



HUMAN PERFORMANCE FACTORS ATTACHMENT

Brightline Engineer's Interview Transcript

Delray Beach, FL

HWY23MH006

(31 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL GRADE CROSSING COLLISION
IN DELRAY BEACH, FLORIDA ON
FEBRUARY 8, 2023

Accident No.: HWY23MH006

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Interview of: CARLOS QUICENO, Locomotive Engineer
Brightline

Boca Raton, Florida

Friday,
February 10, 2023

APPEARANCES:

MICHAEL BACHMEIER, Operations Group Chairman
National Transportation Safety Board

JIM TURPEN, Operating Practices Inspector
Federal Railroad Administration

MICHAEL LEFEVRE, Vice-President of Operations
Brightline

EMMANUEL COUTO, Vice-President of Transportation
Brightline

ANN GARCIA, Human Performance Safety Group Chair
National Transportation Safety Board

DAN JAQUES, Attorney
Steptoe & Johnson

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I N T E R V I E W

(4:01 p.m.)

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2
3 MR. BACHMEIER: Okay. Good afternoon. My name is Michael
4 Bachmeier and I am the NTSB Operations Group Chairman for this
5 accident. We are here today on February 10th, 2023, at 4:01 in
6 Boca Raton, Florida to conduct an interview with Carlos Quiceno --

7 MR. QUICENO: Quiceno.

8 MR. BACHMEIER: -- who works for Brightline. The interview
9 is in conjunction with the NTSB's investigation of the accident
10 near Delray Beach. The accident reference number is HWY23MH006.
11 The purpose of the investigation is to increase safety and not
12 assign fault, blame or liability. Before we begin our interview
13 and questions, let's go around the table and introduce ourselves.
14 Please spell your last name, who you're a representative and your
15 title. I'd like to remind everyone to speak clearly so we can get
16 an accurate recording. I'll start off and then pass it off to my
17 right.

18 Again my name is Michael Bachmeier. The spelling of my last
19 name is B-a-c-h-m-e-i-e-r and I am the NTSB Operations Group
20 Chairman for this accident.

21 MR. TURPEN: My name's Jim Turpen, spelled T-u-r-p-e-n. I'm
22 the Operating Practices Inspector for Central and Southern Florida
23 for FRA.

24 MR. LEFEVRE: My name is Michael Lefevre, L-e-f-e-v-r-e. I'm
25 the Vice-President of Operations at Brightline and I am the party

1 coordinator.

2 MR. COUTO: My name is Emmanuel Couto, C-o-u-t-o, Vice-
3 President of Transportation for Brightline.

4 MS. GARCIA: I am Ann Garcia. I'm the Human Performance
5 Assistant Safety Group Chair for this accident for NTSB.

6 MR. QUICENO: My name is Carlos Quiceno. I am a locomotive
7 engineer for Brightline.

8 MR. JAQUES: And I'm Dane Jacques, partner with Steptoe and
9 Johnson. The spelling of my name is D-a-n-e, last name J-a-q-u-e-
10 s.

11 MR. BACHMEIER: Perfect, thank you. Carlos, do we have your
12 permission to record our discussion with you today?

13 MR. QUICENO: Yes, you do.

14 MR. BACHMEIER: Do you understand the transcripts will be
15 part of the public docket, as such we cannot guarantee any
16 confidentiality?

17 MR. QUICENO: Yes, I understand.

18 MR. BACHMEIER: Okay. And you might need to speak up a
19 little bit so Dane can hear you?

20 MR. QUICENO: Can you hear me, Dane?

21 MR. JAQUES: I can, thank you.

22 MR. QUICENO: Okay.

23 MR. BACHMEIER: And as we discussed, you have a
24 representative with you today, Mr. Jaques. Is that correct?

25 MR. QUICENO: Yes.

1 MR. BACHMEIER: I'd like to ask everyone to clearly announce
2 your title and name before questioning. With that, let's proceed.

3 INTERVIEW OF CARLOS QUICENO

4 BY MR. BACHMEIER:

5 Q. Could you give us a synopsis of your work experience? Take
6 us up to your present job.

7 A. Yes. I started my railroad career in September 11, 2018, in
8 New York for the MTA Long Island Railroad. That's where I became
9 a locomotive engineer. I went four years and then I came down and
10 accepted a job offer at Brightline on September 8 of 2022.

11 Q. Okay. And was that position an engineer position?

12 A. That's correct, for a locomotive engineer.

13 Q. Okay. So just over four -- just about four and a half years
14 an engineer. Okay. Could you take us up from when you went on
15 duty on February 8th -- Wednesday the 8th -- yes, February 8th up
16 until the accident there at Delray? Take us from the time you
17 went on duty, where you went on duty?

18 A. Okay. So I went on duty at 3:00 p.m. in West Palm Beach at
19 our RRF facility, which is our yard where we store all our trains.
20 We had our job briefing, conductor, my manager on duty and myself.
21 Called for the dispatcher for all our bulletins and messages.
22 After that we went and took our train -- grabbed our car van, went
23 to the station and we did a crew transfer at the station for the
24 train.

25 And then I did my brake test with my conductor. Called for

1 verifying if there was any changes to our bulletins or messages.

2 I can't remember if there was any changes or not. Well, it was --

3 MR. LEVEFRE: They'll have copies of that. Don't worry about
4 that.

5 A. Okay. So, yes, we got our signal, we did our first
6 roundtrip, no issues. I took a little 30-minute break and then a
7 little 30-minute layover. And then we got to take our second
8 northbound to West Palm, and then a little break. In between I
9 did have food, snacks --

10 Q. Yes.

11 A. -- and whatnot.

12 Q. Yes.

13 A. On our third trip, which was West Palm Beach down to Miami,
14 that's where the incident happened. And, you know, the same
15 thing, called for messages right before departing, did our brake
16 test. Yes, did our running brake as well. The train was normal,
17 everything was good. We had about 66 passengers on board, and
18 that's pretty much into where the incident happened.

19 Q. Okay. And as you're running, you were going southbound --

20 A. That's correct.

21 Q. -- on the east main?

22 A. That's correct.

23 Q. And if I remember it with -- there was an FEC train
24 northbound?

25 A. That's correct, on the west main.

1 Q. Okay. And as you were approaching Delray, do you guys make a
2 lot of station stops or do you just go from West Palm Beach to
3 Miami or --

4 A. Well, now we just opened up two new stations and on my -- on
5 that one in particular, the train I was taking southbound, we were
6 actually an express train. It was just Fort Lauderdale and Miami.
7 We didn't have a Boca stop or Adventura. So it was just --

8 Q. Two stops --

9 A. Two stops --

10 Q. Okay.

11 A. -- on that train.

12 Q. Okay. So take me up to -- leading up to this -- I forget the
13 name of the crossing where we had the --

14 A. Lindell.

15 Q. Lindell.

16 A. Yes.

17 Q. Kind of take me up to how fast, what throttle, just how you
18 come up to this accident.

19 A. Okay. So the throttle, I believe I was between third notch,
20 second notch, and approximately 79 miles per hour. What else was
21 the --

22 Q. Was there anything unusual for the trip or did you see
23 anything or?

24 A. Well, coming into the incident, I noticed the freight train,
25 his ditch lights started blinking and normally I don't even see

1 that that much. And while he did that, I also saw some reflectors
2 by the crossing. And over the radio I heard the FEC train say
3 there's a car on the tracks and automatically I threw the train
4 into emergency. And then he repeated it the second time, but by
5 then I already had -- the train's on emergency and, you know, made
6 sure, you know, started blowing the horn, put the bells on and,
7 you know, the headlights. Everything was bright and, yes, then we
8 just ended up coming right into the car and everything else.

9 Q. So as you're traveling southbound --

10 A. Yes.

11 Q. -- he was coming northbound, coming at you. You guys make in
12 the headlight meet. When could you see -- could you see the
13 vehicle on the tracks?

14 A. Not until I got within like a few seconds of impacting the
15 car.

16 Q. Yes.

17 A. Yes.

18 Q. Was it after the -- you guys passed?

19 A. Yes, after the freight train passed the car -- I mean, passed
20 us, the headlights, yes, that's when it got more clear and we saw
21 the car.

22 Q. Okay.

23 MR. BACHMEIER: Jim, I'm going to pass it off to you.

24 MR. TURPEN: Thank you, sir.

25 BY MR. TURPEN:

1 Q. Jim Turpen, FRA operating practices. Carlos, I -- at the
2 incident or at the section where you're talking about right now,
3 what direction was the car facing? Was it facing you, facing away
4 from you or was it sideways?

5 A. It was sideways facing west.

6 Q. Okay, facing west. Did they have headlights or interior
7 lighting on or anything?

8 A. I didn't see no interior lights, and the headlights I didn't
9 really get a glimpse of the headlights, whether they were on or
10 not.

11 Q. Okay, but you saw reflectors. Was the -- when additional
12 lights were flashing at you from the FEC train, did they kind of
13 wash it out or did they illuminate the other trains -- or pardon
14 me -- the car so you can see a little bit better?

15 A. No, that didn't play anything into me seeing the car.

16 Q. Okay. And was time of day -- was it dark, was it dusk? What
17 did it look like to you?

18 A. It was dark outside.

19 Q. Okay. Was it raining or drizzling or anything?

20 A. No, it was a clear night.

21 Q. A clear night. Okay. That's all I have at this time.

22 A. Okay.

23 MR. LEFEVRE: I have no questions.

24 MR. COUTO: Emmanuel Couto, Vice-President of Transportation,
25 Brightline.

1 BY MR. COUTO:

2 Q. Carlos, just to clarify, when you said the car was sideways,
3 are you referring to the vehicle was traveling in the direction of
4 travel westward?

5 A. Yes, as in he got trapped in the crossing. So he was stuck
6 between the freight train and the crossing protection behind him.
7 So he was perpendicular to the train.

8 Q. Okay.

9 A. In the westward direction, he was traveling the --

10 Q. No more questions.

11 MR. BACHMEIER: Thank you.

12 BY MS. GARCIA:

13 Q. Okay. Ann Garcia, I have a couple of questions.

14 A. Yes.

15 Q. Okay. And this is related to the accident timeframe.

16 A. Okay.

17 Q. If you could just walk us through again regarding the
18 communications that you had from the freight train.

19 A. Okay.

20 Q. And just be as specific as you can, you know, what you heard
21 them say, how long, if there was a pause, what your reactions
22 were, the memory. So when you first heard the call to you on the
23 radio --

24 A. Yes, when I first heard on the radio, I had already noticed
25 something weird. So when he --

1 Q. When did you notice that?

2 A. The reflectors -- I noticed the reflectors on the car. Well,
3 I noticed the reflectors by the crossing. I didn't know whether
4 it was a car or not. I just noticed --

5 Q. Like on the side of the car?

6 A. Yes, yes.

7 Q. So it would have been on the side?

8 A. Yes, it would have been --

9 Q. Okay.

10 A. -- like -- yes, it would have been on, like, the bumpers I'm
11 guessing. You know, because some of them go towards the side of
12 the car.

13 Q. Um-hum --

14 A. So --

15 Q. -- right.

16 A. -- that's what I believe I saw. And, yes, once the freight
17 train started, his ditch lights started flickering. I noticed the
18 car as well and I put -- when he mentioned that on the radio, that
19 gave me the confirmation that there was something weird at the
20 crossing.

21 Q. Um-hum.

22 A. And that's when he said oh, there's a car on the tracks.
23 That's when I automatically threw the train to emergency, and once
24 he passed us, that's when we were able to see the actual car in
25 the crossing.

1 Q. Okay. So you didn't see the car on the crossing until after
2 the freight train had passed you, the head of the freight train --

3 A. That's correct.

4 Q. -- passed you? Was that because just in that time you got
5 closer or because of the --

6 A. I think it was because of the headlights of the freight train
7 passing us and now we were able to see more their -- and we did
8 get closer as well --

9 Q. Right.

10 A. -- in the process.

11 Q. Right. Because the headlights could be pretty bright.

12 A. Yes.

13 Q. And so -- okay. So that could have come mashed what you were
14 seeing, what you could have seen on your --

15 A. Yes, it plays its own because -- yes, it does play its own --

16 Q. Yes --

17 A. -- on your eyes, right.

18 Q. -- right. Okay. And then specifically you said that he said
19 car on tracks.

20 A. I believe vehicle is the same thing --

21 Q. For vehicle --

22 A. -- yes, vehicle on the tracks.

23 Q. And did he just say that once or --

24 A. No, he said it once and I believe my conductor heard it, too,
25 but he didn't make out what he said and I had already dumped the

1 train. The second time he said it, my conductor heard and he
2 noticed that I had already dumped the train. And now my conductor
3 was, you know, seeing what's ahead and, you know, preparing
4 himself for whatever it was that we were about to hit.

5 Q. Right. Just -- so you were an engineer for Long Island
6 Railroad?

7 A. Yes.

8 Q. And so that's also heavy rail. Right?

9 A. That's a passenger railroad as well.

10 Q. Okay. So what's the difference in how the train reacts and
11 what you feel when you put a train to emergency?

12 A. When you put the trains on emergency, you're basically just
13 applying the brakes -- the maximum amount of brakes you have in
14 the train.

15 Q. Right.

16 A. The train line, the whole train basically just applies the
17 full service of the brakes.

18 Q. Right. Are you ever concerned about derailing the train in
19 an emergency?

20 A. Not really, not really.

21 Q. Okay.

22 A. Yes, I've -- many times in Long Island Railroad, we've had
23 situations where, you know, there was a (indiscernible) and the
24 train has gone into emergency, and nothing has ever happened, you
25 know. You just might get somehow wheel slips and -- you know,

1 near the wheels, but yes -- no, I mean, I think it's different
2 with freight trains. I've heard with freight trains it's, you
3 know, it goes into emergency. It could be a big deal. Yes, I'm
4 never scared of a passenger thrown into emergency.

5 Q. Okay. So are there any considerations that you have -- I'm
6 not saying this instance in particular --

7 A. Um-hum.

8 Q. -- but in general. Do you have any hesitancy or any concerns
9 about putting a brake into -- turning to emergency braking, that
10 there are other things to consider that you might not want to do
11 it?

12 A. No --

13 Q. Okay.

14 A. -- no.

15 Q. Okay, so it's a pretty straightforward decision?

16 A. Yes, just pretty straightforward, you know. If there was
17 something there, you know, put all the brakes that you can.

18 Q. Right. Okay, so you had the radio communication with the
19 freight train, and then who did you communicate with afterwards?

20 A. Afterwards my conductor called emergency, emergency,
21 emergency on the radio, and then I think I called the dispatcher
22 afterwards because he was trying to figure out some paperwork and
23 see what milepost we hit it and everything. So I called the
24 dispatcher and let them know that we hit a car, a vehicle at
25 Lindell Boulevard, mile post 319.36. And I just let them know,

1 you know, where it was (indiscernible) so he could call emergency
2 services.

3 Q. Great, thank you.

4 A. Yes, that's pretty much what we did.

5 Q. And I just wanted to pause just a moment and say how very
6 sorry I am that this happened.

7 A. Um-hum.

8 Q. That the family vehicle, what it was and what you went
9 through --

10 A. Yes --

11 Q. -- and the conductor.

12 A. -- I appreciate that, thank you.

13 Q. Um-hum. So have you -- you've had many years, actually, of
14 experience in being an engineer. Have you had any other grade
15 crossing accidents?

16 A. I have not had grade crossing accidents.

17 Q. Okay. Any other times when you hit a person or something on
18 the tracks?

19 A. I have. Elaborate?

20 Q. Pardon?

21 A. Do you want me to -- Long Island Railroad. I don't remember
22 the exact time or date, but I know it was within one year of me
23 being an engineer and I have -- I wasn't even qualified for a year
24 and I had a fatality, a female came from behind the overpass wall,
25 and she just went into the front of the train and yes, we just hit

1 her, and you know. Luckily we weren't carrying passengers and,
2 you know, it just called (indiscernible) emergency, same scenario,
3 you know, manager and police, everybody came. And, you know,
4 pretty much did the same type of thing that we did over here.

5 Q. Okay.

6 A. Same scenario.

7 Q. And what was the management's reaction for this incident when
8 you called and said emergency?

9 A. What do you mean?

10 Q. Well, what happened?

11 A. What did the management do? Well, Juan was the one that
12 called the manager, but he told me that Shaun was the manager on
13 duty that day, Shaun Morgan (ph.). And he said just hang on
14 tight, that emergency services are coming and he was on his way
15 out from the RF in West Palm Beach, on our yard.

16 Q. Okay.

17 A. And --

18 Q. And Shaun is what position?

19 A. He's a train manager -- no --

20 MR. LEFEVRE: Transportation.

21 A. Transportation manager.

22 Q. Okay. So he arrived on scene?

23 A. He arrived in the scene. I don't know how long it took, but
24 he arrived on scene and slowly, a bunch of management from
25 Brightline showed up on the scene within a few minutes. And they

1 came to make -- they checked on us to make sure we were all good,
2 and then they were in control of the scene.

3 Q. Okay. Thank you. And did you have any toxicology testing
4 done?

5 A. I did not.

6 Q. Okay. And did you receive any emergency services, medical
7 services?

8 A. I did not.

9 Q. Okay. And how are you feeling?

10 A. I'm feeling good, I'm okay.

11 Q. And did you then move the train yourself or did they have
12 someone else move it?

13 A. No, I was okay to bring the train back to the yard.

14 Q. Okay. Did anyone ask you if you were okay?

15 A. Yes, one of the first things in the first conversation with
16 Shaun Morgan, he asked if we needed relief. But me and Juan said
17 we were okay to bring the train back to the yard.

18 Q. Okay. And was there -- were there any other incidents
19 following that?

20 A. No.

21 Q. Okay. That's all I have for right now.

22 A. Thank you.

23 BY MR. BACHMEIER:

24 Q. Okay. Mike Bachmeier, NTSB. How long did it take -- going
25 back to Dr. Ann's conversation about the emergency personnel --

1 how long did it take before they arrived --

2 A. Emergency?

3 Q. -- on scene once it happened?

4 A. Like I think a matter of about a minute or two, because once
5 we called that emergency, like you were already hearing the
6 sirens. So I think the response -- the emergency response was,
7 like, really good.

8 Q. Okay, perfect.

9 MR. BACHMEIER: Jim, I'm going to pass it off to you. No
10 further questions.

11 MR. TURPEN: Okay. I have a question for Mr. Couto. Manny,
12 how long have the quiet zones been in effect down here?

13 MR. LEFEVRE: Since the day we -- first of all --

14 MR. COUTO: Off the top of my head, I do not know.

15 MR. LEFEVRE: I mean -- Manny -- generally, since we've
16 operated, there have been quiet zones the entire corridor -- it's
17 Michael Lefevre from operations -- the entire time we've operated.
18 I do believe that it -- they were probably established shortly
19 after we started, so there may have been some period of time, but
20 very quickly after we started operating.

21 MR. TURPEN: Did you notice an uptick in incidents after the
22 quiet zones or is it just too early to be able to make that
23 determination?

24 MR. LEFEVRE: Again, I think -- if there was a period of time
25 where we operated without quiet zones, it was too brief to have

1 any sort of valuable data.

2 MR. TURPEN: That's all I have, thank you very much.

3 MR. BACHMEIER: Okay. Michael?

4 MR. LEFEVRE: I have no questions, thank you.

5 BY MR. COUTO:

6 Q. Emmanuel Couto, Vice-President of Transportation, Brightline.
7 Carlos, I just want to clarify. You said that you were offered
8 relief and you declined to relieve. However, were you offered EAP
9 the following day or any day then after the incident?

10 A. Yes, I did and I'm on -- taking my EAP days right now. And
11 Dr. Anthony Gonzalez (ph.) is our EAP guy for Brightline, and yes,
12 he's very helpful. He even set up a date to come in and visit me
13 sometime when he's in Orlando. So, yes, he's really helpful.

14 Q. Okay. No further questions, thank you.

15 BY MS. GARCIA:

16 Q. Okay. Ann Garcia, I have a few questions. And this is, you
17 know, for background information. It's not about the particular
18 accident. What is your work schedule like?

19 A. Carlos Quiceno, locomotive engineer, Brightline. My work
20 schedule -- right now my relief days are Thursday, Friday. I'm on
21 call on Saturday and then I am scheduled to work Saturday -- I
22 mean Sunday from 5:05 p.m. till 1:38 in the morning. And then
23 Monday through Wednesday, I'm scheduled 3:00 p.m. until 11:38 p.m.

24 Q. Okay. And you used a couple of terms -- and just for the
25 record, I want to make sure it's clear -- you said you relief

1 Thursday, Friday. Does that mean you're off?

2 A. Relief Thursday, Friday, yes. That means -- that's my off
3 days.

4 Q. Okay. And on call on Saturday?

5 A. That's correct.

6 Q. So how does that work when you're on call?

7 A. On call it's -- if the company needs me, they'll give me a
8 shout and I have to report to work to our RRF in West Pam Beach.

9 Q. And how much advance notice do they give you?

10 A. If it's for like an incident, then, you know, they'll call
11 once the incident happens. But if it's that I have to cover
12 somebody that's taking time off or is sick, you know, they'll give
13 me a good amount of time, maybe a couple of days prior. Yes,
14 maybe -- and if something just pops up out of the -- nothing like
15 somebody's sick, they'll give me the night before, they'll let me
16 know.

17 Q. Okay, good. And if you are sick, what is the procedure
18 there?

19 A. For sick time?

20 Q. Um-hum.

21 A. I actually have never been sick here yet, so I'm not too
22 sure, yes.

23 Q. Yes.

24 A. But, actually, one time I was feeling under the weather, but
25 I just took some medicine and I ran in to the medical office of

1 Brightline. They told me I was fine, it was just some Dayquil,
2 they said that's not going to make you drowsy, you can still
3 operate. So I -- as -- back to your question, I talked to my
4 superior, Jonathan White (ph.), he sent me to the doctor of the
5 company to make sure I was okay to take what I was going to take,
6 and then I came to work. So I guess --

7 Q. Yes.

8 A. -- that's the process. And as far as calling out sick, I
9 haven't, so -- but I'm sure it's the same thing, just go to my
10 superior Jonathan White and just tell him to see if he could cover
11 my shift.

12 Q. Okay, good. And overall, would you say that you're generally
13 healthy?

14 A. Yes.

15 Q. Any health concerns in particular?

16 A. Just a little overweight, but besides that -- I'm going back
17 to the gym so I'm good. No other health conditions, though.

18 Q. And do you wear glasses or contacts?

19 A. I do wear contacts.

20 Q. Okay. And were you wearing them on the day of the incident?

21 A. I wear my contacts all the time.

22 Q. Okay. And on this particular day, how were you feeling when
23 you arrived for work?

24 A. I was good. I felt good. You know, Juan is one of my
25 classmates. We came in at the same time, so I was pretty excited

1 to work with him --

2 Q. Um-hum.

3 A. -- you know, you get to see -- you know, because usually you
4 only see two, just a conductor and you and --

5 Q. Right.

6 A. So I was excited to work with one of my classmates, so it's
7 -- yes, it was a good day.

8 Q. Yes, good. And you got a good night's sleep?

9 A. Yes, I did.

10 Q. Felt well-rested?

11 A. I was well-rested, yes.

12 Q. Okay. And so you mentioned that you knew him from before,
13 the conductor. So -- and you had a chance when you did your
14 morning routine when you came on duty. How did you observe him?
15 Did he seem to be his normal self?

16 A. Oh, yes, he was his normal self. I came in and he was
17 already ready for work. He was dressed, uniform and he already
18 had all his paperwork. Well, he was in the process of doing his
19 paperwork when I got in, so yes, it was his normal self.

20 Q. Okay. You didn't observe anything that might indicate to you
21 that he wasn't feeling well or perhaps he was under the influence
22 of something?

23 A. No, he did not give any of those vibes.

24 Q. Okay.

25 A. Yes, he was --

- 1 Q. Has Brightline given you any training on things to look for?
- 2 A. As far as to what?
- 3 Q. As far as like if you think boy, he's a little off, you know,
- 4 and then you might have a little checklist in your mind of things
- 5 to look for if someone might be under the influence.
- 6 A. Oh, yes, stuff like that has came up and, you know, there's a
- 7 policy on -- our Brightline manual, you know, employee --
- 8 Q. Um-hum.
- 9 A. -- manual, so yes, they have touched base on that.
- 10 Q. Okay, good. Good. And now I just want to get some specifics
- 11 on your routine for the couple of days prior to the accident.
- 12 A. Okay.
- 13 Q. And these are just standard questions --
- 14 A. No worries, okay.
- 15 Q. -- I have to ask, okay. So the accident happened on a
- 16 Wednesday, so I want to go back to the Monday before. Okay. And
- 17 I know Mondays you said you get to go -- you start your shift at
- 18 3:00 p.m. So on Monday morning, do you recall what time you woke
- 19 up?
- 20 A. Monday morning, I woke up at about 11:15 in the morning.
- 21 Q. Okay. And then you had a basic routine when you get up?
- 22 A. Yes, I got up, spent a few minutes with the family and then
- 23 my other conductor, he picked me up and -- actually, no, he came
- 24 by and then we drove down to the yard at West Palm Beach.
- 25 Q. The conductor picked you up at home?

- 1 A. Not this -- because my conductor is out sick, like he has PTO
2 he had to take care of and that's why he wasn't with me. That's
3 why Juan was with me --
- 4 Q. Oh.
- 5 A. -- because he was covering my conductor's place.
- 6 Q. So Juan is not your normal conductor?
- 7 A. No, Juan's not my normal conductor.
- 8 Q. Okay. So did someone pick you up on Monday morning?
- 9 A. Yes -- well, no, I'm sorry. It was my day to drive, so I --
10 we carpool together, me and my conductor, so that's what I --
- 11 Q. Okay.
- 12 A. -- meant. So, yes, we drove down to West Palm Beach. We got
13 there -- usually get there like around 2:30, 2:20 and get dressed,
14 do our paperwork and get ready. And, yes, just had a normal day
15 that day. And --
- 16 Q. Okay. What time did you get off?
- 17 A. What time did I get off?
- 18 Q. 3:00 p.m. start, this says --
- 19 A. Yes.
- 20 Q. -- 11:38?
- 21 A. Yes, 11:40ish --
- 22 Q. Okay.
- 23 A. -- yes, something like that.
- 24 Q. And how long is your commute?
- 25 A. Two hours.

- 1 Q. Your commute to work?
- 2 A. Two hours.
- 3 Q. That's what you were talking about --
- 4 A. Yes.
- 5 Q. -- the -- okay. It's about the same whether it's in the
6 morning or the evening?
- 7 A. Yes.
- 8 Q. Okay. You commute going north or south?
- 9 A. North -- well, I come from the north to south.
- 10 Q. Okay. Okay, so about what time do you leave home to go to
11 work?
- 12 A. I give myself three hours, so we usually leave like around
13 12:15, I would say.
- 14 Q. Okay, good. And you arrive 2:20 --
- 15 A. Um-hum.
- 16 Q. -- get ready 3:00 p.m. start.
- 17 A. Um-hum.
- 18 Q. 11:38 p.m. you're off, then about what time would you have
19 gotten home late Monday night?
- 20 A. We're getting home like around -- I think it's like 1:45ish,
21 1:50.
- 22 Q. Good. And then about what time do you go to bed?
- 23 A. Right away once I get home.
- 24 Q. Right. Okay. And then Tuesday morning, can you walk us
25 through the same schedule?

1 A. Yes, Tuesday morning, got up like around 11 -- I mean,
2 10:30ish, spent about two hours with the family, you know, did our
3 thing. And then that day I had to drive because my conductor's
4 wife got sick, so that's why Juan came into the picture.

5 Q. Okay.

6 A. So, yes, that day I drove as well to West Palm Beach. Left
7 around the same time, 12:15ish, 12:30. And same time got to the
8 RRF about the same time -- I'm sorry, 2:30. Got ready for work,
9 you know. Juan was with me that day as well. And the shift went
10 well, no changes, everything was normal.

11 Q. Okay.

12 A. And then it's pretty much the same thing the next morning.

13 Q. So when -- you said you left 11:38, got off?

14 A. Yes, around 11:38, got off.

15 Q. And then home?

16 A. And then home like around 1:45, went straight to sleep right
17 away. And then up around 10:30 as well. Spent the two hours with
18 the family and then back to work.

19 Q. Okay, good. So about how many hours of sleep you think you
20 get every night?

21 A. It should be about 8 hours.

22 Q. Okay.

23 A. Because I'm a deep sleeper, so once I go to sleep I sleep
24 till the next day.

25 Q. Yes.

1 A. Yes.

2 Q. That's good. Okay. All right. And then that takes us up to
3 where we started off, which was talking about what happened
4 earlier that day on your shift.

5 A. Okay.

6 Q. Okay. So --

7 A. Oh, yes, and I told you that already, right?

8 Q. Right.

9 A. Okay.

10 Q. Yes, right, we've got that. Okay. So I think that's about
11 all the questions for me.

12 A. Awesome.

13 Q. Thank you.

14 MR. BACHMEIER: Okay.

15 BY MR. BACHMEIER:

16 Q. Carlos, do you have anything you'd like to add?

17 A. No questions right now.

18 Q. Is there anything that you think could have prevented this
19 accident?

20 A. I don't think anything else could have prevented it, you
21 know. We did what we needed to do. I know the crossing right
22 there. I think it has the quad gates as well, so it's pretty
23 protected as well, you know, safety-wise. And no other thing that
24 I could think of.

25 Q. Okay. So, Carlos, if we had any follow-up questions, would

1 you mind if we contacted you?

2 A. I'm fine with that.

3 Q. Okay. On behalf of the NTSB and our working group here,
4 thank you for your time and cooperation.

5 MR. BACHMEIER: This concludes this interview. Thank you.

6 MR. QUICENO: All right, thank you, guys.

7 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: FATAL GRADE CROSSING COLLISION
IN DELRAY BEACH, FLORIDA
ON FEBRUARY 8, 2023
Interview of Carlos Quiceno

ACCIDENT NO.: HWY23MH006

PLACE: Boca Raton, Florida

DATE: February 10, 2023

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.


Maria Socorro R. Abellar
Transcriber