



SURVIVAL FACTORS HIGHWAY

ATTACHMENT 14

OFD TRUCK 68 INTERVIEWS

HWY15MH006

(26 pages)

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:

METROLINK GRADE CROSSING ACCIDENT *

OXNARD, CALIFORNIA

* Docket No.: HWY-15-MH-006

FEBRUARY 24, 2015

*

Interview of: CAPTAIN 1

FF 1

FF 2

Oxnard, California

Wednesday,

February 25, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: NTSB INVESTIGATOR 1, Ph.D.

Survival Factors Investigator

APPEARANCES:

NTSB INVESTIGATOR 1, Ph.D., Survival Factors Investigator

National Transportation Safety Board

INTERVIEW

UNIDENTIFIED SPEAKER: One thing we also -- I have to offer you, kind of a regulatory thing with us. You have the option to bring anyone you want to support you in the interview, your union rep, your mother-in-law, sister, whomever. That's entirely at your option.

NTSB INVESTIGATOR 1: And you don't have to talk to us. If you don't want to talk to us, you don't have to.

UNIDENTIFIED SPEAKER: Exactly. We're going to do one on one, meaning, you know, just go down the line and tell us your story, and then we will open it to a kind of free discussion dialogue. Let's brainstorm a little bit maybe and bounce thoughts off, and you were working with him and he was working with you and that kind of thing. So, don't hesitate, and then

we'll wind it up and you can ask us a few questions if you don't understand something. So consider it kind of a free forum type thing.

UNIDENTIFIED SPEAKER: Okay.

NTSB INVESTIGATOR 1: So let's just go through each of you and give me your name, your --

UNIDENTIFIED SPEAKER: Are you recording there?

NTSB INVESTIGATOR 1: Yep -- your position on the truck, and your level of training, like if you're a firefighter EMT or just a firefighter or captain or whatever. So --

CAPTAIN 1: CAPTAIN 1, Captain, Truck 68. The last name is ----- . Level of training as in basic EMT, and you're talking medical response, rescue response?

NTSB INVESTIGATOR 1: Are you -- some are paramedics, some are EMTs.

CAPTAIN 1: Basic EMT, part of the hazmat Team, USAR team, and the regional -- the CAL USAR, Task Force 7.

NTSB INVESTIGATOR 1: Okay. All right.

FF 1: FF 1. I'm a firefighter EMT and I was Truck 68.

NTSB INVESTIGATOR 1: Truck 68? Yeah.

FF 1: Yeah.

FF 2: FF 2, B as in boy, Firefighter 1 on the truck, EMT.

UNIDENTIFIED SPEAKER: Total seniority, gentlemen, on the job, roughly?

CAPTAIN 1: Thirteen years here.

FF 1: Six and a half.

FF 2: Five.

UNIDENTIFIED SPEAKER: Thank you.

NTSB INVESTIGATOR 1: So, CAPTAIN 1, 13; FF 1, 6½; FF 2, 5?

FF 2: Five.

NTSB INVESTIGATOR 1: That's for the tape, so I remember; otherwise, I'll forget.

INTERVIEW OF CAPTAIN 1

NTSB INVESTIGATOR 1: Okay. So, yeah, why don't we go ahead and start with you and just let us know how you -- you know, what happened with the dispatch, if you had any problems getting to the scene, and what happened when you got on the scene.

CAPTAIN 1: No -- we were dispatched out to a vehicle versus train report of fire and vehicle versus train. Other than that, there was not much on the initial dispatch. While we were en

route, we got an update -- I think it was from our PD side going to our fire side -- that we did have a train rollover and we did have a confirmed vehicle fire.

We came in, responded from northbound 101, and then south to Rice. As we were coming down, you could see the header for the vehicle, and then as we came up to the rail side, I noticed that the rail crossing arms were up. That kind of surprised me because I was thinking that as we came in, they might be down and we may have some egress issues coming from the northbound. But, they were up, which made it a lot easier for us.

UNIDENTIFIED SPEAKER: Were they flashing still?

CAPTAIN 1: They were still flashing. So they were up and flashing, and there was debris all the way across the field -- or all the way across the street, and then the vehicle fire was burning basically in the northbound lanes and the -- it would be the westbound lanes in that area basically.

UNIDENTIFIED SPEAKER: And you could move around and there was nothing southbound (indiscernible)?

CAPTAIN 1: Oh, yeah. We went around the southbound. We went around the entire scene and we stopped to block traffic, and as we blocked traffic from northbound Rice, we got reassigned into rescue. So, I got assigned rescue group sup. And then, so I told my engineer, Engineer -----, I said, hey, move us down towards the scene, set up lighting so that we have lighting, and set up our apparatus for lighting along --

UNIDENTIFIED SPEAKER: Do you have pole lighting on your truck?

CAPTAIN 1: Yeah, we have -- actually, it's all LOD lighting. It's all 12-volt, and it is -- it's nice.

NTSB INVESTIGATOR 1: New stuff?

CAPTAIN 1: Oh, yeah. We just got these literally last year, so they light up nice. So we were able to set it up and we were able to set up on, actually -- it was 206. We got a good visual on that. And then the -- I think it was 645 was the one next to the rail.

UNIDENTIFIED SPEAKER: Yeah, give him the picture.

FEMALE SPEAKER: So there are numbers on the --

CAPTAIN 1: So this is 206, 211 -- yeah, so this was our apparatus right here. So then we got our front light on there, and then we had side lights coming along here. So as we came in here, I assigned these guys. I told them to meet in with triage and start -- this is Truck 68.

FEMALE SPEAKER: This is them?

CAPTAIN 1: Yeah, Truck 68 is right there.

NTSB INVESTIGATOR 1: Do you mind if I write that on there?

CAPTAIN 1: So I met in with -- and it was one of the triage captains, one of the first captains there, either Truck 61, which is -----; or -----, Captain 65, and I don't remember which

one. But I asked him where they were in their triage process, and they said that they had been working on 206 and that they had one patient left in 206, and that 263 was clear and that they needed assistance in 211. So at that point, I assigned these guys to go into 211 with Engineer -----.

And I think you actually went to 206 with Truck 61's crew.

FF 2: That was me.

CAPTAIN 1: That was you?

FF 2: Yeah.

CAPTAIN 1: Okay. And so then --

UNIDENTIFIED SPEAKER: Didn't you first go to the 600 number one?

CAPTAIN 1: Six -- no, 645 I didn't know was there until --

UNIDENTIFIED SPEAKER: That was afterwards.

CAPTAIN 1: That was afterwards. So we're -- I was doing an assessment, so I came in here and I asked them to assist in with triage and they started folding in with the other personnel here. I came into here and we had -- I had Truck 61's engineer in in 211 and I had asked him where he was at triage, and he's, oh, I'm out of tags. And I said what do you have? And he said I think I have -- he -- I think he said he had one red and four yellow. And I'm like, okay.

So at that point, I called in for an additional engine company to assist with rescue, and then I came around here and saw, for the first time, I saw 645. And then I saw basically about a dozen people coming out of the vehicle -- coming out on its side, and I had -- at that point I had two police officers that were with me and I asked them, I said, start assisting them out. And then I could see the ambulances over here, so directed them, with the police officers, to get the patients out and get it moving over to the patients here.

NTSB INVESTIGATOR 1: About how many ambulances did you see staged on the east side?

CAPTAIN 1: Initial response, we had three ambulances en route. I saw maybe two there. Because en route with the second dispatch or the updated dispatch, I requested with our dispatch to confirm how many ambulances were en route. They did confirm three. Because normally on this response, we get one. Just a -- because it's a heavy rescue response or a train, it's a train response. So that initial -- and they were heads up. I don't know why they decided to do the additional or not at that point, but I did confirm that we did have three. Before we got on the scene, the IC Battalion 61 ordered another three ambulances and another four engines. So once I got into rescue, I was on the tactical channel and I'm pretty sure he made all other resource requests on the command channel, which I was not monitoring.

So at that point, I had -- let's see -- it was Captain 63 and his crew, I had Engine 65 move from triage into a working rescue group, and then I had, after triage was done, I had Truck 61's crew working underneath me. I had -- after we had removed all the walking wounded, we had one

patient in 206 that had to be extricated, one patient in 645 that had to be extricated, and five patients in 211 that had to be extricated and carried out. So none of them were entrapped, which made it a lot easier, because at that point, we would've -- without the entrapments, it made the resource request a lot easier, because if it was entrapment, we would have to pull our USAR teams in for basically operation of heavy equipment inside enclosed areas. But that was nice.

So basically we started the response there. I set up for a primary search on all the vehicles to verify, and then a secondary search to confirm that everyone was out. And then -- yes?

NTSB INVESTIGATOR 1: Do you know about what time that was in the -- like I can --

CAPTAIN 1: The primary or the secondary?

NTSB INVESTIGATOR 1: Yes. When you started primary and secondary search, like approximate time frame into the action?

CAPTAIN 1: You know what? When I had -- because my second request for additional -- so, I requested a total of three engines, and it was when I had -- I had Engine 67 and Engine 64 come in as well. So I had 65, Truck 61, Engine 67, Engine 64, and Engine 63 assigned underneath me. And it was when Engine 64 and Engine 67 came in, I was able to have enough resources to divvy that out. So sometime after their on-scene arrival, but a specific time --

NTSB INVESTIGATOR 1: Okay. I'll be able to look at the dispatch log.

CAPTAIN 1: Yeah. Because I think 64 was originally signed in here, 67 was originally signed in here, and I had Truck 61's crew in here, and then I had another -- I don't remember who I assigned and did 263, but it came back verbally that primary and secondary is clear, as well as the engine.

NTSB INVESTIGATOR 1: So just to rehash those, so 206 was which engine company in there?

CAPTAIN 1: Truck 61's crew, because I remember ----- and ----- and, actually, you helped with that patient as well.

FF 2: After we -- whenever our first patient we go out, then I went with them for the rest.

CAPTAIN 1: Yeah. So --

NTSB INVESTIGATOR 1: Okay. But just kind of in ballpark. And then 211 was primarily which crew?

CAPTAIN 1: Primarily, that was where we had the majority of the crews. 645 was primarily Engine Captain 67 that I handed that over to. And then I know that Captain 63 and Captain 64 were working in 211 because --

NTSB INVESTIGATOR 1: In 211?

CAPTAIN 1: Yeah. And I remember having engineer Truck 61's engineer in there as well. And then --

NTSB INVESTIGATOR 1: So most of the injured were --

CAPTAIN 1: Yeah.

NTSB INVESTIGATOR 1: The most injured that needed removal --

CAPTAIN 1: Removal were in 211.

NTSB INVESTIGATOR 1: -- were in 211?

CAPTAIN 1: Yeah.

NTSB INVESTIGATOR 1: The five, yeah.

CAPTAIN 1: Yeah. And then there were two officers in 645 as well, OPD officers. And who they were, I couldn't -- I know them by face, but I don't know their names.

NTSB INVESTIGATOR 1: Okay. Before I forget, the Oxnard PD and FD, you guys share communication channels?

CAPTAIN 1: We do share communication, the dispatch center, but we do not share dispatch channels. So they're on a different frequency --

NTSB INVESTIGATOR 1: So you have a separate dispatch log?

CAPTAIN 1: No. Our computer -- like dispatch is, when it's typed into the narrative, is the same. When we have radio traffic, we're on a different frequency than they are.

NTSB INVESTIGATOR 1: Got it. Okay.

CAPTAIN 1: But, and then so we have basically -- I don't know -- four to five dispatchers, maybe -- probably in there, probably like three at that time: one call taker and then probably two others, maybe, and one dispatches fire and one dispatches PD.

NTSB INVESTIGATOR 1: Okay.

CAPTAIN 1: So -- because I spoke to the first officer on scene and he was like he saw an accident on scene with fire and he's like, something's not right. Because he couldn't see the train behind the smoke and the flame, and then he kind of stepped back after he got the patient out. Because there was a vehicle in the -- another red vehicle in the intersection. He got him out, then realized that he saw the lights of the train at that point. And I was like it must have been a nice little moment for you, and he goes, yeah, it was. So --

NTSB INVESTIGATOR 1: (Indiscernible).

CAPTAIN 1: Yeah. So after -- for me, I didn't really handle too much patient care. I was in and out a little bit just with communication and dealing with the people making the rescues, and then we didn't -- I didn't make transition into the trains until we started after people's personal property.

NTSB INVESTIGATOR 1: So as rescue supervisor, your -- most of your communication was between you and your rescue crews? Did you --

CAPTAIN 1: No, I had face-to-face communication with me and my rescue crews, and then I had my radio communication with medical group sup, which was Captain 65, and then transitioned to Battalion, which was Battalion 51. It was Chief -----.

NTSB INVESTIGATOR 1: So, first, it was medical group supervisor, was Captain 65 --

CAPTAIN 1: Yeah.

NTSB INVESTIGATOR 1: -- and then --

CAPTAIN 1: Transitioned to Chief -----.

NTSB INVESTIGATOR 1: To Chief -----.

CAPTAIN 1: Which is -- I think he was Battalion 51 or Battalion 5 that day. I'm not sure which his radio designation was. And then through -- and then those -- medical group and then triage, which was originally Truck Captain 61, and then IC, and then -----, I think, went to ops after a while. And then we transitioned and ----- (ph.) came in and took over IC, I believe.

NTSB INVESTIGATOR 1: Okay. All right --

UNIDENTIFIED SPEAKER: Let me interject a quick question when we think of the radios.

CAPTAIN 1: Yeah.

UNIDENTIFIED SPEAKER: Did you guys had digitals or analogs or --

CAPTAIN 1: These are digital, digital radios. They --

UNIDENTIFIED SPEAKER: The new 800 --

CAPTAIN 1: Yeah. These are not 800; they're 154 megahertz. We're in the middle of transitioning through several radio plans and, you know, we have -- we do have communication issues because we do have --

UNIDENTIFIED SPEAKER: Fade spots and such or --

CAPTAIN 1: What?

UNIDENTIFIED SPEAKER: Faded spots, blackout spots or --

CAPTAIN 1: Yeah. Well, yeah, on the east end of the city. And we didn't have any there for whatever reason.

UNIDENTIFIED SPEAKER: In this event, you didn't have any?

CAPTAIN 1: No.

UNIDENTIFIED SPEAKER: That's really my question.

CAPTAIN 1: Yeah. Because in the east, in the city, when you're on our command channel, if you're on a mobile handheld, you're hitting the repeaters quite far away and -- because I think they -- when you're out here, when you're out in this area here, the closest repeater is up here on the towers, up here, and so then sometimes they have trouble. However, when you're on the tac frequencies, it's a direct, and as long as you're within -- you know, on scene for that direct on a handheld, you're great. When it runs into --

UNIDENTIFIED SPEAKER: We didn't hear -- yeah, we're not hearing the issues with radios. But other investigations we're working, we're hearing there are --

CAPTAIN 1: Yeah.

UNIDENTIFIED SPEAKER: -- universal troubles with the new digitals.

CAPTAIN 1: Well, what was -- what we do have issues with is when we're on direct and you have units -- the second alarm units, I don't know -- like 60- -- I don't know if 64 was on the first ticket or not, but 67 was second on, and I don't know what radio traffic they heard on the tac when they came out of the barn. Generally, we have an issue when you're -- when you come in second alarm or you're coming in from across town, you know, you don't hear on-scene traffic from the handheld HDs. We're working on that. Hopefully, this June and July, we'll have repeaters on the apparatus which kind of boost that out. But -- and that just came out this last weekend that we're doing that. So -- it's a progress, but it's also, it's a work in progress.

NTSB INVESTIGATOR 1: Okay. All right. Do you have any more questions before we switch over? Okay.

INTERVIEW OF FF 1

NTSB INVESTIGATOR 1: So, FF 1?

FF 1: So, I was Firefighter 2, which is in the cab. Firefighter 1 is in the back in the tiller, so I was in the cab.

UNIDENTIFIED SPEAKER: This is an articulated ladder truck?

FF 1: Yes.

CAPTAIN 1: Yeah, it's a tiller.

FF 1: So my view is kind of skewed from the back. But coming up to the scene -- or our normal response, I didn't notice anything out of the blue. We took our normal response route that we would.

About a mile out, I saw the vehicle that was on fire on the tracks. Across from the tracks, I didn't notice anything in particular out of the ordinary. We did stop and had to back up, like Captain ----- said, and reposition into where we ended up on that picture right there. Then he told us that we were going to into rescue mode. So I hopped out, grabbed two of our trauma bags, our airway bag and a defib, brought them all the way to the front of, I guess, it's 211, and I dropped them there in this area.

And that was the first train I saw, so I just went there to see where I can help out. I tied in with Truck Engineer 61 and to see what he needed. He was the only one inside, so I hopped up into the train with one of our trauma bags and assisted him and seeing what he needed. When I got to -- so it's two levels. So I went underneath the stairs into which would be the bottom level. Saw five patients. I asked if anybody could walk to me. One individual did. I gave him a walking wounded tag and told him to tie in with the other patients that were outside.

There was another individual in there that was walking wounded but he said he was attending to one of the victims, so I said, okay, just tend to her. And then I came across the first patient that I saw, a male. He had a bump on his head. So I grabbed a four-by-four, gave him that and told him just to hang on to that. And then moved past him to a lady that was sitting down and I asked her if she was hurt. She said, yes, her back and her legs hurt. So, I said okay. Moved to the -- another lady that was laying down and she had her -- she had a -- it was on the right side -- a sweater. This woman, she was holding a sweater, and that's the individual that was the walking wounded, he was holding that on her head, helping her out. So once I got to her, I said thank you to the gentleman that was helping and had him walk out from the train. So then we had -- I had three patients in there.

So as resources were coming my way, it just myself and Truck Engineer 61 at that time attending to these three, and at that time Truck Engineer 61 hopped out and that's where he made communication with Captain ----- . So I was in there and I was trying -- just trying to go back to the three, just making sure they didn't have any life-threatening injuries. The one -- the last one that I came to, she had a really good laceration just across her forehead and when I took the sweater off, it started oozing blood. So I wrapped her up in our bandages and just had her hold pressure on that. I was talking to the second lady that I had come to that was just sitting down, wasn't laying down. She didn't look like she was in that much pain, so I said if you're able to walk out, just do so. And she -- after a couple of minutes, she was able to walk up -- walk out. So I ended up with the two patients there.

Truck Engineer 61 came back and wrapped up the first male's head that was bleeding. He wrapped that up, and then we helped, with Firefighter 65, Firefighter -----, he came in and we just kind of went from the person closest to the train entrance that we came in, started there, and packaged him up on a backboard, got him out. And then moved to the last individual, did the same thing, packaged her up on a backboard and then got her out. And then as we were getting her out, I mentioned to Truck Engineer 61 that I was going to do a -- he had already done a primary, so I was just -- I just told him I'm just going to do an extra secondary through that train.

So, once the -- I guess it was the bottom floor was cleared out, I made my way down this way to this end of it and I cleared that, opened the bathroom door.

NTSB INVESTIGATOR 1: To the west end?

FF 1: Yeah. And then climbed up on top of the stairwell and made my way to what would be the top floor and came back, and that's where I met up with Captain 63 and Engineer 63

and they were attending to a lady that was on the ground. So I just asked her what was hurting her. She said it was just all across her shoulders, going across her back. So we just stabilized her.

And at that same time, Captain 63 and Engineer 63 were getting another patient out at that same time, so I stayed with her. And then Firefighter 65 came in and tied with myself and Captain 65 -- or Captain 63, and brought a backboard in and we were able to transfer her out.

Once we transferred her out, I did another lap of the top floor just to double check that there weren't any patients, and then I exited that train and tied in with Captain 64, and we tried to formulate a plan at that time. I believe that everyone was out of the train and we were moving to the triage tarps to go help with patient care.

NTSB INVESTIGATOR 1: So then you went and helped with -- at the triage or --

FF 1: Helped with -- at the treatment.

NTSB INVESTIGATOR 1: Treatment. Okay.

FF 1: Yes. We went to the yellow tarp.

NTSB INVESTIGATOR 1: Because everybody at the triage was --

FF 1: Triage was done.

NTSB INVESTIGATOR 1: -- cleared by now, right?

FF 1: Yeah.

CAPTAIN 1: Yeah.

FF 1: Yeah, so then we moved into treatment. I got assigned to just help the paramedics at the yellow tarp. So I went to the yellow tarp and just -- I went looking for patients that were -- no one was around, just to double check on them, make sure they were doing all right, check and make sure their tags -- make sure their vitals got taken. And then myself and Truck Firefighter FF 2, along with numerous others that were all intermingled there, just started waiting for the paramedics to come back and say, okay, we take these two, put this one on a gurney, take him to this ambulance, and then move this one -- we're going to move him to the same ambulance but put him on the bench. So, I --

NTSB INVESTIGATOR 1: Okay. And who was directing where the people went, into which ambulances?

FF 1: On the --

CAPTAIN 1: Gold Coast?

FF 1: Yeah, it was a Gold Coast paramedic. I'm not sure of his name. He was in charge of the yellow tarp with the (indiscernible) section of that part.

NTSB INVESTIGATOR 1: Do you know if there was a -- was there like an easily -- for each of the triage areas, was there a paramedic that was clearly in charge of each of those areas?

FF 1: I wouldn't necessary say clearly charge. There were two, there's two that were at this tarp.

NTSB INVESTIGATOR 1: Okay.

FF 1: And I think he -- it seemed to me that he maybe didn't be assigned to that role, he just kind of assumed that role.

UNIDENTIFIED SPEAKER: Just started. Um-hum.

NTSB INVESTIGATOR 1: Yeah. Okay.

FF 1: And -- because once -- I think we had four more patients left and his ambulance was next up to go, and he didn't realize that. So he left another paramedic in charge of the yellow tarp because he had to leave and go --

NTSB INVESTIGATOR 1: Right.

FF 1: -- drive the ambulance to the hospital.

NTSB INVESTIGATOR 1: Okay. Okay, maybe we should call the -- can one of you guys call the next crew to start heading because they're a little --

CAPTAIN 1: Yeah.

FF 1: Yeah.

NTSB INVESTIGATOR 1: It takes them, what, 5, 10 minutes, to get here, or something? And then we'll go ahead and then switch over to FF 2, right?

FF 2: Yes.

INTERVIEW OF FF 2

FF 2: So, pretty much the same as all them said, response came in. From being back high up on the tiller box, I could see a lot more from less than halfway down there. Getting off the freeway on Rice, we could see flames and smoke showing from the freeway. Pulled through the intersection, blocked traffic, like was already stated. It was dark at that time, obviously, so we could only kind of see what the train situation was. I could see two cars on the side and that was about it, and the vehicle burning and what looked like a second vehicle, but I guess what was burning and the vehicle itself was all part of the same. The red car in the middle of the intersection. Blocked traffic, went in.

Did the same as FF 1 did, stepped off and grabbed some gear. I grabbed one of our -- our Yates harness, which is kind of like a very secure half backboard, but it's for extrication. I didn't know what else we were going to need. And then went to Engine 65 and grabbed their backboard, because I heard people calling for backboards. Continued over. I stuck with Engineer -- what's that?

NTSB INVESTIGATOR 1: You can come over if you want.

FF 2: I stuck with Engineer ----- for the majority of the time. Our crew kind of was split when he took over rescue. It was pretty much --

UNIDENTIFIED SPEAKER: Have a seat.

FF 2: At the beginning, I recall being pointed in certain train car directions. I don't -- honestly, it's kind of blur. I don't remember which train car I was pointed to go to first. But from that point, we got one patient out, which was the only patient in whatever car it was that we went into, with a couple people that were already in there. We helped them C-spine, moved them out of that car, took them over to the yellow triage tarp, and then came back. And then we're pretty much working with the Truck 61 guys with -----, Firefighter ----- and Engineer ----- . And helped two or three more patients get out with them, and then finally one more with --

NTSB INVESTIGATOR 1: Those were walking wounded?

FF 2: No, all C-spines. We -- Engineer ----- and myself were helping --

NTSB INVESTIGATOR 1: Oh, this was the -- when you're -- because it's difficult to get the backboards out of there --

FF 2: Yes. You're walking on the side wall and the glass. It's funky. Patients are heavy when they're limp and on a backboard. It's tight in there and people are doing this several times over, so we were kind of a little bit fresher. The more hands, the better. After we had moved a couple out with the other truck guys, we were helping -- what was ----- on, 65?

FF 1: Um-hum, yeah.

FF 2: We helped them with one last patient. The last one that we helped out was the conductor or engineer and --

UNIDENTIFIED SPEAKER: Was he busted up or just (indiscernible)?

FF 2: Visibly, not really. He was having trouble breathing and you could tell he was in a lot of pain, but, visually -- I didn't even know that that's who it was.

UNIDENTIFIED SPEAKER: That sounds like the engineer.

FF 2: I know for a fact it was the engineer because that's what I was told, this is the engineer, the conductor from the front of the train. I didn't know what his injuries were. I just knew he was having trouble breathing and was in a lot of pain, but there was nothing visibly. So got him out lastly, and pretty much stuck with Engineer ----- moving backboards and gurney people over. Actually, after that, there was the one lady that had possibly a broken leg, and that was it, a younger gal, and we helped carry her over. And from that point, we went to look for -- did we go to look for people's belongings before or after we were doing medical stuff?

CAPTAIN 1: Well, I reported back to the ICP when you guys went in to medical, and then after we had most patients gone, we went back.

FF 2: Okay, so that was last. So then we went to assist with the tarp, same as FF 1 had said. A few people from the green tarps moved to the yellow tarps, and then us, the other truck guys, Truck 61 guys, and a few people from Engine --

UNIDENTIFIED SPEAKER: Can you come get us when you're done?

UNIDENTIFIED SPEAKER: Yep.

NTSB INVESTIGATOR 1: Yep.

UNIDENTIFIED SPEAKER: Okay. We'll be inside the station.

NTSB INVESTIGATOR 1: All right.

FF 2: A few people from Engine 65 were helping get people onto gurneys and into ambulances. One of the more -- this was relatively, from what everyone else has said and in my opinion as well, a very smooth MCI. It didn't have a lot of real chaos to it. A lot of people were already walking wounded out and in a group. It was almost like a drill or a movie set. It didn't -- like, you don't -- you see it and it doesn't -- you don't expect it to be like that. We all have seen the pictures of the Metrolink crash in Chatsworth, and we're looking at perfectly fine cars, just simply on their side --

NTSB INVESTIGATOR 1: Um-hum, yeah.

FF 2: -- and just kind of blunt trauma to the people that were injured. So it wasn't anything extraordinarily traumatic for, I believe, the majority of us. It was just moving patients, like we would in a regular vehicle accident, out, everything held up. So instead of one person C-spined in a car, we had multiple. We just moved them out and that was that.

The part that became, in my opinion, a little bit chaotic was people from tarps to ambulances. Because by the time we went over there, there was a lot of ambulances staged and the whole process is there has to be a destination because there's tons of people going out to all the different hospitals, and there's usually a Gold Coast or ambulance supervisor who's in charge with the MedCom, or whatever the position there --

NTSB INVESTIGATOR 1: It's patient transportation group.

FF 2: Patient -- that one. And it kind of was bouncing between a couple different Gold Coast paramedics. And myself, FF 1, and some other truck guys kind of were, I guess, to say the least, a little frustrated. We had patients ready to go, we had ambulances waiting, and we couldn't get answers out of a couple of the medics. Not pointing fingers by any means, but we didn't know where patients were going. Patients needed to go and we didn't have the next two most important patients selected. So we kind of bullied our way through and said tell us what's next, what ambulance is up, does it have a destination? Boom, people moved. And once we kind of started, like, we were getting people going, that's when a lot more of the yellow tarp really cleared out. And then there was just a few left on the green tarp, and then that's when we went and looked for people's belongings.

Whatever the car is that's perpendicular to the tracks, halfway on the tracks in the street --

CAPTAIN 1: 206.

FF 2: -- you can see in the picture there's one of the windows on the ground. I didn't know that that wasn't there when I walked through it and I fell through it. That was awesome.

UNIDENTIFIED SPEAKER: One of the windows on the ground?

CAPTAIN 1: Well --

FF 2: It's on its side --

FEMALE SPEAKER: One of the passengers removed it.

FF 2: -- about this high and about 4 feet above the ground.

UNIDENTIFIED SPEAKER: So there's a void underneath the railcar --

FF 2: It's on the tracks, it's on the street, and then there's the dip right there.

UNIDENTIFIED SPEAKER: -- and then you stepped on a glass --

FF 2: I thought I was stepping on glass, but I just went straight through and realized that my waist had the window sill around me, and kind of pulled myself up before anyone else had saw.

UNIDENTIFIED SPEAKER: Oh, so there was no glass there at all; you just mistakenly thought there was?

FF 2: Oh, yeah. So --

UNIDENTIFIED SPEAKER: Did you get hurt?

FF 2: No.

UNIDENTIFIED SPEAKER: Your bunker gear took the --

FF 2: Plenty good. I -- just my feelings.

UNIDENTIFIED SPEAKER: Big surprise.

FF 2: My feelings were hurt. And I don't know if anybody saw like legs dangling from outside, so I pulled myself back up and then kept walking to look for belongings. And then that's actually the way I exited, instead of climbing through all the stuff, and that was really it. We got released a little bit after that.

NTSB INVESTIGATOR 1: Um-hum. I'm trying to find that on the helmet Canon.

FF 2: Yeah, there we go. Yeah, dangling feet.

NTSB INVESTIGATOR 1: Yeah. Okay. Okay.

FF 2: One, lastly --

NTSB INVESTIGATOR 1: Go ahead.

FF 2: -- the only other thing -- because you said positives, negatives, or whatever -- is in anything, like structure fire-wise, second alarm, our city is tapped out. We've sent every resource we have to it. An incident like this, everything was gone, and that's just our city. We're in the process of getting one more engine. We're on the second truck that our department has. First time ever we've had two trucks. And we're limited and we're, like, understaffed, under-resources for this city, especially the call volume, how busy it really is. And stuff like this happens every year, so -- including fires. Regardless, we're tapped and we're working on the process.

----- is our grant writer and he works very hard on securing lots of -- millions of dollars for apparatus and other stuff that we need, and he kicks butt doing that, and -- I'm not going where you think I'm going with this. But anyway, other -- sometimes we're -- that's where we're limited. So the only thing that could be better is have -- we're in the process of enlarging our department and our staffing and our apparatus, so when stuff like this happens, because this Oxnard and crap happens like this, that we have more to respond to it and immediately be there. And thank God, it went as smooth and people were as well off as they were because it could have been a lot worse.

UNIDENTIFIED SPEAKER: And so you -- were you able to bring in neutral aid to cover the houses or --

FF 2: Yeah. We had -- yeah. And it was within an hour or two we had shift change, so we had people coming in. But we did -- we do mutual aid response quite a bit. So we tapped out, pretty much, West County to pull this off and --

CAPTAIN 1: They're running the regular calls that are still going on in the city the whole time and --

FF 2: Yeah.

NTSB INVESTIGATOR 1: So you're backfilling -- so they're --

FF 2: They're backfilling into out stations and then, out of Ventura City, out of Camarillo, out all of parts of West County. So, I mean, it -- this was one of those times that it was quite impressive.

NTSB INVESTIGATOR 1: About how many times a year do you run into an incident that's big enough where you're causing backfill into your --

FF 2: Tapped out?

NTSB INVESTIGATOR 1: Um-hum.

FF 2: Probably, I'd say four, maybe five times a year.

UNIDENTIFIED SPEAKER: That many?

FF 2: Yeah. Well, in the last year, we had --

what did we have last year, the Gonzales fire? The -- was the Boulevard fire and the Carmax fire all last year?

CAPTAIN 1: Yeah.

FF 2: And then the beginning of this year, we had the --

CAPTAIN 1: And the Ventura Road fire.

FF 2: The Ventura road fire was --

CAPTAIN 1: Two years ago. Sorry. Two years ago.

FF 2: Yeah. And then this year, Terrace fire, which was second alarm where -- Ventura County, and then this, just this year alone.

CAPTAIN 1: So, I mean, I've been on several rail incidents in the city, at least -- I don't know -- I was talking -- and with vehicles and people, I know that I've been on a train versus vehicle at Del Norte, one -- at least two at Rice, at least two at Rose, and then another one at Gonzales and -- I'm sorry, not Gonzales -- Vineyard and the rail and multiple people along it, and it just, you know, it just varies. And I -- and it's just my opinion -- most of the time I see there's not that large a derailment, and it was just a discussion earlier today whether or not the pushing versus pulling and, you know -- and who knows why it does it, if that's a reason or not. But, you know, it is -- it isn't the first one we've had in the area, so, you know --

FF 2: Kind of to expand on that, this is the fourth, I believe, I've responded to and this is the first that it was being pushed, not pulled. So the other three were heading westbound and there was no derailment at all on two of them, and one of them, just one of the wheels was slightly off the track. Two were at Rose, two were at Rice, and the other one that was at Rice -- and you guys are looking for anything that -- like the intersection, the lighting, whatever, like all the little things here and there. I have no clue because, to me, it doesn't look like any different intersection whatsoever. But the other one that was at Rice was a lady that wasn't from the area and it was at nighttime and she made a right turn onto the tracks instead of crossing over tracks and onto to 5th Street and she got rear-ended by a train.

NTSB INVESTIGATOR 1: So --

FF 2: So --

NTSB INVESTIGATOR 1: Which -- do you know when about was that and which intersection again? Because we'll have our --

FF 2: At Rice, same exact one. That was at the same exact one because that was ----
-- who was first on scene.

UNIDENTIFIED SPEAKER: I don't know.

FF 2: You weren't working that day.

UNIDENTIFIED SPEAKER: It wasn't working that day.

FF 2: That was C-shift. He was overtime.

NTSB INVESTIGATOR 1: And when was that approximately? Can you remember?

FF 2: Two and a half, 3 years ago.

CAPTAIN 1: Yeah. I don't know when the last --

FF 2: No. You know what? It was at least 3 years ago.

NTSB INVESTIGATOR 1: And do -- was she going the same direction?

FF 2: Going the same direction that this guy was going. He was going south on Rice,
correct?

UNIDENTIFIED SPEAKER: And got hit by a locomotive from behind?

FF 2: He got hit by a locomotive from --

NTSB INVESTIGATOR 1: No, no, no. You're saying that she was --

FF 2: She got hit.

NTSB INVESTIGATOR 1: -- going south on Rice Street.

FF 2: Because this train was going east on this lady going --

NTSB INVESTIGATOR 1: She was going west?

FF 2: She was going to the same direction, but it was going westbound.

NTSB INVESTIGATOR 1: So she got hit from behind instead of in the front?

FF 2: Yes. She was actually on the tracks, wheels on either side of it, tried to back
up and couldn't. The engineer conductor saw it, hit the emergency brake, and it looked like maybe a
25, 30-mile-an-hour-impact rear-ending. So it just, literally just bumped her and continued to stop,
which --

FEMALE SPEAKER: Wheels on the tracks or wheels on the ties?

FF 2: Ties, like on either side of the tracks.

NTSB INVESTIGATOR 1: Like she straddled the --

FF 2: Yes, she was stuck, couldn't get over it.

FEMALE SPEAKER: And what kind of car? Like, a sedan or an SUV?

FF 2: Yeah, like a small sedan. Like a Civic or Prius kinda-ish car.

CAPTAIN 1: Yeah, yeah.

NTSB INVESTIGATOR 1: So that'll be interesting, because they look up the history
of the intersection and everything and we'll look up -- we'll look that up.

FF 2: It's just interesting that's the second person that made right turn onto tracks
instead of where the street is clearly right there.

FF 2: Yeah.

FF 2: I don't know.

FF 1: Well, we've had a couple of semis at Rose, in that intersection, and then that Camaro last -- was it last year?

FF 2: Yeah. No, it was like two years ago.

FF 1: Was it 2 years ago?

FF 2: It was. That was the one at Rose.

FF 1: Yeah. And then --

FF 2: Stopped on the tracks --

FF 1: Yeah.

FF 2: -- so it's operator error.

FF 1: Yeah. Where they just stopped for the intersection for whatever reason and don't pay attention, one cargo and one flatbed semi.

NTSB INVESTIGATOR 1: Was it because of traffic --

FF 2: I think so, yeah --

NTSB INVESTIGATOR 1: -- backed up?

FF 2: Well, they were planning on turning and they went through and their trailer was still on the tracks and they went down and they weren't paying attention.

NTSB INVESTIGATOR 1: Right. Okay.

FF 2: At least that's from what I remember. But, yeah, it's, you know --

NTSB INVESTIGATOR 1: Okay. (Indiscernible).

FF 2: It happened regularly.

UNIDENTIFIED SPEAKER: Was there anybody from the train crew that came up and identified themselves, like the conductor, to you?

FF 2: Yes. There was a gentleman, and I don't know who -- he identified himself from the rail and he was asking about where the people for the train crew was -- where the train crew was.

UNIDENTIFIED SPEAKER: So he wasn't actually on the train?

FF 2: No, he was not on the train.

UNIDENTIFIED SPEAKER: And you didn't hear of anybody being (indiscernible)?

FF 2: No, the only -- there were three people that I did identify from the train and they were all patients, so they were all in patient treatment areas.

UNIDENTIFIED SPEAKER: Do you know where they were located?

FF 2: In the train when the -- no. Because there was a question on if they were actually removed and if we had them accounted for, and so I physically accounted for all three of them. There was -- and there -- the two were minor patients on the green tarp, and then the other one was the one we removed, the -- and it's the engineer, right, is the driver?

UNIDENTIFIED SPEAKER: Um-hum.

UNIDENTIFIED SPEAKER: Yes.

FF 2: Yes. Okay. So the engineer was removed and transported relatively quickly, from what I understand.

UNIDENTIFIED SPEAKER: Where in the car did you pick him up at?

FF 2: He was in the --

FF 1: He was all the way in the front.

FF 2: -- in the front.

UNIDENTIFIED SPEAKER: He was in the front?

FF 2: Yeah, he was in the front.

UNIDENTIFIED SPEAKER: The cab itself?

FF 2: Yeah. And Captain 67 was there with him to start off with and that was -- we were talking about that this -- today. So --

UNIDENTIFIED SPEAKER: (Indiscernible)? Okay. Now, you have the engineer, a student engineer --

FF 2: Yeah. There -- okay.

UNIDENTIFIED SPEAKER: -- and (indiscernible)?

FF 2: Yeah. So, the engineer was the heavysset guy, and then I'm guessing the student engineer was younger --

UNIDENTIFIED SPEAKER: Probably the younger. I don't know who (indiscernible).

FF 2: -- younger guy, and then the -- there was a -- one other gentlemen, and I just remember him identifying that he --

UNIDENTIFIED SPEAKER: He was the conductor.

FF 2: Yeah. And I couldn't point him out in a crowd right now.

NTSB INVESTIGATOR 1: And who was -- and which one was the more critically injured?

UNIDENTIFIED SPEAKER: Engineer.

FF 2: The engineer, the driver.

UNIDENTIFIED SPEAKER: That's what we're hearing, yeah.

FF 2: Yeah. And he was in the --

UNIDENTIFIED SPEAKER: He actually wasn't driving the train. It was a student engineer. But he's the one that happened to have gotten the worst injuries of the three.

FF 2: Okay. Okay.

NTSB INVESTIGATOR 1: So, and then -- and so he was found in the -

FF 2: He was found in the front of this train, here.

UNIDENTIFIED SPEAKER: The cab portion of that --

UNIDENTIFIED SPEAKER: The cab portion of 645.

FF 2: Yeah. For -- I know he was found in the front of the train. You'll have to ask - ----, when he comes in, exactly where he was. But I know that he was in the front of that train.

NTSB INVESTIGATOR 1: Okay. Good. Okay, great.

UNIDENTIFIED SPEAKER: Do you guys have any --

UNIDENTIFIED SPEAKER: Did you have any questions?

UNIDENTIFIED SPEAKER: -- further questions you had?

NTSB INVESTIGATOR 1: Any questions for us?

UNIDENTIFIED SPEAKER: I just have another history of that intersection, now that they're talking about it before. I think it was August of 2009 --

UNIDENTIFIED SPEAKER: Yeah, can't forget that one.

UNIDENTIFIED SPEAKER: Where there was actually a traffic accident in the intersection of 5th and Rice and the truck, one of the trucks got pushed onto the railroad tracks from the accident and then got hit. So, that was in August of --

UNIDENTIFIED SPEAKER: Was this your special one?

UNIDENTIFIED SPEAKER: Yeah.

UNIDENTIFIED SPEAKER: Your special one?

FF 2: Him and our regular engineer for this shift actually pulled the guy out of the vehicle before it got smashed.

NTSB INVESTIGATOR 1: Oh yeah? While the train was coming?

FF 2: Yes.

UNIDENTIFIED SPEAKER: Yes.

UNIDENTIFIED SPEAKER: Ouch.

FF 2: He didn't want to share that because he's humble, but he did.

UNIDENTIFIED SPEAKER: And that was also a cab car.

NTSB INVESTIGATOR 1: What was that?

UNIDENTIFIED SPEAKER: Um-hum. It was cab car 8 -- August 27th?

NTSB INVESTIGATOR 1: Okay. Wow, that's traumatic (indiscernible) his job.

UNIDENTIFIED SPEAKER: Like out of a movie.

NTSB INVESTIGATOR 1: Yeah.

FF 1: And then I remembered something from inside the train. I think you guys were talking about damage inside the train that you noticed. I just noticed -- it looked like it was like the running light that runs above people's heads -- there was like a circular smash and I think it was from the girl's head that was laying right next to it because it had her hair in there. So it was just her -- it was just like a, like an impact.

NTSB INVESTIGATOR 1: So, there was a circular dent?

FF 1: Circular dent inside with her hair stuck in, the same color hair as what she had.

UNIDENTIFIED SPEAKER: That's called a (indiscernible).

FEMALE SPEAKER: What car number was that?

FF 1: That was 211, and it would have been downstairs.

UNIDENTIFIED SPEAKER: Who knows where all the action (indiscernible).

FEMALE SPEAKER: The bottom?

FF 1: Oh, yeah, bottom --

(Simultaneous conversation.)

UNIDENTIFIED SPEAKER: That one had the marks.

FEMALE SPEAKER: Bottom side close to the ground?

FF 1: Close to the ground. Approximately --

UNIDENTIFIED SPEAKER: That's where we had the most rescues.

FF 1: Close to the middle --

UNIDENTIFIED SPEAKER: Yeah.

FF 1: -- maybe a little closer to the (indiscernible).

UNIDENTIFIED SPEAKER: This is the lady in like the purple sweatshirt with the bleeding head.

UNIDENTIFIED SPEAKER: Yeah.

UNIDENTIFIED SPEAKER: Yeah.

UNIDENTIFIED SPEAKER: We'll look for it tomorrow.

FEMALE SPEAKER: We'll look -- yeah, we'll try and find the --

NTSB INVESTIGATOR 1: Yeah, you'll definitely want to have --

FF 1: It was kind of blondish.

FEMALE SPEAKER: Thank you.

UNIDENTIFIED SPEAKER: When is the last time you received any training as far as been through tabletop or full scale --

CAPTAIN 1: For trains or MCIs?

UNIDENTIFIED SPEAKER: For trains.

CAPTAIN 1: Trains?

UNIDENTIFIED SPEAKER: (Indiscernible) familiar things?

CAPTAIN 1: Yeah. We had Metro training -- was it -- it was maybe the last couple of years. I know I have some stuff on it that we've gone through. And then we had an accident -- God, when was it when we had the -- ----- had the accident over on -- it was the guy -- it was at Rose and Gonzales and that's the one when we had some follow-up training on it. Because we stopped the train and the conductor was like, oh, patients are fine. And we're like, no, we need to come in and assess the patients. And they said, no, the patients are fine. And we're like, uh, no, we need to come in and assess the patients. And they said -- so then we found out and we got, you know -- he let us go through there, walk through and, you know, make sure everything's good.

However, after that, we had some -- I think it was Metrolink employees come in and give us some training on the fact that it is a -- they're allowed to make that decision and they're able to -- you know, if they don't have any injuries, they can say, hey --

UNIDENTIFIED SPEAKER: When you say patients, you probably mean passengers?

CAPTAIN 1: Passengers.

UNIDENTIFIED SPEAKER: Yeah.

CAPTAIN 1: That we -- yeah, to have us walk through, check the passengers, see if anybody was a patient. But that was -- probably this last year we've had some, at least some training for Metro. And I know I've gone hazard training on Metro -- God, it's probably within the last 5 years, but I --

(Off the record.)

(On the record.)

CAPTAIN 1: One of the things I'm going to bring to our EMSA is the -- one of the things we do in an MCI is the MedCom -- Medical Communications and Patient Transportation Group, they have to make contact with the hospitals and confirm with the hospitals how many patients they can take. And that's why you have a clog-up there is because they have to contact each hospital and they have to talk to somebody at the hospital and say, hey, how many criticals, how many, you know -- how many immediates, how many delayed, how many minors can you take? And I was just -- I was thinking about it just the other day and I'm like why can't you just text it?

UNIDENTIFIED SPEAKER: Yeah.

CAPTAIN 1: Why can't you just do a blast text, send it, and then they send it back --

UNIDENTIFIED SPEAKER: Yeah.

CAPTAIN 1: -- or even have a live feed of, you know, patient -- they have it right now where you text the wait times at the ERs here in the county. And, you know, alls you have to do is send a text to the charge nurse there and say, hey, how many criticals, how many -- you know, what's your patient count or what's your patient availability, and you get it back and then you can move from there.

UNIDENTIFIED SPEAKER: Helps management quite a bit.

CAPTAIN 1: Yeah, because they have to get on the phone, they have to call them, they have to do that, and it should be that that's where we end up. And I've had MCIs before where that has been -- you know, like, you're waiting. You're literally -- you have the patient sitting there ready, packaged, ready to go, and you can't load them in the ambulance --

UNIDENTIFIED SPEAKER: (Indiscernible)?

CAPTAIN 1: Yeah, because the ambulance doesn't have a destination yet or the patient doesn't have a designation via ambulance. So I'm part of that committee, bringing that up, I'm going to discuss through our EMS coordinator and then talk to our doctor about that.

UNIDENTIFIED SPEAKER: Good. Anything else come to mind you'd do differently now that you see some things that's (indiscernible) and that kind of thing?

FF 2: Nothing that I -- I don't think I would have done differently. I would have liked to see maybe at the treatment area is maybe -- I didn't see anybody wearing vests signifying who they are.

UNIDENTIFIED SPEAKER: Do you have vests, like ID vests?

FF 1: Yes.

FF 2: Yeah, I believe we do.

FF 1: Yeah.

UNIDENTIFIED SPEAKER: But maybe it was so busy, they (indiscernible)?

FF 1: They just started, yeah.

FF 2: Yeah, yeah. I mean, we do as a fire department. I'm not sure -- I can't speak for the ambulance company.

FF 1: They do, and there was -- I forget the one -- you saw the one medic. I forget what his name is.

CAPTAIN 1: One of their medics that was in charge of triage had his triage vest on, and that was the only person.

UNIDENTIFIED SPEAKER: Yeah, we get with (indiscernible) on that.

FF 1: Yeah.

CAPTAIN 1: It was a Gold Coast guy.

UNIDENTIFIED SPEAKER: Gold Coast?

FF 1: Well, yeah, they're the same -- they're the same company (indiscernible).

CAPTAIN 1: Same managers.

UNIDENTIFIED SPEAKER: Anything --

NTSB INVESTIGATOR 1: Nope. I think we're set.

UNIDENTIFIED SPEAKER: Any questions you would want to ask us that come to mind?

FF 2: No. I think that this, everything that went down actually went like amazingly smooth from what you expect. There's --

UNIDENTIFIED SPEAKER: Yeah.

(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:

METROLINK GRADE CROSSING ACCIDENT

OXNARD, CALIFORNIA

FEBRUARY 24, 2015

Interview of CAPTAIN 1, FF 1

FF 1, and FF 2

DOCKET NUMBER:

HWY-15-MH-006

PLACE:

Oxnard, California

DATE:

February 25, 2015

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my skill and ability.