

## FACTUAL ADDENDUM

### **Employee Interviews:**

The Operations and Human Performance Groups conducted the following additional interviews as part of the accident investigation. Including one follow up interview. A summary of these interviews are below:

#### **Amtrak Locomotive Road foreman.**

(Interview conducted at the Sheraton Hotel, Philadelphia, PA on Wed. May 15, 2015, from 10:50 a.m. – 1:30 p.m.)

**Note.** *This interview was conducted in two parts.*

- The road foreman gave the group an overview of the operation of the ACSES system
- He stated that the ACSES system was not in service at the accident location in either direction
- He stated that Amtrak was in the process of equipping the entire Northeast Corridor with the ACSES system
- He stated that he did not know why it was not installed at the derailment location
- He said that the Amtrak locomotive was equipped with a display that showed the engineer an upcoming speed restriction
- He said there was a visual as well as audible warning
- He said that the engineer would not have gotten any less than a clear signal as he approached Shore Interlocking
- The road foreman also gave the group an overview of Amtrak's Locomotive Engineer Training and Certification Programs
- He said engineers must also attend Amtrak Operating Rules classes
- He said the initial engineer training in Wilmington, DE lasts 8 to 10 weeks
- He said the On-the-job engineer training lasts 12 to 16 months
- He said that student locomotive engineers must qualify on Amtrak territory
- He said they are tested and must pass physical characteristics tests with a 100% score

- He said Amtrak locomotive engineers do transfer within the system
- He said there is national seniority, so they can bid on jobs across the country
- He stated that the engineer involved had been operating on the Northeast Corridor for roughly 2 years
- He stated that Amtrak locomotive engineers were efficiency tested on a regular basis
- He also described the process of training a locomotive engineer on new equipment
- He said that that Amtrak had an ACS-64 team that met monthly to review improvements to enhance the locomotive

**Locomotive Engineer of Amtrak Train No. 188.**

(Follow up interview conducted at NTSB Headquarters on Tues. November 10, 2015, from 10:00 a.m. – 11:30 a.m.)

***Note.** The engineer was ask to recount as many details about the 188 trains' trip leaving 30<sup>th</sup> Street station as possible.*

- He stated that there were still gaps in his memory of the trip
- He stated that he remembered passing the stopped SEPTA train before passing North Philadelphia
- He stated that he remembered calling out to the SEPTA train before passing it
- He stated that he remembered blowing the whistle passing the SEPTA train
- He stated that there was confusion and uncertainty concerning the stopped SEPTA train
- He said it was standard procedure to provide protection for a stopped train and inspect a stopped train, so he did not know if there might be people on the ground near the stopped train
- He stated that he thought he blew the whistle extra time passing the stopped SEPTA train because of this uncertainty
- He stated that he remembered passing North Philadelphia Station

- He stated that after North Philly, he sort of remembers some speed changes approaching Frankford Jct.
- He said he remembers increasing speed approaching Frankford Jct.
- He said he vaguely remembers the train entering the curve
- He said he sort of remembers being thrown around the cab
- He said he sort of remembers a 10 pound brake reduction
- He said he sort of remembers immediately making another brake reduction
- He said he thinks he made 3 actions with the brake, a 10 pound application, a full service application, and an emergency application
- He said he remembers hoping the train (locomotive) would come back down on the track
- He said he remembers realizing the train was going over
- He said he remembers powering up his cell phone after the derailment to call for assistance
- He said he remembers loaning his cell phone to a passenger to allow her to make a call
- He said he remembers he had his flash light

**Signal Chart showing speeds allowed:**

The Chart below shows the signal indications received by the 188 train departing 30<sup>th</sup> Street Station through to the accident location. It also shows the maximum authorized speeds allowed for each signal.

Location	Signal ID	Signal Indication	Max. Authorized Speed
Departing 30 <sup>th</sup> Street	SB 111+82	Approach Medium	30 MPH
Zoo Interlocking	SIG 133+29	Medium Clear	30 MPH
Mantua	SB 161+61	Clear	30 MPH
Milepost 87	SB 194+21	Clear	70 MPH
Lehigh Interlocking	SB 261+86	Clear	70 MPH

North Philadelphia	SB 297+22	Clear	60 MPH
Milepost 83	SB 373+09	Clear	65 MPH
Shore	SB 430+33	Clear	80 MPH

**SB** - indicates a signal bridge mounted signal.

**SIG** – indicates a standalone mounted signal.

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