

From: [Julian Mobley](#)
To: [Bachmeier Michael](#)
Subject: Re: Interview Transcripts
Date: Monday, October 3, 2022 11:02:41 AM
Attachments: [image001.png](#)

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Looks good to me.

On Mon, Oct 3, 2022 at 11:00 AM Bachmeier Michael [REDACTED] wrote:

Julian,

Could you let me know if you are good with the transcript can you reply back with no changes needed.

Thanks,



Michael Bachmeier

Railroad Accident Investigator

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] Bachmeier Michael [REDACTED]
Sent: Wednesday, September 14, 2022 9:43 AM
To: [REDACTED]

[REDACTED]

Subject: Interview Transcripts

Good Morning,

I have attached a copy of the interview transcripts, please review and let me know if everything looks ok. If you notice anything that was not copied correctly, please refer to the page and line number and let me know what needs to be corrected. I have attached an errata sheet, please use that sheet to document any discrepancies you note. If you do not see anything that requires correction, simply complete the sheet and return that to me. I request that you complete your review by October 3rd. After I have received your feedback, the transcripts will be entered into the public docket.

I have attached an example of a completed errata sheet. Let me know if you have any questions.

Once again, thank you for your support of this investigation.



Michael Bachmeier

Railroad Accident Investigator

[REDACTED]
[REDACTED]
[REDACTED]

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CTA EMPLOYEE FOUND DEAD ON TRACKS
AT LASALLE/VAN BUREN STATION
IN THE LOOP IN CHICAGO, ILLINOIS
ON JULY 16, 2022

Accident No.: RRD22LR012

* * * * *

Interview of: JULIAN MOBLEY, Customer Service Assistant
Chicago Transit Authority

CTA Headquarters
567 West Lake Street
Chicago, IL 60661

Monday,
July 18, 2022

APPEARANCES:

MIKE BACHMEIER, Investigator in Charge
National Transportation Safety Board

MIKE HOEPF, System Safety Investigator
National Transportation Safety Board

ERIC DIXON, President
Amalgamated Transit Union Local 308

MARK WEEMS
Amalgamated Transit Union Local 308
Representative for Julian Mobley

BRYANT PHILLIPS, Senior Transit System Safety Officer
Chicago Transit Authority

ROVAUGHN GRAHAM, General Manager
Chicago Transit Authority

LINDBERGH ASKEW, III, Rail Transit Safety Coordinator
Illinois Department of Transportation

PHILIP HERBERT, Accident Investigator
Federal Transit Administration

I N D E X

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I N T E R V I E W

(9:29 a.m.)

1
2
3 MR. BACHMEIER: Good morning, my name is Mike Bachmeier and
4 I'm the NTSB IIC for this accident. We're here today, July 18th,
5 at 9:29 in CTA headquarters to conduct an interview with Mobley,
6 who works for CTA. The interview is in conjunction with NTSB
7 investigation of the accident near CTA LaSalle Station, NTSB
8 reference, accident reference number is RRD22LR012. The purpose
9 of this investigation is to increase safety, not to assign blame,
10 fault, or liability.

11 Before we begin our interview and questions, let's go around
12 the table and introduce ourselves. Please spell your last name,
13 who you are representing, and then your title. I'd like to remind
14 everyone to speak clearly so we can get an accurate recording.
15 I'll start off and pass it off to my right. Again, my name is
16 Mike Bachmeier, spelling of my last name is B-a-c-h-m-e-i-e-r, and
17 I am the NTSB IIC for this accident.

18 MR. DIXON: Hi, my name is Eric Dixon, E-r-i-c D-i-x-o-n,
19 President, Local 308.

20 MR. PHILLIPS: Bryant Phillips, B-r-y-a-n-t P-h-i-l-l-i-p-s,
21 Senior Transit System Safety Officer, CTA.

22 MR. GRAHAM: My name is Rovaughn Graham, last name spelled
23 G-r-a-h-a-m, General Manager Transit Safety, Chicago Transit
24 Authority.

25 MR. ASKEW: Lindbergh Askew, III, that's L-i-n-d-b-e-r-g-h,

1 last name A-s-k-e-w, Illinois State Safety Oversight Agency. I am
2 the Rail Transit Safety Coordinator.

3 MR. HERBERT: My name is Philip Herbert, P-h-i-l-i-p
4 H-e-r-b-e-r-t. I'm an accident investigator with the Federal
5 Transit Administration.

6 MR. HOEPF: My name is Mike Hoepf with the NTSB, last name is
7 H-o-e-p-f.

8 MR. WEEMS: My name is Mark Weems, I'm the accident
9 investigator for ATU Local 308, I'm the first vice president, as
10 well. I'll be here as the advocate for the witness.

11 MR. BACHMEIER: Last name.

12 MR. WEEMS: Weems, W-e-e-m-s.

13 MR. MOBLEY: Julian Mobley, M-o-b-l-e-y, CSA for CTA.

14 MR. BACHMEIER: Okay. Okay. Thank you. Julian, do we have
15 your permission to record our discussion with you today?

16 MR. MOBLEY: Yes.

17 MR. BACHMEIER: Do you understand the transcription will be
18 part of the public docket, as such we cannot guarantee any
19 confidentiality?

20 MR. MOBLEY: Yes.

21 MR. BACHMEIER: As we discussed, you have a representative
22 with you today, Mr. Mark Weese (sic), is that correct?

23 MR. MOBLEY: Yes.

24 MR. BACHMEIER: I'd like to ask everyone to clearly announce
25 your name and title before questioning. And now let's proceed.

INTERVIEW OF JULIAN MOBLEY

BY MR. BACHMEIER:

Q. Could you give us just a brief synopsis of your job and what you do?

A. Yes, so I'm a CSA for CTA. Like I said, I work midnights for the company which entails opening and closing the station on weekends.

Q. Okay. So you're just the weekends?

A. No, I work Wednesday and Thursday, as well.

Q. Okay, okay. But on weekends --

A. They're all midnights.

Q. Yeah, yeah, you're all midnights. Okay.

A. I'm all midnights, yes.

Q. And what is the midnight shift, what's your shift?

A. The midnight shift is from 10:00 p.m. to 6:00 a.m.

Q. Ten until six, okay. And how long have you been in your position?

A. I've been in my position for three years now.

Q. Three years, okay. And that's what you've been doing for the last three years?

A. Yes.

Q. Nights?

A. Yes.

MR. BACHMEIER: Yeah, okay. I'm going to pass it on.

UNIDENTIFIED SPEAKER 1: I mean, I'm fine, I don't have

1 anything.

2 UNIDENTIFIED SPEAKER 2: I don't have anything.

3 MR. GRAHAM: Graham, no questions.

4 BY MR. ASKEW:

5 Q. Lindbergh Askew, III, State Safety Oversight Agency. Would
6 you walk us through how you're -- opening and the closing of the
7 station?

8 A. Yeah. So typically, the inner loop trains, that's the Orange
9 and the Pink, they usually come around 1:45, 1:50, the last
10 trains, so I begin to shut down the station around that time, I'll
11 shut down the inner because the way that that station is set up, I
12 may get some passengers that'll go up there even though there's no
13 service, so I shut that side down first. Then when the last,
14 outer side, that's the Brown Line, when that comes in, I shut down
15 the rest of the station.

16 MR. ASKEW: That's all.

17 BY MR. HERBERT:

18 Q. Philip Herbert, Federal Transit Administration, I'm an
19 accident investigator. Mr. Mobley --

20 A. Yes.

21 Q. -- what station are you assigned to?

22 A. I'm assigned to two stations, I have the LaSalle/Van Buren
23 and I also have Washington/Wells.

24 Q. Washington, I'm sorry?

25 A. Washington/Wells.

1 Q. In the event you needed to get to the opposite side of the
2 station, in other words, you're on one side and you want to get to
3 the other side, how do you do that?

4 A. Well, both of these stations, they have a bridge, so I just
5 cross the bridge, like at mid-level.

6 Q. Okay, so is that stairs?

7 A. It's like a mid-level platform, so like at Washington/Wells
8 you come up either side of the stairs and it's like a platform and
9 then you pay and then you can go from there up either stairs, so
10 there's not really a reason to.

11 Q. Okay. So is that platform below track or above?

12 A. It's above track at Washington/Wells, yes.

13 Q. How about LaSalle/Van Buren?

14 A. LaSalle is the same, it's above.

15 Q. Do you know of any policies related to crossing, crossing
16 track? Or going from one track, to one side of a station to
17 another station, or the other side of the station, do you know of
18 any policies?

19 A. As far as I know, you're not supposed to do it unless you get
20 in contact with control.

21 Q. Okay. And you were trained that?

22 A. Yes.

23 Q. And as part of that training, did you have other people that
24 you were in that training with, in other words, it wasn't just you
25 that was training?

1 A. Inside of the --

2 Q. So when you were -- you were basically trained about how to
3 deal with the track, right?

4 A. Typically, there is no reason for us to go on the track, like
5 maybe a passenger may drop something on the right of way, but
6 we're instantly to notify control and let them know what's going
7 on.

8 Q. Right, but you had training as well as other people had
9 training?

10 A. I can't really speak for other people's --

11 Q. Okay.

12 A. -- training, but --

13 Q. All right. No, whether or not you may have had training with
14 other people, in other words, you were in a classroom.

15 A. Yes.

16 Q. Okay, there were other people --

17 A. Yes.

18 Q. -- getting the same training?

19 A. Yes.

20 Q. Okay. So it wasn't just you?

21 A. No, it was not.

22 MR. HERBERT: Okay. That's all I have.

23 BY MR. HOEPF:

24 Q. Okay. So, Mike Hoepf, NTSB. Can you kind of talk us
25 through, kind of -- just kind of cover the same ground we just

1 covered here, but just to get a little bit of detail. Basically,
2 what we want to talk to you about today is just kind of getting a
3 feel for what you do, you know. So let's just -- I know you work
4 at a couple stations, so let's kind of -- for the purpose of this,
5 let's kind of just talk about LaSalle and Van Buren. So let's say
6 you go to midnight shift, so you show up at -- you know, you show
7 up at 10 o'clock.

8 A. Um-hum.

9 Q. So is there like a hand-off with the prior shift?

10 A. Yeah, there is. I relieve the person who's doing the mid-
11 shift, so their shift is from 2:00 to 10:00 and I relieve that
12 person.

13 Q. Okay, okay. And so do you guys, is there like a -- do you
14 get a brief or anything like that or do you just kind of say hey,
15 what's going on?

16 A. Yeah, we typically, like -- if there's a problem at the
17 station, like maybe the Ventra machine may be broken or something,
18 we'll relay that type of information, yeah.

19 Q. Oh, okay, all right. The payers' machines.

20 A. Down or whatever.

21 Q. There could be some problem or whatever.

22 A. There was an incident at the station earlier, there was
23 something -- just typical things like that, yeah.

24 Q. Okay, okay. I got you. Do they keep like a log of that,
25 does the previous guy have like a log of like "machine down" or

1 something like that or --

2 A. Yeah, the defect log.

3 Q. Defect log, okay. Is there like any other, like a daily
4 activity log or anything like that?

5 A. Yes, the CADAR.

6 Q. CADAR.

7 A. Um-hum.

8 Q. So is that like -- would that be like a K --

9 A. C-A-D-A-R.

10 Q. C-A-D-A-R, CADAR. All right, okay. Can you tell me about
11 just like what goes into that?

12 A. That's basically an overview of what happened during your
13 shift, basically, like so -- like what time I arrived and my
14 badge, what station it is; if there's an incident, I'll log it on
15 there.

16 Q. Okay.

17 A. Things of that nature.

18 Q. Yeah, okay. Got you. Is that like a pretty significant time
19 commitment or is that kind of just the major things that, you
20 know, pop up? I mean, is that something you carry around with
21 you?

22 A. It's something that stays inside of the station.

23 Q. Okay.

24 A. Just each employee logs their day on there, like if there's
25 an incident, we'll put it on. If it was smooth, obviously it's

1 going to be fairly blank.

2 Q. Yeah, yeah, okay. All right, sounds good. So who do you
3 report to, who's your supervisor?

4 A. That varies, actually.

5 Q. Okay. Is there like a certain position, it's like a
6 supervisor, you have different -- it could be a different
7 supervisor on a different day, basically?

8 A. It could be a different -- yeah, but they'll be the night
9 supervisor, but it could be a different person.

10 Q. Okay, okay. So does -- well, let me back up. So you're the
11 only one at the station, right?

12 A. Um-hum.

13 Q. Okay. And like does the supervisor ever like pop by or
14 anything like that?

15 A. Yeah, they do uniform inspections and things of that nature.

16 Q. Okay. Could you tell me a little bit about the inspections?

17 A. Yeah, they're random. They'll come check IDs and badges and
18 make sure I'm in uniform, things of that nature.

19 Q. Okay. Any idea, just guesstimate on how often they do that?

20 A. Oh, I had a couple within the past three weeks, actually.

21 Q. Oh, okay, so really fairly regularly.

22 A. Um-hum.

23 Q. Okay. If they don't pop in, does the supervisor usually call
24 you just to check in or anything like that?

25 A. Yeah, they'll call and make sure everything's fine at the

1 station, make sure I don't need anything.

2 Q. Okay, okay. Got you, got you. So walk me through just like
3 a little bit, kind of like detail. So you walk in, you do your
4 brief and hand-off and then what do you typically do from there?

5 A. I sit there and -- I work nights, so traffic is fairly slow,
6 I'm really just there to assist the customers that pass through
7 the stations and I'm on the backside of the loop, so it makes it
8 even slower, so I'm really just there to monitor the station, open
9 it and shut it down.

10 Q. Yeah. When you say the backside of the loop --

11 A. Um-hum.

12 Q. -- can you describe what you mean by that?

13 A. Well, that's what we call it because it's -- like I said,
14 it's less traffic as opposed to like the stops like Adams and
15 Wabash and Washington and Wabash.

16 Q. Uh-huh.

17 A. Those would be -- the backside would be like the opposite
18 side of the loop, it would be like Quincy and Wells and Washington
19 and Wells, it's kind of less traffic.

20 Q. Oh, okay, just kind of a low traffic.

21 A. It's kind of a low-key part.

22 Q. At that time of day.

23 A. Especially at that time.

24 Q. Okay, okay, I got you. So your job duties, I mean, kind of
25 as implied by the title, is primarily around assisting the

1 customers.

2 A. Yes.

3 Q. So you're not doing any -- I think you already kind of
4 answered this but you're not doing any mechanical repairs or
5 anything like that?

6 A. No, sir.

7 Q. Okay, okay. So if there's no customers at the station --

8 A. Um-hum.

9 Q. -- and everything's fine, I mean, are you kind of just -- I
10 don't want to put this in a negative light, but I mean are you
11 basically just monitoring, sitting there --

12 (Crosstalk.)

13 MR. MOBLEY: Making sure because --

14 BY MR. HOEPF:

15 Q. I mean, is there any kind of activities you're supposed to
16 keep busy with or --

17 A. I'm really just there to make sure that nothing crazy happens
18 at the station.

19 Q. Yeah.

20 A. You know, we get passengers that tend to vandalize stations
21 and things of that nature.

22 Q. Oh, okay.

23 A. Yeah.

24 Q. I got you, I got you. So LaSalle Station has got two sides,
25 right, there's a north side and there's a south side. Is that

1 what you refer to, the north side and the south side or do you --

2 A. The inner and the outer.

3 Q. Okay. So you would say the inner, so you would say north
4 side is the inner?

5 A. I would say the outer would be the north side because that's
6 the train heading to Kimball.

7 Q. Okay, so you call --

8 A. Wait, wait a minute. But north is -- so that train leaves
9 north, goes south and then goes back north, so yes, the outer,
10 technically, would be the south side, I suppose.

11 Q. Okay, so the south or the outer.

12 A. Yeah.

13 Q. The north --

14 A. Inner.

15 Q. -- or the inner, okay. All right. So do you find yourself
16 like on one, on the north side or the south side more often? I
17 mean, are they identical flips of each other or are they -- like,
18 I mean, is it like -- is it the same platform, the same booth on
19 both sides?

20 A. Yeah, it's pretty much a mirror.

21 Q. Okay. I mean, do you -- how would you -- would you say you
22 spend your time about 50/50 or --

23 A. I typically just stay on the outer because that's the side
24 that I pick, I'm assigned to that part of the station, but I'll
25 walk the station and monitor and make sure everything's fine on

1 both sides.

2 Q. Okay, okay. So in a typical shift, how many times -- how
3 often do you think that you make the trip from one side to the
4 other?

5 A. Three.

6 Q. Maybe three?

7 A. Yeah.

8 Q. Oh, that's it, okay. I guess for some reason I was thinking
9 it would be more often.

10 A. Because like I said, I mean, the way that station is I can
11 see the inner from my side.

12 Q. Uh-huh. Oh, okay.

13 A. So I can see the whole platform from where I am.

14 MR. HOEPF: Yeah. Let's just pause the recording real quick
15 here. Do you want to pause this for a second?

16 (Off the record at 9:44 a.m.)

17 (On the record.)

18 MR. HOEPF: We are back on the record. Okay.

19 BY MR. HOEPF:

20 Q. So when you say about three trips, and I know this is just a
21 generalized guess, you had kind of a guesstimate here, but does
22 that mean three trips like three trips there and back or three
23 trips --

24 A. Yeah.

25 Q. -- I walk there, that's a trip, I walk back, that's a trip, I

1 walk back and that's --

2 A. So from the inner to the outer and back, I consider that a
3 trip, so I leave my side and check on the other side and come
4 back, that's one trip.

5 Q. So you might be going up the set of stairs six times in a
6 shift?

7 A. Give or take.

8 Q. Okay, okay, I got you. So I think that really kind of helps
9 me out a lot. So it sounds like a lot of your -- just to kind of
10 summarize your job is kind of just monitoring the platform, making
11 sure things are good and then responding to employee -- or not
12 employee, but customer issues. Can you give me a frequency of how
13 often customers have issues?

14 A. It really don't -- a general question is when is the next
15 train and typically, they probably just missed it.

16 Q. Yeah.

17 A. Yeah, I don't ordinarily get a lot of things like that, it's
18 a quiet station.

19 Q. Okay, okay, got you. What, if any, equipment are you
20 required to have on you or carry with you?

21 A. When you say equipment, what do you mean?

22 Q. Like are you required to carry a radio --

23 A. Oh, yeah.

24 Q. -- or keys or --

25 A. The assigned radio and keys, yes.

1 Q. Okay.

2 A. A flashlight.

3 Q. Okay, so you -- and you have to carry that on you, like that
4 has to be like attached to your belt or something like that or can
5 that just be in the booth?

6 A. I keep mine on me because it has the clip.

7 Q. Okay.

8 A. I suppose that would be up to the person --

9 Q. Okay.

10 A. -- if they wanted to keep the flashlight on them, but you
11 have to have the keys or you will be locked out when you leave the
12 booth.

13 Q. Okay. And I don't mean to put you on the spot here, you
14 know, if you're not -- if you're not, you know, sure about
15 something, you can just say, you know, I'm not sure. But do you
16 know if it's a requirement to have -- I mean, it makes sense that
17 you would have the keys on you, but the flashlight and the radio,
18 maybe you need it or you don't. Do you know if you're allowed to
19 leave those in the booth or are you supposed to have those, like
20 carry it with you?

21 A. I'm not sure if they have to be on your person, but you have
22 to have them when you report for duty, yeah.

23 Q. Oh, okay.

24 A. Yeah.

25 Q. You bring it, so you have like a flashlight and a radio that

1 you take home?

2 A. Yeah, they give you a flashlight. Like, when I started, they
3 gave me a flashlight.

4 Q. Oh, okay. So you take that home with you?

5 A. Yeah, it's mine.

6 Q. Do you take the radio home with you?

7 A. No, the radio stays in the kiosk.

8 Q. Oh, okay, okay.

9 A. With the keys.

10 Q. Sorry to ask you so many questions on this.

11 A. That's fine.

12 Q. I'm just trying to clarify. So like does the radio usually
13 just lay in the kiosk or do you usually carry that around with
14 you?

15 A. I carry it, but it lives in the -- like, when I report for
16 duty, they hand me the keys to the kiosk and the radio's in the
17 kiosk.

18 Q. Oh, okay.

19 A. Yeah.

20 Q. Okay. And then you usually carry the radio around?

21 A. Yes.

22 Q. Okay. But you're probably sitting in the kiosk some of the
23 time and it's just like set down.

24 A. Until I do my rounds and then I'll grab the radio.

25 MR. HOEPF: Okay, okay. I got you, I got you. Okay. Thank

1 you so much. I might have some more follow-up questions, I'm just
2 going to take a look at my notes, but we'll pass it around. We'll
3 probably do just another round here of clarifying questions and so
4 let's keep going.

5 MR. BACHMEIER: Thanks, Mike.

6 BY MR. BACHMEIER:

7 Q. Mike Bachmeier, B-a-c-h-m-e-i-e-r. When you're talking about
8 the platform, going up and down the stairs, and you said that was
9 above, are you talking about above the street or above the rail
10 because isn't it below the rail?

11 A. Well, the platform is above street level.

12 Q. Okay, yeah.

13 A. Yes.

14 Q. Okay. And when you were talking with Lindbergh and you said
15 you would shut down the inner first, I'm assuming you were talking
16 LaSalle Station, right, on that one?

17 A. The north side. The north side of the station.

18 Q. Yeah, the north side would be the inner loop. Yeah.

19 A. The service stops first, yes.

20 Q. That's where you would shut down first, okay.

21 A. Yes.

22 Q. I just want to make sure. So we shut down the inner side,
23 which would be the north side and then south side is always
24 second.

25 A. Yes.

1 Q. And you talked about if something fell in the tracks and you
2 had to notify the control center ASAP, you'd notify them right
3 away?

4 A. Yes.

5 Q. Would you normally, if you're working there at your 10:00 to
6 6:00 a.m., would you have to wait for someone else before you went
7 out on that track or what is the procedure for if you had to go
8 retrieve something from the rail?

9 A. Well, control always asks you if you're comfortable going
10 there and they'll shut the power down, but I'm not comfortable
11 going down there so I typically wait for an operator, but I don't
12 get a lot things happening at the station.

13 Q. Okay, okay. In the last six months, how many times have you,
14 probably, one time? One time?

15 A. A guy dropped his phone maybe a month ago.

16 Q. Okay.

17 A. An operator retrieved it.

18 Q. Okay. And in the last year how many times have you went on
19 the tracks?

20 A. None.

21 MR. BACHMEIER: Okay. That's all I've got. Eric.

22 BY MR. DIXON:

23 Q. Eric Dixon, President, Local 308. Just so I'm clear, Mobley,
24 you said on the inner, you normally close it down about what time?

25 A. What's that line? The Orange Line, the last Orange Line

1 comes at about 1:45 --

2 Q. About 1:45.

3 A. -- so I shut it down around then.

4 MR. DIXON: Okay. Thank you.

5 MR. BACHMEIER: Okay. Bryant?

6 BY MR. PHILLIPS:

7 Q. Bryant Phillips. Mr. Mobley, I do have a question. When you
8 report for duty, do you conduct a 10-40 radio check and then --

9 A. Not always, not always.

10 Q. Okay. And when you do conduct a 10 -- the 10-40 radio check
11 means that you're checking to make sure that your radio is
12 functioning in the event you need to use it while you're on duty.
13 Do you know, on the -- and you might know this answer, but there's
14 a control center document when you have performed a 10-40 radio
15 check?

16 A. Yeah, I wasn't aware of that.

17 Q. Okay. And then one last question. So how does the CA
18 controller at the control center know that you are on duty at 2200
19 hours?

20 A. I tap my badge at the Ventra machine, it's like a way you
21 identify that you're at work.

22 MR. PHILLIPS: No further questions.

23 MR. GRAHAM: Graham, no questions.

24 BY MR. ASKEW:

25 Q. Lindberg with State Safety Oversight. You mentioned to

1 Bryant Phillips that you tap the badge at the Ventra machine.

2 A. Um-hum.

3 Q. When you make your trips, do you have to tap your badge at
4 any other time or --

5 A. Well, there's like a 15-minute waiting period, so I don't --
6 we have like access cards that you can do that, but I use the six
7 (ph.) key to go on the other side when I use my badge because I
8 don't want to wait the time frame.

9 Q. When you say break the --

10 A. Wait the time frame.

11 Q. So it's 15 minutes after you tap --

12 A. Say if I tap my badge, I have to wait 15 before I can use it
13 again.

14 Q. Okay, okay. So you said you use the -- you would use the six
15 key and you said it's to access?

16 A. Yeah, we have a group of access cards, as well.

17 Q. Okay. And that still has the same 15-minute --

18 A. Oh, no, you can use those unlimited.

19 Q. Unlimited.

20 A. Yeah.

21 MR. ASKEW: But it doesn't track, so you just (indiscernible)
22 these keys, okay. No further questions.

23 BY MR. HERBERT:

24 Q. Philip Herbert, H-e-r-b-e-r-t, FTA. You kind of started to
25 talk about what you're required to have, flashlight, radio, keys.

1 Are you required to wear a safety vest?

2 A. Yes.

3 Q. And what color is the safety vest?

4 A. It's high viz, the other one, orange.

5 Q. Okay. You talked about that you've never entered the right
6 of way to retrieve anything --

7 A. No.

8 Q. -- in the time that you've been employed. You said that a
9 month ago a phone was dropped and an operator retrieved it. Tell
10 me how that occurred.

11 A. Okay, well, the customer came back to the booth and let me
12 know that he had dropped his cell phone on the right of way,
13 called control and let them know what was going on, they asked me
14 if I wanted to go down, I said no, they said that's fine, just
15 wait for the next operator and they'll retrieve it.

16 Q. So an operator of the next train?

17 A. Yes.

18 Q. And how does he do that?

19 A. I believe control notifies the next train that will be coming
20 to that station and they would retrieve the object.

21 Q. So does the operator stop short? He doesn't pull all the way
22 into the station because he can't get the phone if it's --

23 A. Well, this operator was coming in on the inner side, so yeah,
24 I think she stopped kind of so she could get the phone before she
25 pulled out of the --

1 Q. So the operator exits the train?

2 A. Yeah.

3 Q. Goes down onto the right of way?

4 A. Yeah.

5 MR. HERBERT: And retrieves the item and comes back up.

6 Okay. All right, that's all I have, thank you.

7 BY MR. HOEPF:

8 Q. I think we're probably getting to the end here, let me just

9 -- let me just revisit one of these topics just to clarify here.

10 So what did I want to talk about here? Let me talk about the
11 training first. Okay, so you said you received training about not
12 going into the right of way.

13 A. Without letting control know so they can handle the power and
14 everything, yes.

15 Q. Okay, okay. And so I think you said you're afforded the
16 option of you could go in there if you're comfortable or you can
17 request somebody else to do it.

18 A. Assistance, yes.

19 Q. So you're not required to go onto the track?

20 A. No, not in my position, I don't believe so.

21 Q. Okay, okay. Have you received training about the dangers of
22 the third rail?

23 A. Yes. I'm sorry, yes.

24 (Laughter.)

25 MR. MOBLEY: Yes.

1 BY MR. HOEPF:

2 Q. Okay, okay. So do you feel like the training was adequate
3 and apprised you of the hazards of --

4 A. Yes. I believe so, yes.

5 Q. Okay, okay. You talked about -- talked about the closing
6 down process again, so let me just briefly recap this. I think
7 you said the north side of the inner loop gets shut down first at
8 around 1:45?

9 A. At 1:45, 1:50 if there are no delays or anything.

10 Q. Okay, okay. And can you just kind of walk -- can you just
11 walk me through that process in just a little bit more detail on a
12 typical day? So the last train comes through --

13 A. For the inner?

14 Q. Just really the whole --

15 A. The whole process?

16 Q. Give me kind of as much detail as you can, you know, the end
17 of the night, you know, how does that -- what do you do?

18 A. Okay, so I believe I said Orange, it may be the Pink, I
19 believe the last Pink Line train comes through LaSalle at about
20 1:47, so I'll start making my way down the stairs and across the
21 bridge around that time, I'll shut down the two doors on the mid-
22 level, go up to make sure that there are no passengers on that
23 side and I'll come down and go back over to my side that I'm
24 assigned to, wait another what, 10, 15 minutes until the last
25 Brown Line train comes, then I'll shut down the south side of the

1 station.

2 Q. Okay, okay. And so when you shut it down, what -- do you
3 have a checklist of things you need to do or anything, is there --

4 A. No, I believe there is the checklist just to make sure that
5 there's no one in the station, make sure all the doors are
6 secured, everything like that.

7 Q. Okay, okay. So make sure there's no passengers, secure the
8 door, so then you shut down the north side, then you go down to
9 the mezzanine platform level, walk to the south side --

10 A. Wait for the last train.

11 Q. That last train, make sure the platform's clear, lock the
12 doors and you're out of there.

13 A. Yes, sir.

14 Q. Okay. I'm just trying to think is there like any -- I don't
15 know, is there anything else you have to do, check the machines or
16 check the -- I don't know.

17 A. There's like no elevator or escalator at that station, so
18 it's pretty simple.

19 Q. Okay, okay. So the next person doesn't come to open up the
20 station until what --

21 A. I open the station because train service resumes on the inner
22 side at around 3:50, so at around 3:40, 3:30, I'll go and reopen
23 everything.

24 Q. Oh, okay, okay. So you shut down --

25 A. For two hours on weekdays, basically throughout the -- and

1 it's three hours on weekends because train service starts a little
2 later on the weekend.

3 Q. Okay, okay. So what do you do then, I mean, when you -- once
4 you shut the station down? I mean, do you go home or --

5 A. No, I wait because I have to open, I have to open it right
6 back up, basically.

7 Q. Right, right.

8 A. So I'm just there waiting until the next train leaves out
9 from its terminal and it heads downtown.

10 Q. Right. And I'm just asking this, I don't mean this in a bad
11 way, but do you have an opportunity to take a nap or something
12 like that or you're really not allowed to take a nap?

13 A. No, you need to be aware because someone could get on --

14 Q. Oh.

15 A. A passenger could get on the right of way, unbeknownst to
16 some other CA and be walking on the right of way or something.

17 Q. Oh, okay, so the station's closed, but you're still
18 monitoring.

19 A. You have to be aware, yeah.

20 Q. Okay, okay. I got you, I got you. So you're just sitting in
21 the booth, basically, then just monitoring but the station is
22 locked up. Okay, all right. Got you, got you. Let me just ask
23 do you know anybody that ever crosses the track as a way to -- as
24 a shortcut --

25 A. I don't.

1 Q. -- to save time?

2 A. I don't know anyone.

3 Q. Never heard of anybody doing that before or --

4 A. Me, personally, no.

5 Q. No, okay. Okay. Did you know the individual involved in
6 this accident?

7 A. Yes.

8 Q. Okay. Can you tell us anything about him, I mean just in
9 terms of -- just what was he like, was he --

10 A. I didn't really know him that well. When I first started I
11 used to give him a break, he seemed like a stand-up (ph.) guy.

12 Q. Uh-huh. Did he seem like somebody -- and again, I don't want
13 you to speculate or anything like that, but did he seem like
14 somebody that was a safe worker or a follow-the-rules kind of guy?

15 A. I don't really know. As I said, I would only see him for a
16 few minutes, I would just give him a break and then I would head
17 to the next break.

18 Q. Right. So you never worked together with him?

19 A. Not really like work, no, I would give him his break and he'd
20 go get his food, he'd come back, I'd go to the next person.

21 Q. Right, right. So it wasn't like you guys were on a shift
22 together?

23 A. No, not at all.

24 Q. And you never really had an opportunity to observe his work
25 habits or anything?

1 A. Not at all.

2 MR. HOEPF: Yeah. Okay, okay. I believe that is it for me.

3 MR. BACHMEIER: Okay, thank you. Mike Bachmeier, IIC, NTSB.
4 Julian Mobley, appreciate you coming in and visiting with us. Do
5 you have anything more you would like to add?

6 MR. MOBLEY: No, that's it.

7 MR. BACHMEIER: Okay. If we have any follow-up questions is
8 it okay to contact you?

9 MR. MOBLEY: Absolutely.

10 MR. BACHMEIER: On behalf of the NTSB and all of us here, I'd
11 like to thank you for your time --

12 MR. MOBLEY: Thank you.

13 MR. BACHMEIER: -- and cooperation, thank you.

14 MR. MOBLEY: Thank you.

15 MR. BACHMEIER: And that ends this interview.

16 (Whereupon, the interview concluded.)
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CERTIFICATE

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

IN THE MATTER OF: CTA EMPLOYEE FOUND DEAD ON TRACKS
 AT LASALLE/VAN BUREN STATION
 IN THE LOOP IN CHICAGO, ILLINOIS
 ON JULY 16, 2022
 Interview of Julian Mobley

ACCIDENT NO.: RRD22LR012

PLACE: Chicago, Illinois

DATE: July 18, 2022

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



Karen D. Martini
Transcriber