

**DCA09MR007
WMATA
Rear-End Collision
Washington, DC
June 22, 2009**

**Signals & Train Control Group
Attachment 11
NTSB Interview #2,
WMATA, CIT - ATC Mechanic**

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

COLLISION OF TWO WASHINGTON
 METROPOLITAN AREA TRANSIT
 AUTHORITY TRAINS ON THE RED LINE
 NEAR TAKOMA PARK, MARYLAND
 JUNE 22, 2009

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 * Docket No.: DCA-09-MR-007
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Interview of: JONITA DOWLING

WMATA Headquarters
 Jackson Graham Building, Room 2G02
 Washington, D.C.

Saturday,
 June 27, 2009

The above-captioned matter convened, pursuant to notice,
 at 10:13 a.m.

BEFORE: RUBEN PAYAN, Investigator-in-Charge
 National Transportation Safety Board
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 Washington, D.C. 20594
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I N T E R V I E W

(10:13 a.m.)

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2
3 MR. PAYAN: All right. Today is Saturday, June 27th.
4 It's just after 10 a.m. We're in the Jackson Graham Building of
5 the WMATA headquarters, and we're here to interview Jonita Dowling
6 in connection with a train accident that happened on Tuesday, June
7 22nd, at Fort Totten Station. The NTSB accident number is DCA-09-
8 MR-007.

9 For the record, I'd like to go around the room and
10 introduce everybody. Again, my name is Ruben Payan, P-a-y-a-n.
11 I'm one of the investigators with the National Transportation
12 Safety Board.

13 MR. HEILMANN: My name is Harry Heilmann. I'm with
14 Washington Metropolitan Area Transit Authority, assistant chief
15 engineer in charge of automatic train control technology.

16 MR. GARLAND: My name's Anthony Garland. I'm with Local
17 689, ATU.

18 MR. BASSETT: My name's Matt Bassett. I'm with the
19 Virginia Department of Rail and Public Transportation, which is
20 one of the three agencies on the Tri-State Oversight Committee.

21 MR. HAUBER: Good morning. My name is Dan Hauber, H-a-
22 u-b-e-r, also representing the Tri-State Oversight Committee.

23 MR. NABB: I'm Al Nabb, assistant general superintendent
24 of Automatic Train Control and Communications in the Office of
25 Track Structure Systems Maintenance, Department of Rail Service

1 Delivery.

2 MR. TYLER: My name is Paul Tyler with the law firm of
3 Gromfine, Taylor and Tyler. I am legal counsel for Amalgamated
4 Transit Union Local 689.

5 MR. ROBINSON: David T. Robinson, Amalgamated 689, union
6 rep.

7 MR. McELVEEN: Levern McElveen. That's M-c-E-l-v-e-e-n.
8 I'm with the Federal Transit Administration, a party to the
9 investigation.

10 MR. JONES: Good morning. Mark Jones. I'm the deputy
11 chief of the Railroad Division, NTSB.

12 MR. PAYAN: Okay. Very good.

13 INTERVIEW OF JONITA DOWLING

14 BY MR. PAYAN:

15 Q. Is it okay if I call you Juanita?

16 A. Jonita.

17 Q. Jonita. I'm sorry. Jonita.

18 Okay. After we're done, I'll get all your -- the
19 boilerplate information as far as the hire date and all that. But
20 let's start with, can you spell -- can you state your name and
21 spell your last name?

22 A. Jonita Dowling, D-o-w-l-i-n-g.

23 Q. Okay. And who is your current employer?

24 A. WMATA.

25 Q. WMATA. Okay. And your position?

1 A. I'm a AA ATC technician.

2 Q. Okay. Now as you're aware, there was a collision at
3 Fort -- near Fort Totten this past Tuesday and that's the reason
4 we're here. Can you -- I want to go back to June 17th. We heard
5 there was a -- well, we've seen records that there was some work
6 being done out at -- between Fort Totten and Takoma Park or Takoma
7 Park Station. Can you kind of take us through what was going on
8 and what role you had in that work?

9 A. What was going on, we were replacing Wee-Z bonds, old
10 GRS Wee-Z bonds with new US&S minibonds. My role, basically,
11 pretty much a crew leader. I was in the room to adjust a circuit
12 while my crew was wayside replacing the track equipment.

13 Q. Okay. Kind of take me through the day when you went on
14 duty and what actions you took throughout the day.

15 A. Well, I came in. We come in at 2230. We get our
16 assignments from supervisor Wayne Curtis or Christopher Lucas.
17 That night we were -- I think all of us but maybe one of us, was
18 assigned to the bond replacement project. They informed us which
19 Wee-Z bond they wanted us to replace that night. And we start to
20 gather up our materials and equipment and head out in our separate
21 vehicles, or maybe all in one vehicle depending on how many people
22 we have, and we go out to the station.

23 That night it took quite a while for us to get rights to
24 go onto the track. We waited at the station until we were given
25 permission to start our work or to set up our work zone. That's

1 what we do, set up a safety zone --

2 Q. Okay.

3 A. -- first. I think that night Victor Grubbs might have
4 been in charge of the work zone that night. So he went and set up
5 the work zone. After he's finished setting up the work zone, the
6 rest of the crew takes all the equipment and heads out to the
7 location where we change the bond.

8 At that time, I'm generally going into the room to see
9 what circuit we're going to be working on as far as the chain
10 markers, what I need to set up, you know, set up my O-scope -- I
11 mean, my oscilloscope, my meter or what have you, just to go to
12 the room to see, you know, what needs to be done.

13 That particular night I had a -- she's a C technician.
14 Ms. Jackson assisted me that night since we had several people in
15 our crew that night. A lot of times when we have that many people
16 I like to take a junior person and to OJT with them. So that's
17 what we were doing that night.

18 So they replaced the -- excuse me, they replaced the
19 bond. Bond's name is Wee-Z 15. They informed me that that's the
20 bond that they changed and I said okay. We began adjustments. As
21 we adjusted the bond, we were having problems as far as the bond
22 kept bobbing. It kept -- I don't know if you guys know what that
23 means, but --

24 Q. We do.

25 A. Okay.

1 Q. We do understand.

2 A. When I was adjusting it, it was -- as I was turning the
3 level up on the receiver to adjust the sensitivity, the detection
4 sensitivity, it wouldn't stay picked. It kept dropping at one
5 point. We readjusted a second time. I told the guys let's try it
6 again, let's readjust it a second time.

7 We were still having the same issue. I told the guys
8 that I wanted them to change the shunt strap because I felt like
9 maybe because we do this so much that the shunt strap's just worn
10 out. Say, why don't you guys change shunt straps, you know. So
11 they changed it. We attempted another adjustment. I think that
12 it was the third adjustment that we did. The adjustment was going
13 fine.

14 I still felt like, I still felt like that the -- not the
15 adjustment, the detection level that -- I felt like that it was
16 taking too long to -- that pick can drop as I was adjusting it.
17 But it was -- they were at the levels -- the readings were I felt
18 fine. We did the shunt verification test. It passed the
19 verification test.

20 At one point we were having an issue, like I said, when
21 they were doing the verification test, I -- we were having an
22 issue with it staying dropped. Like it -- or picked, which one
23 was it. Like they would drop it and it would -- it would drop,
24 then it would start -- it would start bobbing.

25 Okay. And I said, okay, guys I want you to check all

1 the connections out there. Because there was a time -- one bond
2 that we had before that had a issue with it, the shunts -- the
3 straps weren't cut -- they weren't pushed together -- pushed away
4 far enough, I felt like, and I told them to open it up.

5 Once they did that and separated it more that there was
6 a better, much better -- I was getting much more clear readings
7 and stuff, not as much noise. And so, I said, guys, open
8 everything up, check all the connections to make sure that
9 everything was properly installed, there was no like any shorting
10 going on, any loose, you know Canon plug connections or anything
11 like that.

12 So I had to wait -- we had to wait for a while because
13 the guys had to get all the tools together and everything to get
14 back out there, open everything back up again. So I waited and
15 they told me -- they informed me they checked everything. They
16 said everything looked good. We, as well, checked the -- make
17 sure that the frequencies were what they were supposed to be, that
18 the bond was cut for the right, right stuff. So --

19 (The lights go out.)

20 UNIDENTIFIED SPEAKER: They have the lights on a time
21 line.

22 UNIDENTIFIED SPEAKER: And motion detection.

23 MS. DOWLING: But that the bond was cut for the right
24 frequencies. I had them double check that to match. And I went
25 as well and checked the preventative (ph.) make sure that that

1 matched the frequencies that were supposed to be out there on the
2 wayside. Everything looked good as far as I knew, you know, as
3 far as I was concerned, you know. So we continued -- after we
4 checked the frequencies and made sure that every -- all the
5 connections were good, I had them adjust again. I wanted to make
6 sure. So we adjusted again.

7 We verify -- I usually have them -- with this project,
8 when I'm out there as a AA, I have them verify in three places:
9 the receiver, the center, and the transmitter. So it verified.
10 It dropped out with all the shunts, with all the verification
11 shunts. And at this point we were late clearing because it was
12 taking a while to do all this stuff.

13 Lucas, Chris Lucas, a supervisor, gave us a call on the
14 cell phone. We told him -- I told him that we were having some --
15 he said what's the problem? I said we were having some issues
16 with the adjustment. I said, but everything's fine; it's fine;
17 it's verifying. I said -- he said, well, I want you guys to wait
18 two trains to make sure that everything's fine. I said okay.
19 That was the extent of that discussion that I had with him. I
20 informed the crew on the wayside that we needed to wait for two
21 trains to pass before we go back to the shop. They said okay.

22 At that time the track circuit started bobbing. I was
23 looking at the scope. The readings still looked good. I was very
24 unsure why the track circuit was bobbing. The guys were already
25 clear of the tracks at that time. It was into revenue at this

1 point. And so I was watching it as far as tracking the circuit,
2 trying to see -- basically, troubleshooting, you know, trying to
3 see what was the issue.

4 At this point I told Vic, Victor Grubbs that the track
5 circuit was bobbing, told him to come in, you know, need -- get
6 some fresh eyes on it, you know. He came in and he was looking at
7 it. He said, well, maybe a lot -- he said at one time we had a
8 issue, he said, maybe it's the relay driver, you know, is gone bad
9 or something. So we got a good relay driver card and we put the
10 good relay driver card in. The track circuit continued to do the
11 same thing; it kept bobbing. You know, it didn't help the
12 problem.

13 It wasn't -- I'm trying to think. Trains -- the train
14 came past. One train came past. I watched it on the panel. It
15 looked good. Followed it through the track circuits. I never saw
16 any problem with any circuit, you know, not indicating.

17 We, again, as a train -- when a train passed by, the
18 circuit continued to bob. At this point, I saw -- I started to
19 see the next farther track circuit bobbing as well. I think that
20 might have been 312, I think that is. I'm not quite sure from
21 memory, but -- and I was like, well, we didn't even work on that
22 circuit, you know, so I don't know why that's happening. So I'm
23 thinking it's something that was prior existing that was on the
24 wayside or something, maybe they would have been having some
25 problems.

1 At this point, MOC called me. They told me the track
2 circuit's bobbing. I said, yeah, I know, I'm still here; I'm
3 waiting for some trains to go past. And we stayed. We kept
4 trying to figure out what's the problem.

5 I'm trying to think -- I think we're still there. Okay.
6 Yeah, so another train came past. Again, no problem with
7 indication at all. No problem with detection. I saw a train step
8 through every track circuit that I could see on the panel.

9 I also had -- I was actually watching the relays and I
10 also had Ms. Jackson watching the relays as well because, at
11 first, you know, she's watching the panel. I said, no, I want you
12 to watch the relays. I want you to see what happens with the
13 relays as it goes through. Okay. We never had any problem with
14 the relays dropping out. We did have a problem with them staying
15 picked. You know, it just kept bobbing.

16 At this point Vic, Victor Grubbs, he said, well, we
17 waited the two trains; I'm going to go back with the rest of the
18 crew, head back to the shop, you know. I said, okay, I'm going to
19 stay a little longer. Me and Ms. Jackson stayed longer watching
20 the problem and trying to, you know, just see how it was happening
21 and everything.

22 At this point it was almost 6:00. And I was like, okay,
23 we're going to have to get the -- tell MOC that another crew needs
24 to come and work on the problem because we're about to be off.

25 So I called MOC and I said, hey, I waited a couple of

1 trains, the track circuit's still bobbing but it's 312 bobbing
2 with it. I was like I think there's something else going on, you
3 know; you might have to tell another crew to come on out here and
4 troubleshoot and continue working on the problem. She goes like,
5 okay.

6 I said because we didn't work on that circuit, so I'm
7 not sure why -- that must have been something that was already
8 going on because I noticed -- you know, because 312 didn't start
9 bobbing until the train started running. You know, so I was like
10 that might have been something that was already going on, you
11 know. Because when we're out there working, there are no trains
12 running. We don't know the pre-existing problems that might be
13 there.

14 So after I called MOC and told them that, she's like
15 okay. We went on ahead back to the shop and I never heard
16 anything else about it. I never heard anything about it. I, you
17 know, I assumed that someone else -- the next crew might have went
18 out there and worked on it and might have found a problem or
19 whatever. Maybe it was a, you know, a clamp or something, you
20 know. And that was it. The next thing I heard is this situation,
21 so --

22 Q. Okay. Thank you for that. I want to go back a little
23 and kind of -- I wrote down some questions as you were talking.

24 A. Okay.

25 Q. You went on duty at 2230. Where did you go on duty?

1 A. At Carmen Turner Facility.

2 Q. Okay, that's your reporting --

3 A. Yes.

4 Q. Okay. And you say you left with your crew. How many
5 were --

6 A. How many people?

7 Q. How many people you had that day? Do you recall?

8 A. That's -- I'm sorry, I don't remember.

9 Q. If you don't remember, that's fine.

10 A. I had a crew of at least -- well, myself included, at
11 least six or seven people at least.

12 Q. Okay, six or seven. What was the weather like that day?

13 A. That night.

14 Q. Or night. Yes, or night.

15 A. I can't remember if it had rained or not. I think it
16 might -- I think during that week we had a lot of rain, but I'm
17 not sure if that day -- I don't think that day we had any type of
18 like lightening or anything, because we wouldn't have went out in
19 that. As far as it might have been -- it may have been drizzling
20 or something. I can't really remember. I don't want to say
21 something --

22 Q. Okay. So it might have been raining days --

23 A. It might have been.

24 Q. It might have been drizzling on that day, maybe?

25 A. It might have been drizzling that day. If it was a

1 downpour, we wouldn't have worked in a downpour.

2 Q. Okay.

3 A. Yeah.

4 Q. Okay. That's -- okay, that's what I was wondering.

5 When you say you -- after you replaced the Wee-Z bond
6 and you started adjusting the track circuit and you said you --
7 after it started bobbing, you had them change the shunt strap?

8 A. Yeah. I had them change the shunt --

9 Q. Can you -- what shunt strap are you talking about?

10 A. The strap we use for adjustment.

11 Q. Oh, the actual shunt that they use to --

12 A. Yeah.

13 Q. Okay. Okay. That's what I was wondering.

14 A. Yeah, um-hum.

15 Q. Now the verification test, you shunted in three places.
16 Was that a .06 shunt or a hard-wire shunt?

17 A. A .06.

18 Q. A .06?

19 A. Um-hum.

20 Q. So all your tests are done with .06?

21 A. As far as the verification --

22 Q. Yes.

23 A. -- yes.

24 Q. Okay. Okay. And how often -- I mean, this -- I know
25 it's hard to recall information exact, but had you been doing

1 these Wee-Z bond replacements for a while or was this an on and
2 off assignment or --

3 A. Okay. That's a yes and no question. When I came over
4 to this pick we started with doing bond replacements. After I
5 want to say about in April, I was moved to off and on doing the
6 loop replacement project.

7 Q. Okay.

8 A. At times if we didn't have enough people or if the loops
9 weren't -- if they weren't being replaced that day, I would go on
10 to the bond crew --

11 Q. Okay.

12 A. -- work with bond crew that day. So this is -- I mean,
13 I'm not going -- every day I did not replace bonds, no.

14 Q. Okay. That -- I guess that's what I was wondering.
15 Were you assigned to -- on a Wee-Z replacement crew or something
16 like that?

17 A. Oh, as needed --

18 Q. Okay.

19 A. -- you know, I'm shifted.

20 Q. Okay. What procedures were you furnished or -- I mean,
21 did WMATA have certain procedures you had to follow --

22 A. Yes.

23 Q. -- in the Wee-Z replacement?

24 A. Well -- oh, you mean for the Wee-Z replacement?

25 Q. Yes.

1 A. No, we didn't have an EMI, not that I know of.

2 Q. What's an EMI?

3 A. A modification procedure.

4 Q. Oh, okay. I'm not familiar --

5 A. Engineering modification --

6 Q. Oh, okay.

7 A. -- instructions. I guess that's it.

8 MR. PAYAN: Is that what it stands for, Anthony?

9 MR. GARLAND: Yes. EMI is Engineering Modification
10 Instruction. That's for modification --

11 BY MR. PAYAN:

12 Q. Okay. So how did you learn or how were you instructed
13 to replace the Wee-Z bond?

14 A. I wasn't instructed. We just -- I can't speak for
15 anybody else. When I got to the project, there was no procedure.
16 I was basically OJT when I got there by the experienced guys who
17 had already been doing this, as far as how they -- their
18 procedures as what they do on the wayside. As far as adjusting
19 the track circuit, we just used the same PMI that we use to adjust
20 the circuit on any given day of the week.

21 Q. Okay. Okay. So now, I guess, we're talking about two
22 different procedures. The Wee-Z bond is just replaced and then to
23 finish it off you do -- adjust the PMI on a track circuit
24 adjustment.

25 A. Yes.

1 Q. Is that correct?

2 A. Yes.

3 Q. Okay. The track circuit adjustment, that's the same for
4 any kind of Wee-Z bond that's out there or -- let me rephrase the
5 question.

6 A. It's different for the different module that you use.
7 The module that we were using was an old GRS module that was in
8 there.

9 Q. Okay.

10 A. The US&S modules hadn't been replaced yet at that
11 station.

12 Q. Okay.

13 A. And the bond we installed was a US&S bond.

14 Q. Are the procedures different between a GRS and a US&S
15 for the track adjustment?

16 A. Yes.

17 Q. And -- okay, I'm not familiar with the procedures.

18 A. I mean, the procedure for the module is different. The
19 theory is not. The theory is the same. You pre-shunt 20 feet --

20 Q. Okay.

21 A. -- ahead of the circuit and we verify -- like I say, I
22 verify in three places when we do it. I verify 10 feet in front
23 of the receiver, in the center of the circuit, and 10 feet in
24 front of the transmitter.

25 Q. Okay.

1 A. On that circuit.

2 Q. For GRS or for --

3 A. I was doing that for all bonds we replace.

4 Q. For all bonds? Okay.

5 A. For all bonds we replace on this project. When we do a
6 normal PMI, we're required to do one verification shunt 10 feet in
7 front of the transmitter. For these replacements, I felt -- this
8 is my preference --

9 Q. Sure.

10 A. -- as a AA. I wanted them to shunt in three places.

11 Q. Okay. So the procedures only require one 10 feet in
12 front of the receiver? Is that what you said? Sorry.

13 A. Ten feet in front of the transmitter.

14 Q. Transmitter.

15 A. A verification shunt.

16 Q. Verification.

17 A. For a GRS on the PMI. I think on the newer US&S PMI
18 they do three. I do --

19 Q. Okay. Okay. That's -- okay, that -- I think I
20 understand what you're saying now.

21 A. Okay.

22 Q. Let me, let me -- so one for GRS is required in the PMI?

23 A. Um-hum.

24 Q. And you're thinking three are required for the US&S?

25 A. Yes.

1 Q. Okay. All right. I think I understand.

2 Now you said you were working on it when it started
3 bobbing and the receiver level was raised. After you replaced the
4 Wee-Z bond and you started track adjustment and it was working,
5 then it started bobbing. You said you went in there and you
6 raised the --

7 A. Oh, I'm sorry, let me -- I'm sorry, let me clarify.
8 When we were doing the adjustment, at the beginning -- I forgot to
9 mention this. At the beginning of the adjustment, so to make this
10 more clear -- when we first started this adjustment, the receiver
11 was already -- I want to say the potentiometer was already topped
12 out.

13 Q. Okay.

14 A. Because when we turned it, there was no more detection
15 level to get. So I had to raise the power level by one step. So
16 you -- you know, I went -- I raised the power level. Let's see, I
17 wrote it down. It was from 30 percent to 55 percent.

18 Q. Okay.

19 A. Okay. That was the next step up. I raised the power
20 level. Then we went and readjusted. We started the adjustment
21 again, okay, which gave us more detection, adjust more receiver.
22 Okay. That's what we did. I don't know what you meant by I
23 raised the receiver.

24 Q. That's -- I think that's what I wanted to clarify.

25 A. Okay.

1 Q. Okay. Let me go back then. You raised the power level
2 from 30 --

3 A. Thirty to 55.

4 Q. -- 30 to 55. That's exactly -- is that at the
5 transmitter end?

6 A. Yes, it is.

7 Q. Okay. And then I guess you said the receiver, that's
8 the -- well, you were adjusting at the receiver end?

9 A. Yeah, we adjusted the detection sensitivity.

10 Q. That's the sensitivity of the track circuit to detect
11 the shunts?

12 A. Right.

13 Q. Okay. Okay. I just wanted to get it clear in my head.
14 I'm going to go around the room now and I'm going to
15 stop asking questions for a little while. I'll turn it over to
16 Harry.

17 MR. HEILMANN: I don't have any questions.

18 MR. PAYAN: No questions?

19 BY MR. GARLAND:

20 Q. Good morning, Ms. Dowling.

21 A. Good morning.

22 Q. I guess my question, basically, your procedures on work
23 orders and finishing work orders and so on. Can you just explain
24 to me how do you get your work orders to go out and perform a job?

25 A. Normally -- you mean, normally or for CIT?

1 Q. Well, on this -- particularly, on the 17th.

2 A. On the 17th, there was no work order. No work order.

3 Do you mean orders from my supervisor?

4 Q. Yeah.

5 A. Is that what you mean?

6 Q. Yes.

7 A. Okay. I thought you meant work order like in Maximo or
8 something.

9 Q. No, no, no.

10 A. Okay.

11 Q. Just a work order from a supervisor to go start your
12 day.

13 A. He -- well, I can't speak for him, because I don't know
14 what he does upstairs. But he calls us and says, hey, you know,
15 Jo, I need you to go out whatever station that we have rights for
16 to work that night, and we got rights from this chain marker to
17 this chain marker, track whatever. You know, change -- I need you
18 to change bond -- he gives me a bond number. Sometimes he doesn't
19 give me a bond number, but that particular night I think he did.
20 I think he did say 15. It might have been -- at some point --
21 sometimes we have -- we pre-place the bonds so that we could
22 change -- if we get rights, we can change whatever we have
23 available to change. Okay. So it's unclear to me if he might
24 have gave me more than one bond number that night to change, but
25 we might have only been able to change that one that night.

1 Q. So the work order wasn't to replace the bond because of
2 any irregularities?

3 A. Right.

4 Q. It's just that --

5 A. It's an old one.

6 Q. -- it was an old bond and you're going to be replacing
7 with them with the -- oh, I'm sorry, you were replacing it with
8 the new GS&S [sic]?

9 A. US&S.

10 Q. US&S. Okay.

11 A. Yeah. As a project -- with the project, we just -- it's
12 replacing all the older bonds.

13 Q. Okay.

14 A. So if we have -- we had a station and there's 20 old
15 bonds, we changing 20 bonds; maybe not that night, but as time
16 goes on. So every day we know we're going out there to change a
17 bond. It's not like there's a problem and we go change it. We're
18 just going to change it because of the time -- it's a change out,
19 pretty much.

20 Q. So if you change the bond, there's no need to change a
21 module? You just -- it's just the bond, just what you were
22 instructed to do?

23 A. Yeah, just the bond.

24 Q. When you finish that work order, when any ATC personnel
25 finish a work order, how do you report whether or not that job has

1 been completed or there's a safety failure issue? How do you
2 report that process?

3 A. Generally, if we have a issue, we give the supervisor a
4 call onsite to see what they want us to do as far as if they want
5 us to reinstall the old bond or try to troubleshoot. When we
6 finish our work, generally every night we go back to the shop and
7 we let them know that we got whatever bond replaced that we
8 replaced that night. There's datasheets that are involved. He
9 gets the datasheets. That's about it.

10 Q. I understand. So this particular Wee-Z bond, Wee-Z bond
11 15, when you went out to replace it -- and you said that you did
12 three tests, initially?

13 A. Three of the same tests. I didn't -- we didn't do three
14 different tests. Three of the same tests --

15 Q. Three of the same tests.

16 A. -- as far as we started.

17 Q. Well, let me --

18 A. We started several -- a couple times.

19 Q. Let me ask you this.

20 A. Okay.

21 Q. You did three tests before you realized that the circuit
22 12 started bobbing?

23 A. Okay. I'm not getting clear on the question here.

24 Q. Well, you say you all -- you went there to replace
25 circuit 15, bond 15.

1 A. Bond 15, yes.

2 Q. Right. And then you said after bond -- after you
3 replaced it, you stayed for one train?

4 A. Uh-huh.

5 Q. And then there was another train?

6 A. Yeah.

7 Q. And then you said on that -- I think the third train
8 that came through you noticed that Wee-Z bond -- the circuit 12
9 started bobbing?

10 A. Yeah, I did.

11 Q. Okay. When you noticed circuit 12 started bobbing, is
12 that when you notified -- is that when the supervisor called you,
13 Chris?

14 A. Chris called before we noticed that 12 was bobbing. He
15 called before that. He called right after we finished the
16 adjustment. He called right after we finished the adjustment for
17 Wee-Z 15, which involved us adjusting 304 and 301. So right after
18 that, he called. And that's when he told us to stay and watch
19 the -- make sure the trains passed through okay.

20 Q. But you informed him that the bond that you did replace
21 was bobbing and that -- now that bond 12 had started bobbing as
22 well?

23 A. No. That's not --

24 Q. You didn't?

25 A. At that time, no. At that time I didn't know 12 was

1 bobbing. I mean, that time 12 wasn't bobbing when he called. Who
2 I informed that 12 was bobbing was MOC.

3 Q. Okay.

4 A. Because -- yeah, let me state that. When Lucas called,
5 he told us to stay and report to MOC. Well, I didn't speak to him
6 when he said that. That's why I didn't include that, because I
7 wasn't speaking to him when he said that. Ms. Jackson told me
8 that he said that.

9 Q. But did you report to MOC?

10 A. Because she called -- she talked to him.

11 Q. Who reported to MOC?

12 A. I report to MOC.

13 Q. And you informed them at that time that circuit 12 was
14 bobbing?

15 A. Yes.

16 Q. Okay. In replacing the Wee-Z bonds, have you ever had
17 any irregularities with the bonds and the modules?

18 A. Yes. Yes. We had a issue at Fort Totten before,
19 opposite track where -- on the split circuit where the stations,
20 two stations share a circuit. One has a transmitter and one has a
21 receiver. At that time, the contractors had replaced GRS modules
22 at Brookland and there were US&S AF800Ws at Brookland where the
23 receiver of a circuit was. I don't recall the name of it. It was
24 a while before this replacement. And there was a GRS transmitter
25 on the other end.

1 I was told to go out and change a bond and adjust
2 circuit. I was not at that time informed that there was -- it was
3 a split circuit and that there were two different modules. I
4 didn't know how to handle that situation. The track circuit
5 was -- at that time I had no procedure for adjusting that type of
6 module. I was trying to do the best I could. It was bobbing a
7 lot and there was an issue -- it's on the record. I stayed late
8 for it. Some other people did. Lucas was there. So I'm not sure
9 how that issue was handled after I left. But at the time, yeah,
10 we did have some problems with that.

11 Like I said before, also on the opposite track we had a
12 issue, but that was equipment. You know, I had them check and I
13 told you that they found that there -- that these straps were cut
14 too close together and I had to move those apart and it resolved
15 the problem. There was no longer any problem.

16 You know, during the course of work, they come up with
17 little problems here and there. But as far as us having a whole
18 lot of problems with bobbing track circuits while doing
19 adjustments or after we install bonds, no. We don't have a lot of
20 those issues, but issues do arise every now and then.

21 MR. GARLAND: Okay. That's -- I'm finished.

22 MR. PAYAN: Okay. Dan?

23 BY MR. HAUBER:

24 Q. Okay. Good morning, again. I'm Dan Hauber from the
25 Tri-State Oversight Committee. Just a quick question about the

1 time line and the status of the track circuit. You had stated
2 that while you were adjusting the track circuit or attempting to
3 adjust the track circuit that it was bobbing?

4 A. Yeah.

5 Q. And then at the same time you did have some instances
6 where you were able to see the trains that you were watching
7 moving across the model board and the relays drop out during that
8 process. Could you just talk a little bit about how long the
9 circuit would successfully stay picked or with what frequency it
10 was bobbing, you know, whether it was a couple of minutes or
11 longer or shorter?

12 A. It was -- because I did time it, but like I say, it was
13 a week -- it was more than a week ago. I want to say it was
14 bobbing at one point maybe every 30 seconds. At first it was
15 bobbing more frequent, maybe, I want to say, every 15, 20 seconds.
16 Then it started bobbing less and 312 started bobbing.

17 So that's how it started. 312 started bobbing with 304.
18 And I was like, we didn't touch 312, you know. And I noticed that
19 this happened as the train started to move through. That's why I
20 thought it might have been something that was a problem that
21 might -- maybe was there before we replaced these bonds -- this
22 bond, this particular bond. Yeah, that's it.

23 Q. Okay. Thank you.

24 A. Um-hum.

25 MR. HAUBER: That's it for me, too. Thank you.

1 MR. PAYAN: Al?

2 BY MR. NABB:

3 Q. Just a couple of questions. You mentioned that you
4 talked to MOC, I believe, on two separate occasions. First, they
5 called you, I guess, when 312 started bobbing and then,
6 subsequently, if I understand correctly, before you left, you
7 called -- you said she in MOC. Okay, you called MOC and
8 indicated, I guess, a need -- you felt a need to send another work
9 crew to continue to examine the problem.

10 A. Yes.

11 Q. Is that correct?

12 A. Yes.

13 Q. Okay. And then you said you did not hear anything about
14 it again?

15 A. Right.

16 Q. Right? Is that correct?

17 A. Yes.

18 Q. Okay. After that night, did you do any other work out
19 of that train control room, install any other bonds or anything,
20 between the night of the accident and -- or between the 17th when
21 you installed that bond and the night of the accident, were you
22 back in that room for any reason?

23 A. Me, no.

24 Q. No. Okay. So you never went back? Okay.

25 A. I did loops. Yeah, I was on the loop project for the

1 last two days of that pick.

2 Q. Okay. Okay. Let's see, the other thing is you then --
3 if you felt another crew needed to work it, then that was MOC's
4 responsibility to ensure that was done, is that correct?

5 A. Well, let me clarify what you said about the -- when the
6 track circuit -- when they first initially called me. When MOC
7 called me, they didn't specifically -- I don't remember them -- I
8 don't want to misquote what she said. I don't initially remember
9 her saying 312.

10 Q. Okay.

11 A. Okay. But I knew that 304 was bobbing.

12 Q. Okay.

13 A. So, you know, to me, you know, I get a call, hey, track
14 circuit -- yeah, I know, track circuit bobbing; I'm on it. You
15 know what I'm saying? I don't recall the exact circuit that she
16 said when she called me the first time.

17 Q. Okay. So --

18 A. As far as the question you just asked me, yeah, I did
19 feel like it was -- you mean did I call anybody else to work on
20 it, is that what you're trying to ask me, that morning? Like,
21 should I have -- do you think that I should have called somebody
22 else to work on it or --

23 Q. No. Okay. Did you open a work order on the problem?

24 A. No.

25 Q. No, you did not?

1 A. Because usually when MOC calls you about a problem,
2 they --

3 Q. They open --

4 A. -- open the work order.

5 Q. Okay.

6 A. Yeah.

7 Q. Okay. You mentioned here right at the end of your --
8 previous about adjusting a -- having no procedures for adjusting a
9 split circuit. Could you define what you meant by a split
10 circuit?

11 A. What I meant was split between a US&S module and a GRS
12 module, which are two different -- like I said earlier, they're
13 adjusted differently. At that time I did not know. I was
14 referring to a whole different circuit, of course. At that time,
15 I did not know how to adjust the AF800W.

16 So, for me to have a receiver that is totally different
17 from the one that -- you know, I was not even told that day that
18 it was AF800W module that I had to adjust. I thought it was going
19 to be a GRS. I was prepared for that. I was not prepared for the
20 AF800W adjustment of that receiver at all. And I did inform my
21 supervisor of that. I used those specific words, I was not
22 prepared for this; you did not tell me that these were AF800W
23 modules, you know, and so forth. But that's what I mean by that.

24 Q. Okay. So what you're saying is, on the transmit end you
25 had a GRS module; on the receive end was the new US&S AF800

1 module, is that what you're --

2 A. Um-hum.

3 Q. I just wanted -- that's all I had.

4 A. Yeah.

5 MR. PAYAN: Okay. Mr. McElveen?

6 MR. McELVEEN: Yes.

7 BY MR. McELVEEN:

8 Q. Good morning. Levern McElveen. Ms. Dowling, you said
9 when you all went out to start the project you were delayed.

10 A. Yeah.

11 Q. Do you recall how long the delay was?

12 A. An hour.

13 Q. An hour delay? What was the time of the general order,
14 like midnight?

15 A. I'm confused. What general --

16 Q. Did you have a -- do you have a general order that gives
17 you access to the track? I'm not sure what your process is of
18 getting --

19 A. Oh, okay. You mean the time we're supposed to --

20 Q. Yeah, what time were you officially -- had access to
21 that track?

22 A. You mean the time that they gave us permission to go
23 onto the track?

24 Q. Right. Okay. I guess what I'm asking is, you probably
25 have a scheduled time or there would be a scheduled time for the

1 work -- and maybe anyone can help me out. If there is not a
2 scheduled time through a general order or some pre-order process
3 for the track -- and I'm just trying to find out the difference in
4 the time that was and the time you started, because you said there
5 was a delay.

6 UNIDENTIFIED SPEAKER: You have a general order -- he's
7 saying the time that it is scheduled, but you had to wait until
8 OCC gives you the track.

9 MS. DOWLING: Right. They --

10 UNIDENTIFIED SPEAKER: They have to let you on and that
11 depends on how busy they are or whatever.

12 MS. DOWLING: Right.

13 UNIDENTIFIED SPEAKER: But the time is from your work
14 time to the end, when you have to give back all the red tags and
15 everything at 4:00, is what he's asking.

16 MS. DOWLING: Okay. So he wants to know what time was
17 it on the general orders that we're supposed to go out?

18 UNIDENTIFIED SPEAKER: What time you started.

19 BY MR. McELVEEN:

20 Q. Well, just give me the time you started. You said you
21 were --

22 A. Oh, the time we started.

23 Q. -- about a hour late getting started.

24 A. Well, I got to them at 1 -- I think about 1:45. So
25 that's around the time that they went on to start setting up their

1 work area.

2 Q. Okay. So about an hour late.

3 At one point you spoke of a Mr. Victor Grubb. What is
4 his title?

5 A. I think he's an A. I could be wrong. I think he's an A
6 mechanic.

7 Q. Okay. Let me just get an understanding. If one crew
8 goes out and start a job and another crew comes in and finish the
9 job, do you ever hear any more in terms of the completion of that
10 particular job, or you just move on the next night to another
11 assignment and you never hear about the final completion of that
12 particular project that you may -- your crew started?

13 A. If we can't finish the job that night, we wouldn't leave
14 it. I'm a little unsure what you mean.

15 Q. Okay. If I'm understanding you correct, you said your
16 time -- your crew time was running out.

17 A. Okay.

18 Q. And you called MOC or you called someone and --

19 A. Okay. I see what you mean.

20 Q. I'm believing that another crew would come in and then
21 whenever they got access to the track, they would continue working
22 on the problem.

23 A. Right.

24 Q. That particular night, this particular problem was not
25 resolved by your crew.

1 A. Right. Okay.

2 Q. Okay. So did another crew continue that work or that
3 work was -- remained until you came back on the next night?

4 A. No, another crew should be continuing that work.

5 Q. Okay. And so my question is, if you never get back to
6 that particular circuit that you were working on, assuming that
7 the next crew completed the task, do you ever hear any more about
8 that or you just move on to another task?

9 A. That's --

10 Q. Pretty much the end of it?

11 A. Sometimes if there is an ongoing problem for a while, I
12 might hear about it.

13 Q. Okay.

14 A. Sometimes not.

15 Q. Okay.

16 MR. McELVEEN: That's it. That's it, Ruben.

17 MR. PAYAN: Okay. Thank you. Mark?

18 BY MR. JONES:

19 Q. Just a question or two. Mark Jones. Do you ever get
20 involved with regular periodic tests of track circuits, your crew,
21 or are you just mainly involved in the installation?

22 A. That crew, installation.

23 Q. Installation only?

24 A. Yeah, we don't do any regular PMIs. We do all renewal
25 stuff. EMIs are given out.

1 Q. Okay. So are you familiar or have you heard of any, you
2 know, issues with periodic testing as far as, you know, any
3 problems while they do the periodic, the regular periodic -- the
4 regular PMIs?

5 A. You mean do we ever have problems when we're doing
6 regular PMIs?

7 Q. Yeah.

8 A. I don't know how to answer that question because I don't
9 maintain that line.

10 Q. Okay. That's fine.

11 A. Okay.

12 Q. Thank you.

13 MR. PAYAN: That's it? All right.

14 BY MR. PAYAN:

15 Q. Let me try and just do some follow ups here. It kind of
16 raised some question in my head. When you were talking about the
17 MOC, you were working on the 304 circuit, correct?

18 A. Yes.

19 Q. And 312 started bobbing?

20 A. Yes.

21 Q. And then MOC called you about that?

22 A. They called me before I knew that 312 was bobbing.

23 Q. Oh, they're the ones that told you it was bobbing or --

24 A. I knew it was bobbing because I was in the room. But
25 they called. You know, that's part of their job. You know, they

1 see the revenue starting and there's a track circuit bobbing.

2 Q. Okay.

3 A. Hey, Jo, you know, you got a problem there, you know.

4 Yup, I'm on it, you know, looking at it.

5 Q. Okay.

6 A. You know, that's --

7 Q. Did you do any adjustments on the 312?

8 A. No.

9 Q. Okay. And when MOC called you -- I guess, that's where
10 I'm confused. Was there an incident report open or -- I don't
11 know what you call it, a ticket open?

12 A. You know what, I don't know. I don't know. Because
13 usually I would take a ticket number down if there's one open. If
14 I -- like if I report in for a problem -- if I was on the main
15 line at that time and they called me and said, hey, Jo, 312 is
16 bobbing, I would go in and as I'm working on it, I would write a
17 ticket number down that they would give me for that problem. I am
18 unsure if there was ticket number opened for that.

19 Q. Okay. Is that because they called you instead of you
20 calling them for it?

21 A. No, that's just because I was in there to install bonds
22 and the problem -- you know, for me, the problem was there from --
23 before we finished, you know, before we cut out for the day. So I
24 didn't -- I wasn't involved in the opening of the ticket. You
25 know, I wasn't there, and then I said, okay, I need you to open a

1 ticket for this -- you know, when I called and informed her of the
2 problem, I just assumed that she would open a ticket --

3 Q. Okay.

4 A. -- for the next crew, for the main line crew to come and
5 work on it, like that.

6 Q. So when you left and you assumed there was a crew coming
7 in behind you, was it going to be for 304 or 312?

8 A. It should have been for both.

9 Q. For both?

10 A. Uh-huh.

11 Q. The MOC knew 304 was also bobbing?

12 A. They should have. I said it.

13 Q. You said it. Okay.

14 A. I said it.

15 Q. So when you talked to them, you talked about both?

16 A. Yeah, I said 304 --

17 Q. 304 and 312?

18 A. -- and 312 are bobbing.

19 Q. Okay. But as far as you know, you didn't get a ticket
20 number or you weren't told --

21 A. I did not write down a ticket number.

22 Q. Okay. When there is a ticket number issued, say you do
23 call it in and -- you say you're given a ticket number?

24 A. Yeah. There should be a work order opened.

25 Q. Okay. And then how does it get closed out?

1 A. Through the process of -- okay, usually when I -- when
2 you -- if you get called for a problem, MOC has opened up a work
3 order for it. They have the number. It's up to the technician
4 most of the time to get it from them, or sometimes they will
5 volunteer the ticket number. But it's there. You go, you work on
6 it. You update the Maximo about whatever you've done on that
7 ticket. As you -- if you finish work on it, you finish -- you
8 mark it finished; if not, you mark it in progress. And if it's --
9 and if you finish work on it, the supervisors -- or the supervisor
10 supposed to be following up with the work order. They're supposed
11 to be checking and seeing if they're done, if they're still
12 working on it, what's going on with it, are materials needed. And
13 they close them out once you mark them finished or however, you
14 know, as they see fit, they close them out. And then I think the
15 regional manager comes behind them and -- well, they can -- the
16 supervisor completes them, marks them complete, and the regional
17 manager comes behind and closes them. So I guess they're supposed
18 to be looking at each one as they get closed and closing them
19 and -- I don't know, if the regional managers -- well, you know --

20 Q. Sure.

21 A. -- that's what I think goes on.

22 Q. Okay.

23 A. And closes it completely.

24 Q. Okay. So but the person working on them gets to
25 indicate that it's closed or in progress?

1 A. Yeah, indicates that they finished work or not.

2 Q. Okay.

3 A. Not that it's closed.

4 Q. Okay. But you weren't given a ticket number on this,
5 so --

6 A. No, I wasn't.

7 Q. Okay.

8 A. No.

9 MR. PAYAN: I think that's all I have. I'll go around
10 one more time.

11 MR. HEILMANN: I have one --

12 MR. PAYAN: Harry?

13 MR. HEILMANN: -- follow-up question listening to the
14 all the discussion and the follow-up questions that I heard.

15 BY MR. HEILMANN:

16 Q. You mentioned datasheets and you mentioned that you do
17 three verifications. Is there a way that you document that you do
18 three verification shunts?

19 A. Yeah. I know you probably know on a regular GRS PMI
20 sheets there are two places to check whether you did shunts, and
21 it's a transmit and receive. I check both boxes on that sheet
22 that stays in the room. You know that. And there's another sheet
23 that we take with us to give to Lucas. There's a spot that has
24 three check -- I think, three checkmarks on that sheet. I think
25 there are three checkmarks on that sheet. I might be getting it

1 confused with the US&S adjustment sheet where there is -- there
2 are three checkmarks. But I think it's on there. I can't -- I'm
3 kind of messed up, because I do loops and bonds and sometimes I
4 get the -- but right now coming off the top of my head, I'm trying
5 to remember if there's a checkmark on that. I think there may be
6 at least two -- I know there are at least two on that sheet. I'm
7 getting kind of confused right now if there's three on that actual
8 sheet that I gave Lucas that night.

9 Q. All right.

10 A. Yeah.

11 MR. GARLAND: I have one follow-up on reporting -- your
12 job description -- I mean, sorry, your job --

13 MS. DOWLING: There's two --

14 MR. GARLAND: Oh, I'm sorry.

15 MS. DOWLING: I'm sorry.

16 MR. GARLAND: Go ahead.

17 MS. DOWLING: There are two. There's two on that sheet
18 I gave Lucas.

19 MR. HEILMANN: Oh, okay.

20 MS. DOWLING: There's three on that US&S adjustment
21 sheet.

22 MR. HEILMANN: Okay. So --

23 MS. DOWLING: Okay. Go ahead.

24 BY MR. HEILMANN:

25 Q. So then --

1 A. Oh, go ahead.

2 Q. -- a follow up for that. Then you're saying you do
3 three shunts but you check two places for that?

4 A. Um-hum.

5 Q. Okay.

6 A. I do. I don't know about anybody else.

7 BY MR. GARLAND:

8 Q. One on finishing your job detail. Let's say you're
9 ending your shift and, let's say, if the job assignment that
10 you're doing, it's -- there are some failures on the circuits or
11 whatever and that's a continuation for the next shift, do you go
12 back and put in information to Maximo or does MOC do that or do
13 you report to the supervisor? How does it work if you're getting
14 off of your shift, you go back to your location and adjust
15 whatever information in Maximo?

16 A. Well, if a ticket was open -- okay, my normal behavior
17 would be if I got a ticket number for it and I started work on it,
18 that I would put information into Maximo.

19 Q. You would put the information in?

20 A. Uh-huh.

21 Q. But you would report -- would you also report to the
22 supervisor and -- you would do the process of supervisor, MOC and
23 the Maximo, all three of them, or would you leave out one of
24 those?

25 A. I'm confused.

1 Q. When you report it, you still report before you leave
2 the assignment to MOC, am I correct?

3 A. Yes.

4 Q. Okay. And then after that, do you report to a
5 supervisor?

6 A. Yes.

7 Q. Okay. And then after that --

8 A. I mean, if I had a problem.

9 Q. Right.

10 A. If I had -- I let MOC know that I had a problem.

11 Q. And then you would go to Maximo and put whatever
12 notations and whatever in the Maximo system?

13 A. Yes.

14 Q. Do you give advice as to what to be done for the next
15 shift that goes out or anything? Do you give any notes or --

16 A. You can. You can do that in Maximo. Most of the time,
17 though, most people just -- they pass it down through the logbook
18 or through the supervisor what needs to be done next or maybe some
19 troubleshooting hints. Most of the time, Maximo is generally used
20 to notate a failure, what was done to correct it, you know,
21 specific --

22 Q. Right. But if you had a failure that evening, it would
23 note that there was a failure before you left that job site?

24 A. When MOC opens a ticket for that failure -- because,
25 see, that failure -- when that failure happen, you know, I'm

1 getting off shift. I'm recommending that somebody come and work
2 on it.

3 Q. Right.

4 A. At that point a ticket probably should have been opened
5 for this bobbing track circuit for the next shift. And they
6 should have started out with, okay, we're coming in and we're
7 troubleshooting the bobbing track circuit that's a problem. If
8 they found the cause, note the cause and note what they did to
9 correct it in the Maximo.

10 Q. Is there an approved procedure policy from engineering
11 on how to install the bonds, the new bonds with the module -- with
12 the old modules or do they explain to you what adjustments would
13 have to be done if you're making those bond changes with the old
14 modules?

15 A. If there is one, I have never seen it.

16 Q. Thanks.

17 MR. PAYAN: Is that it?

18 MR. GARLAND: That's it.

19 MR. PAYAN: Dan?

20 MR. HAUBER: I don't think we have anything else at the
21 time. Thank you.

22 MR. PAYAN: Mr. Nabb?

23 BY MR. NABB:

24 Q. Just one follow-up question. You mentioned the logbook.

25 A. Okay.

1 Q. When you left that morning after installing that bond,
2 did you leave an annotation in the logbook to the conditions it
3 was in, the bobbing you referred to here?

4 A. Yes, sir, I did.

5 Q. Okay. That's the only question I had.

6 MR. PAYAN: Okay. Thank you.

7 MR. McELVEEN: None from FTA.

8 MR. PAYAN: None? Mark? None? All right.

9 BY MR. PAYAN:

10 Q. Well, thank you for your patience here. I got some just
11 boilerplate questions to kind of wrap it up. How long have you
12 been employed with WMATA?

13 A. I've been an employee for -- what is it, June? So about
14 nine years, eight months.

15 Q. Nine years. Okay. And just briefly can you kind of
16 give us the progression? When you got hired, what did you get
17 hired as, and the different positions you've held and
18 approximately what years you were in the position?

19 A. Okay. I was hired as a helper mechanic about -- I want
20 to say I spent about three years as a helper working various
21 shifts, and I moved up to C. Stayed a C a couple more years.
22 Maybe I stayed a C for about four years. I moved up to B and I --
23 after I moved up to B, about six months later I took the test to
24 be an A. And six months after that, I took the test to be a AA.
25 I think, I want to say, I've been a AA for about three years.

1 Does that add up? I think it does add up, doesn't it to --

2 Q. Yes.

3 A. Yeah, um-hum.

4 Q. Do you work on one particular territory or is the whole
5 WMATA system?

6 A. The whole system.

7 Q. The whole system?

8 A. I generally though like to -- I generally stay around
9 the Maryland side.

10 Q. Okay. And what are your hours of duty?

11 A. It could be -- well, you mean the normal hours of duty?

12 Q. Normal hours of duty.

13 A. Right now, my shift?

14 Q. Yes.

15 A. It's from 2230 to 0630.

16 Q. Okay. Do they change?

17 A. If I have overtime, it changes. If I change shifts?

18 Q. Um-hum.

19 A. They have a 630 to 1430 shift, and a 1430 to 1030 shift.

20 Right now, like I said, I'm working the 2230 to 0630 shift.

21 Q. How long have you been on that shift?

22 A. Since last December, I've been working 2230 to 0630.

23 Q. Okay. I think that's all I have. You kind of heard
24 what we were asking and everything. Is there anything that you
25 want to add or that you think might help us in our investigation?

1 A. I can't think of anything right now.

2 Q. I don't have any more questions.

3 MR. PAYAN: Does anybody have any?

4 BY MR. PAYAN:

5 Q. All right. Well, on behalf of NTSB, I'd like to thank
6 you. I know you're on midnight shift, so --

7 A. Yeah.

8 Q. -- so I double thank you for coming in. And I'll give
9 you my card.

10 A. Okay.

11 Q. And when you think of anything else that you might want
12 to pass on, give me a call anytime. And I appreciate you coming
13 in.

14 A. Thank you.

15 Q. Thank you.

16 MR. PAYAN: It is 11:11. We're finished.

17 COURT REPORTER: Off the record.

18 MR. PAYAN: Off the record.

19 (Whereupon, at 11:11 a.m., the interview in the above-
20 entitled matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Collision of Two Washington
 Metropolitan Area Transit Authority
 Trains on the Red Line
 Near Takoma Park, Maryland
 June 22, 2009
 Interview of Jonita Dowling

DOCKET NUMBER: DCA-09-MR-007

PLACE: Washington, D.C.

DATE: June 27, 2009

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Kay Maurer
Transcriber