

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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PASSENGER FATALLY INJURED AFTER
FALLING BETWEEN TWO RAILCARS
SEPTEMBER 23, 2018

* Accident No.: RRD18FR011

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Interview of: JIM SIMMS

Tuesday,
September 25, 2018

APPEARANCES:

RYAN FRIGO, Investigator in Charge
National Transportation Safety Board

ANNE GARCIA, Rail Accident Investigator
National Transportation Safety Board

TROY LLOYD, Rail Accident Investigator
National Transportation Safety Board

GEORGE GOOD, Accident Investigator
Federal Transit Administration

RICK DOLBIN, State Safety Oversight Representative
Pennsylvania Department of Transportation

DAVID HUNTER, Director for Accident Prevention and
Investigations
SEPTA

ALETA EVANS, Deputy Chief Officer, Control Center
Representative for Mr. Simms

MICHAEL BLAUVELT, Project Analyst
Rail Transit Safety Review Program
(Posting)

STEPHEN FRAZIER, Director of Safety and Security
Rail Transit Safety Review Program, State Safety
Oversight
(Posting)

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I N T E R V I E W

(2:45 p.m.)

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3 MS. GARCIA: So we are here today doing interviews on the
4 incident that happened on September 23 at about 5:40 p.m. on the
5 SEPTA tracks in Philadelphia, Pennsylvania. This is NTSB
6 Investigation RRD18FR011. It's titled Train Passenger Fatality.
7 And today is September 25, and it's approximately 2:45 p.m.

8 Mr. Simms, we're going to start the interview now. Would you
9 mind if we go on a first-name basis?

10 MR. SIMMS: No problem.

11 MS. GARCIA: Okay. Thank you, James. And we do have
12 recording devices here. Do you mind if we record the interview?

13 MR. SIMMS: It's no problem.

14 MS. GARCIA: Okay. Thank you. We'll start by doing
15 introductions of who's here in the room. We'll give our full
16 name, spell our last name, state what our title position is and
17 the organization that we work for.

18 My name is Anne Garcia, G-A-R-C-I-A. I am the system safety
19 operations group chairperson for this investigation for the NTSB.

20 MR. HUNTER: I'm David Hunter, H-U-N-T-E-R. I'm the director
21 for accident prevention and investigations with SEPTA system
22 safety.

23 MR. FRAZIER: Steve Frazier, F-R-A-Z-I-E-R. I am the
24 director of safety and security, and I work with the PennDOT
25 RTSRP. And I will be posting.

1 MR. GOOD: George Good, G-O-O-D. Federal accident
2 investigator, Federal Transit Administration.

3 MR. BLAUVELT: Michael Blauvelt, B-L-A-U-V-E-L-T. I'm
4 project analyst with PennDOT RTSRP State Safety Oversight, and I
5 will be posting.

6 MR. DOLBIN: Rick Dolbin with PennDOT, D-O-L-B-I-N. I'm the
7 State Safety Oversight representative.

8 MR. FRIGO: Ryan Frigo, NTSB. Investigator-in-charge for
9 this accident, and also operations and system safety.

10 MR. LLOYD: Troy Lloyd, last name with spelling L-L-O-Y-D.
11 NTSB rail accident investigator.

12 MR. SIMMS: James Simms, S-I-M-M-S. Director of
13 transportation.

14 MS. GARCIA: And do you have someone here to represent you
15 today?

16 MR. SIMMS: Aleta Evans.

17 MS. GARCIA: Okay, could you please introduce yourself?

18 MS. EVANS: Aleta Evans, E-V-A-N-S. I am the deputy chief
19 officer of control center.

20 MS. GARCIA: Thank you. Okay, Jim, thank you again for
21 coming in today. We really appreciate it. We're here for
22 factfinding, so we'll have some questions for you just on that
23 basis.

24 MR. SIMMS: Okay.

25 INTERVIEW OF JIM SIMMS

1 BY MS. GARCIA:

2 Q. To start out, could you tell us when you started with SEPTA,
3 what positions you've held?

4 A. I started June 1 of 1987. I started as a conductor on
5 regional rail. From there, I went into revenue collections.
6 After revenue collections, I worked as a -- excuse me -- sales
7 supervisor in the finance department. Then from there, I went
8 into stations as a station supervisor. After that, I became a
9 district manager, a district dispatcher for the Market-Frankford
10 and on the Broad Street subway. There, I became an assistant
11 director for the stations department. From there, I became a
12 system director for transportation operations over the Broad
13 Street subway. And today, I'm the director of transportation,
14 Broad Street subway.

15 Q. Okay. Thank you. And were you on duty at the time of the
16 incident?

17 A. No, I was not.

18 Q. Okay. What can you tell us, from your perspective?

19 A. Concerning what happened?

20 Q. Um-hum.

21 A. I received a report that there were children going from car
22 to car, and one of the children fell through and was -- there was
23 a fatality because of that. And the assistant director and
24 transportation manager were on the scene, and they handled the
25 situation according to the proper procedure and policy. And I

1 gathered all the reports and communicated with Aleta Evans the
2 same night. And we just made sure everybody was in place and
3 things were being taken care of properly.

4 Q. Okay. Thank you.

5 MS. GARCIA: I'm going to pass it on now.

6 Go ahead.

7 MR. HUNTER: Dave Hunter, SEPTA system safety.

8 BY MR. HUNTER:

9 Q. As a result of the incident, from what I understand, there
10 was an evacuation. How'd that -- what were the details as far as
11 how that was handled?

12 A. From what I understand, the evacuation went well. It was
13 done in a timely and safe fashion.

14 Q. Were they evacuated to the station or within the track area?

15 A. I didn't get that report, but Aleta may be able to answer
16 that. I'm not sure.

17 MR. HUNTER: Okay. Aleta?

18 MS. EVANS: To the station.

19 MR. HUNTER: Okay. And just for one more follow-up,
20 approximately how many passengers, roughly?

21 MS. EVANS: I think there were about 75 passengers on this --
22 on the incident.

23 MR. HUNTER: Thank you.

24 MR. GOOD: George Good. I just have one question.

25 BY MR. GOOD:

1 Q. Being in the operating environment, do you have any ideas or
2 suggestions for the -- that could help with the problem of people
3 going between cars through the doors?

4 A. Well, from what I understand -- I talked with someone about
5 this. Having a more colorful or visible sign that would state no
6 passing through there. There is a sign there currently, but
7 something that could, you know, get the attention of the
8 passengers going through. When we have supervision on the line,
9 we try our best to stop people from passing through. And, of
10 course, if police are there, they do the same. But when we're not
11 on the train, it happens.

12 Q. Now you say you've talked to someone with that. Is that
13 safety or operations or --

14 A. Well, just in general conversation. Once I saw the sign, I
15 thought maybe that would be something that could help in the
16 future with making passengers aware that they should not pass
17 through.

18 MR. GOOD: Thank you. That's all I have.

19 MR. DOLBIN: Rick Dolbin.

20 BY MR. DOLBIN:

21 Q. The sign you're referring to is the one that we saw, I think,
22 a draft of the --

23 A. I have a picture of it if you --

24 Q. It's probably the same thing. I just want to make sure.
25 Were you part of the team that put that together or --

1 A. No, this sign was already in existence.

2 Q. Oh, that's the no passing through. Yeah. We saw those too.
3 We saw a draft of a new sign, a sticker that's --

4 A. Yes, yes.

5 Q. -- going to be put on the door.

6 A. I think that was system safety.

7 Q. System safety put together.

8 A. I think system safety put that together. Exactly.

9 Q. With a warning and --

10 A. Yes. Yes.

11 Q. -- such. In your opinion, you think it would have any value
12 to it? Do you think it would help?

13 A. Yes, I do. Because of the color scheme.

14 Q. Some visual reference.

15 A. And the letters are bolder. Yes.

16 Q. Wanted to ask about cell phone communications and working
17 through the scene. You know, what type of communication was used
18 or how -- just, you know, work the problem; how did it work out
19 through --

20 A. Well, the normal communication is from train operator or
21 transportation manager to control center by way of walkie-talkie
22 radio.

23 Q. Walkie-talkie.

24 A. But the transportation managers are all issued cell phones as
25 well, just in case that line of communication fails.

1 Q. So would have received a call, monitored -- you know,
2 documented the call, hazards like that that -- how would that
3 process have worked, I guess?

4 A. Well, all of the radio transmissions are recorded. So
5 whenever an operator or transportation manager or an assistant
6 director, anyone using the radio, communicates with the control
7 center, it's recorded.

8 MR. DOLBIN: Okay.

9 MR. FRIGO: Ryan Frigo, NTSB. Jim, thanks for being with us
10 this afternoon.

11 BY MR. FRIGO:

12 Q. So you've been on the system a long time. Late '80s, huh?

13 A. Thirty-one years.

14 Q. You've seen a lot.

15 A. I've seen some things.

16 Q. I mean, in your experience, is -- I mean, what do you -- what
17 are your thoughts? When do you usually -- when have you usually
18 seen in the past people walking through those interior car doors?

19 A. A lot of times you'll see adults, and then sometimes you see
20 teenagers. I've never seen a child, like around 7 years old, at
21 all. But you'll -- I'll always try to caution them, don't go
22 through; wait till the train stops, and go out and go through --
23 use the platform. Just for safety purposes. But I've never seen
24 a child before.

25 Q. Would you -- with the adults and with the teenagers, would

1 you say that you would tend to see it more at like a terminal
2 station, or during the run?

3 A. During the run. A lot of times, passengers get on the train,
4 they might not be comfortable with the seating area or the seating
5 position. So they'll just go to the next car as opposed to
6 waiting and walking out on the platform to go into the second car.

7 Q. Can you recall any -- you know, in your 31 years, any --
8 maybe a security-related event where passengers have had to,
9 between stations, had to leave that car, go to an adjacent car?

10 A. Normally when we evacuate a train, we use the regular train
11 line doors. However, if there is smoke or fire in the car, we
12 will allow -- once the train stops, have the passengers go through
13 and then exit the next car.

14 Q. And is that directed by the train operator?

15 A. It would be train operator and/or transportation manager.
16 Normally, once the transportation manager comes on the scene, they
17 evaluate the situation and they make the call to -- well, the
18 train dispatcher can communicate with the train operator and have
19 the train operator assist in evacuating.

20 Q. And just going back to the training of the train operator or
21 even the transportation supervisor, would the movement of people
22 from one car to another, would that be considered one of the
23 primary ways to evacuate passengers from a dangerous situation?
24 From a training perspective.

25 A. The primary way is train to platform, then train to train.

1 Then, if all else fails, train to track.

2 Q. Okay. And when you say "train to train," are you saying
3 within the various cars of that train, or are you saying bring up
4 a rescue train --

5 A. A rescue train coupling up. Which is still the same
6 procedure going through.

7 Q. So how did -- how can I better understand that training that
8 an operator or transportation supervisor would receive to
9 facilitate that process of going train to train?

10 A. On the training process, we go through the physical
11 characteristics. We learn all the emergency evacuation exits. We
12 learn how to evacuate a train. It's all in the training. It's in
13 the manual. So all of that is covered with TMs and train
14 operators.

15 Q. All right, and let's just use this example of a -- bringing
16 up a rescue train, coupling up, establishing that, you know,
17 setting up the chains and making it safe for those passengers to
18 get from the disabled equipment to the rescue train. What would
19 that transportation supervisor or operator do at that doorway? Is
20 there anything special that they would do to protect those
21 passengers as they're going from the disabled train to the now
22 coupled-up rescue train?

23 A. They would first make sure that the walkway is clear. They
24 would caution all passengers to use caution as they step over,
25 hold on if they can. They would assist, if they're -- if we have

1 the manpower, we'll assist them through. If for some reason the
2 power is out and there is no lighting, we use flashlights and
3 things of that nature to make sure everything is visible. And we
4 don't allow any running.

5 Q. Okay. And as far as a -- we spoke to the train operator of
6 the accident train. And one of the things that was mentioned to
7 us was that, in the train operator's opinion, it's common to see
8 movement between those cars. Does the control center ever get
9 notifications from the operators that individuals are going
10 between the cars?

11 MS. EVANS: I can answer that. No. I'm sorry. Aleta Evans,
12 deputy chief officer, control center. No, they do not.

13 MR. FRIGO: Are train operators required to report that type
14 of --

15 MS. EVANS: No, they are not. The only thing that they are
16 required to report are trespassers in the track area.

17 MR. FRIGO: On the right-of-way.

18 MS. EVANS: On the right-of-way. Yes.

19 MR. FRIGO: Okay. Are you aware of any train operators not
20 formally reporting those type of events or any platform -- I don't
21 know, do you have platform attendants or --

22 MS. EVANS: We have MCs or cashiers. And if they see someone
23 in the track area, they'll call.

24 MR. FRIGO: In the track area?

25 MS. EVANS: Correct. They will call control center also.

1 MR. FRIGO: But as far as passengers or revenue-paying
2 customers walking through the trainset --

3 MS. EVANS: They don't.

4 MR. FRIGO: Okay. All right.

5 MS. EVANS: No. And it's not required of them.

6 MR. FRIGO: Is there, within the database in the control
7 center, is there the ability to capture that information if it was
8 reported?

9 MS. EVANS: Yes. Because everything that comes into the
10 control center, once it's called in, there is an incident sheet --
11 form that they are required to fill out, for whether it's a phone
12 call or it's on the radio, whatever it is. They're required to
13 bring up an incident and to fill it out.

14 MR. FRIGO: And who does that information then go to, once
15 it's collected and documented?

16 MS. EVANS: It depends on -- truth be told, it just kind of
17 sits there until somebody requests it. And then, like, if someone
18 like Dave from system safety or SEPTA police request it for one
19 reason or another, we would then, you know, get the information
20 together and then send it to them.

21 MR. FRIGO: Okay. And does -- do you utilize any abnormal
22 occurrence reports or unusual occurrence reports within the
23 control center?

24 MS. EVANS: Now that's a tough question. Well, it's not
25 really a tough question, because -- yeah, I think --

1 MR. FRIGO: Maybe I'm using the wrong terminology.

2 MS. EVANS: No, no, no. Well, you are, but you aren't.

3 Because in the control center, we have regional rail. Regional
4 rail uses UORs.

5 MR. HUNTER: Yes.

6 MS. EVANS: On this -- on the city side --

7 MR. FRIGO: On the -- yes.

8 MS. EVANS: -- they're just called incident reports. So
9 incident reports for the city side reporting.

10 MR. FRIGO: Okay. So then, like, the UORs or the incident
11 reports, is that something that would automatically go to system
12 safety, or is that another one where it waits for --

13 MR. HUNTER: I can speak on that. Dave Hunter. So if I need
14 a control center report, I have access to the control center
15 website. I can go into the previous day's incident summary for
16 that day, and I can pull up for bus mode, trolley mode, light
17 rail, regional rail, anything I want.

18 MR. FRIGO: Okay. And then as far as -- do you generate a
19 24-hour report?

20 MS. EVANS: Yes.

21 MR. FRIGO: So does UORs and -- are they on the 24-hour
22 report?

23 MS. EVANS: Yes.

24 MR. FRIGO: Are these incident reports on the --

25 MS. EVANS: Yes. It's a morning report every day.

1 MR. FRIGO: And the morning report is disseminated to whom?

2 MS. EVANS: Anybody within the company that --

3 MR. HUNTER: Has access.

4 MS. EVANS: -- wants to read it that has --

5 MR. SIMMS: Right.

6 MS. EVANS: -- access to the -- inside SEPTA, but --

7 MR. FRIGO: So you capture more than --

8 MS. EVANS: Employees.

9 MR. FRIGO: You capture more than just incidents that create
10 delays?

11 MS. EVANS: That is correct.

12 MR. HUNTER: Yes.

13 MR. FRIGO: Do you ever -- is there any interaction with
14 system safety on whether it's a UOR or an incident report, or even
15 something generated from a delay report? Is there ever any
16 interaction with system safety when it's a safety-related concern
17 that you can think of?

18 MS. EVANS: All the time. That's why I'm trying to --

19 MR. HUNTER: Yeah, single --

20 MS. EVANS: -- sit here trying to think, like, okay, wait a
21 minute, I'm not sure how I should answer this. But all the time.
22 It could be someone getting closed in the bus doors. It could be
23 someone -- oh, for -- I don't want to talk about this incident.
24 It could be someone getting closed in the train doors.

25 MR. FRIGO: Platform crowding.

1 MS. EVANS: It could be --

2 MR. SIMMS: Wrong side door openings.

3 MS. EVANS: Anything.

4 MR. FRIGO: All right. So basically, what I'm trying to
5 establish here, and I think we're filling in the gaps here, that
6 there is a mechanism for operational-related information that ties
7 back to safety to be communicated not just to safety, but to the
8 organization.

9 MR. HUNTER: Yes.

10 MS. EVANS: That is correct. Because we have a paging
11 system, the HipLink. And in the HipLink, we have certain groups
12 that are set up. System safety is -- they're all in group two.
13 So anything, any accident, incident, injury, whatever it is, it
14 automatically goes to system safety, automatically.

15 MR. FRIGO: And do you know if the UORs and the incident
16 reports, do they go into a database, the details? Or is it -- or
17 are you just creating the report, putting it on -- summarizing it
18 for the morning, for the 24-hour summary?

19 MS. EVANS: No, it's a full report.

20 MR. FRIGO: So you can generate statistics --

21 MS. EVANS: Yes. Yes.

22 MR. FRIGO: -- based on what you're gathering?

23 MS. EVANS: Yes.

24 MR. FRIGO: Okay. Is there anything that I should ask you
25 that I haven't asked you yet?

1 MS. EVANS: No. Probably. I do want to clear up one thing
2 that James was speaking of. When we evacuate a train, that is our
3 last recourse. It is our final recourse. We have tried every and
4 anything else, and that's the last thing that we ever want to do.
5 Especially if we're going from train to track bed, which is the
6 most dangerous because of just the -- what I call anti-climbers,
7 or the climbers that people have to climb down off of.

8 If we are doing from a train to a platform, say, four of the
9 cars -- it's a five-car train. Four of the cars are off of the
10 platform, but we have one car on the platform. That is where we
11 would walk them through the cars to -- until they got to the one
12 car that was on the platform. In helping to assist with the
13 evacuation, if we had someone from system safety there, and more
14 than likely it's -- something has occurred and they would be
15 there, so we would have system safety, we have station managers,
16 we have TMs --

17 MR. SIMMS: Police.

18 MS. EVANS: -- we have the operator, and we'd have police and
19 firemen.

20 MR. FRIGO: And thank you for clarifying that. And just for
21 an additional clarification, if -- you know, and I hate using
22 these hypotheticals, but let's just say we're in between station A
23 and station B and, you know, we have a fire in the lead car. That
24 operator is going to be moving people through the cars --

25 MS. EVANS: That is correct. Yes.

1 MR. FRIGO: -- away from that, away from that danger.

2 MS. EVANS: Yes.

3 MR. HUNTER: Dave Hunter. I can attest to that. I was
4 actively involved in one myself about a -- just before the
5 beginning of the summer. Train came into 15th Street.
6 Experienced a small fire between the couplers. It was one of the
7 hoses. And I communicated with the train dispatcher, who was
8 already in communication with the train dispatcher in control
9 center. And I made myself -- noted that I was on the train and
10 assisted him with the evacuation. So I pulled everybody from the
11 rear two cars and had them go up to the front. And then
12 supervision was already being dispatched, as well as first
13 responders. And then they eventually got a rescue train to come
14 in to couple up to get those people off the cars. We had two ADA-
15 related people on the train who we were able to successfully get
16 into 15th Street station and alight them at the station once the
17 problem was fixed.

18 Mechanical was also on location: Rich Ziegler and Joe Metz
19 and somebody else. So there was a full complement of people there
20 and more than enough help. Plus there was three SEPTA transit
21 police that were on the train that I was involved with to help
22 keep the crowds down, as well as my big mouth making constant
23 announcements to the people to pay attention to the announcements
24 that were being made and to stay up at the front of the cars until
25 this situation is taken care of, so without incident,

1 successfully.

2 MR. FRIGO: Great. Thank you for that.

3 And I just want to ask you one more question, because we did
4 ask Mr. Simms kind of a similar question. He talked about the
5 enhanced signage. I mean, what are your thoughts on that passing
6 through the cars and -- I mean, you've got a wealth of experience
7 and knowledge about this system. I mean, what's on your mind as a
8 potential solution?

9 MS. EVANS: The signs will help, because the sign does blend
10 in. And we all know -- "Why are you doing that? Don't walk
11 between the cars. Like cut it out. Like just stop." But people
12 do it, but they usually do it at the -- as Captain -- Joan (ph.)
13 was saying, at the terminuses.

14 People are creatures of habit. And if I know that if I'm on
15 the last car here but I need to be up here, and the train's
16 getting ready to leave, I'm running on the train and then I'm
17 walking through as that train is moving. Because I need the steps
18 all the way up there, or I need the door all the way up there.
19 Anybody that rides the train in New York knows that. You know
20 what I mean? Because New Yorkers do it all the time, but -- yes,
21 they do it. So they do it a lot more at the ends. To change the
22 signage, I think, will be helpful. I had suggested, if we can get
23 operators --

24 MR. SIMMS: Yeah.

25 MS. EVANS: -- to make announcements that, like, don't pass

1 through the doors or whatever, I think that would be helpful also.
2 But that's relying on human behavior. So some operators will do
3 it and other operators will not. So you got a 50/50 there. But
4 would it help? Yes.

5 MR. FRIGO: We appreciate you sharing your thoughts. I don't
6 have any other questions.

7 MS. GARCIA: No, I do not have any other questions.

8 MR. HUNTER: I have one on the follow-up, so --

9 MR. FRIGO: Introduce yourself.

10 MR. HUNTER: David Hunter. In regards to, Aleta, what you
11 had just expounded upon about operators making announcements, so
12 from a control center standpoint, then, what does control center
13 do to encourage the operator to make announcements? Do they put
14 out any kind of reminder messages? Is there anything that control
15 center can do, like, in a station, you know, where, like, they
16 would say stay away from the yellow line, something similar to
17 that, or --

18 MS. EVANS: Well, it's --

19 MR. HUNTER: -- when boarding the trains, please do not cross
20 in between trains while it's in motion?

21 MS. EVANS: Well, see, you're --

22 MR. HUNTER: Something like that.

23 MS. EVANS: You're talking two different things now. Because
24 that would not be the train dispatchers that make those
25 announcements. It would be the DCIMs (ph.), they actually make

1 the canned announcements in the stations. And yes, we could also
2 have them say, along with the other safety-related messages that
3 they already do about staying away from the yellow line and
4 everything, we could also have them pre-record a message talking
5 about walking in between the cars, and have the message play,
6 like, maybe once every 30 minutes. Because if it plays any more
7 than that, I think it just becomes --

8 MR. HUNTER: Noise. Noise. Sure.

9 MS. EVANS: -- noise, and no one's going to pay attention or
10 hear it.

11 MR. HUNTER: Dave Hunter again. So I guess I want to
12 clarify. Does the train dispatcher have the capability of making
13 a general PA announcement to all the train operators through the
14 radio system to -- that they are reminded to make announcements in
15 regards to people passing through the cars --

16 MS. EVANS: Yes, they can.

17 MR. HUNTER: -- during the train's movement? Okay.

18 BY MR. HUNTER:

19 Q. In addition to that, James, my question is directed towards
20 you. Is there any publications or any kind of notices or bulletin
21 orders out in regards to addressing that, where operators would be
22 reminded to make announcements to -- again, occasionally to remind
23 people that it's not safe to pass through a moving train?

24 A. Absolutely. We can put out a division notice requesting or
25 instructing operators to make periodic consistent --

1 Q. Safety announcements.

2 A. -- announcements, just like a train dispatcher would advise
3 them to do.

4 MR. HUNTER: Okay. I have nothing further.

5 MR. GOOD: George Good. One more question. Related to the
6 rescue train and where you walk people through the cars to
7 evacuate when there's like one car at the station, is there an SOP
8 that documents the precautions and the procedures that during
9 that --

10 MS. EVANS: (Indiscernible).

11 MR. GOOD: Okay. Just checking.

12 MS. EVANS: Yes. Aleta Evans. I just finished them both.
13 There is an SOP as well as an EOP. We separated the two up in the
14 control center for both subway, elevated light rail side of the
15 house also. All of the train dispatchers and controllers have
16 been trained and tested and signed off on. So each of them have
17 gone through those processes to know what it is that they should
18 do during an emergency situation.

19 MR. GOOD: That's great. Thank you.

20 MS. EVANS: Yeah.

21 MR. DOLBIN: Rick Dolbin. No questions.

22 MR. FRIGO: I have no further questions.

23 MS. GARCIA: Okay. Then we are going to conclude the
24 interview now, and thank you very much.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: PASSENGER FATALLY INJURED AFTER
FALLING BETWEEN TWO RAILCARS
SEPTEMBER 23, 2018
Interview of Jim Simms

ACCIDENT NO.: RRD18FR011

PLACE:

DATE: September 25, 2018

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