

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*
*

NEW JERSEY TRANSIT TRAIN #1614
ACCIDENT AT HOBOKEN TERMINAL
AT HOBOKEN, NEW JERSEY
ON SEPTEMBER 29, 2016

Accident No.: DCA16MR011

* * * * *

Interview of: KENNETH KASSNER

Via Telephone
Thursday,
November 1, 2016

APPEARANCES:

DAVID BUCHER, Railroad Accident Investigator
National Transportation Safety Board

STEPHEN JENNER, Ph.D., Human Performance Investigator
National Transportation Safety Board

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Kenneth Kassner:		
By Mr. Bucher		5
By Dr. Jenner		15

I N T E R V I E W

(1:37 p.m.)

1
2
3 MR. BUCHER: Hello. This is Dave Bucher, rail accident
4 investigator for the National Transportation Safety Board. And
5 this is the phone interview of Mr. Ken Kassner. He was a -- he's
6 a witness for background information relative to the accident that
7 occurred in Hoboken, New Jersey, NTSB No. DCA16MR001. It's
8 November 1. The time is 1:37.

9 And Mr. Kassner, our -- my little introduction here is, this
10 interview is for the purpose -- or the purpose of this
11 investigation is to increase safety, not assign fault, blame or
12 liability. However, NTSB cannot offer any guarantee of
13 confidentiality or immunity from legal or certificate actions. A
14 transcript or summary of this interview will go into the public
15 docket. And the interviewee can have one representative of the --
16 one representative of the interviewee's choice, and that's the
17 person to accompany you.

18 Mr. Kassner, if you'd give us your name and spell your name
19 for the transcriptionist?

20 MR. KASSNER: Yes. Well, my whole name is Kenneth, K-E-N-N-
21 E-T-H, and my last name is spelled K-A-S-S-N-E-R.

22 MR. BUCHER: Great. Thank you.

23 DR. JENNER: Yes, hi. This is Stephen Jenner, S-T-E-P-H-E-N,
24 J-E-N-N-E-R. I'm a human performance investigator with the NTSB.

25 MR. BUCHER: Okay, thanks, Steve.

INTERVIEW OF KEN KASSNER

1
2 BY Mr. BUCHER:

3 Q. Mr. Kassner, if you could, as we discussed before, if you
4 could just go ahead and begin with your story, anything that's
5 relative to the accident that occurred in Hoboken.

6 A. Okay. Well, basically, as far as with my interaction with
7 Tom Gallagher, I was not actually at the incident nor do I watch
8 the news that much, so I don't really know what the news
9 broadcast. Basically I was told about it through a number of
10 people that I happen to know, including Thomas Gallagher, who
11 actually called, okay, my cell phone. I didn't keep tabs on the
12 date, that sort of thing. It was the same week of the incident.

13 He was very upset and sounded very shook up. And I said, "I
14 said, what happened?" And he said, he said, he just -- "It's
15 just, I just got into a terrible train wreck." And I said, "What
16 are you talking about?" He said, "Well, you heard -- you watch
17 the news, haven't you?" I said, "Not a lot." And he said, well,
18 basically, there was a train wreck in Hoboken. I said, "Are you
19 the, are you the guy that ran the train that my friends were
20 telling me about?" And he said, "Yes, I was."

21 Okay. Because that much I knew, that there was a train wreck
22 and there was something involving something with the motorman.
23 And I didn't know much, but then he started to give me details by
24 telling me that he was very upset, because he actually had some
25 sort of meltdown because of a -- emotional meltdown because of a

1 discrepancy or dispute that he had with his union of some sort
2 that he explained, that I didn't quite retain, and that he was
3 thinking about it.

4 And I said, "So what does this have to do with the train
5 wreck?" And he said, "Well, basically I had a conversation with
6 train crew when we were starting the run in Spring Valley, and he
7 said some things to me that I thought about, and I started to get
8 upset as the trip went along. And then, when we got to Hoboken, I
9 just got very, very upset and wasn't really paying attention to my
10 work. But I never had so much -- I never had any idea that it
11 would turn out the way he [sic] did. And I feel terrible, and I
12 don't know what I'm going to tell law enforcement."

13 I said, "So what actually happened there?" And he, and he
14 told me again. He said, "Well, basically I was -- the train was
15 just going really fast and I never thought to stop it and, you
16 know, I was daydreaming and I -- and then we got into a really bad
17 wreck and I -- you know, I messed myself up. I messed some other
18 people up. I even killed somebody."

19 And I, and I said to him -- I was emotional. And then I'm
20 quoting these. I'm not using profanity at you. I'm quoting this.
21 I said to Mr. Gallagher, "You dumb shit. Why didn't you just take
22 this up with your union instead of a bunch of innocent people
23 suffering from this? That was horrible. People's lives depend on
24 you when you operate a vehicle like a train." And he said, "I
25 know, I know. I was hoping you would be a little more supportive

1 about this." And I said, "Well, I don't know how I could be. I'm
2 always telling people that the train is the safest way to go, and
3 then something like this happens. This could have been avoided."
4 He said, "I know. I should have talked to more, I should have
5 talked to more people about it. I should have talked to my line
6 supervisor, but I didn't. I should have -- I maybe have even
7 should have talked to my wife, but I didn't talk to anybody about
8 it. Everybody just thinks that everything is fine, and I don't
9 know what to do."

10 And I said, "Well, you better think of something to do,
11 because this is, this is horrible. I mean, you feel bad for these
12 people, their families. I mean, how could you take something out
13 like this? You should be ashamed of yourself." And he said, "You
14 know, Kenny, I don't have to take this. I already heard this from
15 a bunch of other people. I certainly thought I'd call you and
16 maybe you'd be a little more supportive." And I said, "Well,
17 usually I am, but I don't know how I could be in this case. I
18 mean, this -- you did, you did wrong, Tom. Why don't you just
19 admit it? You just did wrong, okay? You screwed up."

20 And basically, he said, "Okay, well, Ken, I got to go. I got
21 other people I got to talk to. Hopefully, maybe everything will
22 be okay with my family. So I really can't talk to you anymore."
23 And I said, "Well, you were the one that called me." And he hung
24 up the phone.

25 Now my association with Tom Gallagher is that he's a former

1 printing client of mine. I have a, I have a small odds-and-ends
2 type of business that I have -- it doesn't make a lot of money,
3 certainly doesn't affect my, you know, my disability or anything
4 like that -- where I do printing and designing business cards,
5 invitations and things like that. And a number of years back, I
6 did a job for Tom.

7 And in this time, since you first called me to let me know
8 about scheduling this interview, I was digging through my files to
9 see if I had the original work order on Tom Gallagher, you know,
10 basically to, you know -- because a lot of times when you're
11 calling about these things, people ask for records or the time
12 this was done and that sort of thing. But it was too long ago and
13 things that were done at the time when I did this transaction with
14 Tom, I don't, I don't have anymore. So, you know, what I did for
15 him was like years and years ago, back in the 2000s. If I -- you
16 know, this is -- I consider this the two thousand and teens, you
17 know. I don't know if I'm saying that right.

18 But he basically -- and I'm glad he has such a good community
19 relation with people and that sort of thing, but sometimes when
20 people -- I mean, he's a real sweet guy. He's a nice guy. He's a
21 hell of a nice guy, but he's got a little bit of a temper in him
22 that comes out. And, you know, it comes out at the worst possible
23 time. And sometimes I told friends and other people that if your
24 mean streak comes out at a really bad time, you know, you could do
25 -- end up doing something terrible or making a horrible mistake.

1 And that's what happened here.

2 You know, it was just a phone call. He called me. He
3 anticipated that we were going to -- that he was going to be able
4 to confide in me, maybe get some support of some type. I don't, I
5 don't know what kind of support I could give for something like
6 this. I just don't. You know, basically, in a way, it's, you
7 know -- again, you had told me before this interview started that
8 the, you know, that it's not about fault or blame as far as the
9 NSTB [sic] is concerned. You're just trying to get to things --
10 you know, bottom of things, if I'm wording it right.

11 But, you know, I have written letters to New Jersey Transit
12 about the safety of passengers, you know, dealing with frontline
13 crew. I was specifically focused -- focusing on train crew, you
14 know. I never -- you know, I never thought about, you know, this
15 sort of thing with a motorman because usually the motorman are not
16 the biggest of New Jersey Transit's service problems. And they do
17 have a lot of service problems.

18 I've spoken to several people in New Jersey Transit about
19 having to -- you know, maybe they need to, you know, change their
20 hiring practices, and then maybe reevaluate some of the people
21 like Tom Gallagher who have been with the company such a long time
22 to make sure that they're in check. It's, you know -- New Jersey
23 Transit, like some businesses, you know, concentrates too much on
24 formalities and they put too much technology into their security
25 and they don't think of things like this.

1 But this was, this was very preventable. Absolutely
2 preventable. I mean, this is horrible. This was, this was just
3 something that, you know -- I'm happy that I wasn't there. I do
4 take New Jersey Transit quite a bit. And there were, there were
5 times I've traveled through Hoboken. So even though it was an
6 early train, you know, I just -- that could have been me. That
7 could have been, that could have been a train that I take every
8 day. I mean, I've taken New Jersey Transit early in the morning.
9 That could have been a, that could have been a Corridor or Coast
10 Line train, okay? That could have, that could have been any
11 train, okay? And I could have been badly hurt.

12 I mean, I don't stand close to the platform -- the edge of
13 the platform near the tracks. I don't know what that 34-year-old
14 woman did, because one of my friends told me that a 34-year-old
15 woman was killed. But, you know, that could have been me. I
16 mean, I'd like -- I don't like -- you know, there's many places I
17 think that, you know, I -- you know, I'm worried that, you know,
18 something could happen to me. The train is one of the last places
19 in the world where I think something of this nature could happen
20 to me. The only thing I worry about on the train is, you know,
21 problems with train crew, because train crew are very troublesome.

22 And when he mentioned before and that I was -- and I was
23 telling you about this, that the train crew had said some things
24 to upset him. Train crew are very manipulative too, okay? They
25 have a way of getting people upset. And, you know, this union

1 thing, you know, who knows? I mean, unions have a way of telling
2 people that all they have to worry about is keeping their jobs and
3 making sure they're paid well, you know, and not -- and there's no
4 emphasis on the quality of their work or something like this, you
5 know.

6 But obviously you can tell that this is a typical situation
7 of a union worker that did not want to take responsibility for
8 himself, and it showed. Because when he was talking to me, he
9 felt really bad. He was really upset. Absolutely upset. He was
10 -- I'm not going to say shook up was a thing, but he was, he was
11 upset. He was not happy. And when I -- when he, when he told me
12 about it, I didn't feel happy, you know? It's like, you know,
13 because I don't even drive. I take buses and trains. I take the
14 New -- I take trains all the time. I'm in New Jersey. I've been
15 living in New Jersey for over 30 years. So this could happen to
16 me.

17 And I talk to people, and people are worried about taking the
18 train because now they're worried that it's dangerous. And there
19 were a couple of people that I was in the -- in Manhattan with who
20 said they don't want to take the Hoboken train anymore because
21 they don't know how safe it is. And like -- you had told me when
22 you first scheduled this interview not to talk about this with --
23 talk about the Hoboken incident or Tom Gallagher with people, and
24 I didn't. But deep down inside, I still remember that
25 conversation. It was just very upsetting to me.

1 And, you know, obviously, there's some narcissism about him
2 because he was the one that called me, and he was the one that
3 said to me at the end of the call, "Ken, I got to go." So
4 obviously, it's not -- and I wasn't looking for trouble, you know.
5 I wasn't looking to like get to the, you know, to get to the
6 bottom of this, you know. Basically I don't usually get involved
7 in these things. And I don't know what more I have to tell other
8 than that.

9 Q. Well, that's great. Thank you, Ken. I have just a couple
10 questions, and I -- maybe Dr. Jenner does also.

11 A. Sure. Sure, sure.

12 Q. How long -- do you have an estimate how long you've known
13 Tom?

14 A. Well, let's see. I have to think out loud to be able to give
15 you the best accurate answer possible. I've known Tom -- let's
16 see. The work I did for him -- and it was just printing out a
17 whole slew of invitations, and that worked out well. I originally
18 met him because he himself was taking the train. I believe I met
19 him in, I believe I met him in one of the trains. I think I met
20 him at Summit Train Station. I was going there because I was
21 going to Overlook Hospital at the time. It was a long time ago,
22 too. And like I said, back in the first decade of this century,
23 in the 2000s, you know?

24 Q. Okay. Early 2000s --

25 A. Yeah, basically. And I met -- I only met him a handful of

1 times. And basically we were working on that particular printing
2 job, which turned out well. He paid me.

3 Q. Yeah.

4 A. All was good. He thanked me. He said it was really good. I
5 think he even mentioned something that he was trying to throw some
6 sort of surprise party for his wife or something like that. You
7 know, and then I have not seen him for about maybe -- I haven't
8 seen him physically for about -- a number of years since that
9 time. It was probably about 10 years.

10 And then I spoke with him on the phone, and I recognized his
11 voice. And he recognized -- well, he was calling me, so -- and we
12 spoke. You know, people -- even though I'm legally blind and I
13 don't always recognize people if I see them on the street, you
14 know, certainly they recognize me first when they see me. But we
15 didn't see each other at all. We were -- he called me on the
16 phone.

17 Q. Okay.

18 A. So, and then I guess, because we had as good an interaction
19 then, and he sees that I'm an insightful guy who could be very
20 supportive, I guess he felt inclined to see if maybe I would be
21 the same way here. I was just so upset and from -- I was getting
22 emotional about what we were talking about. I didn't think of
23 giving him emotional support and, you know, being like, "Oh, don't
24 worry about it, Tom. Everybody makes mistakes," that sort of
25 thing. Because I -- because in this conversation, I was too busy

1 thinking about those people, you know.

2 Q. Right, I understand. I have another question just as a
3 little follow-up. Did Mr. Gallagher mention what this issue was
4 with the train crew, this union issue?

5 A. Yeah. When he was -- that's the part I didn't retain. He
6 was, he was basically elaborating on the dispute with his train
7 crew. If I were to, if I were to recite it to you, I probably
8 would not give you an accurate account of that part of what he
9 said, okay? Not that I blocked it out, but basically it was, to
10 me, okay, a whole bunch of gibberish, which is usually what all
11 this stuff about unions and their workers is all about, you know
12 what I'm saying?

13 Q. Um-hum.

14 A. Even like if there's a telemarketer that calls and they're
15 calling on behalf of a union, like the PBA or that sort of thing,
16 they say a whole bunch of stuff, and it's so confusing sometimes I
17 mentally get dizzy from it. And I just, and I just -- and I'm
18 just there saying, "I'm not capable of giving at this time."

19 Q. Okay. Okay.

20 A. He was trying to explain this -- it was, it was definitely
21 some dispute with his union. I can tell you that much.

22 Q. Okay. Okay.

23 A. That he obviously didn't want to talk about with other people
24 or certain people or whoever, you know.

25 Q. Right.

1 MR. BUCHER: That's what I have. Do you have anything,
2 Steve?

3 DR. JENNER: Yeah, just a couple.

4 BY DR. JENNER:

5 Q. Thank you for your, for your story so far. This is helpful.

6 A. Sure.

7 Q. Do you have any sense -- the dispute with the train crew, do
8 you know if it was the train crew that he was working with that
9 day?

10 A. Is this Dr. Jenner?

11 Q. Yes.

12 A. Okay. Yeah, I recognize -- well, yeah. He said, he said --
13 well, it wasn't -- he didn't have -- the way he was talking, it
14 didn't sound like he had a dispute with the train crew. I think
15 he confided with the train crew, and the train crew may have said
16 something to egg on his being upset, you know what I'm saying?

17 Like you know how, for example, if you were to confide in me
18 because you were -- because, you know, of a situation with
19 somebody and somebody made you feel like you did something, and I
20 basically told you -- I'd say, "Dr. Jenner, you're being screwed
21 over. Why don't you realize this and that?" And then you get
22 really upset about it later on. And even though I wasn't the
23 person that caused the problem, basically you were upset because
24 of things I told you. Basically I think that's the best term to
25 use, is that maybe the train crew egged him on.

1 Q. The --

2 A. Okay? That's my best guess. I mean, he did say he talked to
3 somebody before he started his run in Spring Valley. So I'm
4 guessing that's where the train started. That's where the train
5 run started?

6 Q. Right. That's correct.

7 A. So basically, so as far as that. So sometime between then
8 and Hoboken, he spoke with this train crew member. And
9 supposedly, some things were discussed and said, and he didn't
10 sound like he was upset at the train crew person, but what the
11 train crew person had -- may have said to him, you know? He was
12 really upset. And it was about stuff involving his union.

13 So I really don't know the details of it, you know, as far as
14 that, so -- but I heard -- there are, there are many times I've
15 heard about people with, you know, problems with their union
16 before. I mean, Verizon. I have Verizon service, and Verizon
17 recently had a strike this year with their union. And when I was
18 trying to get my phone repaired, some of the repair people, when
19 they talked to me they were, they were bitching and complaining
20 about their union.

21 And I said, "Well, what did I do wrong? I'm the customer. I
22 didn't do anything wrong. Can't you just, can't you just fix the
23 service, and can't you fix the humming on my line and those other
24 features and fix my DSL and put the thoughts of your union aside
25 for this?" And he said, "Well, blame Verizon, because Verizon's

1 the one that pays us, and the union told us that Verizon's not
2 paying us what we're worth." You know?

3 Q. Right.

4 A. So basically, a lot of times I -- and there are many, many
5 examples to show me that sometimes people's interaction with their
6 union or things that their union tells them often stands in the
7 way of their work or will affect their work. So --

8 Q. Right. So it may not --

9 A. So yeah.

10 Q. -- may not have been necessarily he had a dispute with a crew
11 member he was working with that day, but it was some sort of issue
12 -- a bigger issue, union related?

13 A. Union related, yeah. And basically, the conversation sort of
14 egged him on and he just had a meltdown at the worst possible
15 time. He was explaining some things about Hoboken that I didn't
16 quite retain. Like, I love the railroad and I know a lot about
17 the railroad, but sometimes some of those technical things that go
18 into motorman training, like he was like saying -- he was saying
19 to me, you know, in the details that supposedly when you go
20 through the railyard where there's so many switches and everything
21 in Hoboken, you're only supposed to be going 10 miles an hour, and
22 he was going well above that. And he, and he -- and basically, he
23 was so upset he never even thought of putting on the brakes of the
24 train.

25 Q. So he never --

1 A. So basically, he was just upset at the worst possible time.

2 Q. Right. So in your conversation with him, that's -- what you
3 had told us earlier, just that his, you know, daydreaming -- I
4 think you used that word. You know, his mind was elsewhere.
5 That's what he's telling you was a factor in the accident. So he
6 -- did he mention, oh, I may have, you know, fallen asleep or I,
7 you know, lost my glasses, or, you know, something else got his
8 attention? He didn't talk about anything else?

9 A. No, nothing like that. Nothing like that.

10 Q. Okay.

11 A. Basically it was -- it was basically I -- when I said to him,
12 "How could you have a meltdown at the worst possible time?" He
13 said, "I didn't think the accident was going to be as bad as it
14 was. I've been doing this for so long. I never thought, I never
15 thought something like this would happen."

16 Q. All right.

17 A. So basically, he -- I guess he was confident that he'd be
18 able to be like this, and that he could just be able to pull into
19 Hoboken and then, you know, no passengers, you know, that sort of
20 thing as usual.

21 Q. Right.

22 A. He did not expect this. He actually told me that the train
23 went through the wall of the waiting room. It sounds -- the way
24 he described it, it sounded horrible, okay?

25 Q. Yeah.

1 A. Because all my friends that had spoken to me before or
2 afterwards basically just told me there's a -- there was a crash
3 in Hoboken Station, they watched it on the news, and basically --
4 but you can't get a lot from the news. All you can get is that
5 they're -- the news is tabloid television, so they basically try
6 to turn everything and they don't always actually give you the
7 details of it or whichever.

8 I don't -- I haven't watched the news very much in a long
9 time. I mean, sometimes I'll stumble upon it and that sort of
10 thing. You know, even the sports reports are not always accurate,
11 and I know my sports. I know my football. And basically, sports
12 will -- when they talk about the Jets or the Giants, it's not
13 always accurate.

14 Q. Okay.

15 A. And that's something I know about. I know about football.

16 So --

17 Q. Okay. Did --

18 A. Yeah?

19 Q. Did you ever work for the railroad?

20 A. Not directly. I mean, the closest I come to working for the
21 railroad was a number of years ago, back in the -- back at the
22 turn of the 20th century, I worked for a factory called Qualico,
23 which was owned by the Port Authority, making train or bus parts.
24 But that was a very long time ago. Very long time ago.

25 Q. Okay.

1 A. But I wasn't -- basically, if you're talking about did I work
2 directly under Port Authority, no.

3 Q. Right.

4 A. I didn't work directly for New Jersey Transit or the MTA. I
5 think it'd be awesome to work for the railroad.

6 Q. Right.

7 A. That would be wonderful. I'd love that job.

8 Q. Right.

9 A. I'm not saying it's hunky-dory but, you know, basically it's
10 a -- mass transit is a wonderful, wonderful thing.

11 Q. Right. So let me ask you this. You described your
12 relationship, so you didn't -- so you never had worked with Tom in
13 terms of the railroad industry. You know him from your business,
14 and this was something that was some 10 years ago, that you
15 established a relationship. But it didn't sound like you've been
16 in touch with him just until you got the call.

17 A. Well, a lot of --

18 Q. So why do you think he reached out to you after all these
19 years, where you didn't have, you know, a close relationship? Do
20 you have any thoughts about that?

21 A. Well, yeah. A lot of times, especially in this day and
22 age -- you know, basically I try to be careful, because a lot of
23 times people -- I love to make friends. But a lot of times, I've
24 found in my business that people who try to get too close to me
25 when I do the -- when you're, when you're making money, okay, at

1 small odd jobs or whichever, and your business -- you have to sort
2 of be careful because then -- of people that want to become
3 friends with you so they can get a discount or say, "Hey, you're
4 my friend now. I don't have to pay you any more for this," and
5 that sort of thing. And not that Tom was that type of person. It
6 just turned out, with him and I, that I think that we just didn't,
7 you know? Like, I'm in Linden, New Jersey and he's up there in
8 the Morristown area. You know what I'm saying?

9 Q. Right.

10 A. And Morris Plains or something like that. And basically, you
11 know, he's got a wife and kids. And, you know, we've only spoken
12 on the phone a few times, and I had asked him, "Do you have any
13 more printing jobs you'd liked me to do?" He said no. Okay,
14 that's good. You know, that sort of thing. So basically, it's
15 not like this is the first time in 10 years or so that I've spoken
16 to him. But basically, I had not seen him in that amount of time.
17 So I actually don't know what he looks like.

18 Certainly, you know, when I spoke with him on the phone, I
19 think I remembered what he sounded like. He certainly remembered
20 me. People who interact with me remember me. So basically, if
21 somebody says they don't remember me, they usually don't want to
22 or don't want to interact with me, and people who -- and then, and
23 then there's -- there are people that will try to con me. There's
24 a lot of con artists out there that will say, "Hey, I know you
25 from so-and-so." And I'm like, "Wait, what? Who?" You know?

1 So the, so the -- so I guess basically he remembered me as a
2 guy that was -- that would have been very supportive of him,
3 because people who do get to know me know that I'm a realist and
4 that I'm insightful and that I'm not going to be judgmental or
5 that sort of thing. And I guess he was hoping for that, but a lot
6 of times, there are, there are people that put on an image now.

7 I'm guessing from the people who spoke of him that they think
8 very highly of him, that they like him. And that's fine, because
9 Tom is a hell of a nice guy. He's really a great guy, you know?
10 You know, as far as that, he's the type of guy I wouldn't mind
11 going out and playing -- having a game of pool with. But he's
12 got, he's got a temper, you know. Some people are like that. You
13 ever meet somebody that they're really, really a great person, but
14 they have this little temper that they lose, you know? Whether it
15 becomes physical or not, you know?

16 Q. Right.

17 A. They just lose their cool when you don't expect it, and
18 you're like, "Whoa, whoa, whoa. Wait a minute. This is nothing
19 to, this is nothing to get upset about." Or, this is nothing to
20 get like that about. You ever see that?

21 Q. Um-hum.

22 A. Well, Tom's one of those type of people. He's a really great
23 guy and he loses his temper at the worst possible time, and
24 usually to people other than his family, I would guess. I never
25 met anybody in his family, so I don't know his wife, I don't know

1 his kids. The only -- basically, the only time I actually was up
2 in -- to see him was when I took the train to Morristown. And he
3 came and he sat down in a restaurant with me in Morristown, and I
4 took a work order from him. And then, and then I came back up
5 there afterwards to deliver his work and he paid me and we were
6 good. And that was the end of that.

7 So, but I don't drive so I couldn't go directly to somebody's
8 place. Usually, my life is basically me -- people coming to meet
9 me at the train station, you know. "Ken, you know, I'll come to
10 the train station to pick you up," or "Ken, I'll meet you at the
11 train station," or "Ken, if I come to Linden, can you meet me at
12 the train station?" I say, "Oh, yeah. Linden Train Station's
13 only a couple of blocks from my house," which it is. And even the
14 -- and I've been living in Linden for 18 years. And 14 of the
15 past 18 -- of those 18 years, I've been living in the same place.
16 So --

17 Q. Okay.

18 A. So basically, his lifestyle and my lifestyle basically
19 were -- are a lot compared to the lifestyle of other people who
20 can drive with people who can't.

21 Q. Okay.

22 A. I'm legally blind. I can't drive. So --

23 Q. Okay.

24 MR. BUCHER: Great.

25 MR. KASSNER: Did I, did I answer your question too much?

1 MR. BUCHER: No, that's good background information.

2 DR. JENNER: I don't have any other questions. You know, I
3 certainly appreciate your insight that you provided us. Thank
4 you.

5 MR. BUCHER: Yeah, we're always, we're always looking for as
6 much background information we can get. What I'll do, I'll
7 conclude -- let's conclude the interview on tape here. This
8 concludes the interview of Mr. Kassner.

9 (Whereupon, the interview was concluded.)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: NEW JERSEY TRANSIT TRAIN #1614
 ACCIDENT AT HOBOKEN TERMINAL
 AT HOBOKEN, NEW JERSEY
 ON SEPTEMBER 29, 2016
 Interview of Kenneth Kassner

DOCKET NUMBER: DCA16MR011

PLACE: Via Telephone

DATE: November 1, 2016

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.

Eileen Gonzalez
Transcriber