
9 further. You said the rail instructors --

10 A. Yeah, the actual rail training instructors were  
11 outstanding. If it wasn't for them, the class wouldn't be what it  
12 was. And those were guys with -- guys and gals, excuse me, with  
13 25 years-plus experience just spreading their knowledge to us.  
14 This is what's going to happen to you out there. This is how you  
15 correct it, and stuff like that. Kind of help and take the book,  
16 all the text that's in the book that's hard to read, breaking it  
17 down for us to be able to understand it. If it wasn't for them,  
18 the class would have been very difficult, because the actual  
19 classroom portion wasn't very good.

20 Q. That's helpful.

21 MR. NARVELL: I have a follow-up question on that.

22 MR. FLANIGON: Go ahead.

23 BY MR. NARVELL:

24 Q. Is there an opportunity for you at the conclusion of all  
25 this to provide feedback?

1 A. Yes.

2 Q. And I don't want to assume, but you provided --

3 A. Yes.

4 Q. -- your feedback in an honest --

5 A. Oh, yes. Most of us in the class provided our feedback.  
6 Now, mind you that I was in a class -- I came in with a class of  
7 -- I was in a class of five and I'm the only one -- well, me and  
8 one other are still here. The other person is absent without  
9 leave right now. So, I don't know if he's still here or if he  
10 quit, but I'm the only one assumingly left in my class.

11 MR. NARVELL: Okay.

12 BY MR. GORDON:

13 Q. Joe Gordon, NTSB, again. We've talked a little bit  
14 about the procedural changes that have come into play since the  
15 January 12th incident. From your perspective, have those been  
16 adequate to --

17 A. Yes.

18 Q. -- address those situations?

19 A. Yes, a lot more stress has been put on those procedures  
20 now than before. So, yes, I would say 100 percent yes.

21 Q. And one final thing for me is -- well, I guess two  
22 things. The one thing, the ventilation fans, something that has  
23 to work when it has to work.

24 A. Yes.

25 Q. And is that kind of what -- some of what you're talking

1 about --

2 A. Yes.

3 Q. -- when you talk about the urgency for repairs?

4 A. Yes, it needs to work when you call upon it, because  
5 when it doesn't work when you don't need it, it needs to work when  
6 you do need it. You know what I mean? It's kind of like, it's  
7 not that big a deal if you don't need it, but the second you need  
8 it and it don't work, that's a big problem.

9 Q. Kind of like a parachute.

10 A. Yeah, it's like a parachute. Everyone loves a -- you  
11 know, it doesn't matter if it's got a hole in it when it's in the  
12 backpack. When you pull the string, it needs to work.

13 Q. Yeah, absolutely. So, yeah, having an indicator on your  
14 screen that says this fan's out of correspondence, local control,  
15 I mean, that tells you this fan's --

16 A. Of no use to me.

17 Q. -- no use to me at all.

18 A. That's correct.

19 Q. Yeah, so that's good. I'm glad we talked about that.  
20 And the one final, we touched on the radios. I know that you take  
21 reports of trouble from the train operators throughout a shift.  
22 How often do you get a report of a malfunctioning radio?

23 A. A malfunctioning radio?

24 Q. Yeah.

25 A. Often.

1 Q. Would you say daily on a shift?

2 A. Yes, oh, yeah.

3 MR. GORDON: Thank you. I have nothing further.

4 MR. NARVELL: None from Rick Narvell.

5 MR. FLANIGON: Anything you want to add?

6 MR. FARRELL: No, I'm good.

7 MR. FLANIGON: I will thank you.

8 (Whereupon, 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: WMATA INCIDENT AT L'ENFANT PLAZA  
STATION, WASHINGTON, D.C.  
JANUARY 12, 2015  
Interview of Mike Farrell

DOCKET NUMBER: DCA-15-FR-004

PLACE: Washington, D.C.

DATE: April 14, 2015

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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Wendy C. Cutting  
Transcriber