

## UNITED STATES OF AMERICA

## NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of:

\*

\*

WMATA METRORAIL ACCIDENT

\*

Docket No.: DCA-10-FR-003

\*

\*

\* \* \* \* \*

Interview of: JOHN BRIGHT

WMATA Headquarters  
Washington, D.C.Wednesday  
January 27, 2010

The above-captioned matter convened, pursuant to notice,  
at 4:25 p.m.

BEFORE: STEPHEN KLEJST  
Investigator-in-Charge

APPEARANCES:

STEPHEN KLEJST, Investigator-in-Charge  
National Transportation Safety Board

RICK NARVELL, Human Performance Investigator  
National Transportation Safety Board

GEORGE GOOD  
Maryland Department of Transportation  
Member, Tri-State Oversight Committee

KIRK MUNRO, Safety Inspector  
Federal Railroad Administration

ERIC MADISON  
D.C. Department of Transportation  
Member, Tri-State Oversight Committee

MIKE FLANIGON  
Federal Transit Administration

RYAN FRIGO  
Federal Transit Administration

ANTHONY GARLAND, Chief Safety Officer  
ATU, Local 689

DAVE KUBICEK, Acting Deputy General Manager  
Washington Metropolitan Area Transit Authority

MATT BASSETT  
Vice Chair, Tri-State Oversight Committee  
Virginia Department of Rail and Public Transportation

DORSEY ADAMS, Rail Manager, Systems Safety  
Washington Metropolitan Area Transit Authority

BRIAN GLENN  
Federal Transit Administration

EMILE SMITH  
D.C. Department of Transportation  
Member, Tri-State Oversight Committee

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of John Bright:	
By Mr. Klejst	5
By Mr. Narvell	53
By Mr. Good	57
By Mr. Klejst	58
By Mr. Garland	60
By Mr. Good	63
By Mr. Munro	65
By Mr. Frigo	66
By Mr. Munro	67
By Mr. Garland	68
By Mr. Frigo	69
By Mr. Bassett	70
By Mr. Adams	73

I N T E R V I E W

(4:25 p.m.)

MR. KLEJST: Good afternoon, Mr. Bright. My name is Stephen Klejst and I'm an accident investigator with the National Transportation Safety Board and the investigator-in-charge of this accident. The Safety Board is investigating the circumstances, facts and events that led up to the fatal injury to two employees of WMATA on the 25th of January 2010, just north of Rockville station.

We're going to be asking you questions to develop the information necessary for our investigation. We'll be asking follow-up questions. The other members of the groups participating in the investigation will also ask questions, possibly follow-up questions, but they'll be asking questions to get information that they feel is important to put on the record.

Please be relaxed, if you can. I understand it can be overwhelming being in a room this size with this many people around a table, but try to, you know, be relaxed as possible. If you need to take a break during the interview, please let me do -- you know, let me know.

MR. BRIGHT: Okay.

MR. KLEJST: We can certainly do so. Restroom break, take -- water or what have you, just let me know.

MR. BRIGHT: Okay.

MR. KLEJST: If you're not sure about a question, we'd

1 be more than happy to rephrase the question to try clarify that  
2 for you.

3 MR. BRIGHT: Okay.

4 MR. KLEJST: If you're not sure of the answer, please  
5 let us know that you just don't know or you're not sure, rather  
6 than give us an answer that you think we may want to hear. But --

7 MR. BRIGHT: Okay.

8 MR. KLEJST: -- let us know that as well. If you're  
9 providing an estimate, just let us know that it is an estimate  
10 based on your professional experience that you provide. And I  
11 think that about covers it.

12 MR. BRIGHT: Okay.

13 MR. KLEJST: All right.

14 INTERVIEW OF JOHN BRIGHT

15 BY MR. KLEJST:

16 Q. Could you please let us -- again, for the benefit of  
17 everyone in the room, let us know your occupation, when you  
18 started service with WMATA, and how long you have been in your  
19 current occupation. So total years of service as well as how long  
20 you've been in your current occupation.

21 A. Okay. Right now I'm a rail operation supervisor -- I  
22 mean, control supervisor for Metrorail. I've been in the office  
23 at least -- 2002. I've been with the company for 21 years now.

24 Q. And what positions have you held during the 21 years  
25 prior to rail operations control supervisor?

1           A.    1988, started out as a bus operator. From there I was a  
2 utility clerk for the bus depot as a utility depot clerk.

3           Q.    Okay. And when did you start that roughly?

4           A.    I'd say within --

5           Q.    I'm sorry, could -- I can't see that without my glasses.  
6 I'm sorry.

7                   UNIDENTIFIED SPEAKER: He needs his name.

8           MR. KLEJST: Oh, I'm sorry. I've been doing this all  
9 afternoon, and thank you for catching that. I apologize to the  
10 group.

11                   BY MR. KLEJST:

12          Q.    Could you please state your name and spell it for the  
13 court reporter?

14          A.    I'm sorry. My name is John Bright, and that's J-o-h-n,  
15 B-r-i-g-h-t.

16          Q.    Yeah, I had copied it down for myself and I failed to go  
17 on the record asking that going right to your position.

18                   MR. KLEJST: Thank you for reminding me.

19                   BY MR. KLEJST:

20          Q.    Okay. Again, the bus operator position in 1988 you  
21 started and then you became a utility clerk about approximately  
22 what time?

23          A.    Around -- I'd say about from 1998.

24          Q.    '98. And from '98 to what time, what point?

25          A.    1998 to, say, 1990- -- until 2000. I'm not sure, but I

1 was station manager from 1999. And from there I was a road  
2 supervisor in the same year.

3 Q. Also in 2000?

4 A. Um-hum. I mean, I was supervisor and a train operator.

5 Q. And in 2002, you became the rail operations control  
6 supervisor?

7 A. Yes.

8 Q. Okay. On the -- let's see, what is your tour of duty?  
9 When do you report for duty and what time, what days of the week  
10 do you work?

11 A. My current position now, I come in what is called the  
12 owl shift, from 10 at night till 6 in the morning.

13 Q. And is that Monday through Friday or Sunday through  
14 Thursday?

15 A. Right now my days off -- I'm off Thursday and Friday, so  
16 Monday, Tuesday, Wednesday --

17 Q. So basically, Saturday through Monday evening --

18 A. Yup.

19 Q. -- you work?

20 A. I work.

21 Q. And so you were working Monday evening 10 p.m. into 6  
22 a.m., which would be the --

23 A. Standard hours I work.

24 Q. Okay. And during the event that we're talking about  
25 today, you were on duty as the --

1 A. Yes, sir.

2 Q. -- as the supervisor?

3 A. Yes, sir.

4 Q. As a supervisor, do you have anyone that reports to you  
5 or that is governed by your instructions during your tour of duty?

6 A. My -- in my position, I report to my superintendent and  
7 I work at a console, which I work with field personnel, which is  
8 the train supervisors, field supervisors, and also coordinate my  
9 communication with the train operators during revenue. And then  
10 after revenue, I coordinate my communication with track and other  
11 personnel that plan -- that deal with service work after revenue.

12 Q. Okay. So as a supervisor, you're operating the controls  
13 at your station console. There's no one reporting to you; you  
14 just sort of supervisor and then you roll up to, in a reporting  
15 scenario, to the superintendent?

16 A. Yes.

17 Q. Okay.

18 A. That's correct.

19 Q. All right. When you reported to work on Monday, the  
20 25th, and -- at 10:00, the person who was on duty that you  
21 replaced, did you go through any turnover, any type of a briefing?

22 A. Yes.

23 Q. Okay. Could you please describe that for us?

24 A. I'm not -- you know, that's a good question. I  
25 didn't -- I was updated by Mrs. -- I think it was Oliver,



1 Mrs. Oliver at the time, on the radio when I came in. I was  
2 supposed to be doing the radio when I first came in. She updated  
3 me and told me that there was personnel, ATC guys, working wayside  
4 between Rockville and Shady Grove, track 2, on a loss of shunt  
5 problem. And I noticed that the interlocking at Twinbrook was  
6 still lunar with the turnback. And usually when I have someone on  
7 wayside, I don't like to have the turnback up. I like to have the  
8 operator call me so that I can keep them informed incase the rail  
9 goes out or whatever that they have personnel wayside.

10 Also, my partner came in. She wanted to be on the radio  
11 because she's more strong on the radio than the buttons. You  
12 know, I agreed to that. So we switched that night. I end up the  
13 button controls while she did the radio. That's why you hear her  
14 voice on the radio at this point.

15 Q. Okay. So Ms. Oliver performed what function during the  
16 previous tour of duty?

17 A. Ms. Oliver was -- I believe, her -- she was doing the  
18 radio when I came.

19 Q. And she would be a rail operation control supervisor as  
20 well?

21 A. Yes, sir.

22 Q. Working the radio side?

23 A. Yup.

24 Q. And so there'd be -- during the previous tour of duty --

25 A. She comes in at 2:00 to 10:00.

1           Q.    So the 2 to 10 shift, there would be two people? One  
2   working the radio, the other rail operations control supervisor  
3   working the buttons on the panel?

4           A.    That's correct.

5           Q.    During the tour of duty that you were working, there's  
6   only one position or were there two?

7           A.    It was two. The other person was on the buttons, which  
8   is Dave Dillard.

9           Q.    Do you know how to spell his last name?

10          A.    D-i-l-l-a-r-d.

11          Q.    Dillard. Okay. So he was working the buttons during 2  
12   p.m. to 10 p.m. shift?

13          A.    Yes, sir.

14          Q.    Okay. Did you get a briefing from him as well?

15          A.    From him as well. I got the same briefing from him as  
16   well, person on wayside, and the trains were getting actually  
17   blocked from Rockville to Shady Grove, track 2, because of loss of  
18   shunt.

19          Q.    Now, when you started the tour at 10 a.m. -- 10 p.m. and  
20   you switched to the buttons, approximately what time of the tour  
21   of duty was that?

22          A.    The time I took -- well, I came in a little early. I'm  
23   not sure exactly what time, but you can say about 10 minutes to  
24   10. Yeah, I'd say about 10 minutes to 10 when I first took over.  
25   And as soon as Ms. Baker came in behind -- shortly behind me,

1 that's when we made the switch and I got the second update from  
2 Mr. Dillard. And I also updated Mrs. Baker that we -- that I  
3 switched with.

4 Q. And Ms. Baker starts at 10 p.m. also?

5 A. Yeah, we both work the same console at the same time.

6 Q. Okay. And she arrived at 10?

7 A. She arrived at a little before 10 right after me,  
8 shortly after I did.

9 Q. Okay. And then that was when the decision was made for  
10 her to work the radio side and you to work on the control panel  
11 side?

12 A. On the control panel side.

13 Q. Okay. And you say the switch took place around 9:50, 10  
14 minutes to 10?

15 A. Yeah. About 9:50, about 9:51, something like that.

16 Q. Okay. So before going on duty, actually, you got your  
17 debriefing or do you do a debriefing before you go on duty as far  
18 as --

19 A. I get my briefing before I take over.

20 Q. Okay. So technically, are you on duty at 9:50?

21 A. No. I'm not supposed to be on duty until 10:00, but we  
22 get there a little early so we can get a update and also give the  
23 personnel that's leaving enough time to get out on time.

24 Q. Okay. So by arrangement, so to speak --

25 A. Well, it's not just arrangement. I mean, common

1 courtesy. I mean, you know, you don't want to hold them up. They  
2 getting off on time, we getting there enough time to --

3 Q. So maybe we can call it the common practice is to --

4 A. Yeah.

5 Q. -- have the relieving operator show -- supervisor report  
6 earlier --

7 A. That's right.

8 Q. -- before the tour physically starts, get their turnover  
9 so that the current operator -- I'm sorry, supervisor can get out  
10 on time?

11 A. On time.

12 Q. Okay. So Ms. Oliver was working the 2 to 10 on the  
13 radio side. Mr. Dillard was working the button side 2 to 10.

14 A. Um-hum.

15 Q. And you got a briefing from both of them?

16 A. Yup.

17 Q. And the key piece of information that they conveyed was  
18 the absolute block on track number 2, Rockville to Shady Grove?

19 A. Um-hum.

20 Q. Because of loss of shunt?

21 A. Yup, personnel was still working.

22 Q. Okay.

23 A. And one person was looking out while the other personnel  
24 was working.

25 Q. Okay. And did both of them tell you that or did only

1 one --

2 A. No, both of them told me.

3 Q. Okay.

4 A. Both of them told me.

5 Q. So Ms. Oliver and Mr. Dillard specifically told you that

6 there were two people working. And did they --

7 A. Well, the --

8 Q. Oh, I'm sorry. Please.

9 A. I'm sorry. It was a total of three, but one was in the

10 room, the other two was wayside.

11 Q. Okay. So that there were two people working up on

12 wayside and that they were -- were there any -- were they more

13 specific as far as the location between Rockville and Shady Grove,

14 like was there a chain marker provided to you?

15 A. She did mention the chain marker at the time, and I

16 think it was A-2, 852+00.

17 Q. 825?

18 A. 852.

19 Q. Oh, I'm sorry, 852.00?

20 A. Point -- I think -- yeah, that's right, plus 00.

21 Q. Plus -- 852+00?

22 A. 00.

23 Q. That there were two worker working wayside --

24 A. Um-hum.

25 Q. -- due to loss of shunt. And that one person was

1 serving as a watchman?

2 A. Watch out, lookout. And the other person was doing the  
3 repairs.

4 Q. Working. Okay. And they were both very clear as that  
5 message? One lookout, one watchman; one repair person?

6 A. Yes.

7 Q. And that they were working at 852+00 dealing with this  
8 loss of shunt issue?

9 A. That's correct.

10 Q. And they were fully aware of that, turning it over to  
11 both you -- and was Ms. Baker present at the time that this  
12 briefing took place?

13 A. Ms. Baker wasn't present when I took over from  
14 Ms. Oliver. She was there when -- when she came in, Mr. Dillard  
15 was still on the buttons on the control side. That's when we --  
16 when she came in, she asked me did I want to switch because she  
17 was more stronger on radio. And I said okay. I agreed to do the  
18 controls while she'll take over the radio.

19 Q. All right. And are you aware of any briefing that took  
20 place with Ms. Baker regarding the activity going on at 852+00?

21 A. I'm the one gave her the update.

22 Q. Oh, you did personally?

23 A. Yeah. Because she was taking over -- I was -- she was  
24 taking over for me on the radio.

25 Q. Okay.

1           A.    So I had gave her -- because Ms. Oliver was already  
2 gone.

3           Q.    So the handoff went from you to --

4           A.    To Ms. Baker.

5           Q.    -- Ms. Baker and the same message of ATC employees  
6 working at 852+00 dealing with loss of shunt?

7           A.    That's correct.

8           Q.    And that one was working in the train control room and  
9 that there was -- and there were two working wayside?

10          A.    Wayside.

11          Q.    Okay. Is that documented in any type of written format?

12          A.    Yes. I got it in my bag if you want to see it.

13          Q.    Okay. So that -- we'll be asking -- we'll be making a  
14 request for that information, but -- and is there a specific term  
15 for that document?

16          A.    It's a -- we call it a wayside support sheet.

17          Q.    Okay. Yes, if you could hold onto that, I'm sure  
18 someone from WMATA will be asking for that document. But we'll  
19 get that through that formal request process.

20                So the wayside support sheet would have been completed.  
21 I know you can't speak on their behalf, but the -- if the outage  
22 was requested between 2 p.m. and 10 p.m., either Ms. Oliver or Mr.  
23 Dillard would have completed that form?

24          A.    Yes. They had -- they did do it before I arrived. I  
25 saw it on the sheet. And I did see the side that it was not

1 written in, that they were still wayside. So they didn't clear,  
2 so it was still showing them wayside --

3 Q. Okay.

4 A. -- and the circuit that was down in the area as well.

5 Q. Now, at the time that you went on duty at 10 p.m., track  
6 1 was still in service?

7 A. Correct.

8 Q. No restrictions, as far as you know?

9 A. On track 1, no.

10 Q. And track 2, were you aware of any control -- blocks in  
11 place by the train control room?

12 A. Yes. I saw a circuit down, which was active showing on  
13 the screen at the time at chain marker A-2, 852+00.

14 Q. Okay. That was indicated on the screen. And did you  
15 have specific knowledge that these control clamps were placed out  
16 in the field, or is that just something that based on the  
17 indication you would know that that was --

18 A. I think --

19 Q. -- performed in the field by the --

20 A. Sorry. I think Ms. Oliver was telling me that ATC took  
21 the circuit down from her when we did the switch over. The  
22 circuit was down because they was doing the work there, which is  
23 the usual practice that ATC do so incase trains will approach you  
24 can leave speed commands.

25 Q. Okay. And the group has heard the process, so I'm not



1 going to ask you to go through that for us, in the interest of  
2 time and focusing on your specific responsibilities at the  
3 operations control center.

4           So they were in place and you saw -- had a clear  
5 indication that that did in fact take place. And the track 1 was  
6 still open and was still being used for revenue service at the  
7 time?

8           A. That's correct. From trains from Shady Grove going  
9 towards Rockville and Twinbrook.

10          Q. Okay. Track 1?

11          A. Track 1.

12          Q. And track 2 was still being used or --

13          A. The trains leaving Twinbrook to Shady -- Rockville and  
14 Shady Grove.

15          Q. Okay. Was there at some point operations went from a  
16 double track to a single track operation --

17          A. Yes.

18          Q. -- during your tour?

19          A. Yup.

20          Q. If you could share with us, again, a timeframe if you  
21 could pinpoint it when it went from a double track operation to  
22 the single track operation?

23          A. I don't have the exact time, but the last train leave  
24 Shady Grove at 11:30 during that day. And it was the last revenue  
25 train and the employee train shortly right behind that. As soon

1 as the trains leave, our common practice is we take over the  
2 control board at the Shady Grove terminal, make sure there's no  
3 trains on the platform outside the signal. Once we take over  
4 control, I call the tower at Shady Grove to give us -- bring up  
5 all the units that we have on our scheduled lineup for work or  
6 coming out for transport to A15-32.

7           Usually, the units not ready in order or sometimes  
8 they're not ready at all. This particular day, they wasn't in  
9 order ready. So I told the tower operator to bring up the first  
10 unit, which is PM44, which is ready. And I think SV01 at the time  
11 was holding the other units in the yard right behind him, so they  
12 couldn't get until the operator got there. So for some reason  
13 SV01 did come up and the other unit, the third unit wasn't ready,  
14 so I asked him to send up whatever unit. But then they start  
15 coming up in order, and I send out 15-802, which was supposed to  
16 be going between Rockville and Shady Grove, working on track 2.

17           And all this process was taking, I'm doing single  
18 tracking at the same time. I single-tracked the first train as  
19 soon as the last revenue train left Twinbrook. I think it was  
20 103. And I think in between that time when we was single-  
21 tracking, I talked to the first ATC guy, which is Mr. -- 2081. I  
22 talked to him over by phone and let him know that -- the  
23 situation. He was advising me he was still wayside and I was  
24 letting him know that we was going to be single-tracking trains  
25 and the track -- would be coming out 2.

1           We also -- I also let him know that the unit was going  
2 to be -- the personnel that had that unit, that was going to be  
3 his work location because he had the red tag in that area. And he  
4 said okay. And I asked him for his cell phone number, because  
5 sometimes we have radio problems and by them being so far away,  
6 they can't get in contact with the radio or sometime they go by  
7 what we say on the radio while we're trying to contact and keep  
8 communication going. But I want them two to be in contact with  
9 each other and then I want them both to contact me and let me know  
10 that they made contact with each other by radio or verbal.

11       Q.    Okay.

12       A.    We had -- PM44 was the first one, I think it was, the  
13 first one that left Shady Grove, straight down track 1, after we  
14 cleared all the trains coming from downtown. I think SV01 was the  
15 next one. And 1502, when he came out, we -- by him being a unit  
16 that we cannot see and he's a non-shunting unit, I don't like  
17 to -- you know, we don't move units unless we have to that we  
18 can't see is short, or we don't move them at all. So that we  
19 won't get them mixed up with trains.

20           That day we moved him from track 1 and crossed him over  
21 to track 2 so he can get in to clear 08 signal in Shady Grove and  
22 be on standby for power department to rack out the tag in high  
23 speed, for wayside high speed. At that time Ms. Baker and I also  
24 instruct -- I also instruct Ms. Baker as well to make sure the  
25 operator know that he's not going to move; he's going to be there.

1 At that time 6075 called me and stated that he's going to be on  
2 the unit as well. And I also advised him that the first one's  
3 going to -- before -- no that was beforehand, he called me state  
4 that he wanted to be -- that was one that I let -- single-tracked,  
5 but we changed that because I found he was a non-shunt unit. And  
6 the single tracking, we squashed that because I can't see the  
7 unit. So take him behind 08 signal and just leave him right there  
8 in holding.

9 I think from there, we just held him. We just held him  
10 right there for the duration. We didn't want to move him because  
11 we can't see him at all. Right there -- I mean, everything else  
12 was explained to him. I mean, we didn't want to move him until we  
13 were ready to put him in the work location to go to work.

14 Q. Okay. Now, you've given us a tremendous amount of  
15 information in the last couple minutes here.

16 A. Okay. I'm sorry.

17 Q. No, no, that's fine. It's important for us to find out,  
18 again, the series of events. I just like to make sure that we've  
19 captured it correctly so that we can do our follow-ups if  
20 necessary.

21 A. Okay.

22 Q. And I hate to take you back to this point, but the --  
23 when the last train left Shady Grove at 11:30 and the employee  
24 train followed?

25 A. Um-hum.

1 Q. That's when you went to a single track operation between  
2 Twinbrook and Shady Grove?

3 A. That's correct.

4 Q. Okay. And when the last train northbound left  
5 Twinbrook -- approximately 1 a.m. did you say?

6 A. Last train left Twinbrook at about -- I'm not sure, 1 --  
7 it can't be 1 a.m. It had to be a little earlier than that.

8 Q. Okay. And I may have gotten that inaccurate. I want to  
9 make sure. Roughly what time do you think that the last train  
10 would have -- northbound now, left Twinbrook for Shady Grove?

11 A. Going toward Shady Grove? It would have been an  
12 employee train, so it would have been close to 1:00. Well, it  
13 wasn't 1:00.

14 Q. Okay. So before 1, but not too -- say, between 12:45  
15 and 1?

16 A. Yeah, something like that.

17 Q. Okay. And you're okay with that estimate?

18 A. Yeah.

19 Q. Okay. Now, PM44 was the prime mover and they were in  
20 Shady Grove yard waiting to go south?

21 A. Correct.

22 Q. SB1 [sic], I'm not sure who that is.

23 A. SV01.

24 Q. Oh, SV01?

25 A. SV01.

1 Q. Okay. Who is SV01?

2 A. SV is another unit that was transporting to its work  
3 location from Shady Grove to Medical Center, track 1.

4 Q. Okay. And what type of vehicle is that?

5 A. It's a prime mover but I think its function's not --  
6 it's not as quick like the super prime mover. It's a smaller  
7 unit.

8 Q. Okay. So from what I understand, the lineup to go from  
9 Shady Grove south to various points was prime mover 44?

10 A. Um-hum.

11 Q. SV01 and then the 15-802?

12 A. Um-hum.

13 Q. Okay.

14 A. And then another unit was supposed -- there was another  
15 unit before 1502 but it wasn't ready.

16 Q. Okay. Other than SV01?

17 A. That's right.

18 Q. Okay. So there was another unit that was planned to go  
19 but wasn't ready --

20 A. Ready to come out the main line.

21 Q. Okay. So 1502 went behind SV01?

22 A. Um-hum.

23 Q. And SV01, do you recall when that left?

24 A. No, I have to look at my sheet.

25 Q. Okay. But it was after PM44?

1 A. Yes.

2 Q. Okay. And PM44 was destined to Medical Center?

3 A. No, SV01 was going to Medical Center, track 1.

4 Q. Oh, that was Medical Center. Okay.

5 And PM44, do you recall what the destination was for  
6 that unit?

7 A. That unit supposed to been going to -- I think it was  
8 Metro Center, between Metro Center and Farragut North.

9 Q. Farragut North.

10 A. I'm not sure. I have to look at the papers.

11 Q. Okay. And 2081, that would be one of the two employees  
12 working at the site taking care of track shunt?

13 A. That's ATC.

14 Q. That's the ATC. And you spoke to him by phone?

15 A. Phone and Ms. Baker spoke to him by radio.

16 Q. Okay, and by radio.

17 Do you recall about the timeframe when either the phone  
18 call took place or Ms. Baker's phone -- the radio communication?

19 A. No, not exactly, no.

20 Q. Okay. Do you know if the phones are recorded at the  
21 OCC?

22 A. Yes.

23 Q. Okay. So your conversation with 2081 by phone along  
24 with Ms. Baker's radio conversation --

25 A. That's correct.

1 Q. -- would be recorded and time stamped?

2 A. Yeah, everything that we -- we was recorded and all  
3 movement on controls are recorded.

4 Q. Okay. And the conversation that you had with 2081 by  
5 phone, the discussion about the red tag was involved in that  
6 conversation, or did I misunderstand that?

7 A. No, that -- he was already at work when we first came  
8 and I was explaining to him that the work location was going to be  
9 turned over to 6075.

10 Q. And who is 6075?

11 A. That's the worker that's the track over there was on to  
12 15-802, which is -- he was requesting that work location on a red  
13 tag outage.

14 Q. Okay.

15 A. So I was explaining to him that I know he has to finish  
16 doing the work, that he thinks that it was important, but I need  
17 him to contact and make contact with 2080- -- I mean, 56 -- 6075,  
18 so that way -- that's his work location. And I need to make sure  
19 they coordinate, you know, that 6075 had a track unit.

20 Q. And that would have been Mr. Oliver?

21 A. Yup, that --

22 Q. So Mr. Oliver would be 6075?

23 A. That's correct. I remember now because he said he --

24 Q. Okay. So you spoke to 2081, told him about the red tag  
25 that was about to be issued to Mr. Oliver?



1 A. That's correct.

2 Q. And that they needed to coordinate?

3 A. Yeah, because also he has a tracking.

4 Q. Okay. And they would have communicated by telephone or  
5 by radio?

6 A. Well, they was -- communicate by telephone and also when  
7 we give 1502 permission to move, I let him know the chain marker  
8 and they can also coordinate by speaking to each other right at  
9 that location, too.

10 Q. Okay.

11 A. And we would tell 2081 to standby, the unit coming. And  
12 they can make communication and they'll know exactly where they  
13 are as well.

14 Q. Okay. So when you spoke to 6075, you explained to him  
15 about the unit with Mr. Oliver, the 1502, that was going to be  
16 operating through the area?

17 A. That's correct.

18 Q. And that was phone on a recorded line?

19 A. That's correct.

20 Q. Okay. And that was -- and also in that discussion it  
21 was communicated with Mr. Oliver to communicate by telephone and  
22 radio or telephone --

23 A. Both.

24 Q. Both.

25 A. And when I have -- was going to have 2081 also stand

1 clear when he move the unit, so they can also when he reach that  
2 chain marker, still talk to him again and they can coordinate.

3 Q. Okay. So Mr. Oliver, 6075, was told that the two  
4 employees were -- the two wayside employees, the ATC employees,  
5 were working at location 82 -- 852.00?

6 A. Yeah, we didn't give -- I didn't give Mr. Oliver the  
7 chain marker because I didn't want to give Mr. Oliver anything yet  
8 until we physically start put him to work in the unit. For right  
9 now I just want him to contact him on the phone --

10 Q. Oh, I understand now.

11 A. -- and talk to him.

12 Q. So you told him that they were working in the Rockville  
13 area?

14 A. Between Rockville and Shady Grove track 2, which would  
15 be in his work location once he start working.

16 Q. And that Mr. Oliver -- yeah, Mr. Oliver needed to reach  
17 out to 2081 by phone and/or radio --

18 A. And radio.

19 Q. -- to coordinate their precise location?

20 A. That's right. But Mr. Oliver has not gotten permission  
21 to go to work yet.

22 Q. Okay.

23 A. He was only just getting in contact and then get back  
24 with me once he -- they establish contact. And then once we  
25 talked to ATC, 2081, to let him know that we're going move the

1 unit, I tell 2081 to standby. Then we're going to get 1502 a  
2 block and then -- to that chain marker and they got to establish  
3 communication again and they can let me know that they worked  
4 things out.

5 Q. Okay. So -- and you're not sure about what time that  
6 conversation may have taken place?

7 A. I don't have the exact time, no.

8 Q. Okay. But we can get the time stamp for the telephone  
9 conversation.

10 A. Well, you can that --

11 Q. Okay. So the understanding was before they even left  
12 Shady Grove yard was -- with Mr. Oliver was that here's 2081's  
13 cell phone number, call him, discuss the work plan, identify the  
14 location -- sites location that you're working at and --

15 A. Not to go -- we're not going to -- he's not going to  
16 move the unit or anything until we give him permission. Because I  
17 didn't want to give any -- a lot of information, make it seem like  
18 I'm ready to put him to work. Everything that we do is going to  
19 be on the radio. I just let him know, advise him what was going  
20 on wayside.

21 Q. Okay. And do you know if any of those communications  
22 took place? Do you recall anything over the radio of him trying  
23 to reach out to 2081? Mr. Oliver, that is, reaching out to 2081?

24 A. I'm not aware of that. The only thing I'm -- we  
25 reminded him on the radio that once we had a clear 08 signal, he's

1 going to standby and ATC 2081, after I talked to him, he was going  
2 to establish communication with him as well and we're still  
3 waiting for everybody to get back with me. Right now the work --  
4 that 6075 was not going to work until I get the communication from  
5 both of those.

6 Q. Okay. So at some point there is authority to operate  
7 from Shady Grove yard through the station on track 1 and make a  
8 crossover movement onto track 2, but to remain in the clear  
9 just --

10 A. 08 signal.

11 Q. -- just the 08 signal on track 2 at Shady Grove?

12 A. That's correct.

13 Q. And the understanding was that Mr. Oliver was not to  
14 proceed south until receiving permission from OCC?

15 A. And we got it actually blocked --

16 Q. Okay. Exactly how is an absolute block provided in OCC  
17 and then once whatever is done at OCC, how is that conveyed to  
18 someone in the field, in this case -- what do you do at OCC and  
19 what information is conveyed to, in this particular instant case,  
20 Mr. Oliver?

21 A. At this time once we give him permission, we give him an  
22 absolute block by giving him a absolute block from one location to  
23 another. And he has to repeat it back to us that he understand  
24 the block is from this location to whatever location we give it  
25 to. It can be from station to station. It's up to three

1 stations. But that's the reason why we didn't want to give him no  
2 block or anything until we -- I find out that he had communicated  
3 with ATC 2081 and they both got back with me first. So -- but  
4 right now, everything's at a standstill.

5 Q. Okay. So is there any written documents that you  
6 prepare at OCC for establishing an absolute block?

7 A. Yeah, they have documents for that.

8 Q. So is there like a record that you -- a form or a block  
9 sheet that you would complete or something that?

10 A. Oh, no, not as we give the block, no.

11 Q. Okay.

12 A. It's just what we give out, communicate with over the  
13 radio.

14 Q. It would be verbal?

15 A. Yes.

16 Q. Okay. And how do you know that an absolute block was  
17 indeed given out?

18 A. Once I, once the radio person is on the radio, give a  
19 block to the particular person who we calling about. And like  
20 6075, if he's operating a unit, 1502, he'll repeat it back: "This  
21 is 1502. Central, I copy, absolute block from Shady Grove to" --  
22 or whatever to a certain location. He have to repeat it back. If  
23 we don't get it back in response or he give it back to us in a  
24 negative way, we'll ask him to either stop or re-establish  
25 communication until then. And otherwise, we just don't move him

1     until we get the block established and he know where he going from  
2     and to.   Other than that, he just don't go nowhere and just sit.

3           Q.    Okay.   So if an OCC supervisor provides an absolute  
4     block and it's repeated back properly in the field --

5           A.    That's correct.

6           Q.    -- and this is -- and I'm going to use a hypothetical to  
7     try to get -- make sure I understand this correctly.   Provide it  
8     to someone in the field.   That supervisor, for example, becomes  
9     sick, has to leave or has a family emergency and has to leave and  
10    someone else replaces them, is there any way other than I remember  
11    telling that other -- my relief person that there's an absolute  
12    block, is there any written notation made in a block sheet?   Or do  
13    we rely on verbal transfer of information?

14          A.    Well, there's not a written, but we do communicate with  
15    each other back and forth.   I'll listen to the radio person when  
16    she get a block.   And she'll look at the screen and they'll  
17    determine before I even -- before she even get a block, I make  
18    sure that, you know, the block is proper from where they're going  
19    and to -- going from and to.   Other than that, that's the only  
20    thing.   But one of us leave the console and had to go, we would --  
21    like we do a ready relief.   We'll tell that person this unit's  
22    moving and you got lunars with an absolute block from this  
23    location to that location.

24          Q.    So it would be another verbal turnover?

25          A.    And they'll look at the screen and see a unit moving,

1    which if it's this unit, you can't see movement.  So if it came  
2    down to a point like 1502, a non-shunt, we'll have 1502 stop his  
3    unit and the other person take over, and then he'll give a block  
4    from whatever point to whatever point.

5           Q.    Is there an indication on the control panel?  For  
6    example, is there a series of buttons that are programmed into the  
7    control panel that provides the block or is it still just this  
8    verbal -- I provide, in this case -- I'm providing 6075 with a  
9    block and that's being done over the radio verbally.

10          A.    That's being done over the radio.  We all make it a  
11    habit don't do anything -- moving the unit on the phone.  We have  
12    problems doing that, so we don't want to do that.  We'd rather --  
13    for the radio where it's recorded.

14          Q.    Okay.

15          A.    And other people can hear at the same time.

16          Q.    Understood.  All right.  So getting back to Mr. Oliver  
17    in the 15-802.  He was directed -- he was given a route and given  
18    permission to clear the signal just south of the signal outside of  
19    Shady Grove on number 2 track and was told to standby awaiting  
20    instructions from OCC --

21          A.    Central Control.

22          Q.    -- to proceed south?

23          A.    That's correct.

24          Q.    And he would not proceed south until OCC verified that  
25    the communication was established between the -- Mr. Oliver and

1 2081?

2 A. And also with us.

3 Q. And OCC?

4 A. That's correct.

5 Q. Do you know if there was communication established  
6 between 2081 and 6075, Mr. Oliver?

7 A. Not yet. That's the reason why we didn't move him,  
8 because until I got clarification that it was established. That's  
9 another reason why we holding him because I wasn't satisfied until  
10 I give 2081 and 15 -- I mean, 1675, they made contact each other,  
11 they know that one another there and moving. That's the reason  
12 why we held him outside --

13 Q. Okay. So he was there and as far as you knew -- oh, and  
14 about what timeframe do you think that was, roughly?

15 A. I can say around about quarter to 1, 1:00. It's when we  
16 first put him outside the signal. I think it was around that  
17 time. We put him outside a signal and him standby. Because the  
18 red tag wasn't even ready yet.

19 Q. So approximately 1 a.m., the 15-802 is being held  
20 intentionally just outside of Shady Grove awaiting some  
21 confirmation that communication was established between 6075 and  
22 2081?

23 A. Also --

24 Q. And OCC?

25 A. That's right.



1 Q. Okay. Was the -- during anytime while you were on duty  
2 that evening and early morning, after 1 a.m., did you have any  
3 understanding, and knowledge that communication had been  
4 established?

5 A. No.

6 Q. Was the 15-802 ever given permission to depart Shady  
7 Grove to proceed south from OCC?

8 A. No. Not to -- from the point that we had him clear --

9 Q. Where they were being held.

10 A. No.

11 Q. And do you recall when the last time either yourself or  
12 Ms. Baker communicated with 2081?

13 A. The last that Mr. Baker communicated was over the radio.  
14 And from my understanding when she talked to him, he stated he  
15 was not wayside but 285 and 283 were still wayside, were still  
16 near wayside, but monitoring ops 1.

17 Q. I'm sorry, what was?

18 A. He was still near wayside, but monitoring ops 1.

19 Q. Oh, monitoring ops 1?

20 A. Yeah.

21 Q. Okay. The road communication. Okay.

22 A. That's correct.

23 Q. And do you know that rough timeframe, roughly, that may  
24 have taken place?

25 A. About -- just guess, about 12:54, I guess.

1           Q.    Okay.  So, again, as far as you knew, 15-802 was still  
2   at Shady Grove just clear of the signal --

3           A.    That's correct.

4           Q.    -- awaiting your direction to provide an absolute block  
5   to proceed south?

6           A.    That's correct.

7           Q.    Okay.  Was there -- and who handles the red tag  
8   procedure?

9           A.    A red tag is generated through the personnel that  
10   request it and then fire department -- they'll generate it,  
11   then -- it's a red tag there for the GO's, what's called a general  
12   orders.  Power department bring up to us this red tag form and  
13   states that it's a chain markers and it give us -- who holding it  
14   and the time of the red tag and everything.  Once we make it clear  
15   that there's no track movement on that track, then we'll rack out  
16   the red tag.  We'll call the supervisor in MOC that -- and have  
17   him then proceed to rack out the red tag, which is take power down  
18   on that particular track or area.  And once they take the power  
19   down, then their department personnel, which would be power crew,  
20   will go -- will call us by radio on ops 1 and ask can he get  
21   permission to go wayside on high speed that area.

22          Q.    All right.

23          A.    If it's clear at the time, like we don't have any  
24   movement, we'll allow them to go out there in high stake.  But if  
25   we have movement on the track, we allow -- we'll tell them there

1 is movement on that track and we make an announcement to the  
2 operator as well. And they can go in and proceed to high stake on  
3 that track. Once they finish high staking, they'll call back to  
4 their office and the power desk and let them know they're finished  
5 what they're doing to get the tag ready. The power desk will call  
6 us back and say the tag is ready. Once the tag is ready, we'll  
7 issue it and we'll also give personnel the tag, only let them know  
8 at a certain time that they can only do certain things -- do  
9 certain -- what they can do at the time or they have to standby  
10 and wait.

11 At this particular time, we had him standby and wait.  
12 We didn't give him the full tag. We just gave him just the tag,  
13 just to give him a standby. That was about it.

14 Q. Okay. So, again, just to recap that. There's a request  
15 made from someone. In this case, 6075 would have made a request  
16 to the --

17 A. He requested earlier during the general orders and he  
18 called on the radio that night stating that -- is red tag and he's  
19 requesting it for work.

20 Q. Called you at OCC?

21 A. Um-hum. By ops 1.

22 Q. Okay. You then in turn contact the power dispatcher?

23 A. After we clear all the train movement or whatever's  
24 moving on that track, then we'll give it to the power desk.

25 Q. Power desk.

1           A.    Um-hum.

2           Q.    They perform the necessary operations for de-  
3 energizing --

4           A.    Yeah.

5           Q.    -- doing their grounding?

6           A.    They send a crew out to black out the breakers.

7           Q.    Okay.  After the power desk completes their activities,  
8 then they report back to you at OCC?

9           A.    Um-hum.  Once the power crew rack out the breakers in a  
10 certain room, they'll request from us, rail operation, on ops 1 to  
11 go wayside to high stake, confirm the power down.

12          Q.    Okay.  So then power desk would be ops 1.

13          A.    Um-hum.

14          Q.    Contacts OCC to hot stick?

15          A.    Um-hum.

16          Q.    And who does the hot stick work?  Is it --

17          A.    The power crew sends out -- they're racking out the  
18 breakers.

19          Q.    And this is handled at Shady Grove?

20          A.    They do it between Shady Grove and Rockville.  So it's  
21 two different crews, one being Shady Grove, one being Rockville,  
22 depend how far or how much power they have to take down.

23          Q.    Okay.  So it could be two crews, but still performing  
24 the same service, still hot-sticking, getting back to the power  
25 desk that would get to you that this has been accomplished?

1 A. That's correct.

2 Q. Okay. So once the power desk tells you this has all  
3 been accomplished, it's back in OCC's hands and what happens from  
4 that point to the person requesting the red tag?

5 A. The person that got the red tag, we'll let him know his  
6 tag is ready, but we don't give him permission to go work at that  
7 time yet until we give him permission to go to work.

8 Q. Okay. And in this instant case, was there a  
9 communication with 2081 that the red tag was ready?

10 A. We told 2081 -- I think my partner --

11 Q. I'm sorry --

12 A. You mean 6075?

13 Q. 6075. I stand corrected. Was 6075, Mr. Oliver, told  
14 that the red tag was ready?

15 A. When the tag was given back to OCC from MOC? Yes, he  
16 was told the tag was ready but still standing by at 81508.

17 Q. And that was going to be radio on ops 1?

18 A. That's correct.

19 Q. And you mentioned MOC. Is that the same as the power  
20 desk?

21 A. Yes, that's the same as the power desk.

22 Q. Okay. So they're synonymous or is a better term MOC?

23 A. Yeah, they deal with multi functions of the plant, power  
24 and --

25 Q. Okay. So the best of your knowledge, OCC responded back

1 to Mr. Oliver that your red tag was ready, but they were still  
2 standing by and that was going to be on ops 1?

3 A. Ops 1.

4 Q. Okay. So up until that point, through -- and I think  
5 you said that was about 12:54 -- well, roughly, 12:54 or around 1  
6 a.m., that timeframe? From 1 a.m. through 1:45, which was about  
7 the time of the incident, it was OCC's understanding that the  
8 vehicle 1502 was still standing at Shady Grove awaiting your  
9 instructions to provide an absolute block, given no authorization  
10 to proceed south?

11 A. That's correct. We didn't give him any information to  
12 move the unit at all.

13 Q. Okay.

14 A. Because, as I stated earlier, until I verify that  
15 communication was established, we're going to have him remain  
16 there until 2081 and 6075 communicate with each other.

17 Q. Okay. Now, did you communicate during the course of the  
18 time from, let's say, 12:30 a.m. through 1:45 a.m., have any  
19 communication with the prime mover-44 or the SV01? After you gave  
20 them permission to operate on 1 track south.

21 Maybe I could rephrase that. Once they were given  
22 authorization to operate south on 1 track, was that done by signal  
23 indication or did that require an absolute block?

24 A. Both signal indication and blocks. They have to verify  
25 the lunars along the way.

1 Q. Okay. So were they -- all were given absolute blocks?

2 A. Yes. Every unit has been given -- if you're given a  
3 block, you have to have lunar signals along the way and you have  
4 to verify to us as they approach the signal that they have a  
5 lunar.

6 Q. Okay. So both PM44 and SV01 would have received  
7 permission from you, absolute block. They would have gotten the  
8 lunar lights and they would have operated from Shady Grove to, in  
9 this case, Medical Center for SV01 and the Metro Center for PM44?

10 A. That's correct.

11 Q. Okay.

12 A. And he was also being advised about ATC personnel would  
13 have been wayside as well. Even though he stated he was not in  
14 the room at the time, but still let him know because the tracks  
15 are still showing him down. Until they're physically or verbally  
16 clear over the air, announcement still be made.

17 Q. Okay. So they were told to be on the lookout for ATC  
18 personnel --

19 A. Personnel track 2 --

20 Q. -- on track 2. And this was via radio on ops 1?

21 A. Radio.

22 Q. And do you recall what time PM44 and SV01 would have  
23 cleared Rockville?

24 A. Not by -- I can't estimate it, but --

25 Q. Would there be a record made of that in an OCC log,

1 either electronically or --

2 A. Probably so.

3 Q. Okay.

4 A. Probably so.

5 Q. Was there a radio communication that would have been  
6 made at some point saying I'm clear of this location?

7 A. Yeah, they always let us know. That's part of  
8 procedure. They'll tell us when they're clear or -- so they'll  
9 say they're moving or they say they clear a point. And we also  
10 when we get a block, we extend their block even farther, they also  
11 repeat that the block is extended from so and so location to the  
12 next point.

13 Q. Okay. So there would be a radio communication, for  
14 example, that -- PM44 would have been given a block from Shady  
15 Grove to -- I mean, there destination was Metro Center. How far  
16 of a block would they have received? You mentioned threes  
17 stations?

18 A. Yeah, a three station block. So it would have been from  
19 Shady Grove -- Shady Grove to Twinbrook; Twinbrook to probably  
20 Grosvenor; same thing the next three stations on down.

21 Q. So when they clear Twinbrook, PM44 would have  
22 communicated on ops 1 to OCC, I'm clear of Twinbrook station?

23 A. Twinbrook. He would state and say I'm either clear of  
24 Twinbrook or 4 signal, which is on the opposite side, when he  
25 clear. Or he'll say he cleared the platform, track 1.



1 Q. Okay. And we would be able to get a time stamp on a  
2 radio transmission to develop our timeline here?

3 A. That's correct.

4 Q. Okay. And the same thing for SV1, whose destination was  
5 Medical Center, they would have been give a block from Shady Grove  
6 to Twinbrook originally and then having that extended Twinbrook  
7 to --

8 A. That's correct.

9 Q. -- Medical Center? Okay.

10 A. Same -- I mean, all units get the same --

11 Q. Same area they were reported in the clear and you would  
12 have known when they were at a point where --

13 A. That's right. Sometimes the radio distorted and they'll  
14 utilize another radio or do their best to try to contact to let us  
15 know that they clear. Because we ask for verification are they  
16 clear.

17 Q. Okay. And to go from Twinbrook to the next point -- did  
18 you say Grosvenor?

19 A. Yeah, that would be Grosvenor.

20 Q. They would have been given another verbal instruction  
21 via the radio on ops 1 from OCC?

22 A. That's correct.

23 Q. Okay. So we can easily track their movements --

24 A. That's right.

25 Q. -- even if it's -- okay.

1           A.    That's correct.

2           Q.    All right.  So they were proceeding as planned, nothing  
3 out of the ordinary as far as that equipment.  At some point at or  
4 about 1:45, something went horrifically wrong.  If you can take us  
5 through your recollection of how the communication started and  
6 what your reaction was or what your -- Ms. Baker's, since she was  
7 working on the radio, sort of what transpired to your knowledge or  
8 your recollection.

9           A.    From communication, me and Ms. Baker, we weren't going  
10 to move 1502 -- that's our plan, is not move him until we have  
11 communication between 6075 and 2081 that they'll know -- they'll  
12 contact each other and also once we -- before we move the unit,  
13 have 2081 cease his work and standby until the unit go by and get  
14 another verbal communication with him directly so that they can  
15 work that -- he'll let him know that he's still working in that  
16 area.  Meanwhile, the unit's still sitting there until we get the  
17 verification.  From out point, we didn't have any communication  
18 with either one, so we still were waiting.  And from my  
19 understanding, at that point I think I went to the rest room and  
20 came back and she was telling me that she had an emergency, and I  
21 think that was at 1:43.  She heard him state it was a emergency.  
22 So we're thinking he's at French -- I mean, Shady Grove.  And he's  
23 saying that he -- you know, explaining he had an emergency at the  
24 unit and made contact with someone.

25                   When she -- when he gave us the chain marker, we both

1 looking at, why's he at that chain marker? Because, see, at this  
2 time we can't see the unit. The unit's like -- you know, it's a  
3 unit that doesn't show on our screen. So we was unaware that he  
4 was down in that location.

5 Q. Okay. Now, when the 15-802 places the shunts at the --  
6 near Shady Grove after they cleared, would that change your  
7 indication at all that you would get on your panel? Or would that  
8 have no affect on your panel?

9 A. It will show that he puts a shunt. The circuit that  
10 goes down showing that -- it show --

11 Q. But you wouldn't know where in the area --

12 A. Yeah, it would show directly where he's located outside  
13 08 signal at Shady Grove.

14 Q. But it would be for a significant piece of territory --

15 A. That's correct.

16 Q. -- wherever that block would be? Okay.

17 A. Right at that location.

18 Q. Okay. And prior to him placing the shunts on the rail,  
19 there was a procedure where the 15-802 would have had to have  
20 blocked switches when they made their move over?

21 A. Yeah, when we crossed him from track 1 at Shady Grove,  
22 04 signal. We crossed him over to track 2 to 06. But to put him  
23 to clear 08 due to the circuit's down with ATC, we had him block  
24 switches and once the unit -- once he blocked switches, we had him  
25 give absolute block to pass a red signal to clear 08 and be on

1 standby until we get back with him, further instructions.

2 Q. But he would have been given an absolute block to get by  
3 that signal but told to standby?

4 A. Standby. And if you have to move any more in that  
5 location point in the work area, he have to proceed -- I mean,  
6 receive an absolute block from us to move any farther.

7 Q. Okay. But he was told just to stay in the clear?

8 A. To standby. That's about it.

9 Q. And then at 1:43 you get a call and the information was  
10 provided and the understanding -- or the response was this was not  
11 where you expected the incident to take place since the vehicle  
12 should not have proceeded to that point?

13 A. That's correct.

14 Q. Okay. Now, was there any communication with either of  
15 the workers at the incident location? That would be 2081, as far  
16 as checking with them every so often to see how their work is  
17 progressing from OCC or is that not done?

18 A. Yes, he did check with us. Well, we -- the last time we  
19 talked to him, he was still standing by and was going to get back  
20 with us when he proceed with his work. Meanwhile, we still had  
21 him standing by standing clear. But he never got back with us. I  
22 think he was waiting on a part or something.

23 Q. And that was that phone conversation -- I mean, that was  
24 the radio conversation at approximately 12:54 a.m.?

25 A. If that's the time. I'm not sure of the time.

1 Q. Where they said that the -- 283 and 285 were at wayside  
2 but clear and 281 was going to --

3 A. Monitor the radio, still near -- he's still near  
4 wayside, but monitoring ops 1 for movement.

5 Q. Okay. And after that 12:54 radio communication, you're  
6 unaware of any other radio communication that took place?

7 A. No.

8 Q. Okay. What was your understanding as to where these two  
9 people were at, say, between 12:54 and 1:45?

10 A. 1502 and 6075 still holding outside of A15-08 and 2081  
11 still waiting on a part or whatever, and he still was waiting -- I  
12 still was waiting for either one to get back with me. Because I  
13 was going to get back with him -- to find out had they established  
14 communication. So that way, you know, get them to work.

15 Q. So the last time you spoke to 2081, your understanding  
16 and -- was that they were off the track waiting for a part?

17 A. That's right.

18 Q. That they weren't actively performing work?

19 A. No, they were not working.

20 Q. Okay.

21 COURT REPORTER: Can I stop for --

22 MR. KLEJST: We just have to change his tape.

23 COURT REPORTER: Sorry about that.

24 (Off the record.)

25 (On the record.)

1 BY MR. KLEJST:

2 Q. Okay. Where we left off was that the last communication  
3 that the OCC had with 2081 was approximately 12:54 where he was  
4 off the wayside along with 285 and 283 awaiting a part.

5 A. That's correct. Still waiting -- I guess still waiting  
6 for the part but was not working.

7 Q. And was not working on the track.

8 A. Was not working.

9 Q. Okay. And do you know who 285 and 283 are?

10 A. No. I basically know 2081 because I talk to him the  
11 majority of the time when I'm on duty. Anytime he have to do  
12 work, I'm always talking to him about performing the work and  
13 getting on and off the tracks.

14 Q. Okay. Your understanding was that 2085 and 2083 were  
15 other ATC employees?

16 A. That's right.

17 Q. Okay. And at 1:43, Ms. Baker informs you that this  
18 emergency call came in.

19 A. Yes. When I came back to the console, she's telling me  
20 there was an emergency, that 6075 was calling about an incident  
21 that took place. At that time, that's when I just took down the  
22 power on the opposite track as well and I think he was calling for  
23 the power down at the same time.

24 Q. Do you recall who made the call requesting emergency  
25 response?

1           A.    6075 on ops 1.

2           Q.    Okay.

3           A.    Because I heard his voice, you know.

4           Q.    And when that response or when that call came into the  
5 OCC, who did what at that point at OCC?

6           A.    Ms. Baker was still talking to them trying to obtain the  
7 information including from -- I just proceeded to take the power  
8 on track 1 because I didn't know what was going on. At the same  
9 time, he was requesting power down and emergency assistance.

10          Q.    Okay. Do you remember who placed the call or what is  
11 WMATA's procedure for requesting emergency assistance in this  
12 case? Was it specifically for medical help or was it just for  
13 emergency assistance?

14          A.    I think he requested ambulance and medical assistance  
15 and when I did that, when I got that, the -- Ms. Dennison (ph.),  
16 the customer operations service, she -- customer passenger  
17 service, she called me because she heard it and she was asking me  
18 where, and I was telling her -- and I immediately hung up with her  
19 and called my superintendent, this is Superintendent Herr (ph.)  
20 across the room and told him what was going on, too, because, you  
21 know, it was just going so fast I had to make sure I get  
22 everything going as far as I could, and I think that's when all  
23 the emergency assistant started arriving, started taking place  
24 because customer operations started -- made the call and had them  
25 to respond.

1 Q. Okay. So you were in the process of taking the power  
2 out and Ms. Baker was getting information from 6075.

3 A. That's correct.

4 Q. Customer operations, who monitors ops 1?

5 A. She monitors the whole railroad communication.

6 Q. I see.

7 A. So she's back there and she heard it, and she called me  
8 and said -- she asked me where -- what location do you want me to  
9 send the emergency assistance and I told her. Send it to  
10 Rockville Station until I get further information.

11 Q. Okay. And customer ops is located within OCC?

12 A. That's correct, on the other side of the room, yes.

13 Q. And would that be under your jurisdiction or is that the  
14 jurisdiction of the assistant superintendent on duty?

15 A. That would be under the assistant superintendent on  
16 duty.

17 Q. Okay.

18 A. He communicated with them as well.

19 Q. Took power down, customer operations called you. You  
20 relayed the information about making the initial response to  
21 Rockville Station.

22 A. Uh-huh.

23 Q. You then called the assistant superintendent, gave  
24 details --

25 A. Uh-huh.



1           Q.    -- and you were aware that customer ops was calling for  
2 medical assistance?

3           A.    Yeah, I know.  Ms. Dennison, called me, she identified  
4 herself and I know her voice.  Also, we had 6075 call me and I  
5 wanted to get the exact chain marker where there was an entry gate  
6 to get wayside from the street, and he gave me the chain marker,  
7 852+00.  From my understanding, I think he waited at the fence for  
8 emergency services to get through I think.  I'm not sure whether  
9 it was him or not but somebody put a hole in the gate at that  
10 location for emergency services to get through there.

11          Q.    Okay.  Do you recall -- are you aware of what WMATA's  
12 internal procedures are for requesting emergency assistance?  Does  
13 customer ops normally initiate the call?

14          A.    That's true.  Yeah, customer operations and the  
15 superintendent on duty.

16          Q.    And do you know who they called?

17          A.    Depending on what county that it's in, they call the  
18 county EMS and give them all the information they needed to  
19 respond to that location.

20          Q.    Okay.  So customer ops reaches out to whatever the  
21 appropriate county is and there's a series of numbers available to  
22 them --

23          A.    Yes, sir.

24          Q.    -- so they would know to go right to the specific  
25 location?

1 A. That's have direction for all that.

2 Q. Okay. Do you know how WMATA police are notified of an  
3 incident?

4 A. I think -- I called them at the same time.

5 Q. Oh, you called them.

6 A. Yeah. I called 2121, and I think they was already there  
7 before I even --

8 Q. Okay. Do you know if WMATA PD monitors ops 1?

9 A. I think so. I'm not sure.

10 Q. Okay.

11 A. I'm not sure.

12 Q. So because they were aware of it, it's likely that they  
13 monitored and heard and were initiating their own response in  
14 addition to customer ops reaching out to the county EMS in  
15 Montgomery?

16 A. That's correct.

17 Q. Okay.

18 A. I think they monitor not only just the railroad, but I  
19 think they monitor --

20 Q. Okay. So at that point, you mentioned the power was  
21 removed. Was there a process in place at that point to take  
22 tracks out of service in a more formal sense, cease operation?

23 A. There was no other movement on the opposite track.  
24 Everything was cleared moving from Shady Grove towards Rockville.  
25 So there was no other movement. We wasn't -- like I said, we

1 wasn't aware of any movement because we didn't give them  
2 permission to move or to work --

3 Q. Okay.

4 A. -- until we, like I said, we established communication  
5 with both ATC and track because --

6 Q. Okay. So -- I'm sorry. Go ahead.

7 A. Because I didn't want, you know, I wanted ATC to make  
8 sure he established that before that unit moves and we also made  
9 sure he talked to him on the radio as well to stand by until he  
10 get another communication from him.

11 Q. Okay. So since you didn't have no traffic approaching  
12 either -- from either direction, that was not an issue that you  
13 needed to be concerned about --

14 A. No.

15 Q. -- at that point, and you said there may have been  
16 another vehicle lined up to come out but had not left Shady Grove  
17 yet?

18 A. That vehicle left way before that even happened. I'm  
19 not sure what the number was. I'd have to look at my paperwork.  
20 Before -- I mean during that, that was gone a long time ago.

21 Q. That would be the 44 and the SV01.

22 A. Yeah.

23 Q. I think you said there may have been another vehicle  
24 that was originally scheduled to come out before 1502, I mean 15-  
25 802.

1           A.    Yeah, I think it was -- I'm trying to remember what  
2   order it was in because they got mixed up from SV01 blocking them  
3   in.  So I'm not even going to go over that because I'm not even  
4   sure how the units ended up coming out the way they did.

5           Q.    But there was no one piece of work equipment scheduled  
6   to leave.

7           A.    No.

8           Q.    So there was no issue with having to --

9           A.    No.

10          Q.    -- keep track of another vehicle, work equipment or any  
11   kind of extra?

12          A.    No.

13          Q.    Okay.

14          A.    Because if they did, I was making announcements still to  
15   2081 that we still have a unit moving on track 1 as well.

16          Q.    To 2081?

17          A.    Yeah, because even though he said he still wasn't  
18   wayside, I still had to make the announcements.  So that way, you  
19   know, in case something do happen --

20          Q.    Okay.

21          A.    -- that would be showing that they know something is  
22   moving.

23          Q.    All right.  Okay.  I think I'm complete.  I could very  
24   well have additional questions as I get to thinking about the  
25   information you provided as well as hearing some of the other

1 questions that may develop. So do you need to take a break or are  
2 you okay?

3 A. I'm okay.

4 Q. You're all right.

5 A. Yeah.

6 Q. Okay.

7 MR. KLEJST: I'll turn it over to Mr. Narvell.

8 BY MR. NARVELL:

9 Q. Okay. That was a very comprehensive discussion.  
10 There's a lot of moving pieces it sounds like here but I'm going  
11 to -- what I kind of wrote down, Mr. Bright, I think are three  
12 points and I just want to just say yea or nay as I go down here,  
13 okay.

14 A. Okay.

15 Q. 15-802 should have been held at A15-08 until further  
16 notice. Yes or no.

17 A. Yes.

18 Q. The red tag procedure at that point had not been  
19 completed for 15-802. Is that correct?

20 A. Had not been completed.

21 Q. Had not been completed and finalized?

22 A. It's been finalized but it was not -- he was not ready  
23 to go to work. He did not have permission to work.

24 Q. It was not in effect?

25 A. No. No. You're right. No.

1           Q.    I'll put a check by that, too.  And bullet 3 is there  
2    should have been, as was requested, communications between 2081  
3    and 6075.

4           A.    Correct.

5           Q.    Thank you.  I think that's the three bullets that I kind  
6    of wrote down from all these things moving around here.  And I  
7    believe you said to your knowledge that did not happen in  
8    communications between --

9           A.    Not yet.  It did not take place.

10          Q.    -- 6075 --

11          A.    That's why we didn't want him to move.

12          Q.    I actually have one more bullet here.  When you found  
13    out from 6075 where he was calling in, you were surprised because  
14    he wasn't supposed to be there?

15          A.    No.

16          Q.    He was supposed to be further south.

17          A.    He was supposed to be holding outside of A15-08.

18          Q.    Okay.  All right.  One last question for me.  When you  
19    spoke to 6075 and 2081, I know it's on the radio --

20          A.    Uh-huh.

21          Q.    -- and/or cell phone I guess but did you notice with  
22    either of these gentleman anything unusual, abnormal?

23          A.    No.

24          Q.    Different, tired, complaining?

25          A.    No, just 2081 was anxious to get the work done.  He said

1 he had been out there for three hours, since before I came on  
2 duty, and he wanted to hurry up and get it done because, you know,  
3 it's been a long night. He had been out there all night long, and  
4 I understand how he feel but, you know, I know he's out there, but  
5 I have to go by procedure.

6 Q. So he made more of a wish list comment?

7 A. Well, not wish list. He just said he wanted to get the  
8 work done --

9 Q. Okay.

10 A. -- you know, and I understand what he was trying to do  
11 and, like I was telling him, you know, I'm with you on that but I  
12 need to make sure the communications between you and 6075 go  
13 first --

14 Q. Right.

15 A. -- before I can put in this work location.

16 Q. Sure.

17 A. So until I can get him to do that, I can't move the  
18 unit.

19 Q. So he apparently was aware of 6075 and --

20 A. Holding outside of 08 signal.

21 Q. Right.

22 A. That was about it.

23 Q. Would he have known what kind of work vehicle that is?

24 A. He knows it's a track vehicle. Ms. Baker also made sure  
25 -- I think she -- I heard her on the radio ask them if they know

1 that the unit was holding outside of 08 at Shady Grove, and he  
2 acknowledged, you know.

3 Q. And this is my last question. Before I ask you a lot of  
4 questions, I'll turn it over. To your knowledge, was there any  
5 kind of deadline for completing the work from 6075's perspective?

6 A. There is a deadline. His tag, once his tag is ready, he  
7 has until 4:00 to turn it in so we can start getting the railroad  
8 back together into the red tag. The person have to go to a  
9 different location and --

10 Q. Would he be like in a hurry up mode because he's got --  
11 he'd have about two hours?

12 A. I can't say that. You know, I don't, I don't -- I can't  
13 say that because I'm not out there with him.

14 Q. Right.

15 A. I don't know what he has in his window what he can do  
16 and what he can't do.

17 Q. Would it be -- if it came up to 4:00, if he wasn't done,  
18 he'll just say, hey, we'll have to come back another day or get  
19 another --

20 A. Usually when they do that, they just say they're not  
21 ready and we'll just have to send the track around them --

22 Q. Okay.

23 A. -- if it get to that point because sometime they have  
24 stuff that is out and they can't put together right back.

25 Q. So there would be like a plan B if need be --



1 A. Yeah.

2 Q. -- if they weren't ready. So it would sound like  
3 technically he did not have a deadline per se.

4 A. He has a deadline but sometimes, you know --

5 Q. You can work around the deadline?

6 A. Yeah.

7 Q. Okay. And the other fellow, 2081, he had made the  
8 comment he'd like to get the work done so he could go home or  
9 something to that effect?

10 A. He wanted to get it done, not --

11 Q. Not that there's a deadline involved per se.

12 A. Yeah.

13 Q. Okay. Thank you.

14 MR. NARVELL: That's all I have.

15 MR. KLEJST: Okay. Questions from TOC?

16 MR. GOOD: Yes. George Good, Tri-State Oversight  
17 Committee.

18 BY MR. GOOD:

19 Q. Mr. Bright, just a couple of questions. 15-802 was  
20 holding at the 8 signal. In order -- they wouldn't have had a  
21 favorable signal there because of the -- at that signal?

22 A. Uh-huh.

23 Q. And in order to move, not only getting permission from  
24 you, would they have had to get permission to pass the unfavorable  
25 signal also?

1           A.    They would have to get permission to get absolute block  
2   to clear the switches that are blocked, and once he cleared and he  
3   was instructed to stand by and hold that location, he would then  
4   have to get another block to move within his work location still  
5   even if ATC wasn't there to place down the remaining shunts on the  
6   other end of his work location.  So either way, he still had to  
7   get an absolute block to move.

8                   BY MR. KLEJST:

9           Q.    If I could just interject just to make sure we're all  
10   speaking the same language here.  When the 15-802 went through the  
11   crossover and was positioned just south of Shady Grove Station, in  
12   the clear, south of 15-802, that there were not signals that they  
13   would have been looking at, correct?

14          A.    That's correct.  Because he's cleared.

15          Q.    He just cleared and had an absolute block to occupy one  
16   unit length clear of the signal?

17          A.    Away from the signal.

18          Q.    And then the signal that they would have been looking at  
19   to the north would have been a stop signal but opposite direction  
20   that they wanted to travel in?

21          A.    Yeah.

22          Q.    So they had no signals behind them.

23                   MR. GOOD:  Yeah, I was thinking that the 8 signal, he  
24   moved back to the direction that he actually moved in, he still  
25   would have had --

1 MR. BRIGHT: It would have been a red signal.

2 MR. GOOD: -- an unfavorable signal.

3 BY MR. KLEJST:

4 Q. But he would have been in advance of that signal,  
5 correct? He would have been on the other side of the signal?

6 A. Yes.

7 Q. South of the signal?

8 A. If he -- let me see if I'm on the same page as you. If  
9 he clears -- once he cleared from 6 to 8, then the signal --  
10 interlocking signal is right behind him, the unit.

11 MR. GOOD: And that's the direction he would have had to  
12 move?

13 MR. BRIGHT: Yeah. And everything else would have been  
14 straight open until you get to the next signal station.

15 BY MR. KLEJST:

16 Q. I know this can't be captured on the transcript but I  
17 drew a very crude diagram of Shady Grove Station and the  
18 crossovers and tracks number 2 and tracks number 1 with a diagram  
19 of a rectangle indicating the position of the 15-802 and the  
20 signal just clear of track number 2.

21 A. That's right.

22 Q. So this would be the front cab, south direction.

23 A. Uh-huh.

24 Q. North direction. He would have moved from track number  
25 1 up the station platform, through the crossovers, clear of this

1 signal and remaining here.

2 A. That's correct.

3 Q. So there would be no signals --

4 A. No.

5 Q. -- in this direction that they would have been looking  
6 at.

7 MR. GOOD: Okay. I thought he meant back in at the  
8 station.

9 MR. KLEJST: No.

10 MR. BRIGHT: When he first came here, he came here,  
11 straight through to the interlocking at 04, then we crossed him  
12 back over here to clear 06 and then we had him clear 08 and  
13 standby.

14 MR. GOOD: Okay. So he actually went past 8.

15 MR. NARVELL: That's 8 there.

16 MR. BRIGHT: That's 8. This would be 6. This would be  
17 8.

18 MR. NARVELL: So he was holding clear at that signal,  
19 and that's where he should have remained.

20 MR. BRIGHT: That's where he should have been held until  
21 we got back with him again.

22 MR. KLEJST: I think we're all in agreement. Does  
23 anyone else need to look at my crude diagram before we proceed or  
24 are we all set?

25 BY MR. GARLAND:

1 Q. I have a question. Where's the lunar signal?

2 A. Okay. Once he cleared interlocking, there's no lunar  
3 there. Everything is red back behind him. Once he cleared it,  
4 there's a red signal behind him.

5 Q. So he would have received the lunar before he left the  
6 yard?

7 A. Yeah, he had a lunar on track 1 to leave the yard. He  
8 had one at 32 signal which is the back interlocking.

9 Q. Okay.

10 A. Then he had one at 02 at the front interlocking and then  
11 he cleared 04 which is across the interlocking. Once he cleared  
12 04, then we crossed him over at lunar 04 to go from 1 to 2 track  
13 to clear 06. Once he cleared 06, we can't see the lunar because  
14 the traffic is in normal here because ATC got a circuit down. So  
15 what we did, we had him to block 1B and 3B normal past the red  
16 signal and clear 08. Once he stayed there, that's it. We didn't  
17 want him to move. We didn't want him to do anything.

18 Q. So after the lunar, he still had a signal to hold? He  
19 was at the 8. He was at 8.

20 A. He was at 08 which is a red signal behind him.

21 Q. He just went through that one and now he's in a holding  
22 pattern.

23 A. In a holding pattern. That's it.

24 MR. NARVELL: And that was transmitted to him to stay  
25 right there?

1 MR. BRIGHT: Standby, that's it, nothing else.

2 MR. NARVELL: At 08.

3 MR. BRIGHT: At the 08 signal.

4 MR. GOOD: Because he's technically in the next block.

5 MR. KLEJST: Yeah, right. So was this movement number  
6 1, movement number 2, and movement number 3.

7 THE WITNESS: Uh-huh.

8 MR. KLEJST: Okay.

9 MR. GLENN: -- already got permission to be in that  
10 block in the direction he was going to travel or --

11 MR. KLEJST: I was fortunate enough to go up to Shady  
12 Grove and take a look at the interlockings. So I have a visual  
13 aspect of it. Some of us in the room have not, so we're I guess  
14 speaking in the abstract here. So I think this may help clear up  
15 where the signals were and the directions that they were facing.

16 MR. BRIGHT: Yeah.

17 MR. KLEJST: For the opportunity when people start  
18 reading the transcript, it's going to be extremely confusing not  
19 understanding this at this point. That's why I wanted to  
20 interrupt, and I apologize for that but I wanted to set some  
21 clarity here.

22 UNIDENTIFIED SPEAKER: I wanted to get some  
23 clarification. Is it -- was it 815-08? Is that the marker?

24 MR. BRIGHT: That's the signal number that he was  
25 clearing.

1 UNIDENTIFIED SPEAKER: That was the signal number that  
2 he cleared. That's where he was holding.

3 MR. BRIGHT: That's where he was holding, and like I  
4 said, once he cleared that 08 signal, there are two red lights,  
5 one at the top and one at the bottom.

6 UNIDENTIFIED SPEAKER: So that's not the chain marker?

7 MR. BRIGHT: No. There's a chain marker there. I'm  
8 thinking it's 936+00.

9 UNIDENTIFIED SPEAKER: 936+00.

10 MR. GOOD: But that wouldn't have been a factor because  
11 he wasn't heading in that direction.

12 MR. BRIGHT: Yeah, we're not, we're not -- he hasn't  
13 really been officially put to work. He didn't ask the block be  
14 removed anyway.

15 MR. KLEJST: So he would have been facing the A15-08  
16 signal --

17 MR. BRIGHT: From his cab.

18 MR. KLEJST: -- from his cab displaying a stop signal.

19 MR. BRIGHT: Yeah, because he was traveling backwards.

20 MR. KLEJST: But it would not have affected his  
21 movements as he was traveling in the reverse direction. Is  
22 everybody all set?

23 BY MR. GOOD:

24 Q. I've got a question though.

25 A. Yes.

1           Q.    Just for a safety point of view, you didn't want to send  
2 him up to --

3           A.    I didn't want to move him until I get communication from  
4 him and 2081 that they were aware, and then once we were ready to  
5 move him, we would tell 2081 to cease his work and stand by, let  
6 the unit come through and then he establishes contact with that  
7 chain marker, that they're going to be there and he can -- they  
8 can work it out and then if they can't work it out, then we just  
9 have our superintendent make the decision what do you want to do.  
10    More than likely, he would have canceled 6075's work and let ATC  
11 do their work because that work was more important.

12          Q.    I was just wondering, is there a reason why other than I  
13 guess it's a station, you wouldn't want to hold him at the 6  
14 signal before you were ready to move him?

15          A.    The reason I didn't hold him at the 6 signal is because  
16 we still had trains moving. It would have been a yield that we  
17 cannot see.

18          Q.    I see.

19          A.    And I didn't want to put too much, where we have trains  
20 coming through and we have a collision. I'd rather have them  
21 clear 08 where we can't move anything in there --

22          Q.    Right.

23          A.    -- and be single tracking.

24          Q.    I have another question. Do you remember at any point  
25 in time there being a conversation about confusion over the limits



1 for the red tag?

2 A. No, no conversation over that. Not that I know of.

3 MR. GOOD: That's all I have.

4 MR. KLEJST: Okay. FRA?

5 MR. MUNRO: Yeah, Kirk Munro.

6 BY MR. MUNRO:

7 Q. Mr. Bright, do you know if any of the other channels  
8 besides your channel is recorded?

9 A. All channels.

10 Q. All channels.

11 A. Yes, sir. All channels are recorded.

12 Q. Okay. Now if it's just in the field from one to the  
13 other, do -- say, from the technicians to the track people, would  
14 their communications be recorded if they were on channel 6?

15 A. I'm not sure about that but I know from my office,  
16 anything that comes to my office, ops or channel network, it's  
17 recorded. Ops 6 --

18 Q. I don't know if they went through a repeater station  
19 that maybe it would pick up the --

20 A. I wouldn't be able to tell you that about ops 6. I just  
21 know from our office, anything coming through us on either ops 1,  
22 2 or 3 or I think MOC has the same thing, they're recorded.  
23 Everything's recorded. Even by phone.

24 Q. Thank you.

25 A. You're welcome.

1 MR. KLEJST: Okay. FTA?

2 MR. FRIGO: Ryan Frigo, FTA.

3 BY MR. FRIGO:

4 Q. After they proceeded, after 15-802 proceeded through the  
5 lunar and was instructed to hold, did they copy that message?

6 A. Yes. It wasn't, it wasn't a lunar. It was a red  
7 signal. That's why we had them block the switches on 1B and 3B  
8 normal because we couldn't establish traffic going that way due to  
9 the ATC still had the circuit down on track 2. So that's when we  
10 had them block the switches on track 2 to actually block, to clear  
11 08 and stand by until we gave them permission to move so he could  
12 do his work. The only thing we had him do was just standby until  
13 we were satisfied that communication was established, and then  
14 once we -- if we didn't establish it that way, then I would have  
15 ATC 2081 stand clear even though they still wasn't wayside to make  
16 sure that I could bring the unit up and they can established  
17 communication right there, and then they'll both let me know that  
18 they contacted each other, they talked to each other and where one  
19 another was going to be.

20 Q. Okay. So the message was copied by 6075 or by the  
21 operator of the vehicle?

22 A. I think it was the operator of the unit.

23 Q. Okay.

24 A. The operator of the unit is the one that's operating.  
25 That's the one that was doing all the -- responding back to us

1 with the block.

2 Q. Okay.

3 MR. MUNRO: Excuse me. Kirk Munro again.

4 BY MR. MUNRO:

5 Q. When you say copy this, is there a prescribed form that  
6 he was supposed to copy this on?

7 A. Yes. If I tell 15-802 he has an absolute block from  
8 Shady Grove to Rockville, as an example, he'll repeat back to me  
9 the same thing I told him. Central, I copy, absolute block  
10 verified from Shady Grove 1 to Rockville 1. And then once he say  
11 -- once he repeat the block, then I'm satisfied and he'll proceed  
12 on. But if I don't copy the block, or he gives the block to me in  
13 a way that I can't understand, I'll ask him again, I'll tell him,  
14 don't move your unit until I get a good copy that, and he copy me  
15 exactly what I told him and send it back to me in the same way.

16 Q. And just for clarification for me, he's over in the  
17 block. So I would think he'd have to have some protection. Is  
18 there a way you give them a block and then in the comment section  
19 say you're held at this point?

20 A. You can stay held, standby until we get back with you.

21 Q. Did you do that?

22 A. Yes, Ms. Baker did that. She talked to him, and he  
23 responded back standing by.

24 Q. Okay.

25 MR. KLEJST: Are you okay?

1 MR. MUNRO: Yes.

2 MR. KLEJST: Okay. Anything from FTA?

3 MR. FRIGO: No.

4 MR. KLEJST: ATU?

5 MR. GARLAND: ATU, Local 689.

6 BY MR. GARLAND:

7 Q. The operator's call number was 6080, I guess?

8 A. Okay. Yeah, I remember. Yeah. 6080.

9 Q. You spoke, I guess -- somebody spoke with him and gave  
10 him the message with directions to stand at this 936+00 chain  
11 marker.

12 A. Uh-huh.

13 Q. So he was standing by. Then the lead man contacted --  
14 had to contact MOC to get the red tag.

15 A. That's correct.

16 Q. And then the red tag was issued. And then the lead man,  
17 did he ever put the shunts down?

18 A. Ms. Baker had him put his shunts down, but she still  
19 didn't give him permission to move the unit.

20 Q. Never gave him permission to move. Is it a common  
21 practice to speak with the lead man to give them permission to  
22 move after the --

23 A. No, you speak to the unit operator to move the unit.  
24 The lead man is just in charge of the work location. The lead --  
25 the operator is the one we talk to, to move the unit back and

1    forth.

2           Q.    If the operator was already in the work location, would  
3    you then be speaking with the lead man or the operator?

4           A.    I speak with the lead man for putting down procedures in  
5    the work location.  I talk to the operator and move the unit only.

6    And the lead man would either say, no, I'm not ready to move the  
7    unit or do you want me to do something or whatever.  You want to  
8    hold off on moving the unit or whatever.  Communications is always  
9    status back and forth but this time -- all communications for  
10   moving the unit would be through the operator that's moving it  
11   which is 6080.

12          Q.    6080.

13          A.    6075 was the one that's just the lead person at the work  
14   location.

15          Q.    The lead man.  And you're not aware of any  
16   communications between 6075 and 6080 --

17          A.    Only -- Ms. Baker talked to the unit operator to move  
18   the unit, to 6080.  6075 understood as well not to move the unit  
19   because he was right there with him.  He also stated that he's  
20   there because he put the shunt down.

21          Q.    All right.  Thank you.

22                MR. KLEJST:  Any other questions?  FTA?

23                BY MR. FRIGO:

24          Q.    So when permission was given to lay the shunt, was it  
25   also given to lay the work mat down?

1           A.    I'm not sure if they laid the work mat down. All she  
2   verified was the shunt. That was about it.

3           Q.    Okay.

4           A.    Like I stated before, work was not given yet because we  
5   needed to establish communication with 2081 and 6075 before we  
6   gave them movement. That was -- other than his work location,  
7   they established the shunt only and standby. That's it. Nothing  
8   else.

9           Q.    Thank you.

10           MR. KLEJST: Okay. And TOC.

11           MR. BASSETT: Yeah, I'm sorry.

12           MR. KLEJST: Just announce yourself for the Court  
13   Reporter.

14           MR. BASSETT: Matt Bassett, Tri-State Oversight  
15   Committee.

16           BY MR. BASSETT:

17           Q.    Mr. Bright, I just -- I want to relay a quick sentence  
18   or couple of sentences to identify my understanding of the  
19   conditions between 12:53 and 1:43, and I want you to stop me if  
20   say anything that's not consistent with what happened, with your  
21   understanding. At 12:53, ATC contacted OCC telling them that they  
22   were clear because they had to go look for a part.

23           A.    Yes.

24           Q.    That's correct. Around 1:00 a.m., 6075 was told that  
25   they had a red tag but they were not to move any further past that

1 signal until they received permission from the OCC and until they  
2 had established communication with 2081.

3 A. That's correct.

4 Q. That's also correct. Between 12:53 and 1:43, there was  
5 -- OCC was not checking in with 2081 because it was your  
6 understanding that they were clear of the track and therefore they  
7 didn't need to be doing radio checks?

8 A. At the time we still had other people that we was  
9 putting to work at the same time. So until we get back to them,  
10 they're still standing by. We still had people on the railroad  
11 that we had to deal with but we still haven't forgotten about  
12 them. We just making sure that we give them enough time to  
13 communicate with each other and then get back with them. It's not  
14 like we forgot about them or anything.

15 Q. Okay.

16 A. We just --

17 Q. I didn't mean to imply that.

18 A. I know. I know what you're saying but we're just making  
19 sure that we had other people that we had to put to work and still  
20 had trains still moving on the other end of the railroad but I  
21 still was at the same time, you know, trying to make sure we have  
22 established communication. That's why we didn't want to move the  
23 unit because I needed to make sure -- he's not wayside. Still I  
24 needed to make sure that before we move him, ATC 2081 is going to  
25 stop his work and stand clear and then once we get him to that

1 chain -- 15-802 to that chain marker, I want them to verbally go  
2 over with each other that he's there and they'll also come back to  
3 me that we're clear.

4 Q. And your last communication with 2081 was 12:30.

5 A. See, I'm not sure about the time but it could be around  
6 that time.

7 Q. Around that time.

8 A. Yeah.

9 Q. And 6075 was not given permission to move past that  
10 signal that's right outside of Shady Grove but they were given  
11 permission to have one of their personnel put down shunts.

12 A. Okay. See he was given an absolute block after they  
13 blocked the switches to clear A15-06 to clear 08, standby. The  
14 power department hot stucked already and they still standing by.  
15 Once the -- was ready, Ms. Baker only had them put down the shunt  
16 on that end which is identifying his work location and verifying  
17 he's still standing by, not to move the unit or anything, still  
18 standing by.

19 Q. So the expectation was someone had dismounted from 15-  
20 802, gone out a short distance, placed the shunt on that end of  
21 the work location?

22 A. That's right.

23 Q. And returned to the vehicle and wait for permission for  
24 the vehicle to be moved.

25 A. That's right, giving permission, absolute block, which



1 when we give an absolute block, the only time they move the units.

2 Q. Okay.

3 MR. BASSETT: That's all my questions.

4 MR. ADAMS: Dorsey Adams, WMATA. I just have one  
5 question.

6 BY MR. ADAMS:

7 Q. The conversation that you had with 2081 where they were  
8 clear and going to get a part --

9 A. Uh-huh.

10 Q. -- could 6075 hear that conversation?

11 A. He can hear us -- when we talk to him on the -- talk to  
12 2081 saying that he's -- from -- sometimes he can hear. It  
13 depends if he has a digital radio. I'm not sure what type of  
14 radio he had but sometimes they can hear us talking to them and  
15 our conversation coming back over to him saying that he's clear or  
16 standing by, he might probably can hear that. I'm not sure.  
17 Sometimes you can hear, sometimes you can't, due to the rail  
18 system and their location. But we still told him, he still can't  
19 move the unit.

20 Q. I understand. That answers that question.

21 MR. ADAMS: That's all.

22 MR. KLEJST: Any follow-ups from anyone?

23 Okay. I don't either. We appreciate your help in  
24 getting the information out about the incident. Do you have any  
25 questions of us at this point? We grilled you.

1 MR. BRIGHT: I kind of got used to it.

2 MR. KLEJST: Okay. Thank you very much.

3 (Whereupon, at 5:58 p.m., the interview was concluded.)

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: WMATA METRORAIL ACCIDENT  
Interview of John Bright

DOCKET NUMBER: DCA-10-FR-003

PLACE: Washington, D.C.

DATE: January 27, 2010

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been compared to  
the recording accomplished at the hearing.

---

Dan Hawkins  
Official Reporter

---

Kay Maurer  
Transcriber