

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of:

\*  
\*  
\*  
\*  
\*  
\*

SEPTA TRAIN CRASH  
UPPER DARBY, PENNSYLVANIA  
AUGUST 22, 2017

\* Accident No.: DCA17FR012

\* \* \* \* \*

Interview of: BANJANI HILL

SEPTA Headquarters  
Philadelphia, Pennsylvania

Wednesday,  
August 23, 2017

## APPEARANCES:

TOMAS TORRES, Rail Accident Investigator  
National Transportation Safety Board

STEPHEN JENNER, Ph.D., Human Performance Investigator  
National Transportation Safety Board

GEORGE GOOD  
Federal Transit Administration (FTA)

JAMES YOUNG  
PennDOT Rail Transit Safety Review Program

BETH BONINI, Manager  
PennDOT State Safety Oversight

WAVERLY HARRIS, President/Chairman  
SMART Local 1594

JARED CASSITY  
SMART National Safety Team

JOHN REYNOLDS, Senior Director  
Southeastern Pennsylvania Transportation Authority  
(SEPTA)

LINDA ANGOTTA  
SEPTA

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Banjani Hill:		
By Mr. Torres		6
By Dr. Jenner		14
By Mr. Reynolds		20
By Mr. Cassity		21
By Ms. Bonini		24
By Mr. Torres		26
By Mr. Cassity		28

I N T E R V I E W

1  
2 MR. TORRES: This is an NTSB informal interview. My name is  
3 Tomas Torres, T-O-M-A-S, T-O-R-R-E-S. Today's date is August  
4 23rd, 2017, and we are at SEPTA headquarters in Philadelphia  
5 Pennsylvania interviewing a witness which is -- happens to be an  
6 operator, in connection with the accident that occurred at Upper  
7 Darby on August 22nd, 2017. The NTSB accident number is  
8 DCA17FR012.

9 The purpose of the investigation is to increase safety, not  
10 to assign fault, blame, or liability. NTSB cannot offer any  
11 guarantee of confidentiality or immunity from legal certificate  
12 actions. A transcript or summary of the interview will go into  
13 the public docket.

14 The interviewee can have one representative of the  
15 interviewee's choice. Do you have anybody? A union -- do you  
16 have anybody?

17 MR. HILL: You said to represent me?

18 MR. TORRES: Yeah. I mean -- it's not necessary. I mean, do  
19 you need, do you need to have -- no?

20 MR. HILL: Any people to represent --

21 (Laughter)

22 MR. TORRES: Okay, that's fine. Do you understand that this  
23 interview is being recorded?

24 MR. HILL: Yes.

25 MR. TORRES: Okay. Please state your name and spell it.

1 MR. HILL: Banjani Hill; B-A-N-J-A-N-I, last name Hill,  
2 H-I-L-L.

3 MR. TORRES: Steve?

4 DR. JENNER: Oh, I'm sorry. I'm Stephen Jenner,  
5 S-T-E-P-H-E-N, J-E-N-N-E-R with the NTSB.

6 MR. REYNOLDS: John Reynolds, it's J-O-H-N, R-E-Y-N-O-L-D-S,  
7 with SEPTA.

8 MS. ANGOTTA: Linda Angotta, L-I-N-D-A, A-N-G-O-T-T-A, SEPTA.

9 MR. HARRIS: Waverly Harris, W-A-V-E-R-L-Y, H-A-R-R-I-S,  
10 SMART General Chairman.

11 MR. CASSITY: Jared Cassity, J-A-R-E-D, excuse me,  
12 C-A-S-S-I-T-Y, I'm an NTSB representative for the SMART  
13 transportation Division.

14 MR. YOUNG: James Young, J-A-M-E-S, Y-O-U-N-G with the  
15 PennDot Rail Transit Safety Review Program, which is the state  
16 safety oversight agency.

17 MS. BONINI: Beth Bonini, B-E-T-H, B-O-N-I-N-I, also with  
18 PennDot's Rail Transit Safety Review Program, State Safety  
19 Oversight.

20 MR. GOOD: George Good, G-E-O-R-G-E, G-O-O-D with the Federal  
21 Transit Administration.

22 MR. TORRES: Okay, Tomas Torres with the NTSB.

23 Do you go by your name, Ben?

24 MR. HILL: Yeah, because a lot of people can't pronounce my  
25 real name, so -- they've been butchering it since elementary.

## INTERVIEW OF BANJANI HILL

1  
2 BY MR. TORRES:

3 Q. Okay. Can you give us a description of your work history  
4 here, when you hired up, stuff like that? Your duties.

5 A. I was hired February 23rd of 2013. I started off driving  
6 busses for the first 6 months here, then I've been on rail ever  
7 since then.

8 Q. Okay. On the day of the accident, where were you at?

9 A. I was sitting on 149 car, waiting for control to tell me to  
10 leave, because they were doing single track that night. And as I  
11 was sitting, I heard a loud horn, horn, horn, and I looked to seen  
12 a train coming in, and it was coming kind of fast. And I saw it  
13 hit the car 1-8 track. After that hit, I got off the train and  
14 made sure we called control and the booth, we need an ambulance,  
15 because I knew people was going to be hurt.

16 James was knocked out behind the driver chair out cold. I  
17 just took his pulse to make sure he was still breathing, and that  
18 was it. And we made sure we kept calling control, we need  
19 ambulance, we need ambulance. And then, I don't know if there  
20 were police on the scene. They told me since that was my car,  
21 just go ahead and get out of here, they didn't need no more  
22 people, you know, witnessing anything. And that was it.

23 Q. Okay. So you were inside the --

24 A. Yeah, I was sitting in the triad watching.

25 Q. Here's a photograph. Where you in Track 2 or --

1 A. Track 2.

2 Q. Track 2, okay.

3 A. And the train came down the track and went and hit track car  
4 that was on 1A and knocked it to 1B.

5 Q. Okay. And can you tell how far out the train was when you  
6 heard the horn?

7 A. Just probably right before it was getting to 6S.

8 Q. Okay. So he was sounding the horn like --

9 A. Distress.

10 Q. -- frequently?

11 A. Distress, like get out the way, distress. He can't stop.

12 Q. So he had a series of short toots continually?

13 A. It was long.

14 Q. So long, long blasts --

15 A. Yeah.

16 Q. -- continuously?

17 A. Yes.

18 Q. And so, is there any reason for him to sound the horn there?

19 A. No.

20 Q. Okay, yeah. Did you hear anything? Any unusual sounds or  
21 anything like that?

22 A. No.

23 Q. What time did you go on duty?

24 A. My run started, report time I think was 2:23 p.m., and then a  
25 run gets off maybe 1:20. I'd have to look it up. But my last

1 trip was supposed to come in at 1:00, but we were running behind  
2 schedule with the single track.

3 Q. So that was your last trip --

4 A. Yes.

5 Q. -- pretty much? Okay. During the course of your tour of  
6 duty, did you hear anything? Or did the dispatcher report  
7 anything to you about unusual conditions?

8 A. No.

9 Q. Is there -- did you -- were you aware of any slippage, you  
10 know, on the track? Or did anybody experience --

11 A. Well, due to driving rail, tracks are slippery right before  
12 it starts raining. When it's -- drizzles gets on it, it's  
13 slippery, and then after the rain it's slippery. Usually the  
14 tracks are a little slippery.

15 Q. Is there certain locations where it's more prevalent?

16 A. No.

17 Q. It's just kind of --

18 A. You could just be pulling up to a station, go to brake, and  
19 slide right past it.

20 Q. Okay. So it -- there's no history or any one area where it  
21 occurs more often or which reported more often?

22 A. No, not that I know of.

23 Q. Okay. Can you describe the area for us, you know, as you're  
24 approaching the station?

25 A. What do you mean, describe?



1 Q. You know, is your, say -- let's just kind of put you in a  
2 scenario where you're approaching the station, you know?

3 A. Okay.

4 Q. Can you describe the territory? You know, what you're  
5 looking at?

6 A. Well, you're making short -- signals right before you hit 6S  
7 for what track you're selected to go to. That's first for -- and  
8 make sure your switch points are set for your direction.

9 Q. Okay. And how about signal indications?

10 A. That's what I said, that you make sure the signal is right  
11 before you, and checking the track that it's set for you to go on.

12 Q. Okay. So if you're going into Track 2 for example --

13 A. Track 2?

14 Q. What kind of indications would you --

15 A. So I'm going to have a number 2 and a flashing.

16 Q. And who --

17 A. That means I'm diverting. One track, we got to steady, no  
18 number. Track 3 got a number 3, flash and divert.

19 Q. And which one would that be? Which one would be flashing?

20 A. What you mean?

21 Q. Well, which signal would be telling you that you're  
22 diverting?

23 A. Oh, you have a clear flashing.

24 Q. Yeah, but where at? S3?

25 A. Oh, 6S. Oh, 6S.

1 Q. 6S? That's the one?

2 A. Yeah, 6S has auto.

3 Q. That's the one that's going to tell you what track --

4 A. Yes.

5 Q. -- you're going to?

6 A. Yes.

7 Q. Okay. And how about the previous signals? What kind of  
8 indications are you going to get?

9 A. You're going to get a steady clear.

10 Q. What's the color? What's the lens?

11 A. A clear, silver, whatever you want to call it. It's not  
12 going to be green. It's a --

13 Q. So is that what they call a lunar? Like --

14 A. Yeah, lunar.

15 Q. Like white?

16 A. Yeah, lunar.

17 Q. So you get two previous lunars before that? Or --

18 A. Yeah. You have a lunar as soon as you get your 15-mile-an-  
19 hour code before the employee platform. You got a lunar at  
20 Township Line, and then you got a lunar at Wynnewood, and then  
21 Bryn Mawr, Radnor, Hughes Park, and then after you come out of  
22 Bridgeport, you'll have a divert signal. And then you'll have  
23 lunar coming out of Norristown.

24 Q. Okay. What are the track speeds as you're coming into a  
25 station?

1 A. 15.

2 Q. Yeah.

3 A. You have a 15-mile-an-hour code, can't go no further than  
4 that.

5 Q. Now where does that start?

6 A. That's starts as soon as you pass the lunar right before the  
7 employee platform coming down that hill.

8 Q. That would be S2? Or --

9 A. That should be S --

10 Q. Yeah, I don't think so in that photo.

11 A. Yeah, it should be S2 right before the employee platform,  
12 that signal.

13 Q. That's where, the facing's --

14 A. That's way, that's where it's going to drop. As soon as you  
15 cross that point, it's going to cross to 15.

16 Q. Okay, and the speed before that?

17 A. The speed before that is 30.

18 Q. And where, and before the 30?

19 A. You drop 55 just before Parkside, you drop again.

20 Q. Okay. Between the 55 and the 30, how much distance is there  
21 between the, you know, where the 55 ends and the, and the, and  
22 the --

23 A. And the 30?

24 Q. -- 15 starts?

25 A. Maybe one city block.

1 Q. So it's a short distance?

2 A. Well a city block is pretty long here in Philadelphia. So, I  
3 mean, it's a nice distance.

4 Q. Like a mile? Half a mile?

5 A. Quarter mile.

6 Q. Quarter mile?

7 A. Yeah.

8 Q. So you go 55, 30 --

9 A. 30.

10 Q. -- and then 15?

11 A. Then it's going to drop to 15.

12 Q. So but between the 55 and the 15, that's a quarter mile  
13 distance?

14 A. Yeah, I'd say quarter mile.

15 Q. Okay. So how is the terrain? You know, is it level? Is it  
16 a grade?

17 A. It's a grade coming down a slight hill.

18 Q. All the way into the station? Or --

19 A. Just until you get to 2S, and then you start leveling back  
20 out.

21 Q. And it's level all the way to the station?

22 A. No. I would say it's still, you've got a teeny bit upgrade  
23 coming up once you hit the bottom.

24 Q. Okay. Can you describe or explain to us how that cab signal  
25 works?

1 A. Okay. When you pass your, I guess you call them blocks, when  
2 you pass your next block, your cab signals will only give you the  
3 speed that's allowed between those blocks. And that's why it's  
4 pretty hard to get, go over the speed limit because it's governing  
5 it for you already.

6 Q. So when you go past a signal, you already know what the speed  
7 of the --

8 A. Yes. It's going to light up on your dash.

9 Q. Okay. And how do you respond to that, you know? What  
10 happens if you do not --

11 A. You have to go to brake, because you have the do the speed  
12 that's on your dash. So we going 55 to 30, you're going to have  
13 to go to brake to get back, go to 30 miles an hour. If not, it's  
14 going to beep three times and then you're not going to have no  
15 power to move.

16 Q. Okay.

17 A. It's going to stop you.

18 Q. So you get an audible warning?

19 A. Yes.

20 Q. So it's a beep?

21 A. Yes.

22 Q. And it's loud?

23 A. Yeah.

24 Q. Okay, yeah. And if you do not respond in, within --

25 A. Within them three beeps, that's going to bring the car to a

1 halt.

2 Q. It'll apply what? A penalty brake application?

3 A. Yes.

4 Q. When you guys take charge of a, of a, of a train or a car,  
5 what kind of inspections do you guys do? I mean, what's the  
6 process?

7 A. We do the brake test, the air test, reverse movement, and  
8 that's about it.

9 Q. So when you do the air test, the brake test, is that a visual  
10 inspection on the ground? Or --

11 A. If you hear air leaks, it's a visual inspection on the  
12 ground, but if all your gauges is right when you do your test, we  
13 don't do a visual inspection.

14 Q. When you're train handling, I mean, what do you use for  
15 brake? Is it dynamic brake or the air brake primarily?

16 A. It's dynamic.

17 Q. Mostly?

18 A. Yes.

19 Q. So coming into the station, you'd be using a dynamic brake?

20 A. Yes.

21 MR. TORRES: That's all I have for now, Steve.

22 DR. JENNER: Okay. I'm Steve Jenner.

23 BY DR. JENNER:

24 Q. When you went into the operating compartment of the striking  
25 train, you saw Mr. Lewis, he appeared unconscious to you?

1 A. Yeah, he was unconscious folded behind the seat.

2 Q. He was, he was on the ground?

3 A. On the ground behind the driver's seat like, folded up.

4 Q. Behind the driver's seat?

5 A. Yes. I don't know --

6 Q. How does he get --

7 A. I don't know how he got there. That's when I walked in, I  
8 seen him like that.

9 Q. Oh. Well could, behind the driver's seat. Can --

10 A. You know, between our slide door, we have a cabinet door.

11 Q. Yeah.

12 A. So I don't know the impact knocked him back there like that.

13 Q. Okay. You took his pulse? You saw that he was, yeah.

14 A. I took his pulse. I saw that he was still breathing.

15 Q. Right. Did he regain consciousness while you were there?

16 A. Not while I was there.

17 Q. Okay. How long did you stay with him?

18 A. I didn't stay long because I was running back before, to the  
19 starter booth, call control like, you need more ambulances. A lot  
20 of people hurt here.

21 Q. Okay.

22 A. And then, once people started coming, I guess the one transit  
23 officer told me, just go ahead and pull off. He had these trip,  
24 these people just leave.

25 Q. But you were helping with the passengers? I'm sorry --

1 A. No, I wasn't touching no passengers. I was just making sure  
2 we was calling control, getting the ambulances there. But then  
3 once people started arriving, the emergency people, they told me  
4 to go ahead and do the trip.

5 Q. Do the --

6 A. I was trip. I was scheduled to go out --

7 Q. Oh, I see.

8 A. -- when that train come in.

9 Q. Go and do your normal --

10 A. Yeah.

11 Q. Oh, I see. Okay.

12 A. And that was it.

13 Q. Okay. Do, where you there when the ambulances arrived?

14 A. No.

15 Q. Okay. Where you there when the police arrived?

16 A. Just a few. There was about three or four of them.

17 Q. Okay.

18 A. And that's when they started taking the people names and  
19 stuff. They told me, go ahead, leave.

20 Q. Right.

21 A. And that was it.

22 Q. Did other SEPTA officials arrive when you, before you  
23 departed?

24 A. Supervisor Ted Mills arrived.

25 Q. Did you two have a discussion?



1 A. Not really. He was asking what happened, I gave him a brief  
2 description, and then he was telling me, just get out of here  
3 because they didn't want people coming off the train messing up  
4 the scene and stuff.

5 Q. Right. We were trying to get a sense in your earlier  
6 interviews about how frequent that someone may experience  
7 slipping. And so you told us, like, during the drizzle period, or  
8 in --

9 A. Yeah, always when it first start raining, the drizzle.

10 Q. Yeah.

11 A. When it pours down, the tracks is fine.

12 Q. Yeah.

13 A. But in the beginning of the rain and after the rain, it's  
14 usually a little slippery.

15 Q. Right. Have you experienced slipping issues?

16 A. Yes, I have experienced that conditions before.

17 Q. And during that, those, as you describe, during the periods  
18 of rain, light rain or something. Are there other times you'd  
19 experience slipping?

20 A. Maybe when it's freezing cold. That's about it.

21 Q. Okay. So what do you do? What do you do when your, when  
22 you're slipping?

23 A. Hit that sand.

24 Q. Is that, does that help?

25 A. Yes, it does help.

1 Q. Is that what you've been instructed to do? Or is that  
2 something you've picked up on there?

3 A. Yeah. If you go to brake and you still slipping, you try to  
4 dump that sand and get some grip on the wheels and rail.

5 Q. Okay. What type of braking would you apply during a slipping  
6 situation? If you significant slipping going on --

7 A. Well you want to go to full brake, because that's just going  
8 to put you in a slide. So you ease it down.

9 Q. From what notch to what --

10 A. One to 5.

11 Q. Okay. And that would go 1, 2, 3, 4, 5?

12 A. Yeah.

13 Q. Would you ever go to 7? Or --

14 A. If it's crucial, yeah, you go to 7.

15 Q. Right.

16 A. But that's going to dump the whole car.

17 Q. Right.

18 A. But that locks up the wheels, so if you're in a slide, that's  
19 really going to put you in a slide.

20 Q. Seven will lock up the wheels?

21 A. That's going to dump the car and put you in a slide.

22 Q. Would you consider, is there a value from going from like, 5  
23 to 3? I mean, alternating brake --

24 A. Yeah, that's kind of why I ease it down, alternate, and press  
25 that sand, and try to get some grip on the rail.

1 Q. Right. Okay. Have, and again, you have experienced that?

2 A. Yes.

3 Q. It --

4 A. Nothing to this extent.

5 Q. Sure.

6 A. But, yes.

7 Q. Okay. And, you know, best of your recollection, how long  
8 would it take to recover, to your slipping ends? Is there a time  
9 or distance?

10 A. Maybe 5, 10 seconds.

11 Q. Okay. Have you heard stories of people really having  
12 significant slipping and unable to control?

13 A. Not really. Here and there.

14 Q. Okay. How frequently might it occur in a month? Or a year?  
15 Or in a day?

16 A. I don't -- that's kind of hard to say. You know, we don't  
17 get around like this and talk about hey --

18 Q. Sure.

19 A. -- was you slipping today?

20 Q. No, for you. For you, yourself.

21 A. Oh. Not that often. It's not that often.

22 Q. Okay.

23 DR. JENNER: All right, well thank you.

24 MR. HILL: Thank you, though.

25 MR. REYNOLDS: I'm John, I'm with SEPTA.

1 BY MR. REYNOLDS:

2 Q. And you were sitting in the 149 car?

3 A. Right.

4 Q. Did you already request the signal to get out?

5 A. My signal was already plugged to go out.

6 Q. But you heard the horn so you kind of --

7 A. Yeah. Well I was waiting for Shawn (ph.) the starter to tell  
8 me --

9 Q. (indiscernible) off.

10 A. Yeah, she said you could go ahead and leave. She's the one  
11 waiting for control to tell me to go ahead and leave.

12 Q. Okay. And in your estimate, was he, you said he was kind of  
13 going too fast. You, did you see him or hear the horn first?

14 A. I heard the horn, then I, then I started looking. I saw how  
15 the train was coming, and I immediately thought he was probably  
16 sliding coming in that fast with a 15 mile an hour code.

17 Q. But you didn't experience any sliding through that area on  
18 your previous trip, right?

19 A. No.

20 MR. REYNOLDS: Okay. Nothing further.

21 MS. ANGOTTA: Those are the questions I was going to ask.

22 MR. REYNOLDS: Well you can tell me.

23 MS. ANGOTTA: Oh, okay. So how many trips did he do?

24 MR. REYNOLDS: Okay, how many trips did you do?

25 MR. HILL: Nine Trips.

1 MR. REYNOLDS: Okay, you did nine trips? Do you have any  
2 issues at (indiscernible).

3 MR. HILL: No.

4 MR. REYNOLDS: Okay.

5 MR. CASSITY: Jared Cassity, the SMART Transportation  
6 Division.

7 BY MR. CASSITY:

8 Q. You were talking about the speed limits or track speeds and  
9 pretty much the cab signals. Is there a maximum speed on the  
10 track in general at any point? Basically what I'm getting at is,  
11 is there a rule manual or some type of book that would tell you a  
12 maximum authorized speed from point A to point B? Or do you  
13 strictly run speeds by the cab signals?

14 A. Well besides your mark and marker gauge for the speeds that  
15 overrides your gauge speeds, no.

16 Q. Okay. So you don't ever just get --

17 A. Well, you get your --

18 Q. -- an indication?

19 A. Yeah, you get your indication. But your gauge speeds and the  
20 markers on the tracks are supposed to override the speed on your  
21 dash.

22 Q. Okay, so you actually are looking at markers on the track?  
23 You don't necessarily have a book that may lay, like where I'm  
24 from, it's called a timetable.

25 A. Okay.

1 Q. You don't have anything like that per se that you're aware  
2 of? Okay.

3 A. I don't think so.

4 Q. As an operator, I'm curious, do you feel like there's ever a  
5 rhythm that you get into when you're, when you're making your  
6 trips? Or is every single one different every time?

7 A. Well, I don't know if you're familiar. Like, I work the  
8 list, so I don't ever pick runs. So I work different runs. I  
9 bounce back and forth, so I don't see the same people every day  
10 and I do different things.

11 Q. Yeah.

12 A. So I don't get in the rhythm. So --

13 Q. Okay. Do you feel like each car has its own nuance to it?  
14 In other words, what I'm getting at is, is every car consistent  
15 with the other car? Or does each one handle, have its own, do you  
16 handle each car differently I guess is my question.

17 A. Yeah, some car, some cars brake different. Or --

18 Q. Okay. And then you were talking about laying sand. You do  
19 have the manual ability to manually lay sand?

20 A. Yeah.

21 Q. Okay. And if you start slipping, then an automatic, does the  
22 sand drop automatically if wheel slip occurs?

23 A. Yeah. It's supposed to, it's supposed to be hooked up both  
24 ways. Automatic slipper should drop sand, and they have a set  
25 where manually you could drop sand.

1 Q. Okay. And you kind of answered this already, and I  
2 apologize, but you're sitting in the seat, and you're braking, and  
3 your wheel starts slipping, and if you can, just kind of envision  
4 that for me and walk me through exactly what you would do if  
5 you're trying to make a stop at a station, and all of the sudden  
6 you're slipping, what goes through your mind and what steps do you  
7 take at that moment?

8 A. I try lighting up on the brake and drop that sand, and then  
9 go back to full brake.

10 Q. Okay, so you actually come off the brake --

11 A. Yeah. Go back

12 Q. -- and then you try to brake again?

13 A. So as, you want to, you want to get the wheels from locked  
14 spinning, then you not going to come out the slide if you stay  
15 locked in a hard brake. So you've got to ease up off of them  
16 about that sand and come back.

17 Q. Okay. So if you're trying to slow down, you almost in  
18 essence, for you, have to for lack of better term, allow the car  
19 to stay at speed just so you can get control again to ultimately  
20 slow it down? So in other words, you try to slow down, doesn't  
21 work, you go back to the same speed you were at, and then  
22 hopefully with the --

23 A. No, I don't pick up no more speed. I don't go back to pick  
24 up no more speed. I just try a lighter brake and try to keep  
25 dropping the sand and go back to brake.

1 Q. Okay. When you, when you got in the cab where you found  
2 James, was there anything in the cab or the control stand that  
3 stood out to you as out of place or --

4 A. No, just like the dashboard was shifted, and the control pad  
5 was shifted, and that was it. And I was trying to put the car in  
6 storage, not storage, but standby so it wasn't run forward while  
7 the people were on it. We put it in storage, eventually the car  
8 was going to shut off and all the lights was going to go off while  
9 the people was on there.

10 Q. Okay. And then, there was some question, curious, do the  
11 seats in the cab or the control stand, do they swivel?

12 A. Yes.

13 MR. CASSITY: Okay. I don't have anything else for right  
14 now. Thanks.

15 MS. BONINI: Beth Bonini from PennDot.

16 BY: MS. BONINI

17 Q. The approach for braking that you just described with putting  
18 down some sand and going, and switching up your braking levels, is  
19 that something that you, where did you learn that?

20 A. You learn it from driving. The, I mean, in the past  
21 experience, you go to full brake, if you in a slide, sometimes  
22 you're going to come out that slide, you've got to let up just  
23 like your car. Just like your car has ABS brakes, it doesn't  
24 totally lock up your car. It rolls, locks, then rolls, and locks  
25 so you don't say in a slide.



1 Q. Did they review that in training? Or --

2 A. No.

3 Q. So you were in Track 2?

4 A. Yes.

5 Q. And what's the time difference they, how long have you been  
6 sitting there? Because you said that you didn't have any troubles  
7 approaching 69th Street when you --

8 A. Coming back in? Or --

9 Q. Right. When you came in.

10 A. I've been sitting there --

11 Q. What was the time difference between Mr. Lewis coming in and  
12 when you came in?

13 A. Maybe about 20 minutes, 25 minutes I'd been sitting there.

14 Q. Okay. And was it raining? Or light raining? What was the  
15 weather during that 20 minutes?

16 A. It had just finished pouring down rain. So I think it was  
17 probably a little misty out.

18 Q. Okay. (indiscernible). Has anyone, when was the last time  
19 someone reviewed your performance and went on a ride with you or  
20 talked to you about your performance?

21 A. Well, we get recertified every year on our performance and we  
22 do performance rides every year.

23 Q. Any other checks that you get throughout the year?

24 A. Some of, it's from training department, they do performance  
25 rides with us sporadically. And that's throughout the year and

1 that's about it.

2 Q. Has someone done one for you?

3 A. I just got re-qualified 3 months ago, so I wouldn't be due  
4 for a performance ride I don't think this quick.

5 MS. BONINI: Okay. No other questions right now.

6 MR. GOOD: George, FTA. I just had a question. Do you  
7 notice any difference with the slipping, the slip slide with a  
8 two-car train versus a one-car train? Is it, does the two-car  
9 train handle better or worse? Or --

10 MR. HILL: I'd say, yeah, it handles better.

11 MR. GOOD: You don't notice problems as much in, with two  
12 cars?

13 MR. HILL: Not really.

14 MR. GOOD: That's all I have.

15 MR. TORRES: Tomas Torres with the NTSB.

16 BY MR. TORRES:

17 Q. When the train is experiencing the slip sliding, do you get  
18 an indication somehow? Is it --

19 A. Yeah. There's a light that comes on, it says spin slide.

20 Q. Do you hear anything? I mean --

21 A. Well, you hear, if it's loud enough, the sand trying to drop  
22 and then you get grip again.

23 Q. But do you hear any screeching or anything like that?

24 A. No, that's --

25 Q. Not really?

1 A. -- kind of hard.

2 Q. You just kind of feel it?

3 A. Yeah.

4 Q. Another thing that I wanted to ask for clarification on stop  
5 and proceed, how does that apply? How does that work?

6 A. Well, you're not allowed to hit stop and proceed unless  
7 you're at 69th Street or Norristown. Anything else on the track,  
8 you have to call control because there might be another car up  
9 there. So you --

10 Q. Yeah. But when you, but do you have to acknowledge a stop  
11 and proceed somehow on the train? Or --

12 A. No. If you lose your code, that's when you hit a stop and  
13 proceed. That means something's wrong. If a car is up there, if  
14 you're on an open road, not at 69th Street and Norristown. That  
15 means something's up. They should call control first and see  
16 something's wrong with the track.

17 Q. So when you say lose the code, what are you referring to?

18 A. The cab signal.

19 Q. Okay. So you would lose a cab signal, then you'll get an  
20 indication on the cab control or on the console?

21 A. You aren't going to get no, you aren't going to get nothing.  
22 It's going to be dead. You can't even go nowhere unless you hit a  
23 stop proceed button.

24 Q. And then, you have to let the controller know? Or --

25 A. Yeah. Before you even move, you call control, and they'll

1 give you the authorization to hit stop and proceed, that  
2 everything's okay (indiscernible).

3 Q. So when you press the stop and proceed, what does that do?

4 A. It gives you a 15 mile an hour code.

5 Q. Until the cab signal --

6 A. Until the next favorable signal will come back up if  
7 something's wrong.

8 MR. TORRES: Okay, thank you.

9 DR. JENNER: I have no further questions.

10 MR. REYNOLDS: Just a quick question. You're saying a  
11 supervisor, a transportation man have, hasn't ridden with you in a  
12 while?

13 MR. HILL: No, I didn't say that. I said because, remember,  
14 I was out with shoulder surgery and I just came back. So I just  
15 got re-qualified.

16 MR. REYNOLDS: Oh, okay.

17 MR. HILL: So I wasn't due in. It's only been 3 months  
18 for --

19 MR. REYNOLDS: Okay.

20 MR. HILL: -- a performance ride. Yeah.

21 MR. REYNOLDS: All right, that's all.

22 MR. CASSITY: Jared Cassity, SMART Transportation Division.

23 BY MR. CASSITY:

24 Q. Are you familiar with the term slippery season?

25 A. Yes.

1 Q. Okay, so you have heard it is a, it is a term that's  
2 acknowledged out here, and that there is a season where cars tend  
3 to slip more than others?

4 A. Yes.

5 Q. And then lastly for me is just a quick signaling question.  
6 So who puts sand in the cars? Or who maintains the sand level in  
7 the cars?

8 A. It's supposed to be the maintenance shop.

9 Q. Do they check the levels of it too?

10 A. I don't know. I --

11 Q. Okay.

12 A. They supposed to do all the maintenance and then check all  
13 the levels, because we're not allowed in there. It's their jobs.

14 Q. Okay. The next question is probably pretty obvious. If it's  
15 empty, would you know?

16 A. Yeah.

17 Q. How would you know?

18 A. Because you would hit the dump sand button and see if some  
19 sand drop to make sure your sand box is working.

20 Q. Is that part of your pre-check or your --

21 A. Yeah. You check that.

22 MR. CASSITY: Okay. That's what I wanted. Thank you.

23 MS. ANGOTTA: No questions.

24 MR. YOUNG: None for me.

25 UNIDENTIFIED SPEAKER: No questions.

1 MR. HILL: All right.

2 MR. TORRES: Okay. Tomas Torres with the NTSB.

3 No further questions. This will conclude the interview.

4 (Whereupon, the interview was concluded.)

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

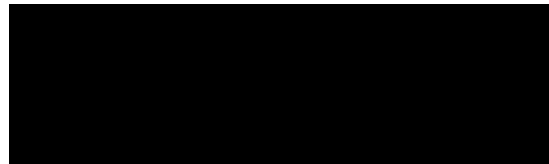
IN THE MATTER OF: SEPTA TRAIN CRASH  
UPPER DARBY, PENNSYLVANIA  
AUGUST 22, 2017  
Interview of BANJANI HILL

ACCIDENT NUMBER: DCA17FR012

PLACE: Philadelphia, PA

DATE: August 23, 2017

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



Transcriber