

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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SEPTA TROLLEY ACCIDENT
PHILADELPHIA, PENNSYLVANIA
JANUARY 4, 2017

Accident No.: DCA17FR003

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Interview of: DARRYLE CRAWLEY

SEPTA Headquarters
Philadelphia, Pennsylvania

Saturday,
January 7, 2017

APPEARANCES:

RYAN FRIGO, Operations Group Chair
National Transportation Safety Board

GEORGETTA GREGORY, Chief, Railroad Division
National Transportation Safety Board

NICHOLAS WEBSTER, M.D., Medical Officer
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National Transportation Safety Board

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(On behalf of Mr. Crawley)

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I N T E R V I E W

1
2 MR. HOEPF: All right, my name is Mike Hoepf and I am the
3 Human Performance Group Chairman for NTSB for this accident. We
4 are here today on January 6th -- sorry -- 7th, 2017 at SEPTA
5 Headquarters in Philadelphia, Pennsylvania to conduct an interview
6 with Mr. Darryle Crawley, who works for SEPTA. This interview is
7 in conjunction with NTSB's investigation of a collision between
8 two SEPTA trolleys in West Philadelphia on January 4th, 2017. The
9 NTSB accident reference number is DCA17FR003.

10 Before we begin our interview and questions, let's go around
11 the table and introduce ourselves. Please spell your last name
12 and please identify who you're representing and your title. I
13 would remind everybody to speak clearly so we can get an accurate
14 recording. I'll head off and then pass off to my right. Again,
15 my name is Mike Hoepf. The spelling of my last name is H-O-E-P-F,
16 and I am the Human Performance Group Chairman for the NTSB on this
17 accident.

18 MR. FRIGO: Ryan Frigo, F-R-I-G-O, NTSB Operations Group
19 Chair.

20 MR. LYLES: Mike Lyles, last name L-Y-L-E-S, SEPTA, Director
21 of Surface Operations.

22 MS. BONINI: Elizabeth Bonini from -- it's spelled B-O-N-I-N-
23 I, and I'm from PennDOT State Safety, Oversight Manager.

24 MR. FRAZIER: Steven Frazier, F-R-A-Z-I-E-R, and I'm posting
25 on behalf of PennDOT State Safety Oversight.

1 MR. DOLBIN: Rick Dolbin, D-O-L-B-I-N, also posting on behalf
2 of PennDOT State Safety Oversight.

3 MR. LLOYD: Troy Lloyd, L-L-O-Y-D, Lead Accident
4 Investigator, Federal Transit Administration.

5 MR. VERA: Will Vera, V-E-R-A. I'm here on behalf of the
6 Transport Workers Union Local 234.

7 DR. JENNER: Stephen Jenner, S-T-E-P-H-E-N, J-E-N-N-E-R. I'm
8 a Human Performance Investigator with the NTSB.

9 MR. CRAWLEY: Darryle Crawley, Assigned Transportation
10 (indiscernible), SEPTA.

11 MR. HOEPF: And, Mr. Crawley, how do you spell your last
12 name?

13 MR. CRAWLEY: Oh, pardon me. C-R-A-W-L-E-Y, first name is
14 Darryle, D-A-R-R-Y-L-E.

15 MR. HOEPF: All right, thank you very much.

16 Okay, I want to remind everybody today that the purpose of
17 the investigation is to increase safety, not to assign fault,
18 blame, or liability. NTSB cannot offer any guarantee of
19 confidentiality or immunity for legal or certificate actions. A
20 transcript or a summary of the interview will go in the public
21 docket.

22 Mr. Crawley, do we have your permission to record our
23 interview with you today?

24 MR. CRAWLEY: Yes, you do.

25 MR. HOEPF: Okay, thank you. And do wish to have a

1 representative with you at this interview?

2 MR. CRAWLEY: No.

3 MR. HOEPF: Okay, thank you.

4 INTERVIEW OF DARRYLE CRAWLEY

5 BY MR. HOEPF:

6 Q. Okay. We'll go ahead and get started. I'll ask some
7 questions and pass off to my right here. Can you just start with
8 just giving us an account of what happened on the day of the
9 collision, just, you know, your typical day, you know, showing up
10 at work and just what happened from there?

11 A. Okay. You want from the start of the shift or at the time of
12 the actual accident at 1:00?

13 Q. Go ahead and start at the beginning of the shift, please.

14 A. All right. At the beginning of the shift, you know, I, you
15 know, come in; have my meeting with the chief; then I go out and
16 do my daily checks, go around on my different lines to make sure
17 I've got all the detour signs taken down, see if any detour is in
18 order; and I go interact with the operators, maybe see how their
19 day is going; then I start doing the basic schedule maintenance
20 check to time points, okay, or policy regulation check with the
21 uniforms and stuff like that.

22 Q. Okay. And so, then when the collision occurred, what
23 happened?

24 A. When the collision occurred, I got a call from our control
25 center saying it was at Yard 62 between two accidents. Sixty-two

1 -- it started with -- between two authority vehicles. It was at
2 62 between two accidents, and I proceeded to 38th and Lancaster
3 Avenue to the accident scene.

4 Q. Okay. And then -- and please feel free to just elaborate on
5 anything, you know, that happened on the day. You don't have to
6 answer my questions in a pointed manner. Yeah, just can you
7 please just tell us everything you recall from the time that you
8 arrived on the accident scene?

9 A. When I first arrived to the accident scene, I seen a
10 multitude of fire trucks and paramedics and a lot of people,
11 passengers, injured. It was just a big cluster out there at this
12 time. At that time I just proceeded to make sure -- check on --
13 the first thing I checked on was the passengers, get all the
14 injured passengers, make sure they're taken care of, okay. At
15 which point that was taken care of and rescue was taking care of
16 that situation, I was -- my job now was just to get the names and
17 stuff for the situation. But, after that point, I spoke with both
18 of my operators and made sure the operators was all right, then I
19 got a statement from both of the operators, okay. And then I
20 start, you know -- I had to let control center -- make control
21 center aware of what we have going on down there in relation to
22 the injuries. Also, I had to get two buses. I had to order two
23 buses so we can get the passengers transported to the hospital.
24 It was too much for the paramedics to take to the hospital.

25 Q. So, you said you spoke to the operators?

1 A. Yes, I did.

2 Q. Can you elaborate on those conversations?

3 A. Well, I spoke to the operators. Initially, I asked them, you
4 know, how were they, you know, if they were feeling good, then I
5 asked them what took place, how did the accident occur, okay. The
6 one that was sitting was basically the one that wasn't strike --
7 it was the -- I'm sorry. The one that was struck, he was just
8 sitting at the light, okay, at the time of the strike. I spoke
9 with the one that did the striking. He initially told me that his
10 foot slipped off the brake pedal, okay, then when I went back to
11 talk with the operator again, he recanted his story. He stated
12 that due to medication that he had taken prior to his scheduled
13 time caused him to black out, which caused his foot to slip off
14 the brake pedal.

15 During my conversation with the operator, he seemed very --
16 he wasn't coherent at all. He even gave me the wrong account
17 number. It was a different account number. I distinctly asked
18 the operator his account number. He gave me the wrong account
19 number. It was just one digit off, but he gave me the wrong
20 account number. The rescue and paramedics came, spoke with the
21 operator, took the operators down to -- after system safety spoke
22 with the operators, they took them to the hospital and stuff like
23 that.

24 Q. Um-hum. So, can you sort of describe -- when you spoke to
25 him, was he still on the trolley or did he -- had he gotten off

1 the trolley or --

2 A. The initial conversation with the -- you're speaking of Mr.
3 -- what's his name -- Anderson?

4 Q. Mr. Anderson? Yeah.

5 A. The initial conversation with him was on the trolley, okay.
6 At the point in which he recanted his statement was outside of the
7 trolley. That was the initial conversation; it was on the
8 trolley, then the second time I spoke with him was outside of the
9 trolley.

10 Q. Gotcha. And so, when you were speaking with him on the
11 trolley, was he seated like he normally would be when he was
12 operating or was he, I mean --

13 A. Not at all. When I spoke to him on the trolley, he was, more
14 or less, in this position here with his hand on his head. It's
15 more like -- like I said, it was more of a -- he wasn't very
16 coherent at all; he was just like, you know -- and I really
17 couldn't get nothing out of him. He wasn't really speaking
18 naturally, and that's when he -- and I -- then I went and started
19 dealing with the passengers. After I got the initial statement
20 from him, I went on and started dealing with the passengers on his
21 trolley now, getting the information from his people in his
22 trolley, okay, and then sort of handled everything else that I
23 needed to handle in relation to this accident.

24 Q. Gotcha, gotcha. Did you speak to Mr. Anderson first or the
25 operator of the --

1 A. I spoke to the operator of the vehicle that was struck
2 because of the fact I pulled in front of his vehicle. So, his
3 vehicle was the first one I encountered, okay, and his vehicle had
4 the most passengers on it, so that was the vehicle I went to
5 first.

6 Q. Um-hum, gotcha. So, what was the state of the passengers at
7 the time?

8 A. Well, it was really crazy at the time. Passengers -- we had
9 injured passengers everywhere. People were standing, they hurt,
10 wanted the incident cards and wanted me to get the information,
11 different things like that, wanted to hurry up and go to the
12 hospital and stuff like that.

13 Q. Gotcha, gotcha. I think that's a nice general overview. I'm
14 going to go ahead and Ryan might have a few follow-up questions on
15 that.

16 BY MR. FRIGO:

17 Q. Okay, Mr. Crawley, thank you for coming in to speak with us
18 today. Ryan Frigo, NTSB. You mentioned that you checked in with
19 the chief that morning --

20 A. Yes.

21 Q. -- and that that's a typical start to your shift.

22 A. Yes.

23 Q. What kind of information do you get during that check-in?

24 A. Well, the chief goes over a lot of things during that. When
25 we check in, just go over to, I guess, the -- especially if it's

1 the beginning of rule of the month, anything that we need to know
2 that's new during that day; and they also go over different
3 scenarios that we need to, you know -- we just go over different
4 scenarios on the street just to keep us refreshed of what we need
5 to know, okay, just keep our mind refreshed in different scenarios
6 on the street, like different incidents and stuff like that.

7 Q. Can you recall if there was any discussion about any issues,
8 any operational issues on the 10 or the 15 line that day?

9 A. Well, we was told -- yes, it was a discussion. The chief
10 came over and told us that we need to talk to our operators in
11 relation to safety, okay, because the weather was bad, okay, and
12 you know, we needed to speak to them in relation to safety,
13 watching pedestrian crossings, stuff like that of that nature, and
14 making sure they are on point watching, you know, their mirrors
15 and stuff like that.

16 Q. Okay. And I apologize if I ask -- if I'm re-asking a
17 question, but what time did your shift begin?

18 A. My shift began at 6:00.

19 Q. So, 06?

20 A. Yes.

21 Q. And you mentioned bad weather was part of the discussion that
22 you had with your -- during your check-in with the chief.

23 A. Yes.

24 Q. During your tour of duty that day, did the weather change?

25 A. Yes, it did, sir.

1 Q. And can you describe that a little bit for me?

2 A. Well, at the time of the -- it was like drizzling on and off.
3 It was basically bad -- worse the day before, but it was like
4 drizzling on or off. It wasn't as bad as, you know -- but we
5 still had to speak to the operators in relation to that.

6 Q. Do you remember about what time it --

7 A. I can't.

8 Q. -- that it stopped drizzling?

9 A. I can't recall, sir.

10 Q. Okay. And what about at the time of the accident, when you
11 arrived to the accident scene? Do you remember what the weather
12 was like --

13 A. Yes.

14 Q. -- at the accident scene?

15 A. Yes, I do, sir. It wasn't raining at all at the time of the
16 accident.

17 Q. Okay. Do you recall, was there any ponding of water on the
18 street at the accident location? Were the -- was -- were there
19 any slippery conditions?

20 A. I didn't notice any, sir.

21 Q. Okay.

22 A. I didn't notice any.

23 Q. Okay, thank you. And I will have some follow-up questions on
24 the next round, but that's all I have right now.

25 MR. LLYLES: Okay, Darryle, you spoke of code 60 --

1 MR. HOEPF: Introduce yourself.

2 MR. LYLES: Oh, Mike Lyles from SEPTA, Director.

3 BY MR: LYLES:

4 Q. Darryle, what -- you mentioned the code 62. What does code
5 62 mean?

6 A. When two authority vehicles make contact with each other,
7 that's a 62.

8 Q. What was your location when you received the call, if you
9 remember?

10 A. I was 56 and Vine at the time of the call.

11 Q. Can you remember, what was your estimated time of arrival to
12 the scene, when you got there?

13 A. Not right offhand. It took me no more than about 10, 15
14 minutes tops.

15 Q. No further questions at this point.

16 BY MS. BONINI:

17 Q. How are you?

18 A. How are you?

19 Q. Good. Elizabeth Bonini from PennDOT. I do have a couple of
20 questions about your start of shift meeting with the chief. You
21 mentioned some weather issues. Did the chief mention anything
22 specific about the operations of that line on the mechanical side?

23 A. Now, when you say the operation of that line, it's not that
24 particular line; it's all the lines that we had that we was
25 talking to the operators in relation to safety issues. Not just

1 the rail lines; it's the bus lines as well.

2 Q. So, that particular trolley line, there was nothing specific
3 mentioned in regards to that trolley line during that initial
4 briefing meeting?

5 A. Well, I think the basic thing; safety is for all the
6 vehicles, not just for a particular trolley line. This is
7 basically what we was discussing with these operators, safety,
8 being observant about their surroundings.

9 Q. Okay, so nothing specific to a line?

10 A. No.

11 Q. How many people do you supervise?

12 A. Oh, the exact number I can't tell you.

13 Q. That day, on the day of the incident?

14 A. Well, I have a number of lines. I have --

15 Q. Um-hum. How many lines?

16 A. Let me see. I have four different lines and you figure it's
17 maybe about ten buses on each line, 11 buses on each line,
18 depending on what time of the day, 12 buses, depending on what
19 time of the day. And I indirectly supervisor other lines as well,
20 you know, so you basically say I could do the whole system,
21 whatever area I'm in. Or Chief could tell me go up to another
22 area and I could do that area as well. So, it's basically I could
23 do the whole system.

24 Q. On that day, did you respond to any other incidents?

25 A. In relation to what?

1 Q. Anything that happened on the system that you were
2 supervising?

3 A. Yes, I did.

4 Q. Did you?

5 A. Yes.

6 Q. Was that before or after?

7 A. That was -- everything was before.

8 Q. Everything was before?

9 A. Yes.

10 Q. And could you describe what you responded to before?

11 A. Well, I responded to a accident that took place at 7:30 that
12 morning, okay, with a 38 route. Also --

13 Q. Is that a bus route?

14 A. Yes. Also, I had an issue with, I believe it was, a route
15 52. I can't recall the other issues that I had with that
16 particular day, but I knew it was a route 52. Let me see; I'm
17 trying to think right off of my head. I can't recall the other
18 jobs that I had, but I had several other jobs.

19 Q. So, you described that the operator of the striking trolley
20 recanted his story --

21 A. Yes.

22 Q. -- and that he originally said that his foot slipped off the
23 brake pedal?

24 A. Yes.

25 Q. And so, if his foot would have slipped off the brake pedal,

1 what would have happened?

2 A. Well, the trolley would have kept -- well, depending on how
3 fast he's going. Because if his foot slipped off the brake pedal
4 and it didn't slip on the gas, it's just going to go into a coast
5 and stop, but he said his foot slipped off the brake pedal. So, I
6 don't know how fast the operator was going at the time, but he
7 just said his foot slipped off the brake pedal.

8 Q. Could you explain your interaction with first responders at
9 the scene?

10 A. When I first go on location, I, you know, I spoke with the --
11 it was a lieutenant that was there, okay, and he -- I was asking
12 him about what they needed in relation to getting the passengers
13 over the hospital and that's when he said he needed, you know, a
14 bus, what have you, okay. Also, they had took four people to the
15 hospital prior to met getting there, so I had to get the -- I was
16 trying to get the information in relation to that as well, and any
17 other assistance that they needed I was there to assist them with,
18 you know, besides doing what I needed to do, you know for my --
19 for the authority.

20 Q. Could you describe your observation of the surroundings for
21 the operators? Did you -- when you entered into the different
22 trolleys, did you -- could you explain a little bit of what you
23 saw? Did you see cell phones out? Did you see -- was trash flung
24 over? Could you describe a little bit when you got into that
25 trolley what you saw?

1 A. You're talking about in the passenger area or the driver
2 area?

3 Q. In the driver area or the passenger.

4 A. Well, you know, you, like I said, you -- the passenger area,
5 everything was total chaos. It had paramedics and stuff on it, so
6 I, I mean, I wasn't really looking for trash or nothing on the
7 floor or nothing like that; I'm just basic I'm more concerned with
8 the passengers. And in relation to the operators, I didn't see
9 anything in the dash area or anything like that, no cell phones or
10 anything of that nature.

11 Q. Nothing (indiscernible)?

12 A. No.

13 Q. Could you describe -- actually, at this time, I'm good.
14 Thank you.

15 BY MR. LLOYD:

16 Q. Mr. Crawely, how are you doing, buddy?

17 A. All right, sir. How are you doing?

18 Q. Troy Lloyd, Federal Transit Administration, Lead Accident
19 Investigator. Have you ever -- how many times have you ever in
20 the past had any interactions with Mr. Anderson?

21 A. Maybe a few times. You know, I might check one -- do a line
22 check of that -- or go on the vehicle and speak with the
23 operators. I might speak with them every now and then. I can't
24 give you a direct number.

25 Q. Would you consider Mr. Anderson a good operator who knows his

1 job, does his job efficiently, knows the line well?

2 A. I can only speak on what I know and I have no -- never had
3 any problems with that operator. So, based on what I know, yes,
4 he is.

5 Q. Okay. So, the past interactions that you've had with him, I
6 mean, doing checks and everything, the condition that you found
7 him the night of the incident was -- is that a normal --

8 A. No, that was -- the incident -- when I saw him at the
9 incident, it was outside of the norm. That's why --

10 Q. That's outside of the norm for him?

11 A. That was outside of the norm. Like I said, he was very -- he
12 wasn't (indiscernible) at all, you know. So --

13 Q. Describe for us -- I'm just trying to get a line set here.
14 What's the normal operations of this segment of this road or this
15 line? Just describe the line for me. Describe that railroad for
16 me, that segment where this incident occurred at.

17 A. When you say what's the normal operation, I'm sorry; I'm lost
18 on that one, sir?

19 Q. Does it -- on this particular day, was this -- was -- is it
20 heavily traveled, is it --

21 A. Oh, okay, you're speaking of that nature. Yeah, that's a --
22 Route 10 is a heavily passenger line, especially -- it's coming
23 from out of Center City at this time anyway, so, yes, it is a
24 heavily passenger line at that point. That was 38th and Lancaster
25 and a lot of people usually start getting off around 52nd and

1 Market, around that area -- 52 and Lancaster -- I'm --

2 Q. Following up on what Mr. Frigo was saying, you said it was
3 dribbling -- drizzling on and off that day. In your opinion,
4 would any sight distances change when this weather pattern started
5 to change and did it get, you know -- would the range of vision be
6 shortened any during this drizzling time or whatever, or during
7 the time of the incident, or was there still good line of sight?

8 A. No, sir. It was still a good line of sight. Actually, that
9 was the best time of the day actually, to tell you the truth. It
10 was still good; it was a good line of sight.

11 Q. Okay. Are there any rules that pertain to close-in
12 procedures or following distance of another trolley?

13 A. Yes, it is, sir.

14 Q. Describe them to me, please.

15 A. Okay. Within a city block, you've got to be -- it's
16 restricted speed up to 20 miles an hour up till 500 feet, which is
17 a half of city block, and anything past 500 feet is 5 miles an
18 hour, okay, up to where you're supposed to be able to stop that
19 trolley within two car lengths, okay. Then once that trolley
20 comes to a complete stop, that second trolley can't move until
21 that first trolley moves, okay, and that's four seconds after that
22 where it's when that second trolley is able to move.

23 Q. So, no on-train protections, no signalings of this particular
24 segment of the railroad that would prevent a trolley from closing
25 in on another one close?

1 A. Negative, sir. That's inside the portal we have there, but
2 not on the street.

3 Q. So, everything is line of sight?

4 A. Yes.

5 Q. What's the -- you were talking about the operator said,
6 stated that his foot slipped off the brake pedal.

7 A. Yes, sir.

8 Q. What's -- describe the brake pedal, the pedal to me. Is it a
9 rubber non-skid device, is it large, is it small, is it
10 (indiscernible)?

11 A. It's a brake pedal -- excuse me for a minute. I wanted to
12 grab this (indiscernible). It's about this -- just a little bit
13 smaller than this, but it's almost -- it would put you in a
14 (indiscernible), but it's just a little bit smaller than this
15 here, okay? It's a nice long one.

16 Q. Rubber coating, non-skid coating?

17 A. I think they have the -- it's like the, like a sandpaper like
18 thing on top of it, I believe that is; I'm not sure. I don't know
19 the name of it right offhand.

20 Q. So, what would cause a trolley on this segment of line with
21 five, six 700 feet of sight distance, a good line of sight, to --
22 for this to happen?

23 A. Operator is not paying attention. I can't see -- unless he
24 blacked out like he said he did, I don't know. He just -- I can't
25 see it happening. It's just not paying attention.

1 Q. And from the time the stopped trolley -- the head trolley,
2 his location where he was stopped --

3 A. Yes.

4 Q. -- okay, how far -- what was the line of site where that
5 second trolley would have cited that first trolley, how many feet
6 do you think?

7 A. Well, that incident happened at 38th, so you can basically go
8 all the way back to, I mean, 36. Actually, it comes off of 36th
9 Street, but when it turns onto Lancaster Avenue, you should be
10 able to see that trolley right in front of you. Give or take a
11 few hundred feet, you should be able to see that trolley in front
12 of you.

13 Q. And in -- distance wise, how many feet is that? Because I
14 don't know the streets well.

15 A. You're talking about a good three or four city blocks, two,
16 three, four city blocks, something like that.

17 Q. Okay. I'm good. Thank you.

18 BY MR. VERA:

19 Q. Will Vera here. When you spoke to Mr. Anderson originally,
20 he was still in his compartment, correct?

21 A. Yes, sir.

22 Q. Were you the only manager that interviewed them, both Mr.
23 Anderson and Smith?

24 A. I was the only manager that interviewed Mr. -- no, no, I
25 wasn't the only manager, I believe, who interviewed Mr. Anderson.

1 No, that was -- I'm sorry; that was the police officer that talked
2 to Mr. Anderson. It was another supervisor that was on location
3 at the time when Mr. Smith spoke of what he -- what -- the
4 medication now.

5 Q. What was the name of that supervisor?

6 A. That was Anthony Gamble (ph.).

7 Q. Mr. Gamble. Were you there when both operators were taken
8 away --

9 A. Yes, I was.

10 Q. -- to the hospital?

11 A. Yes, I was.

12 Q. And did anybody ride with them?

13 A. They rode in a paramedic truck, so, no, I don't believe
14 anybody rode with them, sir. And I'm -- excuse me on that one.
15 At the time -- or was it the other operator? The other operator
16 rode with the medic; he went with Medic 26. Mr. Anderson
17 originally said he didn't want medical attention, okay, and
18 sometime in between getting all the passengers out of there and he
19 telling the -- us that he didn't want medical attention, he
20 decided to go to the medical hospital, so I don't know how he was
21 transported.

22 Q. That's all I have.

23 BY DR. JENNER:

24 Q. This is Stephen Jenner with the NTSB. Your position is
25 transportation manager.

1 A. Yes, sir.

2 Q. Can you tell me your duties and responsibilities?

3 A. My duties and responsibilities as transportation manager is
4 just to uphold the authority rules and regulations and policies of
5 SEPTA, interact with the community, interact with the operators,
6 and varies different duties is assigned to me.

7 Q. When you say interact with the operator, what does that
8 involve?

9 A. Well, basically, you want to go up there and speak to the
10 operators, ask them how their day is going, is everything all
11 right, how is everything on the street, you know; just, you know,
12 just get to know the operators, speak to the operators, have them
13 feel comfortable, you know, with the interaction between you two.

14 Q. And when -- where does that occur? Does that occur at a
15 station or does that occur while they're operating?

16 A. Well, it depends, you know. You might see the operator going
17 down the street; everything all right? You pull him on the side;
18 everything all right? Okay. You know, it doesn't matter, but,
19 generally, it occurs at the end of the lines. Okay -- and that
20 nature.

21 Q. Are you involved in training or evaluation of their
22 performance of operators?

23 A. I -- all I do on the street is -- no, no, I'm not involved
24 with none of their training or performance and operation, no.

25 Q. Okay. During your interaction, how are things going, et

1 cetera, what do you learn?

2 A. Well, you -- just basic conversation, you know. You learn
3 depending on what they want to discuss with you. If they want to
4 tell you about the household, okay, you sit there and listen, you
5 now. It's just, it's a question, you know; it's nothing more, you
6 know.

7 Q. Has there been times in the past where you've heard their
8 concerns and you had an opportunity to take action on that?

9 A. Well, you hear a lot of concerns right now during the, you
10 know, LSC, you know, so I try to get a lot of the -- any safety
11 issues that, you know, that the operators have I try to, you know,
12 deal with it, get the proper people involved so they can do -- fix
13 those issues. But, a lot of times, you know, you speak to the
14 operators; they tell you what's, you know, what's going on; how's
15 everything, you know; well, Darryle, you know, such and such, you
16 know, just turned (indiscernible) bad; something -- things of that
17 nature.

18 Q. In your past, have you operated trolleys?

19 A. Never operated trolleys. I trained on trolleys. I -- we
20 qualify on trolleys every month -- well, not every month, but I
21 drove a trolley ever month for pre-qualify.

22 Q. Are you familiar with all the different lines?

23 A. Yes, I am, sir.

24 Q. How difficult is the line where the accident happened? How
25 difficult is that line compared to other lines?

1 A. The difficulty only comes into play when it's there -- when
2 you have a multitude of passengers. But, it's not difficult at
3 all; it's not difficult at all.

4 Q. So, the passengers --

5 A. The passenger count, you know, you get, you know, an
6 abundance of passengers, you know, that's where the operators
7 believe difficulty comes because it's too many -- it's too much
8 work for them to do, but it's not difficult at all.

9 Q. Okay. I would think -- and this is me not knowing -- some of
10 the workload would depend on car traffic. It would -- we've heard
11 from the interviews that that's an added challenge, particularly
12 for trolleys. They're not respecting the trolley's movements, and
13 so maybe the road traffic is a challenge for some people?

14 A. Well, sir, you know, traffic is traffic. You have challenges
15 just driving in. I have challenges just driving in. You know,
16 you're going to endure that traffic. The traffic is there, you
17 know, so I don't see that as being an issue or a problem.

18 Q. As was discussed, you had talked to the accident operator --

19 A. Yes.

20 Q. -- twice.

21 A. Yes.

22 Q. To me, what it sounded like, it didn't sound like he was
23 changing his story from the first time to the second time; it
24 sounded like he added some information.

25 A. Well --

1 Q. On -- from what you described earlier, both times he said his
2 foot slipped from the brake. The second time he said that was due
3 to me taking some cold medication which caused my foot to slip.

4 A. Okay, he did add some information, but that is still changing
5 his initial statement. His initial statement that he -- his foot
6 slipped off the gas -- brake pedal, okay? That was his initial
7 statement. Now, when he changes stuff and puts stuff in it, that
8 is a change in that statement. That's how I consider that to be a
9 change in that statement.

10 Q. Okay. But, both times the similarity was that his foot
11 slipped off --

12 A. His foot slipped off the brake pedal.

13 Q. -- and the second time he changed it by adding some more
14 information?

15 A. Yes, sir.

16 Q. What -- did you ask him a question to prompt him to think
17 what else can you remember? What prompted him to change that
18 information?

19 A. I don't know what prompted him to change that information. I
20 just came back and interviewed the operator again, okay, just to
21 get a concrete statement from him. Okay, the initial statement
22 from him while -- I wanted to get it while it was still fresh in
23 his head. Okay, this now, I'm getting a concrete statement from
24 him and this is what he told me the second time, that he took some
25 cough -- I mean, not cough -- he too medication. And later I here

1 it's cough -- but he told me he took medication, okay, which
2 caused him to black out, which probably was the cause of his foot
3 slipping off the brake pedal. This is what the operator told me,
4 but this is after he told me that his foot slipped off the brake
5 pedal and that was it, point blank, period. That's what he said
6 the first time.

7 Q. Okay. When you discussed him not being coherent, you
8 mentioned he gave the wrong account number.

9 A. Yeah.

10 Q. Can you describe what the account number is?

11 A. I think it's [REDACTED] -- it's [REDACTED], something like that, but he
12 gave me [REDACTED] -- [REDACTED] -- I forget the --

13 Q. What is the account? What does that refer to?

14 A. The account number is how the operators identify at SEPTA.
15 That's his account number. You punch the account number, his name
16 and everything comes up through that account number. It's like
17 your Social security number here.

18 Q. Okay. And only -- this is just your opinion and if you have
19 an opinion on this. You mentioned he was not coherent. Do you
20 have any sense if that was because of that the accident just
21 happened or do you have a sense that he was not coherent because
22 of maybe some medical condition?

23 A. Sir, I really can't answer that because I'm not a medical
24 doctor, but my opinion is -- I can't answer -- I can't give you an
25 opinion on that now.

1 Q. That's fair, that's fair.

2 A. He wasn't coherent to me. That's --

3 Q. Did he seem to be injured because of the accident?

4 A. Not at all. He just seemed spaced out.

5 Q. When you talked to him the second time, did he seem to
6 regaining his senses a little more?

7 A. No, sir; he's still the same way.

8 Q. When there are other incidents -- and we heard there's a very
9 low rate, maybe once a year, of a collision -- are you involved in
10 any part of the investigation of other incidents in the past?

11 A. Yes, sir. If I'm called to that incident, I'm -- just I was
12 called to this one. If I'm called to the incident, I'm involved
13 with that incident, be it assisting and I'm supervisor or doing
14 the lead, like I did this one.

15 Q. Okay. If you can comment on previous incidents that you were
16 involved in, what's been conclusions or causes that you can recall
17 of a collision?

18 A. Some being operator's negligence, some being caused by the
19 opposing motorist.

20 Q. Great. That's all the questions I have right now. Thank
21 you.

22 MR. HOEPF: All right, awesome. Thanks.

23 BY MR. HOEPF:

24 Q. This is Mike with the NTSB. Yeah, I've just got a few, you
25 know, sort of follow-up questions. What if we just talk a little

1 bit more about just your job in general? I know we've already
2 talked about it a considerable amount, but, again, could you just
3 kind of go over, you know, who your supervisor is, you know, the
4 people you generally would be supervising, just the people -- who
5 do you typically interact with on a given day? I mean, do you --
6 you see the operators. Do you ever do any assessments of fitness
7 for duty, you personally?

8 A. Yes. When you go in to interview the operators, this is one
9 thing. When they -- when you interact with the operators, you're
10 doing that at the same time. You're looking at the operator's
11 uniform, you're looking at the operator, you know, you're looking
12 at the -- to see if the operator is logged in, the uniform of the
13 operator. You're doing just the whole nine. When I speak on
14 speaking to the operator, that's what I mean by when I interact
15 with the operator.

16 Q. Okay, great. Yeah, could we just add a little bit more paint
17 to that picture, just -- so, is this at the depot or is this -- I
18 mean, where are you physically at when you're --

19 A. We're at the end of the line, either on the street or -- and
20 when I say on the street, coming up on the line, okay; either or,
21 you know, wherever we come in encounter with the operator.

22 Q. Okay. I mean -- and I'm sorry; I realize these are sort of
23 redundant questions. But, is it specifically your job to make an
24 assessment about whether people are fit for duty?

25 A. When they're on the street, the job as a supervisor is to

1 make sure that the operator is fit for duty because he's going
2 down the street taking passenger's down. So, if I notice
3 something wrong, then I'll, you know, I would act on it.

4 Q. Okay, okay. And do you have training that you've gone
5 through that -- I mean, are there specific things you're looking
6 for or is this just, you know, intuition, your experience that
7 you've gotten from that. I mean, are you -- when you're going
8 around and you're making those assessments, is that based on just
9 things that may be obvious to you or do you have training in
10 specifically looking into -- I don't know -- specific things?

11 A. Yeah, we did have training in regards to different things as
12 far as drug and alcohol training and stuff like that, okay, and
13 then there's just the experience of being on the street as well.
14 But, yes, we do have training in relation to that.

15 Q. Okay. Is that -- do you recall specifics of any of that
16 training? Is that like an annual thing? Is that a --

17 A. I believe it's an annual thing; I'm not mistaken -- if I'm
18 not mistaken. My boss would be able to -- but, I believe it's a
19 annual thing that we have.

20 Q. Okay. Is it like an online course or is that like a --

21 A. No, it's -- we come down 1234 or we get administrative
22 through -- in office, you know. Like I said, our chiefs do a lot
23 of, you know, teaching methods for us inside the office.

24 Q. Okay. Is that like a -- you spend the day there training or
25 is it like a week-long training or --

1 A. When we come down 1234, it's probably -- it's a day's
2 training, okay, you know, so --

3 Q. So, maybe one a year you come in and you spend 8 hours in an
4 office doing physical training, physically interacting with other
5 people and they're training you about how to make assessments for
6 fitness of duty?

7 A. Yes, sir.

8 Q. Okay. And can you give me an example of some of the things
9 that they might talk about?

10 A. Well, just some of the things they talk about, you know, when
11 you ask the people to -- you know, you see a operator that maybe
12 you feel still may have drank something or what have you, not to
13 assume, you know, just, you know, sit there and speak with the
14 operator or -- you know, it's different tell tale signs in
15 relation to that.

16 Q. Okay. So, I imagine smelling alcohol would be something that
17 you would probably do. Do you have any training for interpreting
18 -- I don't know -- other forms of information? If somebody were
19 to, let's say, take some sort of prescription drug something, or a
20 non-prescription drug, that wouldn't leave any sort of odor, I
21 mean, do you look for body signals? I mean, is there anything --
22 can you recall anything specifically that you would be looking
23 for?

24 A. I always look for anything that noticeable, anything that's
25 outside of the norm. That's the only thing I'm trained to do.

1 Like I said, I'm not a M.D., so I couldn't tell you anything other
2 than outside of the norm, sir.

3 Q. Okay. So, how would you characterize your ability to make
4 the assessment of fitness for duty? I mean, do you think that
5 you're accurately trained to do that?

6 A. To a certain extent, I believe that I am, but if you -- to a
7 certain extent, I believe that I am.

8 Q. Okay. I mean, it -- do you have any ideas of -- would there
9 be something you would do differently? Is there a way that the
10 training for that could be improved? I mean, is there -- well,
11 what are your, I mean, what are your thoughts on that? I mean,
12 how big of a priority is this, you know, for you? Do you -- you
13 know, I mean, it's once a year. It sounds like it's a pretty
14 important part of your job. Obviously, you're not a medical
15 doctor, but, I mean, just what are your thoughts on that? Do you
16 think that there could be something done to improve that or do you
17 feel pretty good about it?

18 A. Well, it's always -- there's always room for improvement
19 anything, so, yeah, it could be more improvement, and I'm pretty
20 sure after this situation there will be more improvement.

21 Q. Right, right. So, on just a typical day, you know, you go
22 around talking to people. I mean, have you ever come across
23 somebody before that wasn't fit for duty?

24 A. Negative.

25 Q. No? How long had you said you've been doing this for?

1 A. What, working for SEPTA or as supervision?

2 Q. As a supervisor going around and making assessments?

3 A. It's been about 12 years.

4 Q. Twelve years?

5 A. Yeah.

6 Q. In 12 years, you've never come across somebody that was not
7 fit for duty?

8 A. No.

9 Q. Anything strange ever happen out there? You ever see anybody
10 operating sick, having a cold, anything out of the ordinary?

11 A. Operators -- a lot of times operators are sick. I mean,
12 people come to work sick, but, you know, nothing that would impede
13 their performance on the street.

14 Q. Okay. So, it's pretty standard for people to come in who are
15 sick?

16 A. People come to work sick all the time, sir. I mean --

17 Q. Yeah. Okay. Yeah, I know. Yeah, I mean, people do. Do you
18 have any sort of policy regarding, you know, the medications that
19 they can take or not take? I mean, would they talk to you about
20 that or would they talk to somebody else about that? Would
21 they --

22 A. Well, they -- anytime that their doctors prescribe them
23 medicine, they're supposed to report down -- give it to -- down --
24 medical, okay, and medical has a list of medications. Plus,
25 you're supposed to let them know different medications that you

1 are prescribed.

2 Q. Do you think people do that?

3 A. I can't answer for people, sir; I don't know.

4 Q. Fair enough. And I don't want you to speculate or, you know,
5 comment on things you don't feel comfortable. I'm just, you know,
6 trying to get a general idea here. All right, let me just shift
7 gears a little bit. Do you guys have a safety department?

8 A. Yes, we do, sir.

9 Q. Okay. Do you ever interact with anybody from the safety
10 department?

11 A. Only when they come out to the scenes to do accidents.

12 Q. Okay. Do you -- you don't sit in on any safety meetings
13 or --

14 A. No. Oh no; I'm sorry, I'm sorry. Yes, I do. I -- I'm with
15 LAC. I'm sorry. I sit in on safety meetings that deals with the
16 specific district and that lies in that district. Like, any
17 safety issues that they have in their district, you know, I sit in
18 and -- I sit in on those meetings, and I try to do anything that I
19 can do in relation to that to try to get that problem situated, I
20 do that.

21 Q. Okay. Can you give me an example of some safety issue you
22 might talk about?

23 A. Well, you know, a couple of operators complained about
24 different big potholes in the streets, branches that maybe come
25 into contact with the windows. A specific incident, 56 and Vine,

1 it's a school over there that the operators are having problems
2 with over there G route. The school lets out a certain time in
3 this congested area. The operators believe that's an unsafe zone
4 for them.

5 Q. Okay. So, when you go to the safety meetings, who runs the
6 show? Who runs the agenda?

7 A. You've got a director, you've got, I believe, a -- it's
8 director and you've got a couple of other people there. I can't
9 recall because this is my second time going, so -- but, you know,
10 I know it's a director and you've got of other people from safety
11 over there; I believe it's from safety and other departments
12 that's over there.

13 Q. Okay. Do they seem to have any sort of system safety
14 approach? Are they -- is there some sort of formal risk
15 assessment to, you know -- how do they do their business or does
16 it kind of just as things pop up, you just, you kind of feed it to
17 the people and, you know, kind of then just react to it?

18 A. You have different operators and I believe they have
19 operators that are acting as their liaison where they come and
20 they tell different situations that they're having on the street.
21 Okay, they report it to me. If anything that I can do in relation
22 to it, I try to take care of it; or whoever else is in the room,
23 if it's in their department, they'll take care of it.

24 Q. Okay. All right, well, that's a lot of questions, I think
25 I'm good, but thank you very much for your time. I'm going to

1 pass it off to Ryan here.

2 BY MR. FRIGO:

3 Q. Ryan Frigo, NTSB. Darryle, you're doing a great job. You're
4 really helping us understand what a street supervisor does here at
5 SEPTA and I want to thank you for that. I do have some more
6 questions though, so I'm not going to let you off easy here. LSC,
7 is that right -- is that what you said?

8 A. Yes.

9 Q. And that stands for?

10 A. Wow, what's the name -- I forgot the (indiscernible).

11 Q. Maybe -- is it Local Safety Committee?

12 A. Can I use my hand?

13 MS. BONINI: Location Safety Committee.

14 BY MR. FRIGO:

15 Q. Location Safety Committee, okay.

16 A. Thank you. I ain't got bring forth (indiscernible).

17 Q. No, that's fine. I just wanted to make sure we get that
18 accurate for the transcription.

19 A. Okay.

20 Q. So, you've been supervisor for 12 years?

21 A. Yes, sir.

22 Q. It sounds like you worked at SEPTA a little longer though?

23 A. Yes, I did, sir.

24 Q. So, what else have you done at SEPTA?

25 A. I drove.

1 Q. Okay.

2 A. I drove for SEPTA.

3 Q. How long were you on the street?

4 A. About 12 years.

5 Q. That's -- so, about 24 years total --

6 A. Twenty-four years total, yes.

7 Q. -- at SEPTA?

8 A. Yes.

9 Q. And when you -- so, did -- you drove. Did you also operate
10 trolleys or --

11 A. I only operate trolleys during re-certifications.

12 Q. Okay. So, you're mainly --

13 A. And once a month we are required to -- I have a trolley in my
14 zone, so I'm required to drive that trolley once a month.

15 Q. In your current role as a supervisor?

16 A. Yes, sir.

17 Q. But --

18 A. I didn't -- well, in service, but not in a capacity as the
19 operator. I'm just -- you know, I drove from maybe like one end
20 to the other, and then call it a day.

21 Q. So, a -- almost a physical characteristics refresher?

22 A. Yes.

23 Q. Okay. Twenty-four years at SEPTA. So, let me ask you this
24 question. In -- I know you talked with my colleagues a little bit
25 about what you do as a supervisor as far as performing checks --

1 A. Yes.

2 Q. -- whether it's a schedule check -- I know you also mentioned
3 policy and regs --

4 A. Yes.

5 Q. -- checks. What are some of those policy and reg checks that
6 you --

7 A. Well, uniform checks, schedule adherence checks, with the
8 trolleys you're doing signal checks, going over facing point
9 checks, and one of those checks being improper spacing checks --
10 well not improper spacing, but make sure the operator is not, you
11 know -- have the proper distance between their stopping and make
12 sure they're stopping and going at the same time.

13 Q. So, if you can, could you give me a little bit more detail
14 about the signal checks and then the facing point checks and then
15 the distance checks that you just mentioned? If you could just
16 give me a little bit more detail about each of those?

17 A. Okay, the signal checks, okay, I generally stand off to the
18 side. It's a signal bar, okay, and those trolleys are governed by
19 the signal bar at that light that gives to them the right of way,
20 okay, and I make sure that they are moving on at the proper bar.
21 They're supposed to be paralyzed, but they're supposed to be
22 leaving on that proper bar, okay? It's just like that red and
23 green light. And in relation to the facing point switch and stuff
24 like that, you know, usually we do that with a radar and make sure
25 they're coming over here less than 5 miles an hour, okay, and

1 making sure they're all right coming across that facing point
2 switch.

3 Q. And what about the distance? The spacing checks, what about
4 those? Can you tell me a little bit more about those?

5 A. Like I said, you want to basically make sure the operator is
6 stopping at least two car lengths behind that first trolley, okay,
7 at least car lengths, okay? You don't want them closer to than
8 that and you don't want them coming in more than 5 miles an hour
9 near that trolley.

10 Q. So, how can I best understand -- as a supervisor, how do know
11 what checks to do every day? And I really just want to focus on
12 the three we've been talking about, the signal checks, the facing
13 point, and the spacing. How do you -- are there -- is there a
14 certain amount a month that you have to complete as a supervisor?
15 Or, how do you know what to check?

16 A. Okay, you have certain rail checks that you have to complete
17 a week and you have certain bus checks that you have to complete a
18 week, okay, and those have been put, they've been put on cork
19 sheets, okay. So, you've got a number of different checks that
20 we're required to check; okay, that's requirement, then you get
21 the rule of the month that you're supposed to check.

22 Q. Do you have to perform a -- is another part of that
23 performing a certain number of checks on a given operator?

24 A. Unless they only -- if they're being considered on a RSA
25 program whereas they've been running up or ahead of schedule or

1 what have you, a lot of -- part of the checks also is riding with
2 the operator, you know, riding with the operator just to get a
3 look at the operator doing his or her observation of the operating
4 going inside, you know, a tunnel, or even on the street, okay.
5 That's part of the trolley operation. That's what we look for in
6 that as well.

7 Q. But, there's nothing -- so, you mentioned there's a specific
8 list that an operator might be on.

9 A. If they're running up early or late for schedule, we might
10 check them out, the specific operator, okay, but anything else is
11 generally we do a observation of the whole line --

12 Q. Okay.

13 A. -- okay, and different operations.

14 Q. So, I mean, you've been out 12 years; you tell me. I mean,
15 do you think that -- are you able to see everybody?

16 A. No, you'll never see everybody; that's why you've got
17 colleagues that, you know, you pick up a certain line and your
18 colleague will pick up another line or what have you. It's a
19 multitude of supervisors out there that we get it done.

20 Q. It -- should I think about your territory as a district or --
21 I know you mentioned you had responsibility for several lines and
22 bus routes. Is that a district or a zone?

23 A. Generally, it's a district. Depending on where you're at.
24 Generally, it's a district. You might have a line come through
25 your zone from another district, okay. For instance, I have the G

1 Route; it comes out at Southern District and it comes through West
2 Foley. So, I have it once it comes over in my area, okay --

3 Q. Okay.

4 A. -- and another supervisor has it once it come from a certain
5 point. Generally, I think it's Woodland Ave, 58th from Woodland,
6 and another supervisor has it from there, okay, so it doesn't
7 really stand at one district.

8 Q. And are you the only, during your shift, are you the only
9 supervisor on duty in your district?

10 A. No.

11 Q. No. About how many other supervisors?

12 A. I have two other colleagues that work with me.

13 Q. Okay, so roughly three?

14 A. Yes.

15 Q. And how many shifts do you guys run as supervisors? Is
16 there, you know, a first, second, and the third trick or --

17 A. Yeah. You've got one unit that come in at 5:00, you've got
18 another unit that come in at 6:00 -- I come in at 6:00 -- and you
19 have another unit that come in at 7:00, okay. That first unit,
20 5:00 to 1:00, I'm 6:00 to 2:00, and the other unit is 7:00 and
21 3:00.

22 Q. Okay.

23 A. And then when that first unit goes up -- every shift overlaps
24 each other where there's always three units out there at the same
25 time.

1 Q. And do you -- do the supervisors ever meet -- collectively
2 meet the chief?

3 A. Yeah, when we come in in the morning.

4 Q. So, you guys are all checking in together?

5 A. Yes.

6 Q. You guys ever talk about, you know, some of these checks that
7 you're doing and what you're seeing out there?

8 A. Yes. That's just part of our meeting.

9 Q. Can you give me an example of how one of those conversations
10 might go?

11 A. Well, the chiefs go over the, you know, different things
12 that's taking place inside the district. She wants us to -- well,
13 I say she because my chief is woman. But, she wants to check on
14 different things that's going on out there on the street, okay,
15 then she goes over -- if we're short one check or couple of checks
16 a month, she makes sure to tell us, look we need those checks
17 done; we need to get those checks taken care of, so it makes us,
18 makes -- all our checks are in at -- like they are supposed to be
19 at the end of the month.

20 Q. Okay. And so, I'm going to give an example and, you know,
21 maybe you can help me -- tell me whether I'm right or wrong or
22 correct me.

23 A. Okay.

24 Q. But, would the chief ever say, you know, we've got -- you
25 know, we know that we've got operators that aren't stopping and

1 proceeding at a facing point switch at a certain location. Would
2 the chief ever say, you know, Darryle, I need you to go to that
3 location and I need you to, you know, watch for this violation
4 occurring?

5 A. Yes.

6 Q. Okay. So, it targeted observations --

7 A. Yes.

8 Q. -- when needed?

9 A. Yes.

10 Q. And would you say, Darryle, in your 12 years of experience,
11 that that is -- is that the norm or is that -- do you know, does
12 -- how frequently does targeted observations, how frequently does
13 that happen? Is it once a week? Is it multiple times a shift?

14 A. Well, when you speak on -- it's -- we are -- we do those
15 checks already, okay, but now if the chief decide they want extra
16 checks at that location -- say, it's a -- it was a problem at that
17 location or you've got a customer complaint, okay, we -- she wants
18 to check that location; she want that check done. Okay, so we'll
19 get that -- we -- she'll send our unit over there and our specific
20 job is to check that location.

21 Q. Okay. Any -- can you recall any time any specific checks
22 happening on the 10 line and what those types of checks were?

23 A. The specific on the 10 line, okay, just the, you know, the
24 regular face points switches, the vehicle -- you know, the
25 operation of the -- the vehicle operation is the operator, okay,

1 and then, you know, making sure they're, you know, going into the
2 port on speed, which is 5 miles an hour, okay, different checks
3 like that. That's basically all the checks that we do, and
4 actually telling them about the safety; that's about all it.

5 Q. Anything about negotiating through the Y at -- when you're on
6 36th and getting onto Lancaster, anything with -- any issues that
7 you can recall with operators not stopping at the facing point,
8 that switch there?

9 A. Not to my knowledge, sir.

10 Q. Okay. I mean, in your experience, have you observed
11 operators not stopping and proceeding at facing point switches?

12 A. Yes, and they'd be written up for that.

13 Q. And, you know, again, in your 12 years of experience as a
14 supervisor, would -- how often would you see that -- can you
15 recall that occurring? Is that frequent, infrequent?

16 A. No, it's not frequent. I believe I -- my whole time, I may
17 have wrote four people up for that violation alone.

18 Q. And -- you know, and again, if you can't remember, that's
19 okay, but do you ever remember what their statements were as to --
20 with the four that you wrote up for that violation, can you recall
21 what their --

22 A. Well, everybody --

23 Q. -- what their reason was?

24 A. -- everybody stops. They -- everybody said they stopped, but
25 they -- I'm sitting there watching them and you didn't stop. But,

1 everybody say they stopped. You know, hey --

2 Q. Okay.

3 A. -- it's no excuse.

4 Q. Well, Darryle, you know, thank you again for -- you know
5 what? I'm going to ask you one more question. In your 12 years
6 as a bus driver, would you -- how frequently did you encounter
7 your supervisor? Now, I know this going back some time, but --

8 A. I saw my supervisor every day of the week, the whole shift.

9 Q. Thank you, sir. Thank you, sir. I have no further
10 questions.

11 BY MR. LYLES:

12 Q. All right, Mike Lyles, SEPTA. Darryle, have you ever
13 investigated a trolley accident of this magnitude?

14 A. Not to the extent of the passenger count, but, yes, I have.

15 Q. On the day of the accident, did you have any interaction with
16 Mr. Anderson earlier that day?

17 A. No, I haven't.

18 Q. Okay. All right, thank you. That's it for me.

19 BY MS. BONINI:

20 Q. Beth Bonini from PennDOT again. What about with Mr. Smith?
21 Did you have any interaction with Mr. Smith prior to the
22 collision?

23 A. No, ma'am.

24 Q. So, when you are going out and doing rule checks, how often
25 do you do -- how often are you actually looking at someone's rule

1 book to make sure that they have it with them?

2 A. Every day. This is a every-day thing. We put a cork sheet
3 in every day.

4 Q. Okay. So, when you are a part of the response team for the
5 collision, what happens to all of the rule checks that you
6 probably would have been doing that day? So, before when we were
7 talking, you said that you had -- you responded to some other
8 things that happened on the line and then you responded to the
9 incident in question. What happens to those other checks that you
10 should be doing?

11 A. They're turned in.

12 Q. They've turned what?

13 A. They are turned in.

14 Q. They are turned in?

15 A. Yes.

16 Q. So -- but you don't get to do those other routine checks that
17 you would normally be doing, correct?

18 A. You said what happened to those checks? They were turned in.
19 I'm not understanding what you're asking me.

20 Q. So, normally, you would be doing routine checks along the
21 line with all the different operators?

22 A. Yes.

23 Q. When you're taken away from doing those checks and
24 interacting with the operators because you're responding to
25 accidents or incidents, you're not doing those routine checks for

1 those other operators not involved in something?

2 A. No, ma'am, I'm not.

3 Q. So -- but, you have two other colleagues -- I just want to
4 make sure I understand -- you have two other colleagues that are
5 continuing to observe what's happening along the system in your
6 district or your area?

7 A. Yes, ma'am.

8 Q. When you are doing your checks, are you in a SEPTA vehicle?

9 A. Yes, ma'am, I am.

10 Q. Is that vehicle marked or an unmarked vehicle?

11 A. The vehicle was marked; that's why a lot of times I stayed
12 back, tried to be out of sight of the operator.

13 Q. Are you ever allowed to do those checks in an unmarked
14 vehicle?

15 A. Well, we have done it an unmarked vehicle, yes. We have
16 undercover supervisors as well to do it.

17 Q. Okay, but you're not an undercover supervisor?

18 A. If I'm asked to be.

19 Q. Okay. So, you could go in either capacity, whatever your --

20 A. Yes.

21 Q. -- chief asks you to do? Fitness for duty -- and you may
22 have answered this, so I apologize if I'm asking it again -- if
23 you saw -- and I know -- I think you said you never experienced
24 someone that you felt was unfit for duty, but if you did, do you
25 have the authority to take that person out of revenue service or

1 take them out of operation --

2 A. Yes.

3 Q. -- operating their --

4 A. Yes, ma'am.

5 Q. And who gives you that authority?

6 A. My position -- FTA -- under the -- well, it was the SEPTA
7 rule, fitness for duty. (Indiscernible) fitness of duty, I could
8 hold him off for that and send him downtown for a drug test.

9 Q. So, you are -- you responded to the collision on Wednesday.
10 What type of training have you been given by SEPTA, or anyone, to
11 properly respond to an incident or an accident?

12 A. We all receive accident investigation training.

13 Q. Could you explain what that is in?

14 A. Things that needs to be done upon your arrival during the
15 accidents. They go over it and go over different accident forms,
16 you -- what you need to know about during accidents, actually be
17 in the hot seat, you know, things that you need to -- that you
18 will encounter, things that you need to gather. Things you need
19 to convey over to control center, and how to write up and accident
20 and what you need to do at an accident.

21 Q. How often do you have to attend accident investigation
22 training?

23 A. I don't recall. I don't recall that one.

24 Q. Okay. Where -- is it a computer-based training, face-to-face
25 training?

1 A. Face-to-face, down here.

2 Q. Okay. Is it all day, half day?

3 A. It's usually all day when we --

4 Q. Okay. Do they give you any supplies or tools to conduct any
5 accident investigation?

6 A. In relation to what, tape measures and stuff like that? No.
7 That's for SEPTA Safety. I have the -- I just do the paperwork on
8 a location and investigate it as far as what I'm able to
9 investigate.

10 Q. So, as far as chain of authority, after you arrived at the
11 scene, what do you do? Do you have to call your chief? What's
12 your --

13 A. Well, the chief is already involved. When I arrive to
14 location, I generally give control center a heads-up, let them
15 know what's going on, because they have people calling them that
16 need to know what's going on. SEPTA Safety is already on the
17 phone with them wanting to know the number of passengers that was
18 injured. So, basically, I just try to give them a highlight of
19 what's going on down there, and then I finish conducting my
20 investigation and I get back to them with different updates as
21 they come.

22 Q. And your -- I've know you've been through a lot of training
23 in your 24 years at SEPTA, but what are some traditional -- other
24 than what we've discussed, fitness for duty, accident
25 investigation, what are some other typical training courses that

1 you have to do on a regular basis? And you talked about a re-cert
2 for the trolley, riding not --

3 A. I took a couple of management courses here. I took a couple
4 of management courses. I can't recall the different trainings
5 that I received, but, you know, we've got a couple of mandatory
6 trainings that we have to do every year, but that's basically it.

7 Q. Do you have to do CPR or any other emergency response
8 training?

9 A. No CPR, no.

10 Q. Thank you.

11 MR. FRAZIER: I don't have any questions.

12 BY MR. VERA:

13 Q. I have a couple of follow-ups. Darryle, on this incident
14 here, you had pretty much two trolleys that were on the same
15 block.

16 A. Yes.

17 Q. How often have you encountered that as a supervisor in your
18 12 years. Because you did say you do space checks, correct?

19 A. Yes.

20 Q. How often will you come into this where the two trolleys are
21 on the same block?

22 A. A lot of times you see trolleys on the same block, but
23 they're allowed to be on the same block as long as they
24 (indiscernible) to the rule.

25 Q. Okay. So, it is common then? This is isn't something that

1 -- I'm not saying it happens every day, but this isn't the first
2 time that you've seen --

3 A. Two trolleys in the same block? They're allowed to be in the
4 same block. Yes, it is common. They are allowed to be in the
5 same block.

6 Q. Okay. When you talked about the fitness for duty training,
7 the one-day training here at 1234 Market Street, who is conducting
8 that training?

9 A. It's a drug and alcohol -- it's -- I believe they have a
10 outside vendor do that. I'm not sure what it was. It was -- I
11 know it was a outside vendor because they gave us a little card
12 stating that we was qualified for that.

13 Q. Okay. Same type of question. When it comes to your
14 investigation training and you come down here, who is it that's
15 conducting that accident investigation training?

16 A. I believe it's a outside vendor as well.

17 Q. Okay. Then two more real quick. You said that monthly you
18 do a refresher where you hop on a trolley. Is this -- you said
19 it's a requirement?

20 A. Yes.

21 Q. Do you write this down? Do you have to jot down what trolley
22 you operated --

23 A. Yes.

24 Q. -- that day and then you turn it in?

25 A. Yes.

1 Q. So, we are early January. Have you done it this month yet?

2 A. Early January? No, I haven't done it this month.

3 Q. So, you did do it in December. Do you remember doing it
4 December?

5 A. Yes, I did.

6 Q. Do you remember which line you did it on in December?

7 A. It was one -- what was it, the 13th, because I did it at 40th
8 Street portal.

9 Q. Okay.

10 A. I did it down in the tunnel and came back up.

11 Q. What type of trolley was that one?

12 A. I know it was a LRV.

13 Q. In November, off the top of your head, do you remember what
14 type of trolley you used?

15 A. LRV.

16 Q. Okay. At this location they have two separate trolleys, LRV
17 and the other is a PCC?

18 A. What location are you talking about, Callowhill?

19 Q. Callowhill.

20 A. Yes.

21 Q. When is the last time you've done a refresher on a PCC?

22 A. When I did my -- when I did the re-cert.

23 Q. Roughly? I'm not going to hold you --

24 A. You do re-cert once a year, so it's once a year.

25 Q. So, last question. Any particular reason that -- when you do

1 your monthly ride it seems like you're choosing LRVs over PCCs;
2 any reason why? Put yourself behind that cabin.

3 A. I like to drive in the tunnel.

4 Q. Okay.

5 A. PCCs don't go in a tunnel.

6 Q. Okay. Do you see a difference of operating both?

7 A. I don't see a difference in operating both. No, it's not a
8 difference.

9 Q. Okay. Thanks.

10 BY DR. JENNER:

11 Q. Steve Jenner. Can you describe to me the responsibilities of
12 operator after an incident happens?

13 A. Once a incident happen, the operator is supposed to push
14 request to talk, priority, whatever, okay. Then depending on --
15 you go back there and check on your passenger to see if any
16 passenger is injured, okay. Then at this point you go outside
17 and, you know, if it's with an opposing motorist, you try to
18 gather all the information that you can in relation to that
19 accident, okay. And now you're waiting on a supervisor to come,
20 okay, so he can finish conducting the investigation.

21 Q. The first thing you said was push -- I'm sorry.

22 A. Push request to talk.

23 Q. -- request to talk.

24 A. That's the handheld radio. Well, actually, it would be
25 priority press. If it's an accident, priority, okay. That's the

1 handheld radio behind the operator's head.

2 Q. And where does that communication go?

3 A. That goes straight to control center.

4 Q. Okay. Does the -- all right, what sort of interaction does
5 the control center have with the operator at that point?

6 A. At this point, the operator at the control gathers all the
7 information pertinent to that incident, then they in turn convey
8 it over to the street supervisor in which we come on location.

9 Q. You just gave me a list of items. Was -- is the list you
10 gave me, was that the proper sequence? Or, the first thing
11 they're supposed to do is push the request button. The second
12 thing is tend to the passengers. Third thing is go outside. Is
13 that the sequence?

14 A. Yes.

15 Q. Do you have -- did you make an assessment about how well
16 those procedures were followed for this incident?

17 A. I didn't ask the operator in relation to that if he called --
18 well, he called -- control center called me, okay, so someone
19 called. But, as far as asking the operator what sequence, when I
20 got on the trolley, the operator says -- well, the first car was
21 getting all the information from this passenger -- I mean, from
22 the passengers, okay, so he was doing that. The -- like I said,
23 the opposing -- Mr. Anderson was sitting in the chair, okay. I
24 did ask him did you grab that information. He said no, okay, but
25 I intended -- I grabbed all the information and the operator was

1 still sitting in the chair. So, as far as him doing that
2 sequence, he didn't follow the sequence it's supposed to be, but
3 the other operator did.

4 Q. You had a chance to watch the emergency responders tend to
5 the passengers on the first trolley. What was the -- what were
6 the most serious injuries that you observed?

7 A. They were all neck and back injuries. I didn't see anything
8 severe, nothing really severe. Like, I didn't go to the hospital,
9 so I don't know what -- I didn't see anything severe, and that's
10 based on my observation. Now, there have been, but I didn't see
11 anything.

12 Q. Do -- what's your opinion of the emergency response overall
13 in terms of timeliness and in terms of them having enough
14 resources?

15 A. I believe they had enough resources and they acted very
16 professional. They -- everything worked in a timely manner, you
17 know. My opinion, everything worked in a timely. We got the
18 people out of there, you know, passengers was attended to, and we
19 got the trolleys out of there. Everything worked well. It was no
20 issue.

21 Q. Are there any first-aid kits on the trolleys?

22 A. We have first-aid kits in our T-cars. I don't believe it's
23 any first-aid kits on the trolley.

24 Q. Okay. From your observation immediate post accident, do you
25 have any recommendations about any procedures or equipment or

1 training that would help improve a situation like this?

2 A. Well, any kind of training that, you know, was going to
3 improve, you know, our knowledge of what we already have is
4 grateful. I wouldn't mind taking any, you know, CPR courses or
5 something like that, anything of that nature.

6 Q. Do you think there is any type of equipment that would have
7 -- tools or equipment that may have aided in the passenger
8 injuries?

9 A. Well, the passenger injuries came straight from the accident.
10 Now, if you want to put something where it's -- it won't -- it'll
11 stop that trolley before it come close to that other vehicle on
12 the street, as they have on the -- in a tunnel, then that's
13 something altogether different. I mean, that would be good to
14 have. But, other than that, you know, the injuries came from the
15 accident.

16 Q. Sure. That -- my second -- my first question was in terms of
17 the emergency response.

18 A. Right.

19 Q. My second question was to prevent such an accident. So --

20 A. Yeah. Well, you can put one of those -- you could do the
21 same thing they have in the tunnel where they won't allow the
22 trolley to get close to each other, okay? That one might work.

23 Q. And what is it that you're describing?

24 A. Something that, you know -- a preventative maintenance where
25 it won't allow that trolley -- that trolley will stop prior to him

1 getting to the trolley in front of him, okay. I don't think that
2 trolley has it (indiscernible), not that one.

3 Q. You don't think that trolley --

4 A. No, that has -- yeah, it has one, it has one. That's why I
5 don't understand why it didn't come off. But, yeah, that's fine.

6 Q. So, you're referring to specific technology --

7 A. Right.

8 Q. -- that may be incorporated in some trolleys and not yet
9 incorporated in other trolleys?

10 A. Well, they basically have the -- I'm thinking about the
11 (indiscernible). I was thinking about something altogether
12 different.

13 Q. Okay.

14 A. What I'm speaking of is the -- something that would prevent
15 these trolleys from coming close to each other. Once that trolley
16 comes close, it just -- that trolley will just stop, and if
17 there's something they could put into play at that. But, other
18 than that, it's nothing else I could think of.

19 Q. All right. That's all my questions. Thank you.

20 A. Wow.

21 MS. BONINI: Yeah.

22 BY MR. HOEPF:

23 Q. All right. Well, thank you very much. I have one very,
24 very quick question for you, last question. Is there anybody else
25 you think we should interview?

1 A. It's -- I don't know.

2 Q. I've covered it? Okay, great. Well, thank you again very
3 much for your time. We really appreciate. And we'll go --

4 MR. HOEPF: Oh, sorry. Did anybody else have any -- okay.
5 All right, we'll go off record then.

6 (Whereupon, the interview 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: SEPTA TROLLEY ACCIDENT
 PHILADELPHIA, PENNSYLVANIA
 ON JANUARY 4, 2017
 Interview of Darryle Crawley

ACCIDENT NUMBER: DCA17FR003

PLACE: Philadelphia, Pennsylvania

DATE: January 7, 2017

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.

Karen M. Galvez
Transcriber