



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

GROUP	
EXHIBIT	

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

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* Docket No.: DCA-15-FR-004
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Interview of: LEROY ARCHER

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 inaccuracies were identified.

APPEARANCES:

MICHAEL FLANIGON, Railroad Accident Investigator
National Transportation Safety Board

RICK NARVELL, Human Performance Investigator
National Transportation Safety Board

LOREN GROFF, Ph.D., Transportation Safety Analyst
National Transportation Safety Board

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I N T E R V I E W

1
2 MR. FLANIGON: Okay. My name is Mike Flanigon,
3 F-l-a-n-i-g-o-n, and it's April 14th, 2015. We're interviewing
4 Mr. Leroy Archer, who is assistant superintendent of SMNT/POWR at
5 WMATA. And this is in regard to the L'Enfant Plaza arcing
6 incident that occurred January 12, 2014, '15 rather.

7 I'll go around the table and ask my colleagues to
8 identify themselves for the record here.

9 DR. GROFF: Loren Groff, L-o-r-e-n, G-r-o-f-f, NTSB.

10 MR. NARVELL: Rick Narvell, N, like in Nancy, a-r-v,
11 like in Victor, e-l-l, with the NTSB.

12 MR. FLANIGON: Okay. And I just want to confirm, you
13 understand we'll record the interview and provide you a
14 transcript.

15 MR. ARCHER: Okay.

16 MR. FLANIGON: All right, good.

INTERVIEW OF LEROY ARCHER

17
18 BY MR. FLANIGON:

19 Q. Let's start with a general question. About how long
20 have you been at WMATA and what do you do for WMATA? Can you
21 explain your job duties a little bit?

22 A. I've been with WMATA 19 years. I started as a area
23 manager, managed the red line. I'm now assistant superintendent
24 managing all of power related, power related systems. I manage
25 seven area managers who, in turn, have shift supervisor that they

1 manage and certain coverage area.

2 Q. Okay. And so the power system that you manage, is that
3 the traction power system only or all electrical?

4 A. All electrical; traction power system, high voltage and
5 low voltage.

6 Q. So in the shops --

7 A. In the shops and field.

8 Q. -- those kind of -- um-hum.

9 A. Different areas of the systems.

10 Q. Okay. All right. Good. SO in 19 years, you've seen a
11 lot of kind of ups and downs with WMATA?

12 A. Yes.

13 Q. In terms of public perceptions of safety and, you know,
14 a series of pretty significant accidents at one point, maybe 6, 7
15 years ago a series of roadway worker accidents and the Fort Totten
16 accident and so forth. Since that time, what kind of changes have
17 you seen with regard to safety at WMATA in the last 6, 7 years?

18 A. Within the last 6 or 7 years or since I've been here, we
19 have seen some improvement in safety where they brought in -- I
20 don't remember the name of the company, but they brought in a
21 company who introduced to us the safety reporting, what we call
22 the safety observation, where employees -- the managers will
23 observe a condition. If anything is unsafe, he's going to report
24 it or make correction to the -- have the crews, the crew leader,
25 supervisor, make correction and report it into this SMS system,

1 which would be a running list every month. You could access and
2 see all those reporting incidents, reported incidents. That has
3 helped by notifying, everyone get a notification, of different
4 incident that took place.

5 Q. So, explain a little more about the observations. Is
6 that supervisors and managers kind of going into the field and
7 observing work --

8 A. Yes.

9 Q. -- and recording what they see?

10 A. What they see, whether it's a unsafe situation or a safe
11 situation. I will report in the safety, safety observation
12 system, we'll go in there and highlight those areas. Whenever
13 there's unsafe condition, we then get with the employee, with the
14 supervisor or the manager and address those safety concerns.

15 Q. And these are reports that you get or you, you are able
16 to just go into the system and look when you want to?

17 A. We're able to go into the system and review these
18 reports.

19 Q. Okay.

20 A. Yeah.

21 Q. And does, does your manager then ask you about those
22 reports, I mean --

23 A. Yes. We have a safety meeting once a month with the
24 power, power group and those safety incidents is reported at that
25 meeting. We also have a monthly meeting with the TSSM and SMNT,

1 and all those safety incident are reported at that meeting. Both
2 SMNT and TSSM, any type of incidents, unsafe incidents is
3 reported, and what corrective action has been decided to correct
4 the problems.

5 Q. Okay. What's an example of something that would show up
6 in that system?

7 A. For example, you may have a -- some guys working out,
8 just an example, like maybe a ETS system and they may set up a
9 incorrect work location, right. The supervisor or the manager
10 will observe that, stop the work at that time, and ask the guys to
11 make that work zone or protected area safe. Then make it better
12 than it was, safer than it was, right. They will make that
13 correction and then resume the -- whatever work they were doing.
14 There are also times where the guys -- what we call slips and
15 falls. There are some areas in the system where the stairway is
16 metal, but is very steep. So we direct the guys to use the
17 handrail in going down, descending on those stairway, ensure they
18 use the handrail to avoid slips and falls. That has helped.

19 Q. Okay. Good. Do you, do you feel free to raise safety
20 issues above you, if you --

21 A. Yes.

22 Q. Yeah.

23 A. Yes.

24 Q. Do you think the employees that work in your group have
25 that same freedom?

1 A. It's encouraged. We encourage all employees, whenever
2 there is a safety issue to report it. As a matter of fact, we let
3 every employee know that their safety comes first. So, if there
4 is a safety issue or something that they think is unsafe, they
5 need to report it so we can address it.

6 Q. Okay.

7 A. Yes.

8 Q. Good. Are you familiar with the Tri-state Oversight
9 Committee?

10 A. Yes.

11 Q. And do you -- have you, do you see them in the field,
12 on -- in the property?

13 A. Yes. Yes, I have been interviewed by the Tri-state
14 Oversight Committee --

15 Q. Okay.

16 A. -- a couple of times.

17 Q. Yeah?

18 A. So yes.

19 Q. And when was the last time you saw them out and about?

20 A. The last time I saw them, we had a joint meeting with
21 the -- with Tri-state Oversight Committee and the -- what's the
22 other group of guys? The other safety board, we had a meeting a
23 couple weeks ago?

24 DR. GROFF: FTA?

25 MR. ARCHER: FTA, correct. Thank you.

1 BY MR. FLANIGON:

2 Q. So FTA, okay.

3 A. Yeah, with the FTA. We had a meeting a couple weeks ago
4 and they attend the meeting.

5 Q. Oh, okay.

6 A. As a matter of fact, we had two meetings and they were
7 present in those meetings.

8 Q. Okay. Do they ever do inspections?

9 A. Yes.

10 Q. Yeah.

11 A. Yes. As a matter of fact, we did do one of the
12 inspections last November at Gallery Place, at Friendship Heights,
13 I believe, a couple of locations --

14 Q. Yeah.

15 A. Yes.

16 Q. What were they looking at?

17 A. We look at the, the vent shafts, the stairwells, the,
18 and the egress to the stations and, you know, the directions of a
19 walk-through. And they highlight and noted everything that was in
20 violation or that they think it's corrected.

21 Q. Um-hum. Okay. Jumping around here a little bit. How
22 would you characterize the, the functionality or how well the
23 radio system works at WMATA?

24 A. There has been some issues with the radio where they --
25 what we call dead spots.

1 Q. Uh-huh.

2 A. Yeah, areas in the system when the guys attempt to use a
3 radio, it's not functioning. But they move maybe a couple feet,
4 10 feet one way or the other and it will work. If for whatever
5 reason we lost communication, the guys are directed to go to one
6 of the, to the nearest phone, either ETS phone in one of the rooms
7 and call the MOC.

8 Q. Okay. And the MOC stands for?

9 A. Maintenance Control, Operation Control Center.

10 Q. Uh-huh. Okay. Do the people you supervise, so this
11 would be the, the various managers, supervisors, electricians --

12 A. Um-hum.

13 Q. -- do they receive any training in the incident command
14 system?

15 A. In the incident command system?

16 Q. And that, that refers to the system that is used when
17 there's multiple agencies working, working some kind of emergency
18 situation.

19 A. Yeah. We have had training, but to the extent of the
20 training, I'm not sure, yeah, the extent of the training, how far
21 we could go and above. Yes, we all have had training at one time
22 or the other, you know, but to what extent you're looking for, I
23 really cannot say.

24 Q. Okay. Do you recall when you, when you had that
25 training or --

1 A. As a matter of fact, well, I had a training last year,
2 last year around June. Yeah.

3 Q. And that was put on by who? Who put that on?

4 A. That was put on by safety as a matter of fact.

5 Q. Uh-huh. Okay.

6 A. Yeah, as a matter of fact, we even had -- in one of our
7 safety meetings, we had safety present at that meeting, also MTPD,
8 giving us some tips regarding safety and, what's it called, it's
9 what shooter -- I forget. That was right after the, well, a
10 couple months after the Navy Yard incident.

11 Q. Yeah.

12 A. We had training on those, you know, to give us some
13 insight, what to look for in incidents like that and we had other
14 training, yes.

15 Q. Okay. Let's see, there's a QA program at --

16 A. Yes. Quality Assurance.

17 Q. -- WMATA. Do they -- kind of describe how that works
18 from your standpoint as maintaining the electrical systems.

19 A. Well, from our standpoints, they frequently request to
20 go to any one of the areas to do a PM report on either PMS -- we
21 will all PMS in one of the traction power tie breaker AC rooms or
22 demonstrate a PM in the vent shaft, the pumping station, the fan
23 shafts, the S&I shops, which is in the yard, they frequently do,
24 do the inspections; radios, do a cue on the radio all our test
25 equipment. You know, frequently that's a ongoing thing. It seem

1 as though it's every week or every 2 weeks in one of the
2 locations, yes.

3 Q. Yeah.

4 A. They also -- they, at that time based on the finding of
5 what needs to be corrected, what was done, what they seen as being
6 done right. But the -- yes, that's a ongoing process.

7 Q. Okay. So, they will, they will show up and observe --

8 A. Yes.

9 Q. -- and check on a particular process and then give
10 feedback?

11 A. Yes.

12 Q. Do they give feedback to the employees at that time, do
13 you know?

14 A. I don't -- I'm not sure.

15 Q. Okay.

16 A. But they will send a report to the area manager, to
17 myself, to my boss and then that report asks us to make
18 corrections and based on the findings.

19 Q. Okay. Good. How about the System Safety Program Plan
20 for WMATA, are you familiar with that plan?

21 A. Plant?

22 Q. System Safety Program Plan, SSPP is the, the acronym I
23 guess.

24 A. Safety System Program?

25 Q. System Safety Program Plan.

1 A. System Safety Plan?

2 Q. Um-hum.

3 A. I'm not quite familiar with it.

4 Q. Okay. All right. How often do you personally go out in
5 the field and observe employees working?

6 A. Well, I try to do it at least twice a month, you know,
7 because this -- as you know the system is very large, so it's
8 every day there's always something going on that keep my
9 attention --

10 Q. I'll bet.

11 A. -- in the office.

12 Q. Sometimes two things, right?

13 A. Right, yeah, yeah, that's correct. So, I try to get out
14 in the field at least twice a month. I go to different region,
15 meet with the manager, meet with the employees, their supervisors.
16 One of my hope is to spend a week on a midnight shift so I can
17 meet with the midnight supervisors, and because I'm familiar with
18 just about all the guys here, you know. So, that's what I hope
19 pretty soon to spend about a week, just to meet with the midnight
20 shift supervisors who seem to be ignored. They're not being
21 ignored, but seem to be ignored because no one is ever here on the
22 midnight shift.

23 Q. Yeah.

24 A. But I make an attempt to call them in the morning. I
25 get in, I get in the system 5 in the morning. And I try to call

1 them and, you know, say hi, hello.

2 Q. Yeah.

3 A. Find out what's going on, things like that.

4 Q. Uh-huh. Okay.

5 A. I does that religiously.

6 Q. Do you, do you as a manager have safety performance
7 objectives or goals that you, that you get evaluated on?

8 A. Yes.

9 Q. What are they?

10 A. Yes, well, they -- my safety objective has to do with
11 minimizing or controlling safety through power systems. Minimize
12 the incidents so it won't go to a -- if (indiscernible) will have
13 to go to -- oh geez, anyway, we minimize the incidents so it won't
14 be that severe where to cost to -- workers' comp, so we won't have
15 to become a workers' comp issue. You know, so we try to control
16 it from that level. We also try to control what we call mean
17 distances between miles, which is again incidents of any type.
18 And that I'm evaluated on those things.

19 Q. Okay. Explain that one a little more, mean distance
20 between failures?

21 A. Failure, between failures, between incidents.

22 Q. So time between or --

23 A. Yes.

24 Q. Because, because you were --

25 A. Well, there should be a certain amount of mileage per

1 year.

2 Q. Okay.

3 A. All right. And we have to give an account of any
4 incidents that may happen over that period of time. However, we
5 get a report every month that tell us where we are as far as our
6 incidents monthly, right. If it exceeds, if it's going up, if
7 it's trending, you know, the guys give us a trending.

8 Q. Um-hum. And how is it going right now?

9 A. The last report we are doing pretty decent.

10 Q. Yeah, okay.

11 A. Yeah. As far as power is concerned.

12 Q. Okay. And thinking of the traction power system.

13 A. Um-hum.

14 Q. I mean, clearly with the L'Enfant Plaza incident, we're
15 interested in traction power related smoke, arcing problems. Does
16 that kind of information get captured, smoke incidents, arcing
17 incidents?

18 A. Yes. It do get captured; however, in the case of the
19 L'Enfant incidents, they were assigned, for lack of a better word,
20 investigators to that. I wasn't there, I wasn't privileged to
21 know exactly what took place there.

22 Q. Um-hum. Yeah.

23 A. They had a crew that was sent out to investigate it, and
24 we stayed away from that area.

25 Q. Yeah.

1 A. So, the particulars in that area I really don't have
2 knowledge on that.

3 Q. But other, other incidents you, you end up tracking
4 those somehow?

5 A. Yes. Mostly we track it through the MOC.

6 Q. The MOC?

7 A. Because all incidents, everything that take place go to
8 the MOC. They never inform us, because, see, they have the
9 authority -- there is a incident anywhere, they have the authority
10 to dispatch our personnel to these areas.

11 Q. Um-hum. Okay.

12 A. They then will notify us what's happening.

13 Q. Yeah. And do you have any sense of, of how that
14 particular type of incident is trending?

15 A. At this time no, I don't.

16 Q. Okay. Okay.

17 A. Because those incident are only power related. You
18 know, but it might be an incident where it initially told was a
19 power problem, you know, that's not.

20 Q. Yeah.

21 A. So --

22 Q. It turns out it was trash --

23 A. Trash, yeah --

24 Q. -- as opposed to an insulator or something --

25 A. Trash or insulator and things like that, correct.

1 Q. Okay. All right. I think that's all I had. Oh, do
2 you, do you -- in terms of the, the performance measures that you
3 work to manage, do you get a bonus based on how you do on those?

4 A. No.

5 Q. No bonus, oh, okay.

6 A. No.

7 Q. Okay. That's all I have.

8 A. It would be nice.

9 Q. Would you like us to make that recommendation?

10 A. Sure, sure, because I will be totally honest -- in all
11 honesty, in every department, whether it's power, plant, track and
12 structure, I don't care who it is, these guys go there every day
13 and give it their all. Okay. That's one thing I will swear on,
14 they give it their all. Of course in any organization you'll find
15 there are those who will try to -- slips under the radar --

16 Q. Yeah.

17 A. -- you know, but for the most part, they give it, they
18 give it their all.

19 Q. Um-hum. Okay.

20 A. Every bit of it.

21 MR. FLANIGON: Yeah, go --

22 BY DR. GROFF:

23 Q. Loren Groff, NTSB. I -- actually just a couple of
24 questions just to clarify. You mentioned, there's some discussion
25 of a safety observation process --

1 A. Um-hum.

2 Q. -- and you said that fed into an SMS program, is that
3 right?

4 A. Yes, program, yes.

5 Q. And then there's monthly reporting. Is that, is that
6 different than or is that related to the QA observations?

7 A. Oh, that's different to the Q -- that's separate from
8 the QA.

9 Q. Okay. So there's two -- those are two different things.
10 And the QA observation, they also provide feedback when they --

11 A. Yes.

12 Q. -- when they do those?

13 A. That's correct.

14 Q. Are those -- are they also monthly? Are they regular
15 observations or do they do them as --

16 A. It varies. The Q -- see, we have no control over the
17 QA, so if they -- I would say, I would venture to say maybe
18 monthly there will be some part of this power system, power
19 related. I'd venture to say monthly, it's either the, maybe the
20 traction power, they will want to see our inspection, how we do
21 our inspection. If the guy is using the PP, procedure policies,
22 things like that.

23 Q. Okay.

24 A. Or it could be equipment, testing of the equipment.
25 They'll go to the field, ask the area manager to produce a listing

1 of those equipment that's calibrated or not, and present that they
2 will make, record that.

3 Q. So, so would it be accurate to say that the QA
4 observation process is a little more random, they pick things and
5 the safety observation is a little more regular, is that accurate,
6 or --

7 A. Well, the QA is pretty random, they will see like a area
8 they are convenient, you know, and to get these things. And the
9 safety observation is monthly. That's, yeah, that's --

10 Q. Okay.

11 A. -- that's gets pretty much scheduled, yeah.

12 Q. Okay. Well, thank you, thank you for clarifying that.
13 And the -- so the SMS process that results in monthly reports, who
14 gets those reports? Do they come to you or how, how far, let's
15 say, up and down the organizational chain do those reports --

16 A. Well, it goes to my boss. My bosses have access to
17 going and pull that up, review it, you know, at the meeting, at
18 our safety meetings it will be discussed.

19 Q. Okay.

20 A. You know, but he has access to get, get in there.

21 Q. Okay.

22 A. And above him of course.

23 Q. Okay. So they -- it gives them a -- sort of a window
24 into how things are going?

25 A. Correct.

1 Q. Do you get any, do you get any feedback from, from your
2 boss about how things are going from that?

3 A. Yes, yes.

4 Q. Okay. And then you mentioned the sort of safety goals,
5 performance goals. Do they come from that process or a separate
6 process?

7 A. The, the safety for performance goal come from a
8 separate process.

9 Q. Okay.

10 A. That -- we have someone who monitor the entire system --

11 Q. Okay.

12 A. -- as far as the safety goals is concerned.

13 Q. Okay.

14 A. So when that report comes out, it's going to have power,
15 it's going to have plant, track and structure, MOC, OCC
16 operations. It's going to have everyone on that report.

17 Q. And you probably said this, but how often do those
18 reports come out, the --

19 A. Monthly.

20 Q. Monthly.

21 A. Yes.

22 Q. Those come out monthly also?

23 A. Monthly, yes.

24 Q. Is there any connection between the, that process and
25 the SMS process or are they --

1 A. No.

2 Q. -- are they separate? Okay.

3 A. That's entirely separate.

4 Q. Okay. In addition to safety, are there any sort of
5 performance measures as part of that monthly process, like maybe
6 how quickly something was responded to or on-time performance or
7 anything like that, or is it just a safety report?

8 A. Which one of the reports are you referring to? The --

9 Q. Not SMS but the other one, the one where you said --

10 A. The safety --

11 Q. -- where you have safety performance goals.

12 A. Performance goals.

13 Q. Are there just performance goals like on-time
14 performance and those things?

15 A. Yeah, on-time performance, incidents between miles and
16 stuff like that.

17 Q. Okay. So, it's safety and sort of service performance?

18 A. Service performance. It's very detailed.

19 Q. Okay.

20 A. Yeah, it's very detailed.

21 DR. GROFF: Okay. The -- okay, enough with that. I
22 think that's all I have for now, if you want to go ahead and come
23 back to me.

24 BY MR. NARVELL:

25 Q. Yeah, Rick Narvell with a couple -- just a couple here.

1 Well, you've been here 19 --

2 A. Nineteen.

3 Q. Nineteen years.

4 A. Yeah.

5 Q. You've seen a lot of things come and go?

6 A. Yes.

7 Q. What, what have you seen here in the last what I'll call
8 recent history, last couple years in terms of safety concerns or
9 issues, what do you -- if any?

10 A. Well, one of the things that was added to this safety is
11 allowing the employees to report -- I forget program now.

12 Q. If I mention some words, would that maybe --

13 A. Maybe, yeah.

14 Q. I mean, I don't want to put words in your mouth, but I'm
15 just --

16 A. No, no, I know. I believe it's -- it's a government
17 program, and the guys are allowed to make report into this program
18 of any safety incidents without being penalized for it.

19 Q. Was this the confidential close call?

20 A. Yeah, close call -- yeah.

21 Q. That's all right.

22 A. Yeah, close call. They --

23 Q. I'm just, I'm just trying to help.

24 A. Yeah, they report to that program --

25 Q. Okay.

1 A. -- of any type of incident that they deem is unsafe, and
2 that will come to us that we have to, to follow up on that report.

3 Q. Okay. And how long has this been in existence?

4 A. I believe it's going on 3 years now.

5 Q. Okay.

6 A. Yeah.

7 Q. Do you see much activity with this program? I mean, do
8 you see inputs with this or, or the fellas, you know --

9 A. Well --

10 Q. -- using it so to speak?

11 A. I believe it's being used, but again, we don't get the,
12 the -- the reports we get is to make correction of a report that
13 they may receive.

14 Q. Okay.

15 A. And then we have to correct that and send in a memo what
16 we have done or what we intend to do to correct that particular
17 incident. But as far as the progress, we don't really see that
18 part of it.

19 Q. Uh-huh. What are some of the safety issues or concerns
20 that have come up since this program's been in existence? Just a
21 couple examples if you --

22 A. Well, we had -- in one of the cases, we had the -- one
23 of the guys felt it was unsafe for him to enter the traction
24 power. What was -- let me think a minute. It was unsafe to enter
25 the traction power by himself.

1 Q. Okay.

2 A. Right. I asked that we can look -- correct that. No
3 employee, power employee is allowed to enter traction power by
4 himself, we work in pairs.

5 Q. Okay.

6 A. So, if one guy decide to go into a room by himself and
7 not because our practice, that's a determination he made by
8 himself. But I had to address it to let everyone know that that's
9 not allowed. You're not allowed to go in a traction power by
10 himself, you're not allowed to go in a roadway by himself.

11 Q. That's part of RWP?

12 A. Yes, it's two or more.

13 Q. Okay, all right. All right, I'm not sure if this was
14 asked, so I'll just confirm here, safety committees, do you have
15 safety committees here, and if so, could you talk a little bit
16 about them, what they do?

17 A. Yes. We have -- in the power section, we have our own
18 safety committee, and at every safety meeting -- we keep a safety
19 meeting once a year, the last Wednesday of every month. And that
20 safety committee is going to bring forward all the incidents, if
21 any, that's power related for that month.

22 Q. Okay.

23 A. They're going to make a report on that. We're also
24 going to show a film of -- a reminder film of all incidents,
25 what's happening and what's the most recent incident, what

1 corrective action was taken. Also, we look at it in a broad, a
2 very broad manner of things that happened maybe in another transit
3 system. I will bring that to the attention of the guys at that
4 meeting, what they need to look for while they're out there on the
5 roadway.

6 Q. Well, that's interesting. So, for example, you would
7 maybe -- if there was an incident on SEPTA in Philadelphia --

8 A. Yeah.

9 Q. -- or MARTA in Atlanta --

10 A. Right.

11 Q. -- or CTA in Chicago, and so on and so forth, you would
12 bring this -- kind of the circumstances of that incident --

13 A. Correct.

14 Q. -- and any corrective actions to the fellas?

15 A. Yes. We will use that as a means of informing our
16 personnel, the things they need to look out for based on what
17 happened at this location or this transit system.

18 Q. Do you, do you have any interface or contact with your
19 counterparts in the other systems around the United States?

20 A. Not, not me personally. My, my superintendent or
21 general -- assistant general superintendent, all the general
22 superintendent will, yes.

23 Q. What, they will do that with their counterparts?

24 A. Yes. At times they will take -- visit the front
25 systems, yes.

1 Q. Okay. All right. And I was going to ask you about the
2 FTA, but you mentioned this earlier to Mr. --

3 A. Yeah.

4 Q. -- Flanigon in concert with the TOC --

5 A. TOC, correct.

6 Q. -- folks. And that was, what, a couple weeks ago?

7 A. Yeah, we had one, about, yeah, about 3 weeks ago, I
8 think it was, and then we had -- November we had a meeting at --
9 well, we had a site visit, we visit several areas so they could
10 see what -- you know, inspect the location.

11 Q. Okay.

12 A. It was with plant and power as a matter of fact.

13 Q. Plant and power?

14 A. Yes.

15 Q. Okay.

16 A. We did that walk-through and got it replaced for
17 (indiscernible) for areas.

18 Q. Okay, good.

19 A. Yeah.

20 Q. Great. Thank you. That's all I have.

21 BY MR. FLANIGON:

22 Q. Okay. I just have one. You know, we've talked about a
23 lot of different sources of safety information that come to you as
24 a, as a manager. The close call system, the safety observation
25 system --

1 A. Um-hum.

2 Q. -- what else, the, the safety reporting line if they
3 have something power related comes to you. What, what do you find
4 to be the most useful information to help you kind of move the
5 needle, so to speak, on safety? What helps you the most?

6 A. Interesting question, because all of them seem to work.
7 But -- in one, one department, MMSQ, which is part -- which their
8 incidents are also safety related. So, I would say the safety
9 reporting, SMS, QA and -- those are the two, two main observation.
10 Because whatever QA brings to us, it's safety related. It's not
11 just a QA form, but it's safety related.

12 Q. Yeah, okay.

13 A. If it's our instrument that's not calibrated, that is
14 safety.

15 Q. Yeah.

16 A. It needs to be calibrated so it can -- whatever
17 measurements are taken, it's the correct measurement.

18 Q. Yeah.

19 A. Our -- what we call the WSAD, the safety device that we
20 use on the roadway if it's not calibrated, that's a -- that's an
21 unsafe issue.

22 Q. Sure, yeah.

23 A. And that's done by QA.

24 MR. FLANIGON: Okay. Good.

25 BY DR. GROFF:

1 Q. Just a -- this is Loren Groff again. Just a couple more
2 things about that process. So, you said the safety observation
3 process and the QA mostly that gets reported to a level above you,
4 but then it's discussed with you, is that --

5 A. Well, they -- QA, one QA fill out a report and they,
6 they send it to me, they send it to the area manager or the
7 manager in the field and to my boss, and we will see -- I will
8 take responsibility to get to the guys to make sure it's
9 corrected.

10 Q. Um-hum. Okay.

11 A. If there is any errors. As far as the safety
12 observation, on the safety observation I could review that.

13 Q. Okay.

14 A. Right. What is happening, the guys -- I'll take this
15 location, for instance, it's managed by B04. If there is a
16 incident in this location, that manager will enter that
17 information into the, into the system. In doing so, he also have
18 to put a corrective measure, what measure they took, what's the --
19 what corrective action was taken based on the incident, you know,
20 so I see all those things.

21 Q. Okay.

22 A. And the system generates a report, you know, you have no
23 choice but to see that report.

24 Q. Okay. And so then it sounds like you -- that trickles
25 down to the, the actual workers involved in the activity.

1 A. Right.

2 Q. From you or some, you know, the supervisors.

3 A. Yeah, supervisors, yes.

4 Q. And that happens through the morning meetings or, or
5 monthly meetings, or how does that typically happen?

6 A. Well, the -- each region has a weekly safety meeting.

7 Q. Okay.

8 A. Every week they have a safety meeting, each one of the
9 regions. In addition to that, we have what we call a daily, not
10 safety, but a daily work briefing based on what they will be doing
11 that day. But once a week every region, and that's recorded or
12 filed and it's in a -- they keep a file on that of all safety
13 meetings.

14 Q. Okay.

15 A. What was discussed in those meetings.

16 Q. So that, that would typically be the opportunity that,
17 you know, as the information is passing down from you, the
18 supervisor, that would be the opportunity to get it out to the
19 masses --

20 A. Correct, right.

21 Q. -- so to speak? Okay.

22 A. That's correct.

23 Q. And then, I assume, would they have any opportunity to
24 provide feedback then? When they hear about this, to provide any
25 feedback --

1 A. Oh, definitely.

2 Q. -- back up? Really?

3 A. Oh, definitely, yeah. As a matter of fact, on every
4 incident, we interview the person involved. He's -- he now has to
5 give us a statement to the supervisor or the manager. They will
6 meet with him, discuss it, identify all the root causes, make
7 correction, that's filed, that's noted on file.

8 DR. GROFF: Okay. That's it. That's all I have.

9 BY MR. FLANIGON:

10 Q. Good. Anything you want to add before we wrap up our --

11 A. No. I mean, with safety, it's nothing much I could
12 recommend on safety except, you know, we just got to do, be
13 diligent about, you know, what are we doing with all of our
14 mechanics, personnel. And I -- we try to instill in the guys that
15 they are responsible for their safety first and foremost. Don't
16 ever try to -- well, he wasn't safe. That's his responsibility,
17 safe. If you see something unsafe, report it, talk to your, to
18 the crew members, you know. We try to make safety in power
19 department first and foremost it's the first thing on your mind.
20 When you get over there in the morning, safety.

21 Q. Yeah.

22 A. Before you touch anything, safety. You know, it seemed
23 to be working because we don't have much safety incident on the
24 power -- you know, power related incidents.

25 MR. FLANIGON: Okay. Well, thank you.

1 MR. ARCHER: Okay.

2 MR. FLANIGON: I'll conclude here.

3 (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 Leroy Archer

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.

Elizabeth M. Cochran
Transcriber