

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of:

\*

\*

AMTRAK TRAIN 188 DERAILMENT NEAR

\*

PHILADELPHIA, PENNSYLVANIA

\*

Docket No.: DCA-15-MR-010

MAY 12, 2015

\*

\*

\* \* \* \* \*

Telephone Interview of: CURTIS PARRISH

Philadelphia, Pennsylvania

Saturday,  
May 16, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: DAVID BUCHER,  
Railroad Accident Investigator

## APPEARANCES:

DAVID BUCHER, Railroad Accident Investigator  
National Transportation Safety Board

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

JAMES GEE, Operating Practices Inspector  
Federal Railroad Administration

CARL FIELDS  
Safety Task Force  
Brotherhood of Locomotive Engineers and Trainmen (BLET)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Telephone Interview of Curtis Parrish:		
By Mr. Bucher		4
By Mr. Fields		8
By Mr. Gee		9
By Dr. Jenner		13
By Mr. Bucher		17
By Mr. Gee		21
By Dr. Jenner		22

I N T E R V I E W

(6:36 p.m.)

1  
2  
3 MR. BUCHER: This is David Bucher, Rail Accident  
4 Investigator for the National Transportation Safety Board. And  
5 this is a telephone interview of Mr. Curtis Parrish, locomotive  
6 engineer for SEPTA, South Eastern Pennsylvania Transit Authority.  
7 And the time is 6:36, and the date is 5/16/2015. The interview is  
8 relative to the accident of the Amtrak Train 188 on May 12, 2015.  
9 The NTSB Accident Number is DCA-15-MR-010.

10 And seated to my right is --

11 MR. FIELDS: Carl Fields, F-i-e-l-d-s, Brotherhood of  
12 Locomotive Engineers and Trainmen, Safety Task Force.

13 MR. GEE: Jim Gee, FRA Operating Practices Inspector,  
14 Philadelphia.

15 DR. JENNER: Stephen Jenner, J-e-n-n-e-r, with the NTSB.

## INTERVIEW OF CURTIS PARRISH

16  
17 BY MR. BUCHER:

18 Q. Okay, Mr. Parrish, like I mentioned before, if you could  
19 just give us a run-down leaving 30th Street and what you  
20 experienced, and in particular, anything that you remember about  
21 the 188 train as he, I understand, he came up and went by you?  
22 Over.

23 A. All right. We left 30th Street at approximately 9:01.  
24 Nothing out of the ordinary. Came eastbound through Mantua. I  
25 started to increase speed, I was just -- well, in fact, as I was

1 leaving Mantua. And I saw a white light. I don't know what it  
2 was. It looked like it could've been somebody carrying a white  
3 light. So I decided to blow the horn for them, to make sure they  
4 know I was coming. I'm positive it wasn't an employee or an  
5 Amtrak employee because they didn't have a whistle board or  
6 anything like that. So I just wanted to warn them that a train  
7 was coming.

8           As I blew the horn, something hit the windshield and  
9 knocked glass into my face and onto the console, then onto my  
10 person. As I ducked down, trying to get away from it, I was  
11 clutching the door and trying to get out of the door; couldn't get  
12 the door open. And I heard a passenger knock on the door because  
13 they also heard the sound too.

14           I put the train into emergency, and I finally got the  
15 door open and started to call the CTEC 6. I could tell there was  
16 a person out there, but I couldn't tell -- I couldn't give a  
17 description or anything, because you -- if you're running in the  
18 dark, you can tell there's someone out there, but you can't really  
19 tell -- you couldn't really tell a description because they were  
20 on the 3 track that's on my right. And I'm sure that they weren't  
21 trying to be seen anyway, but I digress.

22           I called CTEC 6 and told them that something hit my  
23 windshield and shattered the windshield. I don't what it was. I  
24 told them that we would had put our train in emergency and we were  
25 stopped at milepost 86. They asked me again, you know, where we

1 were, approximately where we were, if anybody was hurt. I told  
2 them that no one was hurt, and he asked me again, was -- did I  
3 need assistance. So finally, I told him that, okay, you can send  
4 assistance, but I don't believe anybody was hurt because I was the  
5 only one in the cab obviously. I was, you know, brushing the  
6 glass off of me and everything like that.

7           And the Amtrak train was coming east, and I could hear  
8 him on the radio saying -- because he saw us stopped, I could hear  
9 him on the radio saying we have hot rail on 2. That would be  
10 train 188 passing us. That was approximately 15 minutes -- we had  
11 been stopped -- maybe 10 minutes after we had been stopped. So he  
12 passed us.

13           When he passed us, I didn't see anything out of the  
14 ordinary out of 188. It seemed to pass us at normal speed. I  
15 don't think he was going any faster than he should've been. It  
16 just passed us. But the other train was just, was telling us that  
17 a train was coming. I can't even remember if he blew his horn or  
18 not, but -- usually that would be the case, but I can't remember  
19 if he blew his horn or not.

20           So there was really nothing I could say that was out of  
21 the ordinary about 188 passing us. Usually that train does not  
22 pass us until later down the road, but since we had been -- we're  
23 in emergency and we had stopped because I was making a report to  
24 CTEC 6, it passed us earlier than it usually does.

25           It passed us. I tried to make another report to CTEC 6

1 because he was just trying to make sure we were okay and trying to  
2 make sure that he had someone coming to our assistance. That's  
3 when our power when out. And when our -- after our power went out  
4 and came back on, he told me that he had gotten an emergency call  
5 so he couldn't talk to us anymore. Because I didn't yell  
6 emergency on the radio. I just knew something hit us, and I was  
7 kind of shocked that something hit us. So I didn't yell emergency  
8 on the radio. But Amtrak got the emergency call from the 188  
9 train, so we didn't have any more contact with CTEC 6.

10           Outside of that, they sent fire, they sent police to our  
11 train. You know, we -- you know, I made sure I gave all the  
12 information to the police officers that showed up. I told the  
13 EMTs that I did not need assistance and they continued on to the  
14 other scene. That's basically everything that happened to our  
15 train.

16           Q.    Okay, great. Dave Bucher again. If you don't mind,  
17 we'll go around and ask just a couple follow-up questions.

18           A.    All right.

19           Q.    Do you remember the marker lights being lit on the 188  
20 train?

21           A.    I don't remember the marker lights because -- well, once  
22 I saw it pass us, I was really focusing on making sure that --  
23 actually, I was making sure that I didn't have any glass in my  
24 eyes.

25           Q.    Oh, well, that makes sense. That makes sense.

1           A.    Yeah, I really didn't focus on his markers. I did see  
2 him pass us, but I didn't focus on his markers. Yeah, I didn't  
3 focus on his markers at all.

4           MR. BUCHER: Okay, not a problem. I'm going to pass it  
5 off to Mr. Fields.

6           MR. PARRISH: All right.

7           BY MR. FIELDS:

8           Q.    Hi, Curtis.

9           A.    Hello.

10          Q.    Like I said, I'm with the BLET.

11          A.    Okay.

12          Q.    Just a couple of questions. I know you heard -- or,  
13 excuse me, you said, you didn't recall hearing the horn going by  
14 you. Was your window, your side window closed at the time?

15          A.    No, actually, I'm on the other side. I'm on the right  
16 side. He passed us on the left.

17          Q.    Okay.

18          A.    So since we don't have a full cab, we're on the -- I'm  
19 on the other side.

20          Q.    Right. But were either windows open?

21          A.    No, no. No, my window -- especially not on those  
22 things. My windows are never open on those, because you get --  
23 there's too much of a pull of air coming through, so I never open  
24 the window on those things. No. Those side windows were not  
25 open.



1 Q. All right. I appreciate it. If you could just, you  
2 went by it pretty quick, so I apologize --

3 A. Okay.

4 Q. You said the 188 passed. You tried called CTEC 6. His  
5 power went out. Your -- or, excuse me, your power went out. CTEC  
6 then said, they couldn't answer?

7 A. CTEC said that I should -- I got an emergency call. He  
8 could not answer me, yes.

9 Q. Okay.

10 A. He said, I just got an emergency call. So since I  
11 didn't yell emergency, the emergency call takes precedence. So I  
12 understood what he was talking about, so that was -- and you have  
13 to remember too, I was not hurt. So it wasn't like I was  
14 clamoring for, you know, some more attention or medical attention  
15 or something like that. When he said he got an emergency call, I  
16 figured that that took precedence, so that was not a problem.

17 MR. FIELDS: No, exactly. Thanks for clarifying that.  
18 That's all I have, brother. Thank you.

19 MR. PARRISH: Okay.

20 MR. BUCHER: Jim, do you have a question?

21 BY MR. GEE:

22 Q. Hello, Curtis. This is Jimmy Gee, the FRA fellow here  
23 in Philadelphia.

24 A. Yes, sir.

25 Q. Curtis, when the power went out, you know, all your

1 lights went out on your train?

2 A. Yes, you could hear the HVAC go off first.

3 Q. Okay.

4 A. It seemed like it powered down, but we do have a battery  
5 backup, so the lights should not all go out.

6 Q. Right.

7 A. And it seemed like the power came right back on, so --  
8 but looking toward Lehigh interlocking, there were no signals lit.  
9 So I knew there was some sort of power problem, because there were  
10 no signals lit, whereas before when I stopped -- when I first went  
11 into emergency, the signals were all lit. But what -- after 188  
12 passed us, and then the power goes down, there were no more signal  
13 power.

14 Q. Okay. And, Curtis, you say you were dwelling there for  
15 about 10 minutes trying to get a handle on what happened to you,  
16 correct?

17 A. Yeah, yeah, give or take. Before 188 passed, give or  
18 take about 10 minutes.

19 Q. Right, right.

20 A. Like I said, I didn't note directly what time it was,  
21 but give or take about 10 minutes. Because like I said, I was  
22 just making sure, first, that I -- fortunately, first, that I was  
23 okay, and that nobody inside -- because once I opened the door and  
24 the passengers were looking after me, I kind of gleaned that  
25 nobody in there was hurt, because they just heard the sound.

1 Q. Right.

2 A. And like -- a passenger actually knocked on the door  
3 before I could open it. And -- because they heard the sound just  
4 like I heard it when it hit the window, so it must have been  
5 pretty loud. So I was there -- before he passed us, I was there a  
6 good maybe 10 -- between 10 and 15 minutes before he actually  
7 passed us.

8 Q. Okay. Then after he passed a little bit later, the  
9 power went out like you said.

10 A. Right. Um-hum.

11 Q. And did your radio still work?

12 A. The radio still worked. Yes, the radio still worked.  
13 That's when I -- because we have the battery backup on it, the  
14 radio still worked. But CTEC had already told -- since I already  
15 made my report, the first report, CTEC told me to stand by. So I  
16 wasn't talking on the radio.

17 Q. Is that --

18 A. But when I tried to talk again, that's when he told me  
19 he got the emergency call. After the power went down, I tried to  
20 say something again on the radio, that's when he told me he got  
21 the emergency call.

22 Q. (Indiscernible) --

23 A. So I didn't try to contact him anymore. I just waited  
24 until he contacted me, because he had already said he was sending  
25 somebody -- he was already sending EMS out to our train, so I

1 didn't really need to contact him anymore until -- unless he had  
2 something else he wanted us to do. You know, I gave him the  
3 situation that the windshield was shattered and that we were  
4 stopped, so -- he really just kept on asking me where we were so  
5 he could get a good location of me.

6 In the beginning, I was looking at the cat poles, but of  
7 course I didn't realize that I was sitting right next to the  
8 milepost marker. And that was at milepost 86. I was sitting  
9 right next to the milepost marker. So that's why he didn't -- he  
10 didn't need to say anything else to me until after that, but I  
11 just wanted to -- I wanted to make sure that he knew that no  
12 passengers were hurt. That's when I called him again. And that's  
13 when he told us that he got the emergency call.

14 Q. Roger. Curtis, while you were sitting there, and you  
15 was probably feeling -- while you were sitting there, what did you  
16 hear on the radio?

17 A. The first thing I heard was the westbound -- the east --  
18 the westbound Amtrak tell me that we had hot rail on 2 track. So  
19 he was just letting me know that another train was coming past.  
20 And after that, like I said, I can't remember hearing the  
21 emergency call, but if CTEC said he got it, he got it. So you  
22 know, I didn't hear anything else on the radio though. Uh-uh.

23 MR. GEE: Okay. Thank you, Curtis. Thank you very  
24 much.

25 MR. PARRISH: You're welcome.

1 BY DR. JENNER:

2 Q. Hi, this is Steve Jenner with the NTSB and --

3 A. Yes, sir.

4 Q. -- and just a couple more follow-ups. Thank you.

5 A. All right.

6 Q. If I understand you, the one radio communication from  
7 188 was the hot rail on 2?

8 A. No, that was the train that was coming westbound. I  
9 don't know the train that -- the westbound train number. I don't  
10 know what train that is, but we pass it every night. They come  
11 through Lehigh interlocking about the same time that we do. So  
12 since we were stopped, they met us a little bit later on the trip.  
13 They were telling us that we had hot rail on 2, because he saw us  
14 when we were stopped.

15 And most of the time, when we're stopped or something  
16 happens to us, someone usually has to go out and check the train.  
17 We didn't call for protection, so I knew nobody was out there, but  
18 he was just trying to let us know that there was a train coming to  
19 us on our left and there's nobody -- make sure nobody was out  
20 there or sticking their head out there, or just trying to make  
21 sure anything else was happening.

22 So he was just telling us that -- train 188 was the one  
23 that was going eastbound. That was the one he was telling us was  
24 coming back. So I don't know who was on the other train that was  
25 on number 3 track coming through Lehigh, but he was saying that 3

1 had hot rail.

2 Q. Okay. How long after you got hit with whatever object  
3 it was before you put the train into emergency?

4 A. I'm going to tell you, I couldn't move my foot, so I  
5 didn't just take my foot off the automatic train stop. I was  
6 trying to push it -- push the lever forward. I kept missing it,  
7 because like I said, I had -- I was trying to make sure nothing  
8 was in my eyes. So I would say, a train length, maybe a train and  
9 a half-length. And we have five cars, so we going to talk about  
10 600 feet maybe.

11 Q. Okay. So one to one and half train lengths, then you  
12 put it into emergency?

13 A. Then I finally got stopped in an emergency. Because my  
14 -- I'll tell you first instinct. I didn't want to be in that  
15 small space when something was coming through the window.

16 Q. Right.

17 A. Like, you know, so the first thing I was trying to do  
18 was stop it and get out at the same time. So when I'm trying to  
19 crack the door open, for some reason, you got to press kind of  
20 hard on those, you know, to get them open. You know, and --

21 Q. Um-hum.

22 A. -- I was trying to do them both at the same time, so I  
23 got my left hand on the door and my right hand trying to put the  
24 train into emergency.

25 I don't know why I couldn't move my -- I just couldn't

1 move my legs for some reason, but -- so I was trying to do them  
2 both at the same time because I just wanted to get away from  
3 whatever was going on in there, because like I said -- I've had  
4 rocks hit my train before, but I've never had anything make a  
5 sound like that.

6 Q. Right.

7 A. So it really kind of just shook me for a minute.

8 Q. Right. Did -- were you -- was your train struck a  
9 second time that you're aware of?

10 A. Yes, it is was. It was struck in our third car too. We  
11 had another employee, he's a car cleaner, that we -- that  
12 deadhead's up train because he cleans the cars at Trenton. And he  
13 came after -- after we had stopped for a little while, he told my  
14 conductor actually. Because my conductor went to the rear because  
15 when the -- anytime we go into emergency, the conductor is  
16 supposed to make sure we have the train intact. So he immediately  
17 went to the rear to make sure we still had markers. When he went  
18 back there, the guy told him something hit back there too, that it  
19 was so loud for him that he jumped on the floor. So --

20 Q. Were you -- I'm sorry -- were you aware of it being  
21 struck at -- when it happens, or you only found out about it  
22 later?

23 A. The second time, no, I wasn't aware until they -- he  
24 actually had -- till my conductor came to the front. No, I  
25 wasn't. I wasn't aware of that.

1 Q. Okay.

2 A. Not until then. I wasn't aware it got hit twice, no.

3 DR. JENNER: Okay. Did we go through the Acela?

4 MR. BUCHER: Not yet.

5 BY DR. JENNER:

6 Q. A question, about that time frame or maybe somewhat a  
7 little earlier, did you -- were you aware of the presence of an  
8 Acela train in the vicinity?

9 A. I'm sure it probably passed us because I -- I'm sure I  
10 dimmed my lights for it, but, you know, trains pass us so many  
11 times, I'm oblivious to it because they always pass us. You know,  
12 they pass us -- I'm on the same run every day. So as long as  
13 they're on time and we're on time, they're going to pass us right  
14 there -- most of the time, right there at the same time.

15 Q. Okay.

16 A. So it's usually, like -- it's usually the Acela train  
17 first, and then another Amtrak train that's, I guess, it's a -- I  
18 don't know if it's a local one or just a slower train than the  
19 Acela, but we usually pass that when we get to North Philadelphia  
20 Station. So yeah, I'm sure it came past me, because I dimmed my  
21 lights for it, so I'm sure it did.

22 Q. The reason I'm asking is because we understand that  
23 shortly before your incident that an Acela train in the general  
24 area was also struck by a rock in the front windshield.

25 A. Yes. Okay. See, I didn't -- now, that I didn't know



1 either, you know. I thought it was the -- actually, from my  
2 understanding, I thought it was the one that passed us and told us  
3 we had hot rail, that after they passed us, they got hit too. But  
4 if it was before, I didn't hear any communication on the radio  
5 about that or -- because definitely, I would've been looking out  
6 for someone then.

7 Q. Okay. Let me just -- we're making hand gestures to each  
8 other around here. I just want to clarify my statement to you.

9 A. Okay.

10 DR. JENNER: What is our best understanding of the time?

11 BY MR. BUCHER:

12 Q. This is Dave Bucher again. I guess what we're trying to  
13 be clear is the westbound trains. And you've introduced us to  
14 what we suspected was another westbound SEPTA train, the one that  
15 passes you about the same time every day at Lehigh. And that's --

16 A. Right.

17 Q. He's the one that --

18 A. That's the one --

19 Q. He's the one --

20 A. That's one on the Chestnut Hill West Branch, yes.

21 Q. And he's the one that you think said the hot rail on 2?

22 A. No, that was an Amtrak train that said that.

23 Q. Okay.

24 A. The westbound SEPTA train had already passed us.

25 Q. Oh, okay. That's what we're trying to be clear about.

1 Thank you.

2 A. No, no, the westbound SEPTA train had already been past  
3 us.

4 Q. Okay, and just take a breath here and -- is this  
5 westbound passenger -- SEPTA passenger train, did you hear  
6 anything about a rock or anything from him, or --

7 A. No, not from the westbound SEPTA train. No, not all. I  
8 didn't hear any communication before we got hit. I didn't hear  
9 any communication on the radio about trespassers, kids throwing  
10 rocks, anything.

11 Q. Okay.

12 A. You know, usually we're listening out for things like  
13 that, especially if we're coming on the same line and -- but no, I  
14 didn't hear anything about any of that before our train got hit.  
15 No.

16 Q. Okay.

17 A. Nothing that --

18 Q. Okay, and that clears up a question now. The other  
19 westbound that you say you may have seen, maybe not, the Acela  
20 train, that's the one you can't remember anything about?

21 A. Yeah, I can't remember anything about that train. No.

22 Q. Okay.

23 A. But that was definitely -- if it passed us, it was  
24 definitely before we got it.

25 Q. Okay.

1 A. Definitely.

2 Q. And you never heard any radio communications from him?

3 A. No, not at all. No.

4 MR. BUCHER: Okay.

5 DR. JENNER: Did I misinform him about the Acela?

6 MR. BUCHER: Yeah, I --

7 DR. JENNER: I want to clear up a statement that we made  
8 to you, just so we're -- I'm not adding any confusion if --

9 MR. PARRISH: Okay.

10 DR. JENNER: Carl, can you clarify the facts?

11 MR. FIELDS: Well, we haven't spoke to the crew members  
12 yet, so --

13 MR. BUCHER: Anybody.

14 MR. FIELDS: -- we can't verify that.

15 DR. JENNER: Well, we have a picture of -- we have a  
16 picture --

17 MR. FIELDS: From that train set?

18 DR. JENNER: Yeah. Isn't that what this is?

19 MR. BUCHER: All right. Well --

20 DR. JENNER: Okay, I -- we certainly don't want to  
21 mislead you with incorrect facts. We have not talked to the Acela  
22 train.

23 MR. PARRISH: Oh, okay.

24 DR. JENNER: So we're trying just to nail down actual  
25 facts and the timing of alleged events at this point.

1 MR. PARRISH: Right. I understand.

2 DR. JENNER: So -- okay. So I don't mean to mislead you  
3 and --

4 MR. PARRISH: No, I can only tell you what I saw. I  
5 can't tell you anything else other than that.

6 MR. BUCHER: Absolutely.

7 DR. JENNER: Okay, yeah. What else do we need?

8 BY MR. BUCHER:

9 Q. Okay, this is Dave Bucher again. And I just have like  
10 one follow-up question, and we have a couple more. Nothing --

11 A. Okay, that's no problem. Take your time.

12 Q. -- really difficult. You mentioned that your train was  
13 struck a second time at least.

14 A. Yes.

15 Q. And --

16 A. Now, I didn't witness that myself. This was from what I  
17 hear from another employee. Yes.

18 Q. Okay, but this was the second car or the third car?

19 A. This was the third car on our train. We have five in  
20 our consist. He was sitting in the third car of our consist.

21 Q. Okay. Did you happen to see any damage from the second  
22 strike yourself later?

23 A. No. No, we -- they didn't want us to go back there and  
24 check it out. We had no power out there. We didn't know what was  
25 going on ahead of us. So no, we didn't go to the rear of the

1 train and check that out. Not on the outside of the train. There  
2 was no visible damage from the inside looking out, no.

3 Q. Okay. One more question, then I'm going to pass it off.

4 A. Okay.

5 Q. And it's this -- concerning the rock at the windshield.  
6 You mentioned that you never had a rock do that before. Could you  
7 elaborate on that? I mean, you said that you've been struck by  
8 rocks before. What's typical?

9 A. Yeah, we've been going by -- we go by playgrounds. We  
10 go by housing developments. Kids are always out there throwing  
11 rocks, and I've heard them hit the side of a train before. I've  
12 heard them hit the steps under, right under me before. I've never  
13 heard anything that loud before from a rock.

14 MR. BUCHER: Okay, great. Thank you.

15 All right, I'm going to pass it off to Mr. Fields again.

16 MR. PARRISH: All right.

17 MR. FIELDS: No, I don't have anything. But thank you,  
18 Curtis.

19 MR. PARRISH: Okay. You're welcome.

20 MR. BUCHER: Go ahead, go.

21 BY MR. GEE:

22 Q. Curtis, this is Jimmy Gee again.

23 A. Yes, sir.

24 Q. I just wanted -- so I understand this very clearly. Hot  
25 rail, hot rail, what train or trains told you this? Was it an

1 eastbound or a westbound or both?

2 A. That was a westbound train that told us we had hot rail.  
3 I'm assuming that he told us that because we were stopped. Most  
4 of the time -- this is not a regular passenger stop. So I'm sure  
5 he was just trying to let us know that there was a train going to  
6 pass us, so please don't be in the track area because there was a  
7 train passing us.

8 Q. Okay.

9 A. And that would be 188 that was going to be passing us on  
10 number 2 track on our left. So he was just trying to make sure  
11 that nobody was -- we didn't have any crew members out there.  
12 Nobody, you know -- you shouldn't be anywhere because we didn't  
13 call for protection, but he was just trying to make sure that we  
14 knew a train was coming past.

15 MR. GEE: Okay.

16 MR. BUCHER: Anything --

17 BY DR. JENNER:

18 Q. Okay, this is Steve Jenner again. Do you know the  
19 engineer that was involved in the accident?

20 A. No, nope. Don't know him at all.

21 Q. Okay. When you heard the communication hot rail, did it  
22 -- was it appropriate language that he used, railroad language?

23 A. Anytime somebody says hot rail, that means either  
24 someone is -- either you're by the track and there's a train  
25 coming past you. That's all that means to me.

1 Q. Okay.

2 A. So when I heard that, that's all that meant to me, that  
3 there was a train about to pass us.

4 Q. Did you acknowledge his radio communication?

5 A. I can't remember if I did or not.

6 Q. Okay.

7 A. I might have said Roger, but that was just to let him  
8 know that I heard it. You know what I mean? I can't imagine I --  
9 yeah, I can't imagine. Yeah, I can't imagine I did. I can't  
10 remember. If I did acknowledge it, I can't remember it.

11 Q. That's fine. Thank you for that.

12 A. All right.

13 Q. That's all the questions I have.

14 MR. BUCHER: Yeah, Dave Bucher. That's all I have.

15 MR. PARRISH: All right, sir.

16 MR. BUCHER: I don't think we have any more --

17 MR. PARRISH: I mean, that I hope that I've helped  
18 somewhat.

19 MR. BUCHER: -- questions. Do you have anything else  
20 you can think of before we conclude here?

21 MR. PARRISH: No. No, sir. That's just basically  
22 everything that happened on the night of the 12th.

23 MR. BUCHER: Okay, well, thank you, Curtis. We really  
24 appreciate you taking the time out to help us out here. And --

25 MR. PARRISH: Like I said, not a problem. Thank you

1 very much.

2 DR. JENNER: Yeah, thank you, sir.

3 UNIDENTIFIED SPEAKER: Thank you. Good night.

4 MR. BUCHER: Good night.

5 UNIDENTIFIED SPEAKER: Good night.

6 (Whereupon, the interview was concluded.)

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:           AMTRAK TRAIN 188 DERAILMENT NEAR  
                                  PHILADELPHIA, PENNSYLVANIA  
                                  MAY 12, 2015  
                                  Telephone Interview of Curtis Parrish

DOCKET NUMBER:           DCA-15-MR-010

PLACE:                      Philadelphia, Pennsylvania

DATE:                        May 16, 2015

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.

---

Katie Leach  
Transcriber