

**NATIONAL TRANSPORTATION SAFETY BOARD**  
**Office of Railroad, Pipeline and Hazardous Materials Investigations**

**ORAL INTERVIEW**

**Person Conducting Interview:**                      **Place of Interview:**                      **Date:**  
  
**Name**                      Cyril E. Gura                      Home Office                      02/26/2015  
**Code**                      RPH – 10  
**Title**                      Safety Engineer

**Other parties involved in the interview:**

**Type of Interview:**                      **Location of Interview:** (Check one)  
  
 X  Telephone                           Personal                       X  Office                           Field

**Name of Person Interviewed:**                      **Title:**  
  
George Reed

**Contact Information:**                      **Type of Operation:**  
  
[REDACTED]                      Concerned citizen

(Statements are paraphrased)

Mr. Reed was listening to a morning radio program (CBS 880) about 5:00 a.m. the following day. They had a retired police or fire department employee being interviewed over the air. The retired individual said that he was listening to a police scanner and he heard a broadcast of a problem at a different grade crossing on the day on the accident. He assumed that it was in the area of the accident.

I explained to Mr. Reed that the NTSB heard about the police scanner report of a malfunctioning grade crossing. It was at a different crossing and it was not a malfunction. The report was for the warning system activating for a train, then recovering and immediately going down and activating again. So someone saw what they thought as the gates pumping.

Two trains were actually involved, the timing just happened that as one train got off the detection circuit, a second train on the other track was detected, about 8 seconds later (this is where the 8 second confusion at Commerce Street originated). No further action was required.