

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: SUJU JACOB

LIRR Facilities
Jamaica, New York

Sunday,
January 8, 2017

APPEARANCES:

TOMAS TORRES, Rail Accident Investigator
National Transportation Safety Board

ANNE GARCIA, Human Performance Investigator
National Transportation Safety Board

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

BOB TOMASZEWSKI, Operating Practices Inspector
Federal Railroad Administration

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)
(Observer)

E.J. CHINO Vice President
SMART 645
(On behalf of Mr. Jacob)

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I N T E R V I E W

(9:20 a.m.)

1
2
3 MR. TORRES: Okay. We're going to get started on the
4 interview with the conductor here. It's 9:20 a.m. This is an
5 NTSB informal interview.

6 My name is Tomas Torres, T O M A S, T O R R E S. Today's
7 date January 8th, 2017, and we are at Atlantic Terminal
8 interviewing conductor in connection with an accident that
9 occurred on -- at Atlantic Terminal on January 4th, 2017. The
10 NTSB 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. A transcript or summary of the interviewee -- of the
15 interview will be in the public docket.

16 The interviewee can have one, one representative of the
17 interviewee's choice. Do you have somebody to represent you,
18 or --

19 MR. JACOB: Yes. I have E.J. with me.

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

22 MR. JACOB: Yes.

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

24 MR. JACOB: My name is Suju Jacob. First name S U J U, and
25 last name is Jacob, J A C O B.

1 MS. GARCIA: Anne Garcia. I'm a human performance
2 investigator with the National Transportation Safety Board.

3 MR. MEADE: Joe Meade. FRA, operating practices inspector.

4 MR. TOMASZEWSKI: Bob Tomaszewski, T O M A S Z E W S K I.
5 You all know that. Operating practices inspector, FRA.

6 MR. HILL: Donald Hill, H I L L. BLET, Safety Task Force.

7 MR. ELLIOTT: Mark Elliott, E L L I O T T, director of
8 investigations and analysis, Long Island Railroad.

9 MS. GARCIA: Go around here?

10 MR. BATES: Oh, William Bates, B A T E S, SMART National
11 Transportation Safety Team.

12 MR. NEARY: William Neary, N E A R Y, SMART National
13 Transportation Safety Team.

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

16 MR. BECKER: Bret Becker, B E C K E R, superintendent of
17 engine service for the Long Island Railroad.

18 MR. CHINO: E.J. Chino, C H I N O, vice president, SMART 645.

19 MR. TORRES: Okay. Tomas Torres with the NTSB.

20 How would you like -- prefer to be called? By your first
21 name, Suju, or last name?

22 MR. JACOB: First name is good. Suju is good.

23 MR. TORRES: Suju. Okay.

24 INTERVIEW OF SUJU JACOB

25 BY MR. TORRES:

1 Q. Can you please tell us your work history here -- when you got
2 hired, what your duties are?

3 A. Sure. I hired in May of '97. And I have a clean history so
4 far, thank God.

5 Q. Okay. So, you're hired in May 1997?

6 A. 1997. Yes.

7 Q. Okay. So, what's your job description?

8 A. I'm a conductor for Long Island Railroad.

9 Q. And what are your duties as a conductor?

10 A. I'm responsible for on-time performance, safety, collecting
11 our transportation.

12 Q. Currently, what's your job? You know, like --

13 A. My job --

14 Q. -- your job number. What's your assignment?

15 A. Oh, my assignment job number is 85, which starts at 12:16
16 a.m. in West Side Yard. And we finish at 10:15 in West Side Yard.

17 Q. And what is West Side Yard located?

18 A. It's in Manhattan, at the west side, west of Penn Station
19 between 10th Avenue.

20 Q. Okay. Can you describe the route that that job takes?

21 A. Sure. We make -- from West Side, we come to Penn Station.
22 We make 802, which goes to Long Beach. From Long Beach, we make
23 805, come to Brooklyn. Then we make 2806, Brooklyn to Far
24 Rockaway. And 2817 from Glen -- Far Rockaway to Atlantic
25 Terminal. And then we make 1402 from Atlantic Terminal to

1 Jamaica. We lay up, and direct back to West Side here.

2 Q. Okay. So, when you go from Penn Station -- I mean, from Penn
3 Station to Long Beach, you turn back -- is there any stops in
4 between there, from -- once you depart Long Beach?

5 A. Yes. No, from Long Beach?

6 Q. Yeah.

7 A. Coming back?

8 Q. Yeah.

9 A. 805. Yes. We make Long Beach. From Long Beach, we make a
10 yard move. The -- we usually in the 9 track, in the -- in Long
11 Beach Yard. 330, we make a move from yard to the station. From
12 station, we make -- we get passengers from Long Beach. We get
13 passengers Allen Park. We get passengers Oceanside, East
14 Rockaway, Centre Avenue, Lynbrook, and then Jamaica and then
15 Atlantic Terminal in Brooklyn.

16 Q. Okay. When you do that, those moves there at the Long Beach,
17 you know --

18 A. Yes.

19 Q. -- when you're going from one track to the next, are you
20 handling the same cars?

21 A. Yes. I'm in the back of the train. Engineer is at the head
22 of the train. He come out from 9 track. We go to the clearance
23 marker. And then when we get permission from lead tower we go
24 back to the station.

25 Q. Okay. When you do that, you know, what's your average time

1 of doing that -- those moves?

2 A. It takes 5 to 10 minutes.

3 Q. Five to 10 minutes?

4 A. It's more than 5. I mean, close to 10 minutes.

5 Q. Yeah. And then -- and how long are you at that terminal? At
6 that station, Long Beach.

7 A. We get there by 1:40. And we make move at 3:30.

8 Q. So, almost 2 hours?

9 A. Yes.

10 Q. Are you familiar -- is the engineer that was involved in the
11 accident, is he your regular engineer? You always work with him?

12 A. I don't know who is that engineer. I need his name. What is
13 his name?

14 MR. TORRES: What's his name there, Bret?

15 MR. BECKER: The incident engineer?

16 MR. TORRES: Yeah.

17 MR. BECKER: Mike Bakalo -- Michael Bakalo.

18 MR. JACOB: Yeah, Mike Bakalo. It's my regular engineer.

19 Yes.

20 BY MR. TORRES:

21 Q. And he's regular on it?

22 A. Yes.

23 Q. So, when you're at Long Beach and you make those moves, what
24 does he do while he's there at Long Beach? Do you know?

25 A. I don't know. I usually in the back of the train. He is at

1 the head end of the train. And we go over the buzzers.

2 Q. So, you don't have a lot of physical --

3 A. I don't have --

4 Q. -- face to face with --

5 A. -- any interactions with him face to face. No.

6 Q. It's all over the radio and --

7 A. Yes. I call for permission. And once we done with the brake
8 test, I gave him permission on the radio, IC.

9 Q. Uh-huh.

10 A. Okay, we got permission. So, he takes it. And for the
11 backing up too, I mean, I give him buzzers and we communicate on
12 our IC.

13 Q. So, once you switch your train around or whatever it is that
14 you do there at Long Beach, how long do you sit there before you
15 depart?

16 A. We get to station -- we make move at 3:30. So, we be on
17 platform by, I would say, 3:40, 3:42. And we depart at 3:58 a.m.

18 Q. So as soon as you arrive Long Beach, you turn your train
19 around?

20 A. No. We get to Long Beach at 1:40 a.m. And from once we tie
21 it down and we just walk down the 9 track. And usually the car
22 inspector is working on that train. So we wait until he clears,
23 and we only make move at 3:30. Once we get --

24 Q. How long, how long does it take the carmen or the mechanical
25 personnel to finish?

1 A. It depends. It's different every day. I mean, if there is
2 any problem, he stays there for longer. You know, sometimes he's
3 quick. But it's -- car inspector is they take their time. Don't
4 get --

5 Q. And when there is no problem, you know, more or less --

6 A. Mostly they're done by 3:00, I would say.

7 Q. You mentioned airbrake tests. Are you part of that test?

8 A. We do rear end brake tests.

9 Q. And can you describe that, how it's done?

10 A. Sure. Once the engine is charged fully, we make -- we give
11 four buzzers, which is to apply raised brake. So, if it's M7s he
12 dumps it from his master controller, or -- I mean, I think he dump
13 from the top -- from the handle. If I get the dump at the back, I
14 give him one. He recharge the brake pipe, release it, go back
15 from max brake. Then I give him another full, for around the
16 dump, so he do it from the master control. I give him one. Then
17 he recharge it and release it, apply. And I give him one long and
18 he give me one long.

19 Q. Okay. So, when you mean dump, is that like an emergency
20 brake application or is that --

21 A. Yes. It's an emergency brake application. Yes.

22 Q. Okay. So, that's how you -- that's how the whole test --

23 A. Yeah, for M7s, yes.

24 Q. Yeah. And then how do you verify whether the brakes apply or
25 release?

1 A. With the brake apply or release light, on the console. If
2 that's not working, we look for the outside. Our engineer has the
3 light on top, on his cab.

4 Q. So, it tells you apply release?

5 A. Apply and release. Yes.

6 Q. Okay. How about -- are you familiar with the cab signals?

7 A. Yes.

8 Q. Do you know, how is that performed?

9 A. Yes. But rear end there, I don't have any cab signal back
10 there. So, I have no idea what the cab signal -- because that's
11 only for the engineers in his cab.

12 Q. But when it's conducted, are you aware of it when it, when it
13 does -- when the cab signal is activated or tested?

14 A. Yeah.

15 Q. Uh-huh.

16 A. I mean, he does it for -- it's -- he do -- I mean, the cab,
17 it's -- the ATC is expired and he has to recertify. So he usually
18 does that if it's expired.

19 Q. Do you know the process of how it's done?

20 A. I don't know the process. That's the engineers. I mean,
21 they usually do it.

22 MR. TORRES: Okay. Thank you.

23 MS. GARCIA: Okay. Thank you. Anne Garcia.

24 BY MS. GARCIA:

25 Q. Thank you for coming in today.

1 A. You're welcome.

2 Q. I heard that you were sick.

3 A. Yes.

4 Q. And --

5 A. I mean, from the 31st I was sick, yeah. Unfortunately, I was
6 not feeling better, so I have to take 2 personal days on top of
7 it. Then still I was not better, so I have to call sick. And
8 then now I'm much better. Thank you.

9 Q. Good. Thank you. Well, we appreciate you coming in because
10 you have knowledge and understanding that we don't have. And so
11 we need to capture some of that for the record. It will help us a
12 lot.

13 A. Okay.

14 Q. Okay. So, first, just for my clarification, you said that
15 you hired on in May of '97.

16 A. Yes.

17 Q. What position was that as?

18 A. Assistant conductor.

19 Q. As assistant conductor. Okay. And what type of training did
20 you have at that time?

21 A. We have to go through signals, definitions, all book of
22 rules. Not part of manual block signals, manual block rules,
23 automatic speed control rules, interlocking -- we don't have to
24 study all that. But basic braking rules --

25 Q. Uh-huh.

1 A. -- and tickets, air brake we go through at that time. And
2 before you become a conductor, you have to go through all the rest
3 of the rules.

4 Q. Okay. So, how long was that initial training to be an
5 assistant conductor?

6 A. It was 3 months, actually.

7 Q. Okay. And what other positions did you have after that?

8 A. I just qualified as a conductor. That's all.

9 Q. Okay. And when did you qualify as a conductor?

10 A. In 2000.

11 Q. In 2000. And was there additional training required for
12 that?

13 A. Yes.

14 Q. Okay.

15 A. The --

16 Q. About how long was that?

17 A. Just we read the book, we -- we have pre-conductor
18 qualification classes. So, we go for that.

19 Q. Uh-huh.

20 A. But it's not different class, but it's the same -- you know,
21 we go class, attend the classes get more knowledge, draw off our
22 physical characteristic and everything. And we go for the test.
23 It's a one week test, before for the book. And then you take the
24 test. And 2 weeks for the physical characteristic, and you take
25 the test.

1 Q. Okay.

2 A. Same thing one week for air brake too.

3 Q. Okay. Thank you. You mentioned the hours that you worked.
4 Could you just give me what days of the week and the hours that
5 you work as your regular duty?

6 A. Sure. It's -- my job is from Tuesday to Saturday. We off on
7 Sunday, Monday. Tuesday to Friday is 8- -- 12:16 to 10:15 a.m.

8 Q. Okay.

9 A. And Saturday it's 12:36 to 8:34 a.m.

10 Q. 12:36 to --

11 A. 8:34 a.m.

12 Q. 8:34. Okay. And how long have you had this work schedule?

13 A. From last March -- March '96 [sic].

14 Q. Okay. March of?

15 A. March -- I'm sorry -- March of 2016.

16 Q. Okay. So, not quite a year?

17 A. Yeah, not quite a year.

18 Q. Okay. With 2017 just starting.

19 A. I know. I'm sorry. I'm sorry.

20 Q. Trying to figure that -- okay. Could you walk me through --
21 because I'm looking at you as an exemplar of how you handle, you
22 know, your work schedule and that. Okay.

23 A. Okay.

24 Q. That's why I'm asking.

25 A. Uh-huh.

1 Q. Could you walk me through what your work and sleep and eating
2 schedule is for a typical weekday?

3 A. Typical weekday?

4 Q. Uh-huh.

5 A. Once we're done with the work?

6 Q. Well, let's start with what time you wake up.

7 A. Okay. Okay. Our wake time is -- I wake up at 6 p.m.

8 Q. Okay.

9 A. And from there on, I just come -- I stay up until I come to
10 work.

11 Q. Okay. Do you eat during that --

12 A. Yes. I mean --

13 Q. When are your meals? Your regular --

14 A. Meals -- regular meals I take by 8:00.

15 Q. Okay.

16 A. Dinnertime.

17 Q. 8 p.m.?

18 A. Yeah, 8 p.m.

19 Q. That would be dinner?

20 A. Yes.

21 Q. Okay.

22 A. And spend some time with the family, and then I leave home by
23 10:30.

24 Q. 10:30 you leave home?

25 A. Yes.

1 Q. And do you drive, then?

2 A. I drive to Hillside, and take train from there.

3 Q. Okay. And then you go to West Side.

4 A. I go to West Side.

5 Q. What time do you usually get there?

6 A. I usually there by -- I would say 11:45.

7 Q. And what do you typically do then?

8 A. Then by 12:10, 12:15 I call West Side Yard to -- for our
9 track assignment.

10 Q. Okay. So, for that half hour where are you?

11 A. Either take a nap or just read something. Or I might have
12 general notices to update with my timetables. So, do all that.

13 Q. Okay. But have you officially clocked on yet, or do you --

14 A. No, not yet.

15 Q. Okay.

16 A. Until 12:16.

17 Q. Okay. All right. So, now that's what you're doing at 11:45.
18 So, let's continue.

19 A. Right.

20 Q. At 12:16 --

21 A. Right.

22 Q. -- you clock on.

23 A. Uh-huh.

24 Q. Okay. So, when would your first break be, at that point?

25 A. First break will be in Long Beach. Once we get there at

1 1:40.

2 Q. 1:40?

3 A. Yeah.

4 Q. And what do you usually do on your break?

5 A. Oh, it's midnight so it's nothing open. So we sometimes go
6 down, lay down. Or sometimes read a book or different --

7 Q. Okay. Do you go all three of you together?

8 A. No. I mean, engineer is at the head and he tie down his
9 brakes. I tie down the second car, make sure all the passengers
10 are off, close the doors. My brakeman tie down the back. And
11 then we just walk down to our train. Engineer is gone by then.

12 Q. Okay.

13 A. I just go climb on the back of the train, on 9 track. And
14 everybody is in their own car.

15 Q. So, everyone stays in their own car --

16 A. Yes.

17 Q. -- and, and you -- so, you would nap then? What would you
18 do?

19 A. Yeah. I mean, that's -- I mean, sometimes nap. Sometimes
20 read.

21 Q. Okay.

22 A. You know.

23 Q. And then what time do you have to be back on --

24 A. We all set our alarm by 3:25, and we make our move by 3:30.

25 Q. Okay. So, you set your alarm 3:25. You're up -- and then at

1 3:30 the train goes.

2 A. At 3:30 -- yes.

3 Q. Okay. So, when would your next break be?

4 A. Oh, we don't have -- next break is in Far Rockaway. We get
5 to Far Rockaway by 6:09 --

6 Q. Okay.

7 A. -- and then we leave there by 7:18.

8 Q. And what would your procedure be during that break time?

9 A. Same thing. Just lie down, or just -- you know, sit --

10 Q. Okay.

11 A. -- relax.

12 Q. Do you eve talk to the engineer, the brakeman or --

13 A. Not really in the mood at that time, early morning. Nobody
14 wants to talk.

15 Q. Right. Right. So, what time do you set your alarm -- you
16 set an alarm?

17 A. Yes. We set alarm by 7:10.

18 Q. Okay. Okay. And then you take a train --

19 A. Yeah. There's a train leaving at 7:09. So as soon as that
20 train leave, we open our doors.

21 Q. Okay.

22 A. Our train doors. And then we getting ready to leave by 7:18.

23 Q. 7:18.

24 A. Yes.

25 Q. Okay. And then when is your next break?

1 A. There is no break after that. Once we get here, then we
2 finishing our job.

3 Q. Okay. So, that would be at West Side Yard?

4 A. Yeah. We get here by 8:11 and the next train is at 8:45.
5 And we go to Jamaica. We will lay up, and then back to West Side.
6 Yeah.

7 Q. Okay. If you could just jump back --

8 A. Yeah.

9 Q. -- because you lost me.

10 A. Yeah.

11 Q. Okay. So, I was good at 7:18 your train leaves.

12 A. Yes.

13 Q. Okay.

14 A. We get to Atlantic by 8:11.

15 Q. 8:11. Okay.

16 A. Once we clear the train, we tie it down and our next train is
17 at 8:45.

18 Q. Okay. Your next train -- is that to go home?

19 A. Oh, no.

20 Q. What's -- no, you pick up --

21 A. It's a passenger train. Yes.

22 Q. Okay.

23 A. Train 1402. Yeah.

24 Q. At what time?

25 A. It's -- it leaves here at 8:45. And it's an express train to

1 Jamaica.

2 Q. Okay.

3 A. And we discharge passengers over there, and then we go down
4 to the yard.

5 Q. What time?

6 A. We get there by 9:03.

7 Q. Okay.

8 A. Supposed to get there by 9:03.

9 Q. 9:03 you arrive Jamaica.

10 A. Right.

11 Q. Okay. Discharge passengers.

12 A. Discharge passengers and --

13 Q. Take care of your train.

14 A. Right. I mean, talk to the yardmaster. Wherever he wants to
15 lay up, we just take it down to the yard.

16 Q. Okay.

17 A. Tie it down, and then back to West Side here.

18 Q. About what time would you be taking it down to the yard,
19 then.

20 A. Because every day is different, difference on which yard.

21 If we go to D yard, we be there by -- between 9:20, 9:25. If we
22 go to Johnson, it might be like 9:40. If we go to Hillside, it
23 will be like 10, 10:03.

24 Q. Okay. So, kind of between 9:20 and --

25 A. Right.

1 Q. -- 10:03 --

2 A. Ten, right. Yeah, I would say.

3 Q. -- you arrive at yard.

4 A. Yes.

5 Q. Okay. And then what do you do?

6 A. Then it's West Side -- then head to West Side Yard. But it's

7 nothing to do going back, so we just go home at that point.

8 Q. Okay. So, from the yard where you deliver the train --

9 A. We just tie it down. Safely walk back to the station and

10 take our train back home.

11 Q. Okay. So, that's basically when you're off work.

12 A. Yes.

13 Q. And about what time would that be?

14 A. Say between 9:30 to 10:15.

15 Q. Okay. And then when you arrive at your home train station,

16 then you drive home from there?

17 A. Yes. Yeah.

18 Q. Okay. About what time do you get home?

19 A. 10:30, 10:45.

20 Q. And what do you do then?

21 A. My kids are in school. My wife is at work. So, I just take

22 shower and go to sleep.

23 Q. Okay. And then what time do you wake up?

24 A. I wake up at 6.

25 Q. Okay. And that starts the cycle again --

1 A. Starts the cycle again.

2 Q. -- for those 5 days.

3 A. Yes.

4 Q. Okay. So, all I heard from this is that you have a regular
5 dinner time.

6 A. Yes.

7 Q. Do you also have a particular time that you normally have
8 breakfast and lunch?

9 A. Once I get home I have something and just go to sleep.
10 That's all.

11 Q. Okay. So, when you get home at 10:30, you eat.

12 A. Yeah. Take shower, eat something and just go to sleep.

13 Q. Okay. And would you consider that like a breakfast or a
14 lunch?

15 A. Yeah. Light breakfast before I go to sleep, yes.

16 Q. Okay. Okay. So, do you carry, you know, snacks, water, a
17 sandwich with you at work?

18 A. No. Nighttime I don't want -- like to eat.

19 Q. Yeah.

20 A. We just had a coffee when we come to Brooklyn, and -- on
21 train 805.

22 Q. Okay. Now, so that's your regular schedule on weekdays. On
23 Saturdays, it's a little different.

24 A. Saturdays is a little different. Starts at 10:36.

25 Q. Okay. Okay.

1 A. And we finish in Huntington by 6:30.

2 Q. Are the breaks the same?

3 A. No. Just to -- we have one break at -- in Huntington. We
4 get there by 2:21. And we leave there by 3:47. So, we almost one
5 hour break over there.

6 Q. Okay. So, what time would you set your alarm for that?

7 A. By 3:30.

8 Q. 3:30? Okay. And then checking my notes -- so, do you have
9 another break after that, before you get off?

10 A. No.

11 Q. Okay. And then you go off -- what time would you be catching
12 your train to go home?

13 A. We finish in Huntington. So, we catch 7:03 from Huntington
14 back home.

15 Q. Okay. And then what do you do when you get home there?
16 Because you're early.

17 A. Yes. I mean, when I get home everybody is sleeping. So, I
18 go to sleep too.

19 Q. Okay.

20 A. I wake up by 12.

21 Q. Okay. So, about what time would you go to sleep? Would you
22 get home and go to sleep?

23 A. By 8:00 I lie down.

24 Q. Okay.

25 A. And I wake up by 12. Spend time with the family on weekend,

1 and I get a regular night's sleep on Saturday.

2 Q. Okay. So, what time would you go to bed, then, on Saturday
3 night?

4 A. 10:00.

5 Q. 10 p.m.?

6 A. 10 p.m., yeah.

7 Q. And what time would you get up on Sunday?

8 A. Sunday, I -- 7:00.

9 Q. 7 a.m.

10 A. Yes.

11 Q. Okay. And then Sunday night you would go to bed?

12 A. Regular time, 10:00.

13 Q. Okay. 10 p.m.?

14 A. 10 p.m.

15 Q. Okay. And then we know that Monday you would be up doing
16 your regular --

17 A. Yeah, Monday. Monday night, yes. Regular job.

18 Q. Regular shift.

19 A. Yeah.

20 Q. Okay. Thank you. That's really helpful.

21 A. Oh, you're welcome.

22 Q. Hold on just a moment. Okay. Meals, naps -- do you ever --
23 have you ever talked with your other members of your train crew,
24 the engineer --

25 A. Yeah.

1 Q. -- the assistant engineer --

2 A. Yeah. When we report to job we have a job briefing.

3 Q. Okay.

4 A. And from that point on, yeah, everybody know what they're
5 doing. So, we all do part from that point on.

6 Q. Okay. What's covered in your job briefing?

7 A. Job briefing -- regular train stops, how many cars we have,
8 platform holding, if anything that is a short platform, anything.
9 But most of the time, 802 we get 12 cars and by the book we have
10 to open at least four cars. So, we go with four cars. And if
11 it's more crowded, then we open according to that.

12 Q. Okay. Who gives the job briefing?

13 A. I give the job briefing.

14 Q. You give it to them?

15 A. To them, yes.

16 Q. Okay. And where do you get your information?

17 A. From my general notices. I look for any updates or anything
18 came out. Then I go over it.

19 Q. Okay.

20 A. And to phone. I mean, if they have short platforms,
21 temporary platforms, then I let them know. My brakeman has a
22 phone too, so he will get that information the same time as me.
23 But, yeah, I'll let them know. And who is getting the doors. I
24 mean, I tell the engineer how many cars to platform, and from that
25 point on, yeah, I tell the brakeman to get the doors or I'll tell

1 him I'll get the doors. So --

2 Q. Good. Okay. Do you ever receive safety briefings from
3 management or from anyone else?

4 A. Yeah. Sometimes management come by and we get safety
5 briefing. Yeah.

6 Q. Okay. About how often would that be?

7 A. Maybe once a week or twice a week. Sometimes twice a week,
8 sometimes once a week.

9 Q. And what's covered in that?

10 A. Usually let you know about the safety rules of the day and if
11 there is an incident then they let us know this is what happened
12 recently, so just be careful.

13 Q. Okay. In terms of your training, you went over that, do you
14 also have refresher training?

15 A. Yes. Every 2 years.

16 Q. Every 2 years. Okay. And what's included in that?

17 A. Same thing. We go over rules, signals --

18 Q. Uh-huh.

19 A. -- air brake, and, and all the terrorism. We -- how to be
20 safe and how to keep passengers safe.

21 Q. Okay. Good.

22 A. All that.

23 Q. About how long is it?

24 A. It's a one week program.

25 Q. One week. Okay. And does that cover also fatigue

1 management? How to work with your sleep cycle, with the night
2 shift?

3 Q. They do, but they don't go in that deep.

4 A. Okay. Because everybody's body is different. So, they tell
5 you what to do. But, I know, some people it works, some people it
6 don't. So, I can't --

7 Q. Right.

8 A. -- you know --

9 Q. Okay. Thank you. Do you -- as a conductor, when you first
10 meet up with the engineer and the assistant conductor, do you do
11 any type of a fitness for duty assessment? Have you heard that
12 term? Fitness for duty.

13 A. No.

14 Q. Okay. You don't know what that -- do you know what it means?
15 Okay. Would you -- if one of the people showed up and you thought
16 that, you know, maybe they're not in such good shape to work
17 today, okay, what would you be looking in that, to verify for
18 yourself that they are good to go to work for that day?

19 A. I don't know. I mean, everybody came to job right on time,
20 showed up on the job.

21 Q. Uh-huh. Okay.

22 A. They -- you know, job briefing is going fine. Everybody
23 understand what they're doing at that point.

24 Q. Okay.

25 A. We go from there.

1 Q. Okay. Good. So, your refresher training doesn't include any
2 part of how to assess someone if they're ready to go to work?

3 A. No.

4 Q. Thank you. Okay. Who was your supervisor?

5 A. Supervisor on train? There is nobody on train.

6 Q. Okay.

7 A. When you get to Brooklyn, it's -- during the week it's Ralph.
8 Ralph Wetzel.

9 Q. Okay. That's during the week.

10 A. During the week, yes.

11 Q. Okay. And who -- do you have an annual performance review --

12 A. No.

13 Q. -- that's filled out? No?

14 A. No.

15 Q. Okay.

16 A. Nothing that I know about.

17 Q. Okay.

18 A. Unless they do it up there, I don't know.

19 Q. Okay. Good. Do you have anyone that ever rides with you or
20 does an on-the-job assessment?

21 A. Yes.

22 Q. Okay.

23 A. They ride on train, to see our work performance. Yes. When
24 we lay up the train in the yard, sometimes they watch us. They
25 sometimes they're on our train.

1 Q. Okay.

2 A. But other than that, they don't tell you anything.

3 Q. Okay. How often does that happen?

4 A. Maybe once in 3 weeks, I would say.

5 Q. Okay. Do you have -- are you required to have a physical
6 done?

7 A. Yes. Every 3 years.

8 Q. Every 3 years. And what's included in the physical.

9 A. You have to go the medical, look for eyes, ears, and, I
10 think, blood pressure. Basic things.

11 Q. Okay. What was the last time you had one?

12 A. I would say 2 years before.

13 Q. Okay.

14 A. It's comes up around your birthday, so --

15 Q. Oh, okay. So it's --

16 A. -- yah, so that's -- that -- that's how they do it.

17 Q. Yeah.

18 A. I mean, I mean close to your birthday they send you a letter,
19 this month you have to go. So --

20 Q. Okay.

21 A. -- it's that month.

22 Q. And do you also go to your own private physician?

23 A. Yes.

24 Q. Okay. What type of health would you say you're in, besides
25 the not feeling well right now?

1 A. No. I mean, I'm in good health.

2 Q. Okay.

3 A. Thank God.

4 Q. Right. Right. So, your eyes --

5 A. Yes.

6 Q. -- do you need glasses?

7 A. No.

8 Q. Okay.

9 A. I don't put glasses. I don't have contacts.

10 Q. Okay. Your hearing?

11 A. Hearing is fine.

12 Q. Okay. Are you on any regular medications?

13 A. Just for my cholesterol.

14 Q. Okay. Have you received any information from the railroad

15 that if you should start to go on any particular medication or if

16 you should develop any particular medical condition that you need

17 to notify them?

18 A. Yes.

19 Q. Okay. What would those be?

20 A. Which impair your ability to work performance, then you have,

21 you know, you have to let the railroad doctor know.

22 Q. Okay. And what would those things be?

23 A. I can't -- I don't know. I can't tell you. I mean, I don't

24 know what kind of medication because I don't take any medications.

25 Q. Okay.

1 A. So, I don't --

2 Q. Okay. So, it's in your judgment, then --

3 A. Yes.

4 Q. -- if, if you should --

5 A. If you think you -- right, it will -- or, when you get the
6 medication if it has -- it says on the bottle that it could impair
7 with your ability to work performance then, yeah, you have to
8 contact your regular doctor. Yes.

9 Q. Okay. Good. Have you ever had to do that?

10 A. No.

11 Q. Okay. And then just one more question. In terms of the
12 layout of your train, which car are you normally in?

13 A. I'm usually different on every train, because 802 going to
14 Long Beach I'm in the -- we go with four cars open behind two cars
15 closed.

16 Q. Uh-huh.

17 A. So, I'm in the third car, or first open car.

18 Q. Okay.

19 A. And 805, I usually in the back. So, same thing. We go with
20 four behind two -- means four cars open behind two cars closed.

21 Q. Uh-huh.

22 A. Out of 10 cars, I usually in the sixth car.

23 Q. Okay.

24 A. Basically, that's the last open car.

25 Q. Okay. And in the layout of the cars, where would the

1 emergency brakes be that you would have access to?

2 A. In the cab, or every end of the car.

3 Q. Okay. And have you ever had to use the emergency brake in
4 your years of service?

5 A. Yes. I did.

6 Q. When was that?

7 A. A couple of times. Once I was making move in West Hempstead
8 and my engineer -- I don't know -- it, it was -- this was the rule
9 before, we can use cell phones.

10 Q. Uh-huh.

11 A. So, I think he was on the phone and he didn't hear my buzzer.
12 So, I had to dump it.

13 Q. What year was that?

14 A. I would say like 2002.

15 Q. Okay. And you mentioned there was other times?

16 A. Yes. There was other times. My engineer was missing the
17 platform, so I had to dump it to -- just to platform the train.

18 Q. Okay. What year was that?

19 A. I would say 2010.

20 Q. Any other times?

21 A. No.

22 Q. Okay. Do you report that to someone, when you have to do
23 that?

24 A. No.

25 Q. Okay.

1 A. They usually make the platform of.

2 Q. Okay. So, does anyone know that you had to pull the
3 emergency brake?

4 A. No.

5 Q. Okay. Are you aware of the new rule that's come out -- it
6 might be while you were on leave -- about how to -- when you
7 proceed into the station platform?

8 A. Coming into station platform, conductors has to be at the
9 header or qualified person has to be there, coming to the bumper
10 block. That's what you mean?

11 Q. Uh-huh. Uh-huh.

12 A. Yeah. I just heard about it, but I never read it. I was
13 out. I didn't get the job notice yet, so --

14 Q. Right.

15 A. -- I'm going to pick one today. Yeah.

16 Q. Okay. Good. Okay. That's all I have now.

17 A. Okay. Thank you.

18 MS. GARNER: Thank you.

19 MR. MEADE: Joe Meade, FRA.

20 BY MR. MEADE:

21 Q. How long have you been on this job?

22 A. From last March.

23 Q. Last March?

24 A. Yeah.

25 Q. And have you worked with Mike since that time?

1 A. Yes.

2 Q. Have you ever had the opportunity or the need to ride the
3 head end?

4 A. Not really. I mean, it's my choice to go up there but other
5 than that, no.

6 Q. Have you ever done that?

7 A. Yeah.

8 Q. Have you ever ridden the head end coming into Atlantic
9 Terminal?

10 A. Some days.

11 Q. Is that just for your -- because of your own want to do that,
12 or was there a reason for being up there?

13 A. No. Just my -- I -- 2817, I usually take the first two cars.

14 Q. Okay.

15 A. So, after Jamaica I just work from the second car, work up to
16 the first car. And sometimes I don't -- I can't. I mean,
17 basically sometimes the train is so crowded I can't go back to the
18 second car.

19 Q. Understood.

20 A. So, sometimes I just go to the head end and stay up with the
21 engineer.

22 Q. Okay. Do you know the last time that you had the opportunity
23 to do that?

24 A. Not really. I mean, I was on vacation from the 26th. No,
25 not really. I'm not sure.

1 Q. Okay. Going back on the time when -- where you're ridden the
2 head end coming into Atlantic Avenue, does the engineer usually --
3 how -- what is the engineer doing?
4 A. He's operating his train.
5 Q. Okay. Do you know if he's standing? Does he sit?
6 A. No. Usually he sits.
7 Q. He's usually sitting?
8 A. Yeah.
9 Q. Let's see. You stated that on, I guess, it's -- excuse me,
10 1402 -- train 1402 --
11 A. Right.
12 Q. -- you leave Atlantic Terminal and you go to Jamaica.
13 A. Yes.
14 Q. You yard the train there.
15 A. Yes.
16 Q. Or you follow the instructions whether to yard the train.
17 A. Right.
18 Q. I'm sure sometimes you leave it in the station.
19 A. Right. Sometimes we go down to the yard. Yes.
20 Q. And then you deadhead to West Side Yard to pick up your --
21 A. That --
22 Q. -- vehicle to go home?
23 A. No, I usually park at Hillside.
24 Q. Okay.
25 A. So, in the book it's deadhead back to West Side Yard. But we

1 usually go home from that point.

2 Q. Okay. Yeah, but that was going to be my question.

3 A. Okay.

4 Q. So, if there's nothing else for you to do you are not
5 required to technically go --

6 A. Go back, yes.

7 Q. -- back west --

8 A. That's why --

9 Q. Or, excuse me, go east --

10 A. Go west.

11 Q. Go west.

12 A. Right.

13 Q. So, you can --

14 A. At that point, you just cut off and just go home.

15 Q. And -- okay.

16 A. Yeah.

17 Q. And is that what Mike usually does too?

18 A. I think so.

19 Q. Okay.

20 A. Yeah.

21 Q. All right. You also said that you have a 2-hour layover
22 between like 1:40 and 3.

23 A. In Long Beach, yes.

24 Q. Rough --

25 A. Yes.

1 Q. -- rough time --

2 A. Rough time.

3 Q. -- is about 2 hours. Have you ever had to wake up any of
4 your crew members who may have --

5 A. No.

6 Q. -- who may have slept?

7 A. No. They all set their own alarm, and when I went -- go
8 back, by 3:30 when I'm in the back cab, yeah, they all said --
9 they all took the brakes off and they're ready, train is charged
10 and ready to go.

11 Q. Okay. Okay. So, if you happen to catch a nap, your alarm
12 goes off, you wake up. You go in and start to do your brake
13 tests.

14 A. Yes.

15 Q. Okay. So, you've never had to -- there was never any
16 question of where your crew was --

17 A. No. No.

18 Q. Okay. Just give me a second to look at my notes, here.
19 Okay. I think that's all I have. Thank you.

20 A. Thank you. No problem. Thank you.

21 MR. HILL: Good morning.

22 MR. JACOB: Good morning.

23 MR. HILL: My name is Don Hill, BLET -- BLET Safety Task
24 Force. I think I had just a couple of clarifying questions.

25 BY MR. HILL:

1 Q. The 2 hour layover that Mr. Meade referred to, you mentioned
2 earlier that you guys walk down to the 9 track --

3 A. Yes.

4 Q. -- to pick up your next train.

5 A. Yes.

6 Q. And in Long Beach.

7 A. In Long Beach.

8 Q. And you said generally there's mechanics working on the --

9 A. Right.

10 Q. -- equipment, performing some type of tests.

11 A. Car inspector.

12 Q. Okay. Do you guys take your nap on that train, or you --

13 A. Yeah, we usually lie down on that train. Yeah.

14 Q. Okay. So, you take a while to --

15 A. Yeah. I mean, they're working and we have nothing to do with
16 their --

17 Q. Got you. I see.

18 A. -- work. So --

19 Q. I thought so.

20 A. We don't take any brakes off or nothing. We just go sit on
21 that train --

22 Q. Right.

23 A. -- until 3:30. And then we take the brakes off and we start
24 our work.

25 Q. I got you. I just wanted to clarify that.

1 A. Yes.

2 Q. And you said that you are the one that's in charge of the job
3 briefing.

4 A. Yes.

5 Q. Okay. Is there a standardized form that you follow when
6 you're doing the job briefing? Or do you just --

7 A. Yeah. Basically, whatever job we have we go on that. If
8 anything go -- if we go out of assignment, then we change our
9 procedures and then difference where we going, and depends how
10 many short platforms. Or with the amount of people we have, we
11 change according to that.

12 Q. Right. But there's no document that you have to maintain?

13 A. Documents? We just go over seals, brakes, ATC everything is
14 working normal, and besides that how many cars open, who is going
15 to get the doors where.

16 Q. Right. I'm referring to --

17 A. On -- yes.

18 Q. -- a job briefing document itself.

19 A. Yes. It's --

20 Q. Is there a job briefing document?

21 A. Yes. Yes. A job briefing document not on train.

22 Q. Okay. And how would you become aware that a notice -- a new
23 notice had come out?

24 A. We just go to the -- ask stationmaster just to go over new
25 job notices, speed restrictions --

1 Q. Okay.

2 A. -- any kind of --

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

4 A. Okay. Thank you.

5 MR. HILL: Thank you.

6 MR. ELLIOTT: Mark Elliott. Nothing.

7 MR. BECKER: Bret Becker, from the Long Island.

8 BY MR. BECKER:

9 Q. Hey.

10 A. Hey, Bret, how are you?

11 Q. Just a couple quick clarification questions. Excuse me. You
12 had mentioned before about efficiency testing. You've heard of
13 the term SAFER from -- that the managers perform certain
14 observations and tests on you, and we said they are random.

15 A. Right.

16 Q. Okay. I just want to make sure.

17 A. Yes.

18 Q. You were aware you were tested.

19 A. Yes.

20 Q. In reference to emergency brake applications-wise, you said
21 that you had to pull the dump on a number of occasions. And you
22 mentioned about the cell phone. Did you actually see the engineer
23 on his cell phone, or was just --

24 A. No, he told me he was on cell phone. That's all.

25 Q. Okay. Also, have you ever noticed -- you've worked with Mike

1 Bakalo for a while now.

2 A. Yes.

3 Q. Have you ever noticed any erratic behavior or any type of
4 behavior that would cause you to, you know, judge him unfit for
5 duty?

6 A. No, not really.

7 Q. And finally, real quick. You mentioned that you go up into
8 the cab. That's when your duties and responsibilities require
9 you. And that's -- you are aware of the rule that says that we
10 try to have no distractions to the engineer, and don't normally
11 allow people in the cab --

12 A. Right.

13 Q. -- unless -- when they're authorized?

14 A. That was the rule. Yes. That's why most of the time I try
15 not to go in there. But, sometimes I have no choice to go in
16 there.

17 Q. Correct. Thank you very much. I appreciate that.

18 A. You're welcome.

19 MR. BECKER: Thank you.

20 UNIDENTIFIED SPEAKER: I have no questions.

21 UNIDENTIFIED SPEAKER: No questions.

22 MR. TORRES: Tomas Torres with the NTSB.

23 BY MR. TORRES:

24 Q. Can you describe to us how that train approaches coming into
25 Atlantic, you know? How --

1 A. Sure. After the last signal, the train speed reduced to 5
2 miles an hour. And from that point on, yeah, it goes very nice
3 and slow to the bumper block.

4 Q. Yeah. And can you tell if the engineer is balancing the
5 speed?

6 A. Yeah.

7 Q. Or if he's speeding up or slowing down too much?

8 A. Yeah, slowing down and -- you see the rails cracking, but
9 most of the time the speed is like 5 miles an hour.

10 Q. But you can tell -- I mean, you can sense that -- I mean, by
11 the motion that --

12 A. By the motion, yeah. You can tell, or -- I usually sit in
13 the second car, so I can see the safe speed on the speedometer
14 too.

15 Q. Okay.

16 A. Usually can see the first and you can see the speed.

17 Q. Was there any a moment where you felt you might have to take
18 action or --

19 A. No.

20 Q. -- give an engineer a reminder?

21 A. No.

22 Q. Okay. And as the train is approaching its spot, you know,
23 track 6 or 5 or whatever it is, what are you doing, you know, as
24 the train is coming in? Or what's the crew usually do?

25 A. Crew usually -- my brakeman usually get the doors, because

1 it's full platform. So, he is already ready to open the doors,
2 toggled off. I just monitor the radio at that point in the second
3 car, sometimes coming into Brooklyn station manager or
4 transportation manager call us on the radio if there -- they let
5 us know -- I mean, if there -- they want us to do something else,
6 yeah, they call on the radio. So, I usually key in and monitor
7 the radio at that point.

8 Q. Okay. You mentioned right now that, that you can tell speed
9 by creaking or noises. Well, what do you mean by that?

10 A. I mean, usually it's 5 miles an hour but the rails are so
11 torn, so all the wheels you feel like squeezing. I mean, a lot of
12 noise coming into the station, at that point. But 5 miles seems
13 like, okay, I mean --

14 Q. And usually by that sound you can -- for you, you can kind of
15 much determine whether a speed is --

16 A. Not really. I mean, it's hard to tell.

17 Q. Yeah.

18 A. Five miles, 6, 7 miles is not that much difference.

19 Q. Right. But you can tell if the approach is --

20 A. Approaching a station he's slowing down, yeah. I can tell,
21 yeah, it's slowing down.

22 MR. TORRES: Thank you.

23 MS. GARCIA: Okay. Thank you. Anne Garcia.

24 MR. JACOB: Yes.

25 BY MS. GARCIA:

1 Q. Just to follow up on Tomas's questions. As you've been
2 approaching -- now, we're looking at where the incident happened
3 coming into Atlantic. You've done that with this engineer many
4 times over the last --

5 A. Yes.

6 Q. -- almost a year.

7 A. Almost a year. Right.

8 Q. Right. Have you -- in your recollection, have you ever
9 recalled him coming in too fast?

10 A. No. Usually we're late, so -- usually we get held up in
11 Jamaica.

12 Q. Uh-huh.

13 A. So, we don't rush.

14 Q. Okay. So, you get held up in Jamaica, usually.

15 A. Most of the time, yeah. Because our connection is usually
16 late, and from that point on we, we are -- we don't get the
17 signal. We get the signal late too, because there is a train
18 crossing. We usually come on 3 track. There is a train crossing
19 from 4 track in front of us. So, we usually -- they'll usually
20 held us in Jamaica for quite some time. And by the time we get to
21 Brooklyn, it's always like 5 minutes late. So, we don't rush.

22 Q. Okay. So -- and you feel no need to rush to make up time?

23 A. No. I mean, we already late anyway.

24 Q. Right.

25 A. So it's no point in rushing.

1 Q. Okay. And do you ever get questioned by management about
2 your being late or being on time or --

3 A. Yes. We do. But, they know. I mean, they have their, their
4 time performance from everywhere, about the time we get signal.
5 And first they take a look on that, and then they see -- if they
6 lose any minute, then they call us and check for the lost minute.

7 Q. Okay. Good. And for the engineer, how would you -- in the
8 time that you've known him, seeing him 6 days a week --

9 A. Five days.

10 Q. Five days a week. Thank you.

11 A. Yeah.

12 Q. How would you -- describe him to us.

13 A. Mike Bakalo -- describe in which sense? I mean, just like a
14 person coming in to work.

15 Q. Yeah. Uh-huh.

16 A. He's good. Healthy. And always ready to work.

17 Q. Uh-huh.

18 A. And he's up. We do our job briefing, and he's right onto it,
19 right on time. I'm basically on our train.

20 Q. Uh-huh. Do you recall any time where you thought he was a
21 little muddled about --

22 A. Not really.

23 Q. Okay. Would you consider him to be a professional --

24 A. Yeah.

25 Q. -- doing --

1 A. Yeah.

2 Q. Okay. Okay. And health-wise, do you recall that he -- if
3 he's been sick a lot or had to call in or --

4 A. No, nothing.

5 Q. Okay.

6 A. Always ready to work.

7 Q. Okay. Any complaints about anything?

8 A. No.

9 Q. Okay. Thank you very much.

10 A. You're welcome.

11 MR. MEADE: Joe Meade, FRA.

12 BY MR. MEADE:

13 Q. When you report for duty on your first job in West Side Yard,
14 are you required to log into a computer or sign in or anything
15 like that?

16 A. No. No, you just show up at your job.

17 Q. Okay. And for safety bulletins or new speed restrictions --

18 A. Yes.

19 Q. -- or changes to your rules --

20 A. Yes. That's our responsibility to take a look. Yes.

21 Q. Okay. And how do you become aware of that?

22 A. Usually go to the stationmaster's office.

23 Q. Okay.

24 A. Look for general notices, speed restrictions. And any
25 bulletin that comes out, yes, we have to be aware of it.

1 Q. Okay. So, are those posted? Is that on a computer screen?

2 A. No, it's posted in the stationmaster's office, and there's a
3 copy that you can have it.

4 Q. Okay. So, just to summarize, if I can --

5 A. Yeah.

6 Q. -- you report for duty. You go into the stationmaster's
7 office.

8 A. Or yardmaster, in West Side Yard.

9 Q. Or yardmaster, depending on the location.

10 A. Depending on location.

11 Q. And then it's your responsibility to check what I'll call a
12 bulletin board --

13 A. Bulletin board.

14 Q. -- or check for --

15 A. Yes.

16 Q. -- for any updates.

17 A. Yes.

18 Q. If there's a stationmaster, or supervisor there you can go to
19 them to ask for clarification on things like that.

20 A. Yes. You can. And sometimes there is no general notice.
21 Sometimes there is a temporary platform at what side, as far as --
22 then usually stationmaster calls us and they notify us about the
23 temporary platform.

24 Q. Okay. How were you notified -- example, of a speed
25 restriction that takes place before you're already on duty. After

1 you come on to your sign-up location -- I'll call it sign-up
2 location, or reporting location.

3 A. Right. Right.

4 Q. You're in route, for example.

5 A. Right.

6 Q. And an anomaly comes up. How are you notified of that?

7 A. Sometimes they call us on the radio. Or, if there is any
8 block operator or a tower in between they give us formal.

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

10 A. Thank you.

11 UNIDENTIFIED SPEAKER: Bobby?

12 UNIDENTIFIED SPEAKER: No, no questions.

13 MR. HILL: Just one clarifying -- a couple clarifying
14 questions.

15 MS. GARCIA: Name.

16 MR. HILL: Don Hill.

17 BY MR. HILL:

18 Q. You mentioned that you could look at the speed of the train.
19 You generally, I guess --

20 A. Usually --

21 Q. -- work the second car?

22 A. Yeah, usually sometimes it comes on the screen on second car.
23 Yeah.

24 Q. Okay. That would be the lead married pair at the end of the
25 train set?

1 A. Yes. Yes.

2 Q. And how are you able to do that?

3 A. On M7s you can do it. Not on M3s, though.

4 Q. Okay. Is there something you need to do to be able to see
5 that monitor?

6 A. No.

7 Q. Okay.

8 A. I mean, not, not really.

9 Q. Okay. And are you required to perform backup moves on any of
10 your trains? Is that part of your duties?

11 A. That's part of our duty. Yes.

12 Q. So, that -- and would it be fair to say in performing backup
13 duties you're also required to be qualified on all the physical
14 characteristics --

15 A. Yes.

16 Q. -- and this -- where the locations of the signals --

17 A. Yes.

18 Q. -- the rules and things of that nature.

19 A. Yes.

20 Q. And the speeds, correct.

21 A. Yes.

22 MR. HILL: Okay. That's all I have. Thanks.

23 MR. ELLIOTT: Mike Elliott.

24 BY MR. ELLIOTT:

25 Q. Okay. So, basically what you're describing is that you're

1 monitoring the radio from the second cars. So, you have a key in
2 the panel?

3 A. Yes.

4 Q. And that energizes the screens, and then they aspect display
5 and that's why you can see the speed.

6 A. Right.

7 MR. ELLIOTT: Okay. That's it. Thank you.

8 UNIDENTIFIED SPEAKER: I have nothing further.

9 UNIDENTIFIED SPEAKER: Nothing further.

10 MR. MEADE: Joe Meade, FRA.

11 BY MR. MEADE:

12 Q. It was just mentioned that you need to put a key in. So, you
13 need to do a physical -- you, you just can't go into that second
14 car and look at a screen to see the speed. You need to, you need
15 to take an action in order to do that?

16 A. You have to be your key in the panel to look at the speed of
17 the -- on the screen.

18 Q. Okay. So, just walking into the operating -- I'll call it
19 the operating cab, that monitor is normally dark.

20 A. You're talking about the second car or the --

21 Q. Yes, sir.

22 A. -- engineer's cab?

23 Q. No, no, no. The second car.

24 A. Oh, second car, yes. It's totally dark.

25 Q. Okay. So, do you normally put your key in?

1 A. Yes. I have to monitor the radio, so I usually put the key
2 in. Yes.

3 Q. Okay. So, you're not provided with a portable radio?

4 A. No.

5 MR. ELLIOTT: Okay. Thank you.

6 MS. GARCIA: I have nothing further.

7 MR. TORRES: Tomas Torres, with NTSB.

8 BY MR. TORRES:

9 Q. So, when you communicate to the engineer or the other crew
10 members, it's through the buzzer? Is that how you communicate?

11 A. You can communicate through the buzzer or you can communicate
12 through the radio or we have an intercom on the radio. So -- for
13 any chance -- for anything, you have to put the key in. For
14 buzzers, you don't have to.

15 Q. Yeah. So, if you needed to communicate with the engineer you
16 would do it through the intercom?

17 A. Usually we do it through the intercom. Yes.

18 Q. And it's only between you and him, or is it --

19 A. If whoever has their key in, they can either listen to us.
20 If I press -- if I put my key in, press IC, then if anybody else's
21 key is on the panel they get the IC buzzers too. They can press
22 it and they can listen to.

23 Q. And where is that speaker located, like in the operator's
24 control cab or is it --

25 A. Yes. It's in the cab.

1 Q. Okay.

2 MS. GARCIA: Okay. I have nothing.

3 MR. TORRES: Tomas Torres with NTSB. There is no further
4 questions. This will conclude the interview at 10:17 a.m.

5 MR. JACOB: Thank you.

6 MS. GARCIA: Thank you very much.

7 (Whereupon, at 10:17 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 RAILROAD (LIRR)
 TRAIN NO. 2817 WITH THE PLATFORM AT
 ATLANTIC TERMINAL, BROOKLYN, NEW YORK,
 JANUARY 4, 2017
 Interview of Suju Jacob

ACCIDENT NUMBER: DCA17FR002

PLACE: Jamaica, NY

DATE: January 8, 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.

Jane W. Gilliam
Transcriber