

NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :
  
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THE ACCIDENT INVOLVING : NTSB Accident No.
  
AMTRAK TRAIN #89 AND MOW : DCA16FR007
  
EQUIPMENT AND EMPLOYEES :
  
NEAR CHESTER, PENNSYLVANIA :
  
ON APRIL 3, 2016 :
  
:
  
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INTERVIEW OF: JOSEPH GRECO

Wednesday,
  
April 6, 2016

Sheraton Suites
  
Philadelphia, Pennsylvania

BEFORE

RICHARD HIPSKIND, NTSB
  
DAVID KANNENBERG, FRA
  
MICHAEL TRAINA, AMTRAK
  
ANDREW KEEFE, AMTRAK
  
MATTHEW PORTO, AMTRAK
  
LOU TOMASSONE, FRA
  
TERRY SPRATT, AMTRAK
  
FRAN WALKER, FRA

This transcript was produced from audio
  
provided by the National Transportation Safety Board.

P-R-O-C-E-E-D-I-N-G-S

(Time not disclosed)

MR. HIPSKIND: Good morning everybody. My name is Richard Hipkind and I am the Track and Engineering Group chairman for NTSB for this accident. We are here today, on April 6th, 2016, at the Sheraton Suites Hotel in Philadelphia, Pennsylvania to conduct an interview with Mr. Joseph Greco who works for the National Railroad Passenger Corporation or Amtrak.

This interview is in conjunction with NTSB's investigation of a collision of Amtrak train 89 with maintenance away equipment and employees on April 3, 2016, at milepost 15.7 on Amtrak's PW line near Chester, Pennsylvania in Delaware County. The NTSB accident reference number is DCA16FR007.

Before we begin our interview and questions, let's go around the table and introduce ourselves. Please spell your last name, and please identify who you are representing and your title. I would remind everybody to speak clearly and loudly enough so we can get an accurate recording.

I'll lead off and then pass off to my right. Again, my name is Richard Hipkind and I -- and the spelling of my last name is H-I-P-S-K-I-N-D. I am the Track and Engineering Group chairman for NTSB on this

1 accident.

2 MR. KANNENBERG: David Kannenberg, deputy  
3 regional administrator, Region II, Federal Railroad  
4 Administration. Last name Kannenberg. K-A-N-N-E-N-B-  
5 E-R-G.

6 MR. TRAINA: Michael Traina. T-R-A-I-N-A.  
7 RSA president and Amtrak supervisor.

8 MR. KEEFE: Good morning. My name Andrew  
9 Keefe. K-E-E-F-E. I am with Amtrak as the deputy  
10 chief engineer of maintenance.

11 MR. PORTO: Matthew Porto. P-O-R-T-O.  
12 director of safety, Amtrak.

13 MR. TOMASSONE: Lou Tomassone. T-O-M-A-S-S-  
14 O-N-E. Region II track inspector for the FRA in IIC  
15 for the FRA.

16 MR. WALKER: Fran Walker. W-A-L-K-E-R.  
17 railroad safety inspector for the FRA.

18 MR. HIPSKIND: And, Mr. Greco would you put  
19 your name on the record.

20 MR. GRECO: Joe Greco, highway rail  
21 operator, Wilmington, Delaware. My last name is G-R-E-  
22 C-O.

23 MR. HIPSKIND: And, one piece of  
24 housekeeping. We have somebody posting the meeting.  
25 Sir, would you please enter your name.

1 MR. SPRATT: My name is Terry Spratt. S-P-  
2 R-A-T-T. I'm the director of operating practices for  
3 Amtrak. I am representing the Office of the Chief  
4 Transportation officer. And, I am here solely as an  
5 observer.

6 MR. HIPSKIND: Thank you, sir. And, Mr.  
7 Greco, do you mind if we proceed on a first name basis?

8 MR. GRECO: Fine. That's fine.

9 MR. HIPSKIND: All right. Thank you, Joe.  
10 So, first two questions: do you wish to have a  
11 representative with you here, today?

12 MR. GRECO: No.

13 MR. HIPSKIND: And, do we have your  
14 permission to record our discussion, our interview with  
15 you, today?

16 MR. GRECO: Yes.

17 MR. HIPSKIND: All right. Let's proceed.  
18 Joe, as we discussed before, can you just go over,  
19 maybe, when you hired out of the railroad, your years  
20 of experience, and kind of take us through some of the  
21 job titles that you've held and, then kind of work us  
22 up to your present position.

23 MR. GRECO: Okay, I got hired in 1991. I  
24 did most of my time in Wilmington, Delaware, highway  
25 rail operator, I was CAT car operator. Pretty much 24

1 years to present. Same job.

2 MR. HIPSKIND: And, pretty much, catenary  
3 work the entire time?

4 MR. GRECO: Catenary work and I also, you  
5 know, being a CAT car operator, I've dealt with fouls  
6 and getting track out of service.

7 MR. HIPSKIND: And, fair to say, Joe, the --  
8 pretty much the same territory?

9 MR. GRECO: Pretty much the same territory  
10 the whole time.

11 MR. HIPSKIND: So, you're pretty familiar  
12 with where you're at and what you're doing?

13 MR. GRECO: Yes. I was on nightwork for 13  
14 years and after that was on days.

15 MR. HIPSKIND: Okay. Do you feel  
16 comfortable in the work that your doing, your training  
17 and all that kind of, sort of thing?

18 MR. GRECO: Yes, I do.

19 MR. HIPSKIND: Okay. Thanks, Joe. Joe,  
20 we're aware that there was a -- like a 55-hour project  
21 out there. So, why don't we sit back and listen to you  
22 for a while, and just tell us how you came about to  
23 understand the project.

24 And, how you volunteered or signed up for  
25 it, and just, kind of, take us through your experience

1 with the project, whenever you began with it. And,  
2 just kind of, progress forward to the days that you  
3 were out there.

4 MR. GRECO: Okay. When they put the job  
5 out, like Tuesday, there was a sign-up sheet for the  
6 back train to start 7 O'clock a.m. -- well, it's  
7 actually start at 7:00 p.m. on Friday night.

8 And, then they switched the time to 10:00  
9 p.m. It wasn't available for me because it goes to  
10 night shift first. So, I decided I was going to work  
11 Saturday and Sunday which was -- for us was 7:00 a.m.  
12 to 7:00 p.m. each day. I came in Saturday morning. I  
13 went to the job site. I met the other guy who had  
14 power, which his name is (phonetic) Ricky Anderson. We  
15 switched over to power with the power director.

16 I had my briefing with (phonetic) Tim  
17 Buckner who was on my job with me. He was the other A-  
18 man. We went -- we parked right behind the junkyard.  
19 We walked up about three spans and the guy's weren't  
20 ready for the briefing because everybody wasn't there  
21 yet. So, no work was started, yet. So, I waited  
22 for Yaeger, John Yaeger, to come and the watchman pull  
23 up and then we proceeded with our briefing. I had my  
24 briefing with them guys, with the contractors and they,  
25 pretty much, went to work from there.

1 MR. HIPSKIND: Can you elaborate a little  
2 bit more on that briefing process like, maybe, how it  
3 affects your -- like, how many people were there and,  
4 any of the key elements that you remember --

5 MR. GRECO: There was --

6 MR. HIPSKIND: -- about the briefing.

7 MR. GRECO: -- two guys from Loram, two  
8 watchmen, Pete (phonetic) Adamovich and John Yaeger  
9 and, the other A-man, Tim Buckner.

10 MR. HIPSKIND: Okay. Who gave the job  
11 briefing?

12 MR. GRECO: I gave the job briefing for the  
13 catenary and overall clearance, basically, with the  
14 Loram guys because I really don't have to go over with  
15 the track guys because they worked in foul with my  
16 catenary. There was no backhoe being used. So, only  
17 thing I had talk to John Yaeger was about -- was,  
18 pretty much, the placement of my grounds --

19 MR. HIPSKIND: Okay --

20 MR. GRECO: -- because I was putting them up  
21 on 2 Track.

22 MR. HIPSKIND: Joe, when you say that you  
23 conducted a briefing, should I think that there was a  
24 separate paper that you guys did or is there just one  
25 central job briefing that somebody else does?

1 MR. GRECO: I did a separate one on  
2 Saturday.

3 MR. HIPSKIND: Okay.

4 MR. GRECO: With everybody. But, the only  
5 ones that would really have to sign it were the Loram  
6 guys because I'm protecting them.

7 MR. HIPSKIND: Okay. So, everything that  
8 you covered in your job briefing is just about you and  
9 your catenary work or adjustments and the Loram people.

10 MR. GRECO: Correct.

11 MR. HIPSKIND: Okay.

12 MR. GRECO: Then I get on John Yaeger's  
13 briefing and he goes over his briefing and I sign that.

14 MR. HIPSKIND: Okay.

15 MR. GRECO: So I'm part of that with  
16 everybody.

17 MR. HIPSKIND: Okay, well that's the clarity  
18 that we were shooting for. So, it was your job  
19 briefing with Loram. But, then you guys kind of  
20 dovetail in on the job briefing with Yaeger.

21 MR. GRECO: Correct.

22 MR. HIPSKIND: Okay. Do you recall what he  
23 talked about or what the job was about or -- maybe,  
24 describe for us, a little bit, the activity that you  
25 observed on Saturday.

1 MR. GRECO: Saturday was a, pretty much, the  
2 back train was sucking on 2 Track and they were  
3 clearing up fouls a lot. There was a lot of fouls  
4 going back and forth because train movement.

5 MR. HIPSKIND: Okay.

6 MR. GRECO: I'm not sure how much you want  
7 to get involved.

8 MR. HIPSKIND: Well, yes, we want to go for  
9 a little bit more detail. Do you recall whether any  
10 equipment got up on 4 Track or 3 Track?

11 MR. GRECO: No. There was no equipment  
12 being used.

13 MR. HIPSKIND: Pretty much --

14 MR. GRECO: At all on Saturday.

15 MR. HIPSKIND: At all?

16 MR. GRECO: No.

17 MR. HIPSKIND: Okay.

18 MR. GRECO: The backhoe was supposed to be  
19 coming in that night. The backhoe was there on the job,  
20 but it was parked to the side. There was no backhoe  
21 operator there at all, on Saturday.

22 MR. HIPSKIND: Okay.

23 MR. GRECO: I'm not sure about Friday night,  
24 but there was backhoe or no backhoe operator on  
25 Saturday.

1 MR. HIPSKIND: Okay. Good enough. So, what  
2 work did you see that occurred on Saturday? Just the -  
3 - was it just the Loram piece of equipment moving back  
4 and forth or --

5 MR. GRECO: Just the Loram sucking the stone  
6 and the fuel truck came during the day and, they got  
7 fouls for that and they fueled the (inaudible).

8 MR. HIPSKIND: Okay. But, why are you guys  
9 out there, I mean --

10 MR. GRECO: To get catenary power out for  
11 the Loram because the suction's close to the catenary.

12 MR. HIPSKIND: To prevent arcing?

13 MR. GRECO: No. We get the -- actually get  
14 the power for them.

15 MR. HIPSKIND: Okay. But, what --

16 MR. GRECO: Because the -- they're within  
17 the 15-foot limit.

18 MR. HIPSKIND: Okay.

19 MR. GRECO: And they're contractors. If  
20 they were Amtrak employees, they can get away working  
21 without us.

22 MR. HIPSKIND: Okay.

23 MR. GRECO: But, since they're contractors,  
24 the distance is different. It's three feet with Amtrak  
25 employees.

1 MR. HIPSKIND: All right. So, and you're  
2 taking the power out from what, Baldwin to hook or  
3 how's that --

4 MR. GRECO: Actually, we got the power out  
5 between Hook and Baldwin. We could've shortened it up  
6 between Hook and Lamokin. But, Pete says they were  
7 going to be working later on at, south of Baldwin. So,  
8 we got all the power out since they had all the track  
9 out.

10 MR. HIPSKIND: Okay. And, since there are  
11 four tracks out there: 1, 2, 3 and 4, and the Loram  
12 equipment's on 2, is where you're taking the power out,  
13 is it -- it's just on 2 Track?

14 MR. GRECO: Just 2 Track.

15 MR. HIPSKIND: Okay. So, you can actually  
16 dial in and select track or tracks, individually?

17 MR. GRECO: Yes.

18 MR. HIPSKIND: Okay. All right. And then -  
19 - is part of your work -- do you have to make any  
20 adjustments or is it, basically, safety oriented with  
21 making sure the power's out?

22 MR. GRECO: Making sure the power's out. We  
23 take a test and then we ground. And, sometimes we have  
24 to move the grounds, it depends if the back train is  
25 moving, different spots.

1 MR. HIPSKIND: Is it fair to say they have  
2 to coordinate some of that activity with you?

3 MR. GRECO: Yes.

4 MR. HIPSKIND: Okay. So, you are involved  
5 on -- I mean, just ongoing throughout the day.

6 MR. GRECO: Yes. But most likely, if they  
7 get a bad spot, they're going to be there most of the  
8 day. If they were to finish, they would have moved  
9 north towards Baldwin and, there was another spot they  
10 were going to do. And, then when you have to clear up  
11 and we take our grounds down and move.

12 MR. HIPSKIND: Okay. And earlier you, Joe,  
13 you said they were taking a lot fouls on and off. Do  
14 you understand why they were doing that or does any of  
15 that make sense to you?

16 MR. GRECO: Yes, because when they were  
17 sucking in the middle, they were on 2 Track. Anytime  
18 that the hoes would have to go to the outside of the  
19 rail, they would have to get a foul.

20 MR. HIPSKIND: For 3 rack or --

21 MR. GRECO: For 3 Track or 1 Track.

22 MR. HIPSKIND: Or 1 Track. Okay, I got you.

23 MR. GRECO: So, that was -- that was  
24 constant all day between set the trains and this and  
25 that. And, then they would also have to move the train

1 north and if the belt comes out and, they dump the  
2 stone and they actually fouled 1 Track.

3 MR. HIPSKIND: Okay.

4 MR. GRECO: Every time it fills up with  
5 stone, they would move it. They might have to take a  
6 couple of hours to do that. So --

7 MR. HIPSKIND: Okay.

8 MR. GRECO: -- may be two hours they were  
9 moving the train towards Highland Avenue.

10 MR. HIPSKIND: And, Foreman Yaeger's  
11 coordinating all this stuff. He's getting the fouls  
12 and all that.

13 MR. GRECO: Yes. He's doing that.

14 MR. HIPSKIND: Okay. Now, I got to ask you,  
15 how do you know all that stuff? Do you have a radio or  
16 you're monitoring some of this on the radio or --

17 MR. GRECO: Some of it's on radio, some I  
18 was actually right there, you know, walking around,  
19 being next to them, close to them.

20 MR. HIPSKIND: Okay. So, you either hear it  
21 or you're hearing it on the radio?

22 MR. GRECO: Yes.

23 MR. HIPSKIND: Okay. All right. And then,  
24 eventually, you go off duty Saturday -- what, when the  
25 day shift goes off or you're relieved or --

1 MR. GRECO: Saturday, there was a little  
2 time delay. Them guys start leaving. Pete and John  
3 Yaeger were off at 6:00.

4 MR. HIPSKIND: Okay.

5 MR. GRECO: Because they came in at 6:00.  
6 We do 7:00 to 7:00 so, I was staying there to 7:00.  
7 The Loram guys were staying there to 7:00 but, they  
8 were off their equipment and they were parked on the  
9 side. So, I sat there with the Loram guys 'til my time  
10 at 7:00 and then left.

11 MR. HIPSKIND: Okay.

12 MR. GRECO: And, then a new crew came in.  
13 So, basically, Saturday night there was, like, an hour  
14 and half. Nobody working.

15 MR. HIPSKIND: So, there's, kind of, a  
16 coordination, maybe, issue with start times --

17 MR. GRECO: Yes. There was three different  
18 start times which I don't know why there was.

19 MR. HIPSKIND: Okay. All right. We have  
20 discussed that a little bit. Okay. So, eventually,  
21 you're off duty Saturday. You go home. You rest and  
22 why don't you take us through Sunday.

23 MR. GRECO: Sunday, I come in and, I'm not  
24 sure if -- I'm sure you guys seen the pictures of up  
25 there right before the junkyard, there's a back way in.

1           When, my guy -- the guy I was relieving was  
2 Will Thomas. He was parked over there, coming out.  
3 So, we pull to the side so we won't block the road.  
4 And, that's where we did the power transfer.

5           MR. HIPSKIND: Well, explain what that  
6 process is.

7           MR. GRECO: The power transfer is, he has  
8 catenary power up. We call the power director. He  
9 gives it to me and then we make it official with the  
10 power director with a time. So, now it's my power.

11          MR. HIPSKIND: So, it's a business of the  
12 outgoing guy and the incoming guy both talk to the  
13 power director and he knows the outgoing guy's going  
14 off?

15          MR. GRECO: Yes and that meaning, that time  
16 we did it over the phone because we're both right there  
17 and we're talking. He's telling me where the grounds  
18 are so I know, and we write it down so we know -- we're  
19 going into a job, so we know where everything's at.

20          MR. HIPSKIND: Okay. We should not mistake  
21 power director has nothing to do with dispatching.

22          MR. GRECO: Has nothing to do with it. No.

23          MR. HIPSKIND: Completely different office.  
24 Completely different set of protection and what not,  
25 right?

1 MR. GRECO: Correct.

2 MR. HIPSKIND: Okay. Do you feel  
3 comfortable getting the power in your name and being in  
4 charge of that and all that kind of stuff?

5 MR. GRECO: Yes. I been doing it for 24  
6 years.

7 MR. HIPSKIND: Okay. All right. So, you've  
8 come on duty Sunday. You've done a transfer, please  
9 continue.

10 MR. GRECO: Okay. Adam (phonetic) Lawson,  
11 he pulls up. He's the other lineman that I'm working  
12 with. He was coming out of Lamokin. He's with  
13 headquarters. I go over the briefing with him and our  
14 power that we have.

15 And, we're talking and the trucks are still  
16 parked at that site, and all of a sudden we hear an  
17 explosion. And, I turn around and I seen 89 coming  
18 down. And, I just see black smoke and flames and stuff  
19 that's shooting all over the place.

20 And, the first thing in my head is,  
21 something came off the -- there was a junkyard there  
22 and they stored all over the cars on the trailers,  
23 like, pickup beds and stuff. Something came off.

24 So, I tried to get on the radio. I can't  
25 get in touch with the power director and let him know

1 something's going on. Not knowing, because I could not  
2 see up the railway yet because of where I was.

3 So, I, finally, called and I said, the train  
4 just hit something. It looks like it's coming to a  
5 stop and halt. And, then I said, let me move my truck  
6 so I can see exactly what's going on. I'm move the  
7 truck and that's when I noticed the front end of the  
8 backhoe.

9 And, pretty much, that's when I called the  
10 dispatcher to get a foul. As I looked up the railroad  
11 and I did not see anybody. There was five trucks:  
12 three Amtrak and two of the contractors and there was  
13 nobody around.

14 There was fire on the ground. There was  
15 pieces everywhere. And, I tried to get the dispatcher  
16 on the radio again. That did not work. So, I had to do  
17 that over the phone. And, I'm thinking it was about a  
18 minute and a half wasted there.

19 Because the front end of the loader was on 4  
20 Track. And, I didn't even hear the engineer on the  
21 train didn't call for emergency or anything. I don't  
22 think he did or I didn't hear it, or. When I called  
23 the power director, he didn't know the train was in  
24 trouble.

25 MR. HIPSKIND: All right. The group

1 chairman's discussion. I'm going -- take a timeout,  
2 here, for just a second.

3 (Whereupon the the above-entitled matter  
4 went off the record and back on at an undisclosed  
5 time.)

6 Okay. We're back on the record. Joe,  
7 thanks for that description, but I just -- I want to be  
8 clear. I've been out to the site and  
9 everything and, the way you described how you saw the  
10 accident and everything, it sounds to me like you're  
11 south of (phonetic) Booth Street underpass, is that  
12 right?

13 MR. GRECO: Yes, around three catenary  
14 spans passed Booth street.

15 MR. HIPSKIND: All right. Well, I'm sure I  
16 don't know the measurement of the catenary span, but  
17 how -- we're talking how many hundred of feet?

18 MR. GRECO: Okay, like 240 apiece so,  
19 probably, like, 600 feet.

20 MR. HIPSKIND: Okay.

21 MR. GRECO: Two hundred feet away.

22 MR. HIPSKIND: All right. So, you're --  
23 were you down passed where the lead end of the Amtrak  
24 train stopped? Did it go passed your position?

25 MR. GRECO: Yes, that went flying past me.

1 It was moving at a good speed when it passed me.

2 MR. HIPSKIND: Okay. So, you had a good  
3 view on this whole thing, kind of unfolding.

4 MR. GRECO: Yes.

5 MR. HIPSKIND: Do you have a recollection, a  
6 visual, a memory of the train actually hitting the  
7 backhoe?

8 MR. GRECO: No. I did not see that.

9 MR. HIPSKIND: But, you heard it.

10 MR. GRECO: I heard it and I turned my head  
11 and just seen the explosion. It was like (inaudible)  
12 to me.

13 MR. HIPSKIND: Well, I've -- we're not  
14 talking like a fire ball rising in the sky but --

15 MR. GRECO: Yes, there was like --

16 MR. HIPSKIND: -- flames everywhere? --

17 MR. GRECO: There was like smoke and flames  
18 and as it was going by me, there was just pieces and  
19 black smoke, and yellow smoke, and blue smoke. I guess  
20 that was the hydraulic fluid and stuff.

21 MR. HIPSKIND: Okay. So, the train comes to  
22 a stop and why don't you continue with -- describe what  
23 you heard on the radios, what, how people came out  
24 there and stuff like that, if you can.

25 MR. GRECO: When the train went by me, it

1 was probably doing -- it looked like it was doing 80  
2 still, and it was moving. It didn't come to a stop for  
3 almost, I guess, at least a half mile. It looked like  
4 it was a Hook.

5 I never even made it down to the train. So,  
6 I -- that's when I got out and we moved the truck a  
7 little bit and I started -- I got the fouls because I  
8 seen the -- I noticed it was the backhoe and I started  
9 walking up the railroad to see where everybody else was  
10 at because there was nobody around.

11 So, I walked up and I seen Mr. (phonetic)  
12 Carter and then I keep on walking, not knowing what I'm  
13 going to see. And, then the trucks that were parked  
14 there, the windows are blown out, a Peach truck and a  
15 couple of other trucks.

16 And, I finally, get up to -- right around  
17 Booth Street where the watchman were sitting in the van  
18 and they were, like, in shock.

19 I was like, you guys all right, you guys all  
20 right? And, I really couldn't get much out of them.  
21 So, then I walked up to the contractor, I'm like, you  
22 guys all right?

23 And, they said, "Yes, like, where's John  
24 Yaeger, where's Pete?" And, one contractor says,  
25 "Yaeger's alive. That's all I know." And, he points

1 over to him, and Pete was in front of the VAC train.

2 MR. HIPSKIND: Okay. Do you recall how long  
3 it was or what it looked like when emergency  
4 responders -- the vehicles showed up, and --

5 MR. GRECO: They were there pretty quick.  
6 By the time I did my walk all the way down, they were  
7 probably coming up the hill.

8 MR. HIPSKIND: Okay. A lot --

9 MR. GRECO: So, I walked like 700 feet and,  
10 yes, they start coming up.

11 MR. HIPSKIND: -- a lot of vehicles? A lot  
12 of people --

13 MR. GRECO: I didn't -- there was people,  
14 there was like 5 guys that showed up, right away. And,  
15 one was, like, offering counseling, right away, I mean,  
16 from the Chester Fire Company.

17 MR. HIPSKIND: And, were you -- did you  
18 witness people getting off the train or anything like  
19 that or --

20 MR. GRECO: No. That was -- they were, like  
21 I said, three quarters of a mile, half a mile away from  
22 me.

23 MR. HIPSKIND: Okay. And, what you're  
24 talking about, now, is you're back where the work site  
25 was at?

1 MR. GRECO: Yes. I went towards the work  
2 site.

3 MR. HIPSKIND: Okay. And, when you said,  
4 "Getting the fouls," that meant you got on your radio  
5 and talked with the dispatcher.

6 MR. GRECO: I tried the radio and the radio  
7 wasn't working. Then, I used the phone.

8 MR. HIPSKIND: And, so, you called the  
9 dispatcher?

10 MR. GRECO: I called the dispatcher.

11 MR. HIPSKIND: And, what did you and he work  
12 out?

13 MR. GRECO: I told him I wanted a foul on 1,  
14 2, 3 and 4. And, he told me that Yaeger had 2 Track  
15 out. I go, "I cannot find Yaeger. I don't know where  
16 he's at. Just give me help." And, he just wanted to  
17 give me 1, 2 and 3 -- 1, 3 and 4.

18 MR. HIPSKIND: Okay. Did you get 1, 3 and  
19 4?

20 MR. GRECO: Yes.

21 MR. HIPSKIND: All right. Okay.

22 MR. HIPSKIND: Let me pass it off to some of  
23 these other guys and let them add some value. Dave.

24 MR. KANNENBERG: Thank you. I'm not going to  
25 ask a lot of questions. I have just a couple of quick

1 things. Did you have any conversation with either  
2 Yaeger or Robinson after the accident?

3 MR. GRECO: I just talked to Yaeger and asked  
4 how he was doing. And, that counselor guy, he used to  
5 work for the railroad and he was, like, a fire  
6 counselor and I seen Yaeger was, like, two minutes  
7 later coming out the back of the train, coming around  
8 the train.

9 And, he start walking to me. I'm, like, he  
10 might need some help. And, that's, pretty much, the  
11 conversation I had with Yaeger that day.

12 MR. KANNENBERG: Okay. Nothing about track  
13 authority or what had, maybe, occurred?

14 MR. GRECO: No, because he was down there, he  
15 wasn't real close to me. And, basically, we didn't --  
16 we never had our job briefing yet.

17 MR. KANNENBERG: Okay.

18 MR. GRECO: That's -- when I parked my  
19 truck, we were going to go up there. But, we never  
20 made it that far.

21 MR. KANNENBERG: Let's go back to earlier in  
22 the weekend and during this 55-hour outage, real quick.  
23 You said there would be people working while trains  
24 were going by. Would they be working on Track 2 and  
25 the gauge of the track with trains going by?

1 MR. GRECO: Yes. They just -- they would  
2 come to a stop if you only had 2, but if they needed to  
3 foul, they would bring the hoes the outside. Which  
4 would only be, like, six inches -- whatever the  
5 distance of the hoes is.

6 MR. KANNENBERG: So, they would --

7 MR. GRECO: Outside of the rail.

8 MR. KANNENBERG: They would stop the work on  
9 track two when trains were going by?

10 MR. GRECO: Correct.

11 MR. KANNENBERG: Okay. Thank you. Just  
12 wanted to make sure and then throughout your 20-plus  
13 years, out there, I guess in the same territory and  
14 working for years at night and then during the day, how  
15 common is it for gangs to work out there with machinery  
16 using foul time on the track and not putting down  
17 shunts?

18 MR. GRECO: It's not common. But, usually,  
19 we use shunts. But, like I said, Saturday we worked.  
20 There was no equipment being used. So, Saturday was  
21 often about shunts being talked about. Sunday, they  
22 were working the full week out there, apparently.  
23 That's because they were working from the night before.

24 MR. KANNENBERG: That's all I got. Thank you.

25 MR. HIPSKIND: Thanks, Dave. Mike?

1 MR. TRAINA: I'm good.

2 MR. HIPSKIND: You're good? And, Matt?

3 MR. PORTO: Sunday. What time did you start?

4 MR. GRECO: 7:00.

5 MR. PORTO: 7:00. And, did you start at  
6 headquarters? You go to -- you go to the Wilmington  
7 Maintenance Facility or did you go right --

8 MR. GRECO: I start at headquarters.

9 MR. PORTO: You start at headquarters?

10 MR. GRECO: Yes.

11 MR. PORTO: Okay. So, what time did you get  
12 to the site?

13 MR. GRECO: 7:45. I had power out by 7:47?

14 MR. PORTO: With the radio, is it a common  
15 problem that you have with --

16 MR. GRECO: It's off and on, but every since  
17 we went to these (phonetic) Icoms, there's been a  
18 problem off and on.

19 MR. PORTO: And so, is that an Icom personal?

20 MR. GRECO: That was the truck radio that he  
21 had a problem with, then, the other guy went and got  
22 his portable. We can hear, but they couldn't hear us.  
23 Then, we moved the trucks and then the radio was  
24 working fine. And, then as we started walking, we kept  
25 on trying the radio check with the portable. And, then

1 they started working.

2 MR. GRECO: So, it was like an area they were  
3 going off and on.

4 MR. PORTO: Sure. So on the portable one, is  
5 that Icom as well?

6 MR. GRECO: Yes.

7 MR. PORTO: Or is that Motorola? Icom as  
8 well. So both truck and personal.

9 MR. PORTO: Is there certain areas that you  
10 have problems with?

11 MR. GRECO: Yes. Certain areas. Sometimes,  
12 you know, I'll be trying to get out even when I'm in  
13 Wilmington at night with the CAT car and the dispatcher  
14 will say if the radio isn't working, you're not coming  
15 back because you can't hear me. But, that's been going  
16 off and on probably for the last year and a half since  
17 these Icoms came in.

18 MR. PORTO: But, it's been, pretty much, just  
19 since the Icoms?

20 MR. GRECO: Yes, all right, it would happen  
21 before. Seems like there's more now. There's more of  
22 a problem.

23 MR. PORTO: Do you have access to the  
24 Motorolas?

25 MR. GRECO: No. Most of them are gone.

1 MR. PORTO: That's all I have.

2 MR. HIPSKIND: Thanks Matt. Lou?

3 MR. TOMASSONE: Lou Tomassone. Going back to  
4 Saturday, what time was the job briefing that you had  
5 with the M&W gang?

6 MR. GRECO: That would be closer to 8  
7 o'clock, I mean, I'm not sure exactly but, it was a  
8 little after eight.

9 MR. TOMASSONE: Do you remember where,  
10 specifically, at the job site it was held?

11 MR. GRECO: Right around Booth Street.

12 MR. TOMASSONE: Right around Booth Street?

13 MR. GRECO: Yes. That's where I was heading  
14 on Sunday, heading up there. We just parked in the  
15 back, in case someone had to get out and we're not in  
16 the way if the fuel truck had to come in. Everyone  
17 parked towards the junkyard to the side.

18 MR. TOMASSONE: Right and access road --

19 MR. GRECO: And, then I would just walk up  
20 two spans or whatever.

21 MR. TOMASSONE: Okay. When you showed up on  
22 Saturday, did you see any of the third trick gang?

23 MR. GRECO: No. They were gone.

24 MR. TOMASSONE: They were already gone? How  
25 is Foreman Yaeger's job briefing? Did he go over every

1 line of the job briefing and make sure that everyone  
2 seemed like they were --

3 MR. GRECO: Yes, to my knowledge, I mean,  
4 everything was done okay, right there.

5 MR. TOMASSONE: Okay. Then the other  
6 question I had -- you're familiar with the Shunt Rule?

7 MR. GRECO: Yes.

8 MR. TOMASSONE: Attached to a foul?

9 MR. GRECO: Yes.

10 MR. TOMASSONE: Okay. That's all I have.

11 MR. HIPSKIND: Thanks, Lou. Fran.

12 MR. WALKER: Do you recall -- this is Fran  
13 Walker. Do you recall any specific training in any  
14 annual NORAD classes that stresses or questions  
15 regarding use of shunts?

16 MR. GRECO: Yes. Because they were over in  
17 NORAD, I mean, if there on NORAD, we go over it.

18 MR. WALKER: NORAD classes --

19 MR. GRECO: Yes.

20 MR. WALKER: -- in your operating class.

21 All right. And, you say on the -- in your past  
22 practices, you've always heard foremen's asking  
23 dispatcher for -- apply the shunts?

24 MR. GRECO: Yes.

25 MR. WALKER: For the radio?

1 MR. GRECO: If we would have equipment fail  
2 we would usually get it.

3 MR. WALKER: What do you mean usually?

4 MR. GRECO: I mean --

5 MR. WALKER: Sometimes?

6 MR. GRECO: No, well, if equipment was failed  
7 on the track, we would get it.

8 MR. WALKER: You would get it? So, that was  
9 based on past practices --

10 MR. GRECO: Track uses it more than us  
11 because I'm usually on the CAT cart and --

12 MR. WALKER: Right.

13 MR. GRECO: We're right under the catenary.

14 MR. WALKER: But, if you're out there  
15 supporting them you've, in the past, always heard them  
16 --

17 MR. GRECO: Yes, they would get them and a  
18 lot of times, I mean, if they would -- they'd put the  
19 on, if equipment was going to found we would clear it  
20 in five minutes.

21 MR. WALKER: Have you worked, in the past,  
22 with both Foremans Yaeger and Robinson?

23 MR. GRECO: Just Yaeger. I'm not even sure  
24 who Robinson is.

25 MR. WALKER: Was it Robinson?

1 MR. GRECO: Yes.

2 MR. WALKER: So, anytime you worked for  
3 Yaeger, he's had equipment on the track, were you aware  
4 that he -- did he always seem to apply the shunt?

5 MR. GRECO: I didn't work Yaeger too many  
6 times but when there was equipment on the track. I  
7 mean -- I usually came with him with the VAC train and  
8 when usually -- when I worked at the VAC train, they  
9 were just using the VAC train. They weren't using the  
10 backup.

11 MR. WALKER: Okay. No questions. No further  
12 questions.

13 MR. HIPSKIND: All right. Thanks everybody.  
14 Joe, all their questions caused me to have a couple of  
15 questions. So, let's try to iron out some of the  
16 things that I'm thinking of. In your work that you do,  
17 do you guys ever get foul time for the work that you  
18 do?

19 MR. GRECO: Yes.

20 MR. HIPSKIND: I mean, I'd need to put a  
21 finer point on that. Work that you and others doing  
22 work on the catenary has nothing to do with the other  
23 maintenance of way gangs. Do you get foul time?

24 MR. GRECO: Yes.

25 MR. HIPSKIND: Describe that for me.

1 MR. GRECO: We would get foul time if we were  
2 doing, like, a study span or something because we would  
3 have to move the CAT car a little bit to the side so,  
4 we can find a track.

5 MR. HIPSKIND: When you --

6 MR. GRECO: And, we'd put our -- when we put  
7 our grounds up.

8 MR. HIPSKIND: Okay, but you said something  
9 about a car. So --

10 MR. GRECO: Catenary maintenance car?

11 MR. HIPSKIND: -- so, we're talking about  
12 something that's --

13 MR. GRECO: Piece of equipment. Yes.

14 MR. HIPSKIND: And, it's an on-track piece of  
15 equipment?

16 MR. GRECO: Correct. On the track, we would,  
17 we would get out and if they turned the platform or  
18 anything like that, we would get fouls. Platform  
19 spins so you can work on the catenary.

20 MR. HIPSKIND: You'd have to have protection  
21 for that track that you're occupying with that piece of  
22 equipment.

23 MR. GRECO: Yes.

24 MR. HIPSKIND: Okay. But, do you have to get  
25 fouls on, like, adjacent track when you're doing any of

1 that kind of work?

2 MR. GRECO: Sometimes, yes.

3 MR. HIPSKIND: And, do you call the  
4 dispatcher or somebody you're working with --

5 MR. GRECO: I call the dispatcher if I'm  
6 driving the CAT car, I would get the track up and I  
7 would get the fouls.

8 MR. HIPSKIND: On both adjacent tracks or,  
9 maybe, one?

10 MR. GRECO: Yes. It would depend on the job  
11 we're doing.

12 MR. HIPSKIND: Okay. This is not a trick  
13 question, but when you had that conversation with the  
14 dispatcher and, I know you've got protection for the  
15 track for the cars occupied, I get that.

16 MR. GRECO: Yes.

17 MR. HIPSKIND: But, when you get these fouls  
18 for, you know like, when you're getting in and out the  
19 equipment and whatever you might be doing, do you and  
20 the dispatcher ever talk about whether you've put the  
21 shunt on the track?

22 MR. GRECO: If I'm using any equipment, we  
23 talk. If there's just guys getting on and off the CAT  
24 car, stuff like that, no. Because they would just be  
25 getting on and off the CAT car coming from a vehicle or

1 something.

2 MR. HIPSKIND: Okay. So, why don't you just  
3 tell me that there's sometimes you get fouls but, you  
4 don't --

5 MR. GRECO: We don't put the shunts on every  
6 time we get a foul.

7 MR. HIPSKIND: But, I want to go a little bit  
8 deeper here. It's because of the nature, the  
9 transitory nature that somebody's just going to be  
10 getting off and they're going to go across a track and  
11 come back on a piece of equipment.

12 MR. GRECO: Correct.

13 MR. HIPSKIND: And, so the other track that  
14 you might get a foul on, it doesn't have another piece  
15 of equipment --

16 MR. GRECO: No. No equipment on it.

17 MR. HIPSKIND: So, my takeaway from this  
18 conversation should be, Dick, there are different  
19 levels of fouls.

20 MR. GRECO: Correct. Correct.

21 MR. HIPSKIND: So, even though you go through  
22 the foul time procedure, not in every case do you have  
23 to go to have to go to shutdown.

24 MR. GRECO: Right.

25 MR. HIPSKIND: Okay. That's it.

1 MR. GRECO: Yes. Yes.

2 MR. HIPSKIND: Now, we got to talk about  
3 something else. Are there times when you've gotten  
4 fouls on other tracks, for whatever work you've done,  
5 where you have had to put shunts down?

6 MR. GRECO: Yes.

7 MR. HIPSKIND: Well, describe that for me.

8 MR. GRECO: Well, we would ask for the foul  
9 and then we would get -- put the shunts on and make  
10 sure we have positive block with the dispatcher. But,  
11 we don't use that much as ET.

12 MR. HIPSKIND: I, you know, I get that.

13 MR. GRECO: Right.

14 MR. HIPSKIND: I get that. But, I was just  
15 asking if you ever did and --

16 MR. GRECO: Yes.

17 MR. HIPSKIND: -- and when you did -- did  
18 you put the shunts down. Okay. So, on those kinds of  
19 situations where you have gotten foul on whatever  
20 tracks for whatever reason, and you have gone ahead and  
21 put the shunts down, do you and the dispatcher talk  
22 about the fact that you put that shunt device down?

23 MR. GRECO: Yes.

24 MR. HIPSKIND: Well, like, what do you say  
25 and what does he say?

1 MR. GRECO: Ask him if I have a positive  
2 shunt on 2 Track.

3 MR. HIPSKIND: What does he say?

4 MR. GRECO: He'll tell me if I do. He'll say  
5 the blocking devices are up.

6 MR. HIPSKIND: Okay. But, when you do that,  
7 do you do that infrequently?

8 MR. GRECO: Yes. We don't use it as much as  
9 a track department would.

10 MR. HIPSKIND: Okay. All right. Now, tell  
11 me why do you do that?

12 MR. GRECO: Why do I do that? Because it --

13 MR. HIPSKIND: Why do you do what you just  
14 described to me?

15 MR. GRECO: If we had a -- like a bucket  
16 hanging over a track, we would have do that because --  
17 so, the CAT car broke down, we wouldn't be able to move  
18 that bucket in time. If we were just counting on a  
19 theft or something happening.

20 MR. HIPSKIND: Well, I don't want to put  
21 words in your mouth but, did you --

22 MR. GRECO: That's giving us a positive  
23 shunt, it's an extra form of protection.

24 MR. HIPSKIND: But, you're assuming, maybe, a  
25 worse case scenario where something breaks down and --

1 MR. GRECO: You can't clear it --

2 MR. HIPSKIND: -- you can't clear it --

3 MR. GRECO: You can't clear it.

4 MR. HIPSKIND: -- and, the train's going to  
5 come. But, that's okay. All right. But, I think what  
6 I was really asking is why is putting the shunt down a  
7 good idea, if you think it's a good idea.

8 MR. GRECO: It's a good idea because it puts  
9 up a positive -- saying it's occupied. That's going to  
10 put up signals on the other end.

11 MR. HIPSKIND: And, the effect of that is  
12 what?

13 MR. GRECO: To stop trains from coming in.

14 MR. HIPSKIND: Is that a good thing?

15 MR. GRECO: Yes. That's a real good thing.  
16 I mean, extra protection.

17 MR. HIPSKIND: Okay. All right. How often  
18 do you go in for roadway worker training or some of  
19 your other kind of training?

20 MR. GRECO: Annual.

21 MR. HIPSKIND: Do you almost know it  
22 verbatim, by now.

23 MR. GRECO: Yes. Pretty much, I would think.

24 MR. HIPSKIND: Okay. All right. And, from  
25 time to time, when you've been out there working, Joe,

1 have you been approached by managers, supervisors, FRA,  
2 kind of, who may be looking at your work or seeing if  
3 you're doing everything okay?

4 MR. GRECO: Yes.

5 MR. HIPSKIND: Frequently or every --

6 MR. GRECO: Every so often. Not on a daily  
7 basis or a weekly basis. You know, just hit and miss.

8 MR. HIPSKIND: How did all that go?

9 MR. GRECO: Pretty good. I never got any  
10 violations, so.

11 MR. HIPSKIND: All right. I'm done with my  
12 second round. Dave, anything?

13 MR. TANNENBERG: I, pretty much, asked all  
14 the questions I had. I'm good.

15 MR. HIPSKIND: Good to go? Mike?

16 MR. TRAIN: I have a question. When you're  
17 working in with the catenary maintenance car, CAT car,  
18 and say you're working on a stage spin and you're going  
19 to swing platform --

20 MR. GRECO: Yes.

21 MR. TRAIN: -- and you're going to go across  
22 the adjacent track, would you apply a supplemental  
23 shunting device?

24 MR. GRECO: Yes.

25 MR. TRAIN: Okay. Also, the day of the

1 incident -- just want to go back on that.

2 MR. GRECO: All right.

3 MR. TRAIN: Ground sticks were applied on 2  
4 Track, right?

5 MR. GRECO: Yes.

6 MR. TRAIN: You were trained -- you  
7 transferred to clearance from --

8 MR. GRECO: Yes. The ground sticks -- been  
9 up since Friday.

10 MR. TRAIN: Okay. And, you received a  
11 transfer from --

12 MR. GRECO: Will Thomas who was right there  
13 with me.

14 MR. TRAIN: Okay. He worked the overnight?

15 MR. GRECO: Yes. I just pulled up and I  
16 relieved him. We went over everything. Then, we  
17 called the power director to make sure we -- we're all  
18 on the same page. You know where our grounds are, we  
19 know where everything's at and then, we transfer the  
20 power over.

21 MR. TRAIN: Okay. You noticed a barricade on  
22 2 Track?

23 MR. GRECO: Yes, there was a barricade up on  
24 2 Track right in front of the ground.

25 MR. TRAIN: Okay. Did you happen to notice

1 one on the other end?

2 MR. GRECO: Never made it down that far.

3 MR. TRAINA: No. Where were you grounded on  
4 that end?

5 MR. GRECO: I was, no, we were grounded right  
6 there, right at the junkyard.

7 MR. TRAINA: So you could see them? They  
8 were in sight?

9 MR. GRECO: Yes. They were in sight. They  
10 were three spans down from Booth Street.

11 MR. TRAINA: And, the Loam people were  
12 briefed -- contractors were briefed by you, you said?

13 MR. GRECO: On Sunday?

14 MR. TRAINA: Yes.

15 MR. GRECO: No. Nobody's brief by me on  
16 Sunday.

17 MR. TRAINA: You didn't --

18 MR. GRECO: Never got that far.

19 MR. TRAINA: -- you didn't have to sign?

20 MR. GRECO: Never got that point.

21 MR. TRAINA: Okay.

22 MR. GRECO: There no briefing, at all, on  
23 Sunday.

24 MR. TRAINA: Okay. But, typically, you would  
25 sign off on clearance?

1           MR. GRECO: Yes. They would sign on, I would  
2 have my briefing, then, the track department would have  
3 their briefing.

4           MR. TRAINA: At the power plants. Okay.  
5 That's it. Thanks.

6           MR. HIPSKIND: Thanks, Mike. Dave has got  
7 another question. Go ahead.

8           MR. TANNENBERG: Yes, apologize for going  
9 backwards here but, have you ever -- when using foul  
10 time and you've got your straps out or whatever or even  
11 if you're not having your straps out, have you ever  
12 been out there and you had to change out with another  
13 crew without clearing the track.

14           In other words, you know, you take your car  
15 out there, you run out of time. I assume you -- you  
16 can run out of time, right?

17           MR. GRECO: Yes.

18           MR. TANNENBERG: And, had to, you know,  
19 change out with another crew without taking your car  
20 and taken it completely off track and bringing it back  
21 on?

22           MR. GRECO: Well, on the track we -- we  
23 would do that with a Form D and get the track out of  
24 service, but not with a foul. A foul we would clear up  
25 completely. Everybody would get out of the way. Get a

1 new foul. Whoever comes in next and goes back to work.

2 But, if a piece of equipment's out there,

3 like a train on the track, CAT car or something, we

4 could switch that over. We never switch a foul over.

5 At least, I've never done it, I mean, I don't even know

6 if you can.

7 MR. TANNENBERG: If you had a foul out there

8 and you had to switch crews, you would have to clear --

9 MR. GRECO: I would clear my foul and

10 everyone would clear and you'd be getting a new foul.

11 MR. TANNENBERG: Okay. That's it. Thanks.

12 MR. HIPSKIND: Matt, do you --

13 MR. PORTO: Sure. Some of the other questions

14 sparked some other questions for me. How often did you

15 see your safety liaison for your division?

16 MR. GRECO: Monthly, may be. Yes. He's in

17 and out. Sometimes, I see him too much.

18 MR. PORTO: Okay. How about your safety

19 officer and lead safety specialist?

20 MR. GRECO: Not even sure who that is, to

21 tell you the truth.

22 MR. PORTO: Okay. Is it a (phonetic) Jamie

23 McMullen? Do you?

24 MR. GRECO: Oh, I seen him Sunday. First

25 time I ever seen him.

1 MR. PORTO: Okay.

2 MR. GRECO: But, I'm not sure where he goes  
3 and what he does.

4 MR. PORTO: So, the majority of your  
5 interaction with safety individuals is with your  
6 liaison?

7 MR. GRECO: Yes.

8 MR. PORTO: Okay. Do you see other  
9 liaisons besides the ET liaison up there?

10 MR. GRECO: Not recently. But, before when  
11 they had the safe to safer, we seen different  
12 departments coming around, but not as much now.

13 MR. PORTO: What about management?

14 MR. GRECO: That's hit and miss. They don't  
15 come out that much.

16 MR. PORTO: 1872's. Do you have them coming  
17 out there for (inaudible)?

18 MR. GRECO: Yes.

19 MR. PORTO: About how often?

20 MR. GRECO: They do that, like, monthly.  
21 They go over, but sometimes it's done at night or  
22 during the day or --

23 MR. PORTO: For 1872's efficiency testing  
24 but within our engineering department. And, safety  
25 communications, do you see them when they go out and

1 safety --

2 MR. GRECO: The bulletins and stuff? Yes,  
3 yes. We got e-mail, I mean, pretty much.

4 MR. PORTO: Do you recall the last safety  
5 bulletin?

6 MR. GRECO: No.

7 MR. PORTO: Okay. There was one about a  
8 little over a month ago. Themes? Do you recall the  
9 Themes Committees --

10 MR. GRECO: Yes. Yes.

11 MR. PORTO: Qualifications that go out with  
12 Themes.

13 MR. GRECO: Yes.

14 MR. PORTO: Are they read within the gang?

15 MR. GRECO: Yes.

16 MR. PORTO: How do you guys handle that? Is  
17 it a safety meeting or --

18 MR. GRECO: It's, usually, done in  
19 headquarters.

20 MR. PORTO: Okay.

21 MR. GRECO: Before we go to a job, but it's  
22 not done at the job, usually, because we're all there,  
23 ET guys and Amtrak department, they're different. They  
24 come out of hotels and here and there, but --

25 MR. PORTO: Okay. And, is that provided by

1 the supervisor or is it the foreman that --

2 MR. GRECO: Usually, the foreman in charge  
3 does it unless if there's something major, the  
4 supervisor will come down and read something out that  
5 he thinks, you know, he has to read.

6 MR. PORTO: Okay. Does it spark  
7 conversation or is it, pretty much, just -- they just  
8 read it and it's like --

9 MR. GRECO: They read it. Sometimes, it  
10 sparks conversation, you know, it depends if it  
11 pertains to us.

12 MR. PORTO: All right. That's all I had.

13 MR. HIPSKIND: Lou?

14 MR. TOMASSONE: Lou Tomassone. I, -- just  
15 one more question. When you guys were -- when you and  
16 the other guy were sitting by the junkyard, did you see  
17 any MOW vehicles leave that route?

18 MR. GRECO: No.

19 MR. TOMASSONE: Before the accident? Okay.  
20 That's all I have.

21 MR. HIPSKIND: Thanks, Lou.

22 MR. WALKER: Fran Walker. So, were you  
23 fouled with a bucket or the platform, and you say you  
24 were tasked. You could have fouled, maybe, less than  
25 five minutes. Is that your understanding that you don't

1 need to apply a shunt with your foul with a platform?

2 MR. GRECO: No. The guy --

3 MR. WALKER: You go with a shunt?

4 MR. GRECO: Yes. We got it fouled with  
5 equipment, the way I read it --

6 MR. WALKER: So, the way you took --

7 MR. GRECO: The way it's read -- the way I  
8 interpret it it's if you fouled anytime with equipment,  
9 you got to put the shunts on.

10 MR. WALKER: So, you don't go by the five  
11 minute rule? You interpret or in --

12 MR. GRECO: Yes. Practices.

13 MR. WALKER: Anytime you follow with the  
14 platform or a bucket, you apply shunts?

15 MR. GRECO: Yes.

16 MR. WALKER: Okay.

17 MR. GRECO: And, usually like, we don't have  
18 guys on the ground so, we don't, usually, have five  
19 guys on the ground. Usually, we might have one guy, so  
20 we would just get a foul for cutting wire. We have to  
21 worry about falling on the adjacent track. I would put  
22 shunts up.

23 MR. WALKER: Right. But, if your following  
24 with --

25 MR. GRECO: With the equipment --

1 MR. WALKER: -- with equipment, you get the  
2 -- you apply a shunt all the time.

3 MR. GRECO: 99 percent of the time.

4 MR. WALKER: Okay, okay. All right.

5 MR. HIPSKIND: Okay. Does -- do any of you  
6 have any additional questions or thoughts, and if not,  
7 I'm going to proceed to close out here on the  
8 interview. Okay. Joe, we've talked about these  
9 questions before, but let me, formally, ask you them  
10 now. Is there anything you'd like to add or change  
11 about our discussion or interview with you, today?

12 MR. GRECO: No.

13 MR. HIPSKIND: And, are there any questions  
14 we should have asked or -- but, did not or any topics  
15 that you thought we should cover, but we did not?

16 MR. GRECO: I'd just like to go over the  
17 comment with the radio situation. I think it could  
18 have been worse if a double train was coming and I'm  
19 running to use a radio we're having problems with and,  
20 I got to use my phone.

21 I don't know, exactly, what time that train  
22 hit. But, I didn't get the foul until 8:05. So, by  
23 the time I called the power director, called back, then  
24 looked up railroad, running with a portable that don't  
25 work and going back to the truck using my phone again.

1 There's definitely too much time there.

2 MR. HIPSKIND: Okay. All right. And, do  
3 you have any suggestions for preventing a reoccurrence?

4 MR. GRECO: More training with the shunt  
5 straps. I mean, I'm not sure, exactly, what happened  
6 with that equipment being out there and, the time  
7 should have been together -- the start times. I think  
8 being staggered, the communication got lost somewhere.

9 MR. HIPSKIND: Okay.

10 MR. GRECO: I mean, that's just my opinion.

11 MR. HIPSKIND: No. Your opinion is valued  
12 and thank you for that. And, is there anyone else we  
13 should interview?

14 MR. GRECO: No. I think you interviewed the  
15 other crew and the other guy with me, he was --  
16 probably has the same story I have.

17 MR. HIPSKIND: Okay. On behalf of the Track  
18 and Engineering Group, Joe, I want to thank you for a  
19 stellar interview. You've added value. You've taken  
20 us in and let us see some things through your eyes and  
21 -- so, it's greatly appreciated. And, with that I'll  
22 end the interview. Thank you very much again, Joe.

23 (Whereupon, the above-entitled matter went  
24 off the record at an undisclosed time.)

25

C E R T I F I C A T E

MATTER: Amtrak Train 89 Accident  
April 3, 2016 near Chester, PA  
Accident No. DC16FR007  
Interview of Joseph Greco

DATE: 04-06-16

I hereby certify that the attached transcription of page 1 to 48 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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