

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: NITO SUAREZ

LIRR Facilities  
Jamaica, New York

Saturday,  
January 7, 2017

## APPEARANCES:

TOMAS TORRES, Rail Accident Investigator  
National Transportation Safety Board

ANNE GARCIA, Human Performance Investigator  
National Transportation Safety Board

JANET LEE, Deputy Regional Administrator  
Federal Railroad Administration

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

BOB TOMASZEWSKI, Operating Practices Inspector  
Federal Railroad Administration

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

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

BRET BECKER, Superintendent of Engine Service  
Long Island Rail Road

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

WILLIAM BATES  
SMART National Transportation Safety Team

WILLIAM NEARY  
SMART National Transportation Safety Team

DOMINIC AMENDOLARE  
SMART National Transportation Safety Team  
(Observer)

ERIC MARTIN, First Vice General Chairman  
BLET Division 269  
(On behalf of Mr. Suarez)

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I N T E R V I E W

(1:41 p.m.)

1  
2  
3 MR. TORRES: Okay. It's 1:41 p.m. And we're about to start  
4 with the interview of an engineer. It's an NTSB informal  
5 interview.

6 My name is Tomas Torres, T-o-m-a-s, T-o-r-r-e-s. Today's  
7 date, January 7th, 2017. And we are at Jamaica, Queens, New York  
8 on the Long Island Railroad JCC facility, and we're going to  
9 interview an engineer in connection with a accident that occurred  
10 at Atlantic Terminal on January 4th, 2017. The NTSB accident  
11 number is DCA17FR002.

12 The purpose of the investigation is to increase safety, not  
13 to assign fault, blame or liability. The NTSB cannot offer any  
14 guarantee of confidentiality or immunity from legal or certificate  
15 actions. A transcript or the summary will be entered into the  
16 docket.

17 The interviewee can have one representative of the  
18 interviewee's choice. Do you have somebody present?

19 MR. SUAREZ: Yes.

20 MR. TORRES: Do you understand this interview's being  
21 recorded?

22 MR. SUAREZ: Yes.

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

24 MR. SUAREZ: Nito Suarez, N-i-t-o, S-u-a-r-e-z.

25 MR. TORRES: Nito, do you mind if we call you by your first

1 name?

2 MR. SUAREZ: That's perfect.

3 MR. TORRES: Thank you.

4 MS. GARCIA: Okay. My name is Anne Garcia, G-a-r-c-i-a. I'm  
5 a human performance investigator with the National Transportation  
6 Safety Board.

7 MR. MEADE: Joe Meade, M-e-a-d-e, FRA operating practices  
8 inspector.

9 MR. BECKER: Bret Becker, B-e-c-k-e-r, I'm a superintendent  
10 of engine service for the Long Island Railroad.

11 MR. ELLIOTT: Mark Elliott, E-l-l-i-o-t-t, director of  
12 investigations and analysis for the Long Island Railroad.

13 MR. TOMASZEWSKI, Bob Tomaszewski, T-o-m-a-s-z-e-w-s-k-i,  
14 operating practices inspector for the FRA.

15 MR. MARALDO: Rob Maraldo, New York State Department of  
16 Transportation, PTSB, M-a-r-a-l-d-o.

17 MR. HILL: Donald Hill, H-i-l-l, National -- excuse me, BLET  
18 Safety Task Force.

19 MR. BATES: William Bates, B-a-t-e-s, of SMART, National  
20 Transportation Safety team.

21 MR. NEARY: William Neary, N-e-a-r-y, SMART National  
22 Transportation Safety Team.

23 MR. MARTIN: Eric Martin, M-a-r-t-i-n, first vice local  
24 chairman, Brotherhood of Locomotive Engineers and Trainmen,  
25 Division 269.

1 MS. LEE: Janet Lee, L-e-e, FRA, deputy regional  
2 administrator.

3 MR. AMENDOLARE: Dominick Amendolare, A-m-e-n-d-o-l-a-r-e,  
4 SMART Transportation Safety Team, observer.

5 INTERVIEW OF NITO SUAREZ

6 BY MR. TORRES:

7 Q. Tomas Torres with the NTSB. Nito, can you tell us a little  
8 bit about yourself, your work history with the railroad?

9 A. Been on the railroad 14 years. I hired on as a ticket clerk,  
10 became -- in '02; qualified as an engineer in '05, and I've been  
11 working ever since.

12 Q. Okay. What's your job?

13 A. Currently I own the YE-23. It's a drill crew down in  
14 Brooklyn.

15 Q. And what duties do you perform?

16 A. We perform, currently, taking trains in and out of the  
17 station, bringing them to yards. If equipment problems exist,  
18 switching the equipment around, making up the trains.

19 Q. Okay. Do you work with a regular assigned crew?

20 A. I do. But on that particular day he was taking his Book of  
21 Rules and he wasn't there, so I had a different conductor that  
22 day.

23 Q. Oh, you had a different conductor --

24 A. Yes.

25 Q. -- that day? On the day of the accident, where were you at?

1 Can you describe that day?

2 A. It was a normal day, went into the tower, or the Brooklyn  
3 yardmaster's office. He instructed me what the day's duty were  
4 going to consist of, and we waited to start the day.

5 Q. And then did you ever become aware of the accident?

6 A. I didn't become aware of the accident until I approached, or  
7 climbed onto the equipment.

8 Q. Which equipment was that?

9 A. It was the train on track 6 that hit the bunker block.

10 Q. So you didn't see or hear anything?

11 A. No.

12 Q. And how soon afterwards, you know, do you think you arrived  
13 after the accident?

14 A. Moments after. It had to be no more than 5 minutes, I would  
15 say, if I had to guesstimate.

16 Q. Okay. So once you got to the platform, to the equipment,  
17 what did you do?

18 A. Well, I started the day, told the equipment was there, walked  
19 out of the office, walked over the tracks to follow on track 6.  
20 Got to the equipment, didn't notice anything wrong with it. Put  
21 my key to open the door. I was on track level. Nothing happened  
22 to the door. I thought maybe for some reason it got cut out.  
23 Walked around to the other end. Put my key in it. Again, it  
24 didn't work. Assumed something was wrong with the equipment, not  
25 that there was an accident. I emergencied opened the door,

1 climbed up, closed the door behind me. I started to walk onto the  
2 train. I saw people in the aisles and the brakeman on the  
3 equipment.

4 Q. So when you arrived at the equipment, you weren't aware of it  
5 yet?

6 A. No.

7 Q. Even when you entered?

8 A. Even when I entered.

9 Q. Okay. And after you saw the brakeman, what did do next? Or  
10 what --

11 A. That's when the brakeman informed me that I think that we hit  
12 something and that they needed medical assistance on the train.

13 Q. And what happened after that?

14 A. After that, I went to the radio and put my key in the panel  
15 and informed the yardmaster that they believe that they struck  
16 something on track 6, and that they needed EMS on the equipment.  
17 At which point, I don't know, I took my key out and then assist  
18 people on getting off the train.

19 Q. And did you stay there until everybody was off the train?

20 A. I stayed there to get most of the people off. There were a  
21 couple people that stayed on the train that seemed to be a little  
22 shaken up.

23 MR. TORRES: Okay. Anne.

24 MS. GARCIA: Okay. Thank you.

25 BY MS. GARCIA:



1 Q. Anne Garcia. Thank you for coming in today.

2 A. You're welcome.

3 Q. How did you approach the train? Which -- that you didn't  
4 see, you know, what was going on, on the platform? Where did you  
5 come from?

6 A. I came from the tower, the yardmaster's office.

7 Q. Okay. So could you walk me through, because I'm not  
8 familiar --

9 A. Sure. It's --

10 Q. -- with the area.

11 A. It's located in between 3 and 4 track.

12 Q. Um-hum.

13 A. Came out of the office, looked both ways, crossed over a  
14 couple tracks; 5 and 6 track kind of come in. I walked towards  
15 the 6 track train, like I would normally do every day. And then I  
16 would keep myself on the equipment and get up, prepare myself to  
17 take it down to the yard, just like any other day. I didn't --

18 Q. Okay. So you coming up the tracks --

19 A. I'm coming west, up to -- coming west, onto the west end of  
20 the -- heading west onto the east end of the train.

21 Q. Okay. And there's a ladder?

22 A. There is -- I didn't climb up the ladder because it was  
23 accessible from track level, so I had no need to climb up the  
24 ladder.

25 Q. So you went directly on the train?

1 A. I went -- I was at track level walking towards the train.

2 Q. Oh. Okay. Thank you.

3 Did you -- you mentioned that you saw the brakeman on the  
4 train?

5 A. Once I climbed onto the equipment, yes.

6 Q. You spoke with him. Did you see the conductor?

7 A. I didn't see the conductor until later on, shortly following,  
8 a little bit later.

9 Q. Okay. Did you --

10 A. Like 10 minutes later, 5 minutes later. I don't really  
11 recall the span of time.

12 Q. Did you have a chance to talk to her?

13 A. I didn't have a chance to talk to her. When I did finally  
14 speak to her, I asked her where her engineer was. She pointed to  
15 him, and I asked the engineer if he was all right.

16 Q. Okay. And who was with the conductor or the engineer at that  
17 time?

18 A. By the time I reached the front of the train, it looked like  
19 EMS was around him, and maybe a couple police. I wasn't exactly  
20 sure.

21 Q. Okay. So either the EMS or --

22 A. Um-hum.

23 Q. Okay. How did they seem to you?

24 A. I mean, I would say shaken up. I mean, it was not something  
25 happens every day.

1 Q. Right. All right. Did you see any other railroad personnel?

2 A. No. Other than my conductor, maybe, a little bit following  
3 that on the platform.

4 Q. Okay. So there was another train -- did you see the other  
5 train on track 5?

6 A. I saw the -- yeah, there was another train on track 5. Yes.

7 Q. Okay. Did you see the engineer there, or --

8 A. I did at -- when I exited, I saw that crew. And he said that  
9 -- he informed me that they had -- that there was an accident on  
10 the west end.

11 Q. Okay. Good. Did you see the manager there, or any other  
12 personnel?

13 A. I didn't -- not that I recall, no.

14 Q. Okay. So when -- after you went down there, and you saw --  
15 you recognized it as the train that you were supposed to be  
16 taking --

17 A. Um-hum.

18 Q. -- to the yard. Okay. And then you helped as you could with  
19 the passengers, see if you were needed for other things. At what  
20 point did you call back to the tower?

21 A. I don't -- I think I might have called -- again, it was a  
22 quick thing, what would you like us to do? Maybe a more of an  
23 asking, you know, as a crew that we're supposed to be taking this  
24 down. I don't know if there was different equipment on other  
25 tracks that needed to be removed to help the situation. So I

1 might have called at some point. I don't -- I kind of recall, but  
2 I kind of don't recall what was said.

3 Q. Yeah. Okay. What direction did you get from them?

4 A. I think just give him a call on the land line, and he'll let  
5 us know, as needed, what he needed to get done.

6 Q. Where's the land line?

7 A. I, like -- it's just a cell phone. To hit him on the regular  
8 phone, not over the radio.

9 Q. Ah, okay. So to use your cell phone --

10 A. Yeah, and my conductor used his cell phone to contact the --  
11 once we were clear on the platform.

12 Q. Okay. And then what did they tell you to do?

13 A. I don't recall. I think it was take a different set of  
14 equipment down to the yard. I don't really remember.

15 Q. Okay.

16 A. It was all -- after that, it was just all happening kind of  
17 fast.

18 Q. Right. How did the rest of your day go? What were you --

19 A. Pretty much uneventful. Take a couple trains down to the  
20 yard and bring a couple more up.

21 Q. Okay. Is that your typical --

22 A. Yeah, that's -- yeah, the rest of the day ended pretty  
23 typical. I mean, we stayed a little bit longer, but --

24 Q. Right. What are your normal workdays, hours?

25 A. Monday through Friday, Saturday/Sunday off; 8 to 4.

1 Q. Okay. And is that a time frame and days that you selected?

2 A. Yes.

3 Q. Okay. You like that?

4 A. It works. It's nice for now.

5 Q. Yeah. Okay. Good. In the training that you received as an  
6 engineer, you say you started out as a ticket clerk and then --  
7 about what year was that? You said 14 years ago?

8 A. '05 --

9 Q. Do you recall?

10 A. -- I got qualified.

11 Q. Okay. But what time -- what year did you start?

12 A. '02.

13 Q. '02. Okay. Got you. I was trying to do math in my head.  
14 Okay. So to qualify for an engineer, how long does that  
15 process take?

16 A. I think it took us like a year and a half, just about.

17 Q. Oh. Okay. And then you have refresher training?

18 A. Every 2 years we have a 2-year recertification.

19 Q. Okay. Good. And does that qualify you to only run trains to  
20 the yard without passengers? What does that qualify you?

21 A. As a locomotive engineer, you're qualified on all pieces of  
22 equipment on the Long Island Railroad.

23 Q. Okay. So you could virtually be assigned, as needed, if  
24 you're needed --

25 A. To run passenger trips.

1 Q. -- to run passenger trains?

2 A. Yes.

3 Q. On any line?

4 A. Yes.

5 Q. And you feel fully trained and experienced to do that?

6 A. Absolutely.

7 Q. Okay. Excellent. As part of your annual training, or  
8 refresher training every 2 years, do you get specific instruction  
9 on fatigue management?

10 A. I -- it's talked about. I don't know if we get specific  
11 instructions.

12 Q. Okay. What does fatigue management mean to you?

13 A. Don't come to work tired. I mean, anything I've ever been  
14 taught is prepare yourself to come to work. And if that means,  
15 you know, make sure you have enough rest when you come to work,  
16 and if you feel fatigued, let somebody know.

17 Q. Good. So how would you let them know -- who would you let  
18 know?

19 A. I would let, I guess, whatever supervisor is around in  
20 whatever terminal I'm at.

21 Q. Okay. Have you ever had a need to do that?

22 A. I never have, no.

23 Q. Okay. Is it the same if you're sick?

24 A. No. I think it's different. If I'm sick, I would just call  
25 my crew management board, let them know that I'm not coming into

1 work because I'm sick.

2 Q. Okay. Do you get regular sick days?

3 A. Yes.

4 Q. How many days a year?

5 A. Twelve days a year.

6 Q. Twelve days a year. That's pretty good. Okay. And you get  
7 annual leave as well?

8 A. In regard --

9 Q. Vacation time?

10 A. Yes.

11 Q. Okay. Sorry.

12 A. No, that's fine.

13 Q. Okay. The conductors that you've worked with, you mentioned  
14 this was not your regular conductor.

15 A. Um-hum.

16 Q. What was your regular conductor --

17 A. He was at his annual -- biannual -- 2-year book.

18 Q. Okay. Good. Do you happen to know if the conductors have  
19 the same fatigue management policy?

20 A. Yes. I would have to say so, yes. I mean, it's pretty much  
21 if you're in transportation, it's --

22 Q. Pretty much throughout?

23 A. Yeah.

24 Q. Okay. Thank you. Another line of question, and that is also  
25 on your training that you get. Do you have any specific

1 formalized training on what to do if you are on scene when an  
2 accident occurs?

3 A. We do have like an evacuation type of training regarding --

4 Q. For your train passengers?

5 A. Yes, for train passengers. But that would mostly be, I  
6 think, involving being in the tunnels, evacuating customers off  
7 the train on track level or train to train, and things like that.  
8 But there's, I guess, no real super hands-on, if you're talking  
9 like a specific hard core training program for it.

10 Q. Okay. That's good. But do you have a procedure as to  
11 prioritizing what to do?

12 A. I would say no, not like prioritizing. I mean, my priority  
13 that day was to get whoever needed to get off the train off the  
14 train.

15 Q. Right.

16 MS. GARCIA: Okay. Thank you.

17 BY MR. MEADE:

18 Q. Joe Meade, FRA. You stated that you came out of the  
19 yardmaster's office.

20 A. Um-hum.

21 Q. Walked across 4 and 5 over to track 6, and then you attempted  
22 to board the --

23 A. Three, 4 -- yeah.

24 Q. -- equipment. You were down at track level?

25 A. Yes.



1 Q. What door did you attempt to get into?

2 A. South side door was the first door I tried to get into.

3 Q. Okay. So can you -- you have to reach up on that?

4 A. No, it was about right here.

5 Q. Okay.

6 A. I mean, not super high, but, yeah, maybe eye level.

7 Q. Okay. And you tried to key it?

8 A. Um-hum.

9 Q. And it didn't work?

10 A. It didn't open.

11 Q. Okay. And how did you open the door?

12 A. I ended up going on the north side and trying my key on that  
13 side, which didn't work. And I pulled the emergency level from  
14 track level, opened the door, climbed up, shut the door behind me.

15 Q. Okay. So just for my own information, there's two levers to  
16 open? There's one with --

17 A. There's --

18 Q. -- one up high?

19 A. There's one that's a key panel, what you put your key in, I  
20 guess --

21 Q. Right.

22 A. -- electronically would open or close the door. And then I  
23 guess there would be an emergency leveler which would bypass the  
24 electrical part open and just open the door.

25 Q. Okay.

1 A. And then I just finished pushing it open.

2 Q. Is that covered by glass or plastic?

3 A. No. This one is on track level. I guess it's meant more for  
4 emergency personnel on track level to have access to the train.

5 Q. Okay. So then there would be two. There's one that's  
6 covered by glass?

7 A. There's one inside that's covered by glass, yes.

8 Q. And then there's another one down at track level --

9 A. Down, right.

10 Q. -- that allowed -- that doesn't need no broken glass or  
11 anything.

12 A. Correct.

13 Q. You just opened that and then you shut the door and came up?

14 A. Um-hum.

15 Q. Okay.

16 MS. GARCIA: You want to take a time out? Okay. We're going  
17 to take a time out. And we're off record.

18 (Off the record.)

19 (On the record.)

20 MR. TORRES: Okay. It's 2 p.m., and we're back on the  
21 record.

22 MR. MEADE: No further questions.

23 MR. BECKER: Bret Becker from the Long Island. Nito, I have  
24 no questions for you. Thanks.

25 BY MR. ELLIOTT:

1 Q. Mark Elliott. Thank you for assisting everybody, and coming  
2 in today. Only question I have is, did you enter the cab area of  
3 the train at any time? West end?

4 A. On the west end? No. I came close, but it was -- I mainly  
5 went up to check on the status of the engineer. It was listed a  
6 little high. When I went and kind of observed that there was  
7 nobody in the cab, at which point I walked back and talked to the  
8 conductor who -- they were in the six seater. I asked her where's  
9 your engineer, and she pointed to him. I asked him if he's okay.  
10 As soon as he said he's okay, I exited myself out of the  
11 situation.

12 MR. ELLIOTT: Okay. Thank you very much. That's all I have.

13 BY MR. TOMASZEWSKI:

14 Q. Bob Tomaszewski with the FRA. Did you notice anybody  
15 climbing out windows?

16 A. No.

17 Q. Did you notice any windows out?

18 A. I did.

19 Q. You did.

20 A. I don't recall which car they were in. But as I made my way  
21 kind of through the vehicle, I did see that there was a couple  
22 windows, the rubber was pulled and the window was pulled out, yes.

23 MR. TOMASZEWSKI: Okay. Thank you very much.

24 BY MR. MARALDO:

25 Q. I just -- the windows, were they inside the car?

1 A. They were, yeah, they were inside.

2 Q. Okay.

3 A. Yeah, leaning in towards whatever seats they were in.

4 MR. MARALDO: Rob Maraldo, PTSB. Thank you.

5 BY MR. HILL:

6 Q. Don Hill, BLET. I just have a -- I just want to make some  
7 clarifying points for the record.

8 A. Absolutely.

9 Q. You used the term drill. Would you explain for the record  
10 what drill means, drill crew?

11 A. Drilling just means you're taking passenger equipment and  
12 jockeying them around, I guess, if you would, so if something is  
13 not good on the east end, you need to -- they use the term drill -  
14 - drill that equipment around to better equipment for a complete  
15 train, and/or, in our case, to take equipment from the station to  
16 the yard to make room in the station, and then later bringing the  
17 equipment back from the yard to the station for passenger service.

18 Q. And as part of your duties you must carry certain books?

19 A. Yes.

20 Q. That's correct, right?

21 A. That is correct.

22 Q. And would one of the books or pamphlets, or sections of that  
23 book be a procedure on evacuation?

24 A. Yes.

25 Q. And when you take your annual classes, would it be fair to

1 say that part of your 5-day class, annually, you -- they do cover  
2 part of this evacuation --

3 A. Yes.

4 MR. HILL: Okay. Thank you. That's all I have.

5 MR. BATES: William Bates. Thank you for all your help. No  
6 questions.

7 MR. NEARY: William NEARY from SMART. Thank you for your due  
8 diligence. No questions.

9 MS. LEE: Janet Lee, no questions.

10 BY MS. GARCIA:

11 Q. I do -- okay, Anne Garcia. I have a couple of additional  
12 questions. And getting back to your training --

13 A. Okay.

14 Q. Do you receive -- well, in your procedures, and what you do  
15 when you get on your train before you get moving, do you have a  
16 conversation with your conductor? Do you have a job brief, or --

17 A. Yes, every day.

18 Q. Okay. What's included in that?

19 A. For my particular job right now is to what -- the trains  
20 we're supposed to move, what end are you going to be on, usually  
21 how the move is to be made regarding two-car safety stops. Again,  
22 what's the next move, where I'll meet you, and that technical  
23 stuff.

24 Q. Good. Do you also do some type of a fitness for duty  
25 assessment when you have a face-to-face with your conductor?

1 A. I don't. We both seem fit for duty, so --

2 Q. Yeah. Have you ever had an instance where your conductor,  
3 you didn't think was fit for -- like he was very sick --

4 A. No.

5 Q. -- or perhaps some alcohol, or inebriated?

6 A. No.

7 Q. Okay. What would you do if that was the situation?

8 A. I would probably inform a supervisor as to the current  
9 situation, whether the person seemed fatigued, and then I would  
10 possibly talk to the person, find out if they are okay.

11 Q. Okay. So you would talk to the person, see if they're okay,  
12 and you mentioned calling a supervisor. How exactly would you do  
13 that?

14 A. Depending on where I am, would depend on the supervisor that  
15 I would call.

16 Q. Okay.

17 A. Or even possibly reach out to the Movement Bureau to try and  
18 get in contact with whatever supervisor was near the area.

19 Q. Okay. The Movement Bureau is?

20 A. 204. That's our central located kind of -- helps move all  
21 the trains and that --

22 Q. Yeah. A central control?

23 A. Yeah, central control area. Yeah.

24 Q. Okay. And would you use your radio or a company cell phone  
25 or personal cell phone?

1 A. We don't have a company cell phone. If it's before my  
2 duties, I would probably use my cell phone or a work-related phone  
3 in the trainman's room somewhere.

4 Q. Okay.

5 A. And if not, then I would try and contact over the radio, via  
6 channel 2 to 204.

7 Q. Okay.

8 A. Or, again, if I am, I would ask whatever channel I'm on if  
9 there's a supervisor around.

10 Q. Okay. And you would then wait until you were able to talk  
11 with a supervisor?

12 A. Yes.

13 Q. Okay. So even if your train was scheduled to leave, would  
14 you still wait?

15 A. I would.

16 Q. Okay. And would you feel empowered then to delay it, no  
17 matter how long you needed to, until you got word from the  
18 supervisor?

19 A. If it was an unsafe situation, yes.

20 Q. Okay. And if the supervisor said go ahead, and you still  
21 thought it was unsafe, what would you do?

22 A. I don't know. I guess at which point I would try to contact  
23 a different supervisor or get ordered out, I guess. I --

24 Q. Okay. Okay, a different supervisor.

25 A. Yeah.

1 Q. Yeah. Do you also have an avenue to contact your union?

2 A. Yeah, via my -- like a phone line. I mean, there's no --

3 Q. I mean, but is that something that you might consider also?

4 A. It's something I might consider after I, right, took my key  
5 out of the master controller, and --

6 Q. Um-hum. Would the union have -- do you feel that your union  
7 would have the authority to say don't move if you feel it's  
8 unsafe?

9 A. I think they'd probably give me the advice that I needed to  
10 get, and if the situation being so, I believe that they would tell  
11 me don't move the train under that circumstances.

12 Q. Okay. Thank you.

13 And do you receive any -- in your refresher training, or  
14 perhaps in a bulletin or something, or a face-to-face safety brief  
15 or something, do you receive any guidance from the railroad on how  
16 to assess if your conductor or someone else on the crew is or  
17 isn't fit for duty?

18 A. No.

19 Q. All right, that --

20 A. No.

21 Q. Okay. Do you recall ever receiving anything about that?

22 A. Not regarding, like, if someone is fit for duty. I mean, I  
23 think that would be more of a personal thing. I mean, if someone  
24 looks like they can't do their job, you should be able to  
25 physically, visibly see that, I would think. That's my opinion.



1 MS. GARCIA: Um-hum. Okay. Thank you. That's all I have.

2 UNIDENTIFIED PERSON: No question.

3 BY MR. BECKER:

4 Q. Just for -- Bret Becker from Long Island. Just for  
5 clarification purposes, part of your -- excuse me -- part of your  
6 periodical training that you get, have you ever heard the term  
7 passenger training emergency preparedness?

8 A. Yes.

9 Q. And that's part of that train evacuation and safety  
10 procedures, correct?

11 A. Correct.

12 MR. BECKER: Okay. Thank you. I have no further questions.

13 UNIDENTIFIED PERSON: Nothing further. Thank you.

14 UNIDENTIFIED PERSON: Nothing further.

15 BY MR. MARALDO:

16 Q. This is for clarification, too. Rob Maraldo. Did you tell  
17 us the Movement Bureau was also known as 204?

18 A. Yes.

19 Q. Can you tell us why it's 204?

20 A. Because I believe the last four digits their number are 8204.

21 MR. MARALDO: Thank you.

22 UNIDENTIFIED PERSON: No further questions.

23 UNIDENTIFIED PERSON: No, no further questions.

24 UNIDENTIFIED PERSON: Nothing here. And thanks again.

25 MR. SUAREZ: You're welcome. (Indiscernible).

1 MR. TORRES: Tomas Torres with NTSB. There's no further  
2 questions. I guess we'll conclude the interview at 2:09 p.m.

3 (Whereupon, at 2:09 p.m., the interview was concluded.)  
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

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

ACCIDENT NUMBER: DCA17FR002

PLACE: Jamaica, New York

DATE: January 7, 2017

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

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Karen Coen Brooks  
Transcriber