

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: CESAR MARTINEZ, Universal Rail Supervisor  
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 Cesar Martinez

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

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I N T E R V I E W

(10:15 a.m.)

1  
2  
3 MR. BACHMEIER: Okay, good morning. My name is Mike  
4 Bachmeier; I'm the NTSB IIC for this accident. We are here today  
5 on July 18th, 2022 at 10:15 in the CTA headquarters to conduct an  
6 interview with Cesar Martinez who works for CTA. This interview  
7 is in conjunction with the NTSB's investigation of the accident  
8 near CTA LaSalle Station. The NTSB accident reference number is  
9 RRD22LR012. The purpose of the investigation is to increase  
10 safety, not to assign fault, blame, 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 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 then pass it off to my right. Again, my name  
16 is Mike Bachmeier, spelling of my last name is B-a-c-h-m-e-i-e-r,  
17 and I am the NTSB IIC for this accident.

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

20 MR. PHILLIPS: Bryant Phillips, P-h-i-double l-i-p-s, Senior  
21 Transit System Safety Officer, CTA.

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

24 MR. ASKEW: Lindbergh Askew, III, Illinois Department of  
25 Transportation State Safety Oversight Agency. My position is Rail

1 Transit Safety Coordinator. Last name is spelled A-s-k-e-w.

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

5 MR. HOEPF: Mike Hoepf, NTSB, System Safety Investigator.  
6 Last name is H-o-e-p-f.

7 MR. WEEMS: Mark Weems, M-a-r-k W-e-e-m-s. I'm the first  
8 vice president of ATU Local 308. I'm the union rep for him today,  
9 Cesar, today.

10 MR. MARTINEZ: Cesar Martinez, M-a-r-t-i-n-e-z, Universal  
11 Rail Supervisor for Chicago Transit Authority.

12 MR. BACHMEIER: Okay, thank you. Do we have your permission  
13 to record our discussion with you today?

14 MR. MARTINEZ: Yes.

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

18 MR. MARTINEZ: I do.

19 MR. BACHMEIER: As we discussed, you have a representative  
20 with you today, Mr. Mark Weems, is that correct?

21 MR. MARTINEZ: Correct.

22 MR. BACHMEIER: I'd like to ask everyone to clearly announce  
23 your name and title before questioning. Let's proceed.

24 INTERVIEW OF CESAR MARTINEZ

25 BY MR. BACHMEIER:

1 Q. Can you kind of give us a synopsis of work experience, how  
2 long you've been with CTA and what positions you've held up to  
3 your current position as Universal Rail Supervisor?

4 A. All right, so Cesar Martinez, I've worked at the Chicago  
5 Transit Authority for about 17 and a half years. I started off as  
6 a CRO, combined rail operator, which at the time I was a flagman  
7 along with a customer service assistant. I got trained to be a  
8 switchman, also got trained to become an operator. Continued my  
9 career with CTA, got into supervision, I've been a supervisor for  
10 about four years, five years now.

11 Q. Okay. About four to five years, okay. Throughout, yourself,  
12 have you been -- so you started as a customer service assistant  
13 all through -- so you've seen pretty much all sides of CTA?

14 A. I have.

15 Q. Okay. How was your -- so in this current position, do you --  
16 what is your normal schedule?

17 A. My normal schedule. I'm off on Sundays and Mondays.

18 Q. Okay.

19 A. So I work the midnights from Tuesday to Saturday.

20 Q. Okay.

21 A. I'm the midnight supervisor --

22 Q. Okay, midnight.

23 A. -- of the CSAs.

24 MR. BACHMEIER: Okay. And with that, I'm going to pass it  
25 off to Eric.

1 MR. DIXON: I'm good, I have no questions.

2 MR. PHILLIPS: Bryant Phillips, Senior Transit System Safety  
3 Officer. No questions.

4 MR. GRAHAM: Rovaughn Graham, CTA safety, no questions.

5 BY MR. ASKEW:

6 Q. Lindbergh Askew, III, State Safety Oversight. Last name,  
7 Askew, A-s-k-e-w. My question, your title is Universal Rail  
8 Supervisor?

9 A. Correct.

10 Q. What duties does that entail?

11 A. As far as the CA, on the CA side, which that's what I'm on  
12 currently, my daily duties is observation of the customer service  
13 assistants or representatives to make sure that they're following  
14 CTA's policy, policies and procedures, doing station observations,  
15 also to observe unmanned stations, locking them up and reopen  
16 them, reopening them at the end of the night, along with anything  
17 else that's needed done for the night.

18 Q. You said station observations, so --

19 A. Observation of the employees.

20 Q. Of the employees? Okay. How large, would you say, like what  
21 area do you cover?

22 A. I cover the elevated route, the north end, which would be the  
23 Lake Street branch, as well as the Brown Line/Kimball, Kimball  
24 lines.

25 Q. And are you the only one on duty at that same --

1 A. The only supervisor on duty at night, correct. In that  
2 section.

3 MR. ASKEW: In that section.

4 BY MR. HERBERT:

5 Q. Philip Herbert from the Federal Transit Administration.  
6 Cesar.

7 A. Yes.

8 Q. In your time as the Universal Rail Supervisor, have you had  
9 any occasion to have issue with station customer service  
10 assistants or representatives accessing right of way?

11 A. I haven't come across one yet.

12 Q. Okay. Have you had any instances where a CSO or a CSA  
13 requested permission to go right of way to retrieve an object or  
14 make a correction to anything?

15 A. I haven't had a problem with that, no, not as a supervisor.

16 Q. Have you ever had that occur?

17 A. No.

18 Q. Okay. Have you had training with regard to accessing right  
19 of way --

20 A. I have.

21 Q. -- going (indiscernible) site?

22 A. I have.

23 Q. You have. Do you know all of the policies and procedures or  
24 are you aware of the policies and procedures --

25 A. I do.



1 Q. -- regarding that? Can you tell us a little bit about what  
2 your knowledge is of accessing right of way or (indiscernible)?

3 A. Well, access to right of way, we're supposed to call  
4 ourselves on to the right of way and get permission before we get  
5 on the right of way. When we do call, we're supposed to notify  
6 them, give them our -- who we are, location, direction, and our  
7 badge number and wait for clearance to get onto the right of way.

8 Q. Okay. And when you access right of way, do you do it alone?

9 A. It all depends. If you're, you know, working with a work  
10 crew, it all depends what they have going on for the night. So  
11 typically I don't get on the right of way, there's no need for me  
12 to do it, but if I have to get on the right of way, I do.

13 Q. Okay. And entering the right of way, you're issued certain  
14 personal protective equipment or PPE?

15 A. We are.

16 Q. And what does that entail?

17 A. A safety vest.

18 Q. Okay.

19 A. And a flashlight.

20 Q. A flashlight.

21 A. If you're working at night.

22 Q. Okay. Anything else?

23 A. Proper footwear.

24 Q. Okay.

25 A. Make sure that we have proper footwear, safety vest, and a

- 1 flashlight.
- 2 Q. Proper footwear, meaning?
- 3 A. You know, proper safety authorized --
- 4 Q. Safety, safety toes.
- 5 A. -- safety boots. Yeah.
- 6 Q. Okay.
- 7 A. No steel toes.
- 8 Q. No steel toes, okay. Have you received any training with
- 9 regard to how to cross track?
- 10 A. I have.
- 11 Q. You have. Does that include stepping over a third rail?
- 12 A. Stepping over the third rail, is does include that.
- 13 Q. What is the policy with regard to CTA employees, you, a CSA,
- 14 a CSR, crossing track and stepping over a third rail?
- 15 A. Make sure you're facing the train.
- 16 Q. Okay.
- 17 A. Make sure you're facing the train, make sure you're clear,
- 18 there's nothing -- any obstructions, make sure you're clear and
- 19 lifting your leg over the third rail, make sure that you're
- 20 putting your secured footings --
- 21 Q. And would you do that if third rail power was up? Would
- 22 there be any reason for you to do that?
- 23 A. To step over the third rail?
- 24 Q. Yes.
- 25 A. There might be a situation, yeah.

1 Q. And what would that be?

2 A. Well, we have to cross over it to get to the catwalk, so in  
3 order to get to a catwalk --

4 Q. Okay.

5 A. -- you would have to cross over the third rail.

6 Q. And do they -- they don't pull power for that, in other  
7 words, they don't turn the power off for that?

8 A. No.

9 Q. Okay, so you would be stepping over a live third rail?

10 A. Correct.

11 Q. Okay. Turning your attention to the LaSalle station, where  
12 this incident occurred.

13 A. Okay.

14 Q. Is there any reason that you would cross that right of way  
15 without using some other method? In other words, would you go  
16 onto the right of way to cross over to the opposite side or is  
17 there another method that you could use?

18 A. There is another method.

19 Q. And that would be what?

20 A. There is a bridge underneath the -- underneath the station  
21 that you can cross over to the other side.

22 Q. Okay.

23 A. That you can use to access to the other side.

24 Q. And that would be normal protocol to use it?

25 A. That would be normal protocol.

1 Q. Okay. Would there be any reason that an employee would cross  
2 that track, enter that right of way and cross that track to get to  
3 the opposite side?

4 A. There could be, possibly to retrieve something that's on the  
5 right of way.

6 Q. Okay.

7 A. But again, you would have to call yourself out.

8 MR. HERBERT: Okay. I don't have anything else, thanks.

9 BY MR. HOEPF:

10 Q. Mike Hoepf, NTSB. Cesar, I think I'm just looking for some  
11 more detail in a couple of these areas, but kind of the same  
12 topics we've talked about here. I apologize if you might have  
13 answered some of this, but -- so your shift start time, you said,  
14 is --

15 A. Twenty-one hundred to oh-five hundred. So that's Tuesday  
16 through Saturday, that's my work schedule.

17 Q. Okay. And then about how many stations is that, that you  
18 cover?

19 A. Well, it's the whole Lake Street branch, along with the Brown  
20 line.

21 Q. Okay.

22 A. It's quite a few.

23 Q. Okay. Do you have a ballpark, off the top your head, how  
24 many stations that is?

25 A. No, I don't, not off the top of my head.

1 Q. Are we talking like a dozen, two dozen, three dozen?

2 A. Yeah. I would say it's over two dozen.

3 Q. Can you kind of just walk me through a typical day, when you  
4 go on shift, I mean, do you clock in somewhere?

5 A. We do. Typically, what I do is I come to work, punch in,  
6 call myself on or 10-8, which is calling myself in.

7 Q. Uh-huh.

8 A. Letting them know I'm at work. And typically, I reach out to  
9 the manager to see what the workload consists of for the day and  
10 then throughout the day, that's what I do is, I just go from  
11 station to station, do observation on the employees, make sure  
12 they're following CTA's policies and procedures.

13 There's times where the stations are unmanned and I have to  
14 go to make sure that the station is safe, make sure everything's  
15 safe at the station, make sure I lock it up again at the night,  
16 reopen it, and also there's times when we're needed to report to  
17 certain incidents, like unfortunate incidents that happen like  
18 this one, that's typically what I do on my day-to-day work  
19 schedule.

20 Q. Were you on duty at the time of this accident?

21 A. I was.

22 Q. Oh, okay. So you responded to it, essentially?

23 A. I did respond. I was one of the responding CTA employees.

24 Q. Okay. Okay, thanks. Can you talk about your responses?

25 A. I can. At the time when the call came in, I didn't hear what

1 was going on, the transmission was 10-1, meaning it wasn't clear,  
2 and I was locking up one of the stations, I was closing it up for  
3 the end of -- for the night and so I was at Morgan and so I had  
4 locked up the station for the night. When the call came in that  
5 they needed assistance or someone to go to LaSalle, they had  
6 called my manager to go to -- they needed someone to go to  
7 LaSalle. I was unaware of what was going on until I arrived  
8 there. So when I arrived there, emergency responders, they were  
9 already on the scene, along with the other CTA personnel.

10 Q. Got you, got you. Okay. So did you have any specific duties  
11 to do at that point or were there enough personnel responding at  
12 that point that there wasn't anything specifically you needed to  
13 do?

14 A. Typically, like I said, they're very -- we're very -- we're  
15 very -- there's not too many of us working on the midnights.

16 Q. Yeah.

17 A. So because of that, then everyone was doing one specific  
18 thing and that was one of my stations, I kind of took the role of  
19 -- took the role of a supervisor, you know, to make sure that the  
20 station was clear, make sure that -- and I was trying to see what  
21 was going on at the station, trying to figure out what had  
22 happened.

23 Q. Yeah.

24 A. Yeah.

25 Q. Did you have any interesting -- I shouldn't say interesting,

1 but did you have any observations that may have clued you into  
2 what happened and did you note anything that stood out to you that  
3 was atypical or did you -- were you able to uncover anything that  
4 informed you as to what happened?

5 A. Yeah, when I had walked up to the head car and I had seen  
6 that all the CFD was there, I had asked one of them what happened,  
7 and he had informed me that there was someone underneath the  
8 train, so --

9 Q. Got you, got you. Okay, let me just back up a little bit.  
10 Just to kind of go back to your job, generally. So you report to  
11 work, can you kind of just walk me through, you know, what goes  
12 through what your plan is, you're kind of thinking about a day, do  
13 you -- I guess you can't visit every station on every shift.

14 A. Yeah.

15 Q. Do you have an estimate of how many stations you're able to  
16 visit on a typical shift or does it just depend on --

17 A. It all depends on what we have going on for the night, but  
18 typically it's about five.

19 Q. Okay.

20 A. Five to six, possibly.

21 Q. Okay.

22 A. That may or may not include -- or the unmanned stations are  
23 definitely stations that we have to visit or put on the list of  
24 stations to go to, so it's typically about five or six stations --

25 Q. Okay, okay.

1 A. -- per night.

2 Q. So including unmanned stations, so five or six?

3 A. Right.

4 Q. Okay. How many of those are manned and how many do you think  
5 are unmanned?

6 A. It could be three to two, you know, three manned, two  
7 unmanned stations. You might show up to one of the stations and  
8 there may be -- there may be customers with questions, so --

9 Q. Okay.

10 A. -- you know, it all depends on what you encounter when you go  
11 to a station.

12 Q. Okay.

13 A. Or what you come across.

14 Q. The unmanned stations, what's the -- do you know what the  
15 decision is to leave those unmanned versus manned ones, is that  
16 based on traffic or are you not really privy to it?

17 A. Why they're unmanned --

18 Q. Yeah.

19 A. -- is that what you're asking?

20 Q. Yeah.

21 A. I'm not sure, but if I was to guess, I would say lack of  
22 manpower.

23 Q. Okay.

24 A. Yeah.

25 Q. Yeah, that's okay, you don't have to speculate or anything



1 like that. So do you know, are there surveillance cameras at the  
2 unmanned stations?

3 A. Yes.

4 Q. Okay. Does somebody monitor those cameras?

5 A. We do have a security department, they monitor the  
6 surveillance cameras. I'm not sure if they're -- I'm not sure if  
7 they are being surveyed, I'm not sure exactly what, but I do know  
8 there are security cameras.

9 Q. Okay. Have you ever gotten a call from somebody watching the  
10 cameras that, you know, hey, something's happening at this  
11 station?

12 A. Yes.

13 Q. Yeah, okay. Somebody radio you or call you on a cell phone?

14 A. They do both. They'll call me over the air, ask me to call  
15 them and so I'll call them on the cell phone and so --

16 Q. Okay.

17 A. Yeah.

18 Q. So you carry a radio, and do you -- were you issued a cell  
19 phone, too --

20 A. I do have --

21 Q. -- or is that a personal phone or --

22 A. They do have my personal phone.

23 Q. Okay, okay.

24 A. And we do have a radio.

25 Q. Okay, all right. I am just kind of curious, can you give me

1 an example of a situation where somebody was watching the  
2 surveillance cameras and called you?

3 A. I can't remember specifically, I was at Rosebud, there was  
4 people hanging out at the station and they asked me if I'd stop by  
5 the station.

6 Q. Do you get calls from the CSAs, the customer service  
7 assistants?

8 A. I do not get calls from CSAs, no. All calls go directly to  
9 the control center.

10 Q. Okay.

11 A. And then from the control center it gets relayed to myself  
12 or --

13 Q. Okay.

14 A. -- the manager. Or I'll get a call from the manager asking  
15 to stop by the station.

16 Q. Okay, okay. So if a CSA had an issue, they wouldn't call  
17 you, they would call central control --

18 A. Correct.

19 Q. -- and they would determine how they would respond to that.

20 A. The proper personnel.

21 Q. Okay. Which may be you or may not be you, okay, okay. All  
22 right, that's helpful. So talk about when you go to a station,  
23 let's say you're popping in for -- what would you call it, would  
24 you call it an inspection or would you call it just -- is that  
25 just a stop-by?

1 A. Yeah, a station inspection.

2 Q. Yeah. Yeah. Can you tell me about that, what does that  
3 entail?

4 A. A station inspection, well, I go to the station and make sure  
5 everything's safe with the station, as far as my knowledge and  
6 what I was trained for. So, of course, there's more into detail  
7 with safety and stuff like that, things that I wouldn't know  
8 about, so -- but as far as the station, just to make sure  
9 everything's clear, there's no one on the right of way, make sure  
10 that the employees -- like I said, make sure they have the proper  
11 equipment on, make sure that they were following CTA's SOPs.

12 Q. Okay, okay. So as you're overseeing -- would it be fair to  
13 say you're overseeing the CSAs?

14 A. Right.

15 Q. Okay. And so do you have any responsibilities for mechanical  
16 inspection, you know, if, you know, the track looks like it's out  
17 of alignment or something like that, would that be something you  
18 report or is that --

19 A. It would be something I'd report.

20 Q. Okay.

21 A. It's not something I physically deal with in particular.

22 Q. Okay, okay. So I mean, I guess I'm just looking for -- would  
23 it be fair to say you're primarily focusing on overseeing the CSAs  
24 and --

25 A. Overseeing the CSAs.

1 Q. -- overseeing kind of the customers and things like that?

2 A. Yeah, reporting any station defects, reporting anything  
3 unusual that we see. That's pretty much all.

4 Q. Can you give me an example of a situation where something was  
5 -- a CSA was not compliant when you were going to a station and  
6 somebody didn't have their vest or something like that, is that  
7 something you would oversee?

8 A. I can't recall one offhand where -- one of my stations.

9 Q. Okay.

10 A. Typically, the CSAs or CSRs know that when I'm on duty, they  
11 -- I mean, you know, they should do what they need to do, what  
12 they're expected to do. I can't recall of one offhand, off the  
13 top of my head --

14 Q. Okay, okay.

15 A. -- a situation where one wasn't wearing their vest or  
16 something.

17 Q. Okay. So when you do a station inspection, how long do you  
18 think that takes? Can you just kind of describe that process?

19 A. Fifteen, 20 minutes, 30 minutes, maybe.

20 Q. Okay. And can you just walk me through that, when you --

21 A. Yeah, so when I inspect a station, I just inspect for  
22 anything unusual, anything that doesn't belong at the station or  
23 doesn't look right or doesn't appear to be right or, you know,  
24 something --

25 Q. Yeah.

1 A. -- to make sure, so along with the CA system, make sure that  
2 they're where they need to be, make sure they have a proper  
3 working radio, you know, that's typically what I do on a --

4 Q. Okay. No, that's great, that's great. I just wondered. You  
5 typically talk to the CSA at the station --

6 A. I do.

7 Q. -- a little bit, just to see what's going on and --

8 A. I do.

9 Q. Do you inspect the logs, the CADARs?

10 A. I do inspect their logs and make sure that all station  
11 defects are called in.

12 Q. Okay.

13 A. I will question them on anything, any equipment or any failed  
14 equipment or elevators or escalators, anything that's not working  
15 properly when I do go to the stations, I do make sure that it's  
16 logged in and properly called in.

17 Q. Okay. So you oversaw the CSA that was involved in this  
18 incident?

19 A. I did.

20 Q. Okay, okay. Can you talk about how long you'd been  
21 effectively a supervisor for him?

22 A. Well, like I said, I was a supervisor for almost five years  
23 and this is a new pick for us, so I hadn't really got to really  
24 talk to the -- to the CA and, you know, so I was making my rounds  
25 throughout the line because it is a new pick --

1 Q. Uh-huh.

2 A. -- and so I hadn't really gotten to him.

3 Q. Oh, okay, okay. So you, to date, had not had a station  
4 inspection, so to speak, with this individual?

5 A. Correct.

6 Q. Okay.

7 A. Between all the unmanned stations and all the other stations  
8 that I have, I haven't had a chance to, and all the events that  
9 are going on throughout the city of Chicago, because I have to  
10 also handle the events, as well, so I hadn't had a chance to  
11 actually visit him.

12 Q. Okay. Have you ever talked to him before?

13 A. I'm sure I have at one point or another. I would have to  
14 actually see who, you know, who it was.

15 Q. Yeah, got you.

16 A. But I'm pretty sure I have talked to him in the past.

17 MR. HOEPF: Okay, okay. All right, thank you, Cesar. That's  
18 all the questions I have right now.

19 BY MR. BACHMEIER:

20 Q. Okay. I'm just going to follow up on some of your  
21 observations. Do you have procedures to follow, like when you do  
22 a station stop or a station visit, do you have like --

23 A. Yeah.

24 Q. -- a procedure list that you -- kind of a checklist kind of a  
25 deal to --

1 A. There's no checklist, per se, that I have, it's just more of  
2 going off of what I know in my 17 and a half career.

3 Q. Okay.

4 A. And working the job.

5 Q. Okay. So like, let's just say you saw an employee and you  
6 took exception, he didn't have his keys, he didn't have his radio  
7 on when he's at a different -- when he's on his walking from one  
8 station to another station, like at LaSalle, all his stuff was on  
9 the south side and he was on the north side, how would you handle  
10 that? Is there a procedure, do you guys -- is it something that  
11 you write down and it goes into a database or --

12 A. Yeah, I would have to address the issue, I would have to ask  
13 him why --

14 Q. Yeah.

15 A. -- and then I would have to take the proper -- I would have  
16 to write him up for stuff like that.

17 Q. Okay. And when you write them up, does that go into like a  
18 database or -- okay. Okay. And like a CSA, and I'm just talking  
19 LaSalle, because this is where this incident took place, accident,  
20 if a guy was going from the north to the south or vice versa, is  
21 he required to -- what is he required to have on? Is he required  
22 to have his vest?

23 A. Yes.

24 Q. A light?

25 A. Flashlight.

1 Q. Radio?

2 A. A radio, proper footwear.

3 Q. And footwear, okay. So that's a requirement for him. So if  
4 you saw any of that when you're doing your station visit, when you  
5 did your -- come up on a station, that's where you would take an  
6 exception.

7 A. Yeah, that's all part of the daily uniform.

8 Q. Yeah.

9 A. It's all part of --

10 Q. Okay.

11 A. And that's part of my observation --

12 Q. Okay.

13 A. -- to make sure that they're in full uniform.

14 Q. Okay. And do you see very many exceptions throughout your  
15 station stops?

16 A. No exceptions.

17 MR. BACHMEIER: No, okay. I have no further questions.

18 BY MR. DIXON:

19 Q. Eric Dixon, President, Local 308. A couple of questions for  
20 you. Based on the situation, and you've been out there on the  
21 midnights and everything, do you feel like there should be more  
22 supervisors out there on the midnight?

23 A. I do. I do. I feel that we're very shorthanded, I do feel  
24 that a lot of times the time frame for us to get to a certain  
25 situation, it requires some more supervisors.



1 Q. Okay. During your tour of duty a lot of times, being a  
2 universal supervisor, when you go to the different stations every  
3 day, do you normally engage the CSA, CSR, and talk to them about  
4 things that's going on and things they need to know?

5 A. I do. I do. Yeah, I talk to them.

6 Q. And being a universal supervisor, I know a question was asked  
7 earlier, you can respond to mechanical situations?

8 A. We can.

9 Q. My last question, the day of this incident, when you came on  
10 the scene, where did -- your involvement in it, did you have to do  
11 anything while you was on the scene at that time, did you do  
12 anything while you were there?

13 A. I did, I did. When I got to the station -- I was asked to  
14 report to the scene, so what I did is I got there, I observed what  
15 was going on and I relayed or reported everything back to the  
16 control center, as far as what I saw and what was taking place. I  
17 was giving them updates as much as I could. Of course, there was  
18 already an IC, which is our incident commander, so I knew that the  
19 IC was still there and I let him do his -- do his role, I was just  
20 -- I was really there to assist, you know, to assist him in  
21 whatever he needed.

22 MR. DIXON: Thank you, that's all the questions I have.

23 BY MR. PHILLIPS:

24 Q. Bryant Phillips, Senior Transit System Safety Officer.

25 Mr. Martinez, I have a few questions. Number one, do you ensure

1 that the CSA or CSR, as part of your inspections of stations, call  
2 in to the control center at the start of their shift and conduct a  
3 10-40 radio check?

4 A. I try to do the best I can with that, as far as -- I do call  
5 the stations to make sure they have a proper working radio. A  
6 10-40, I believe they -- I do have them do their 10-40, 10-40  
7 checks. If they don't, of course, there's so many stations,  
8 different lines, the Brown Line's on Channel 7, I'm on Channel 6,  
9 so there's no way for me to determine if everyone is doing their  
10 10-40s.

11 Q. Okay. When you do, when you conduct your inspection, is  
12 there -- similar to the rail supervisor, they have like a  
13 dedicated form, like the checks and balances they go through. Is  
14 there something that you guys have as a CSA/CSR supervisor,  
15 specifically, in that role?

16 A. Not as far as station instructions. It's just what we have  
17 is observations on the employee to make sure they're in proper  
18 uniform, make sure they're following CTs and SOPs.

19 Q. Okay. Thank you, Mr. Martinez. My second question is do you  
20 follow up on any reports or have you ever gotten any reports in  
21 your current role of a CSA or CSR accessing the right of way  
22 without notifying the control center?

23 A. It has never happened.

24 Q. Okay, perfect.

25 A. At least, to me.

1 Q. And then my last question, Mr. Martinez, do you ensure that a  
2 CSA/CSR is in possession of a working flashlight on their person  
3 as part of their equipment check when you go to each station?

4 A. Correct. I do ask them if they have a proper working  
5 flashlight.

6 Q. Okay.

7 A. And a safety vest.

8 Q. And you visually see that they --

9 A. I visually see to make sure that they do have a flashlight.

10 Q. Okay.

11 A. And if they don't, I have them contact the manager in the  
12 morning to get a proper working flashlight. And I also notify my  
13 manager --

14 Q. Okay.

15 A. -- for the shift.

16 Q. So just for clarity, so let's say you go to Clinton, it's  
17 overnight, the CSA that's on duty doesn't have a flashlight on  
18 their person, you just stated that you'll ensure that they have it  
19 the following day, so during the course of that -- of the night  
20 that you're conducting the inspection that they don't have a  
21 flashlight, will they then go without a flashlight that entire  
22 night until the following day?

23 A. Yes, they -- I mean, if they don't have a flashlight, then --

24 Q. Okay.

25 A. Or we do the best we can to try to get him one for that

1 night, if they're available. If we have flashlights available, we  
2 will give them one for the night, if we have them available. If  
3 not, I have them see the administrative manager in the morning  
4 because they do -- that's something, part of the uniform and it's  
5 something they have to sign off on.

6 MR. PHILLIPS: All right. Thank you so much, I don't have  
7 any further questions.

8 BY MR. GRAHAM:

9 Q. Graham, CTA transit safety. A couple of questions, I believe  
10 you may have already answered this one, relative to that evening,  
11 a question, I believe you mentioned that you were in the process  
12 of locking up a station.

13 A. I was.

14 Q. So what would be the reason why you would have to lock up a  
15 station opposed to the customer service assistant?

16 A. It was unmanned, there was no one there at the station, so --  
17 and it was like -- I do believe it was a lack of manpower that  
18 night, so I had to lock up the station.

19 Q. How frequent does that occur?

20 A. Every day.

21 Q. Is it typically one station or is it multiple stations?

22 A. It's multiple stations. Every night there's multiple  
23 stations, two to three. Sometimes it all depends, it could be  
24 five, six, I mean, it varies from day to day, but it is multiple  
25 stations.

1 Q. Could you describe that process of locking up a station?

2 A. Yeah, locking up a station, so I go to the station, make sure  
3 that there's no passengers that are still at the station. If  
4 there is, I have them leave the station, inspect the station to  
5 make sure everything's clear, make sure everything's safe,  
6 everything's working properly, make sure there's nothing on the  
7 tracks, nothing on the right of way, and that's pretty much it. I  
8 just lock up the station and I notify the control center, I also  
9 notify the manager of what stations I was able to lock up because,  
10 of course, because of the time frame, I'm not always able to make  
11 it to all the stations.

12 Q. So there's a possibility a station --

13 A. Be unlocked?

14 Q. -- could be accessible.

15 A. Yeah.

16 Q. (Indiscernible). So when you say lock it up, is that  
17 overhead gates shuttered or how do we prevent --

18 A. Well, every station is different. Some doors -- or some  
19 stations have doors, other stations have gates, so it's locking  
20 the gates or doors, make sure we turn off the elevators so that  
21 they can't -- they don't have access to the elevators. That's  
22 pretty much how you lock it up, make sure everything's secure.

23 Q. Do we do anything to the turnstile?

24 A. We don't. Some stations, I do believe the turnstile shuts  
25 off after -- at a certain time, so I do believe there's something

1 in place for that. That's something that's done automatically,  
2 it's not something that we control.

3 Q. So in reference to LaSalle station, where it has the headway  
4 and the little bridge underneath, opposed to Clark Station, right,  
5 so Clark and Lake has basically an overpass where one can cross  
6 over north to south, being an overpass. Are you aware of a  
7 practice of employees taking a shortcut at stations like LaSalle,  
8 where there's no overpass by using the right of way?

9 A. No.

10 MR. GRAHAM: Those are all the questions I have. Thank you.

11 BY MR. ASKEW:

12 Q. Askew with the State Safety Oversight Agency. Just a few  
13 questions to clarify. You spoke of the observations that you do  
14 for checking the CSAs' uniforms and equipment, is that codified in  
15 a form anywhere, do you write it down or --

16 A. We have a form that's called a customer service observation  
17 or rail observations, we do have a form.

18 Q. And how many of those do you think you could get done in a  
19 night?

20 A. It all depends. I mean, like I said, when the station's  
21 opened, that's three to five stations, I might get to one or two  
22 CSAs. In a perfect night, I could get to five, six.

23 Q. And most times you're the -- you're pretty much the only  
24 supervisory position that the CSA might see, so you might be the  
25 first supervisor or the only supervisor they're going to see at

1 night.

2 A. Yeah.

3 Q. Have you ever relieved a CSA for personal, or like you  
4 stepped in for their duties at all for any reason? Like  
5 physically man a station or in your supervisory role, you have to  
6 be able to roam, correct?

7 A. Right. I'm sure I have, I just can't recall when or what,  
8 but I'm sure I have had to relieve.

9 Q. And you would get the information from control, from --

10 A. As far as relieving a CA, a customer assistant?

11 Q. Um-hum.

12 A. Of their duties?

13 Q. Yes.

14 A. I would get that information from the control center.

15 Q. Not taking them off of the system, but like say if they have  
16 like a personal or a medical situation.

17 A. I would have to go to the scene and assess what's going on,  
18 so you know, talk to the employee and find out what the situation  
19 is.

20 Q. So they would have to call control and then call you if  
21 something was to go wrong?

22 A. Right.

23 Q. And on your observation checklist, what was the form called  
24 again?

25 A. It's a customer service observation.

1 Q. And you handwrite those and you have to turn those in?

2 A. Well, they're already -- it's forms and there's a checklist  
3 so you just basically check off yes or no and go down the list to  
4 make sure that everything that's on the list is as it should be.

5 Q. And who do you turn those in to?

6 A. I turn them in to my manager.

7 Q. And how often do you turn -- you have to turn them in?

8 A. We have to do, I believe, 80 a month.

9 Q. Eighty a month.

10 A. Yeah.

11 Q. So that's every month you turn them in. So at the end of  
12 July, you're turning in all the July paperwork that you have?

13 A. Right.

14 MR. ASKEW: No further questions, thank you.

15 BY MR. HERBERT:

16 Q. Herbert from the Federal Transit Administration. Just going  
17 off of what he was talking about, hypothetically, an employee,  
18 CSA/CSR, calls OCC and says I'm sick, I need to go home. They  
19 call you?

20 A. The employee would call the control center.

21 Q. Right, but --

22 A. And then the control center would call me.

23 Q. And then you would --

24 A. I would go the scene and I would notify my manager --

25 Q. Okay.



1 A. -- and they would give the okay.

2 Q. Okay.

3 A. So it's --

4 Q. So if that CSR or CSA left because they were ill, what  
5 happens to that station?

6 A. It becomes unmanned. I'd have to be -- depending on how many  
7 stations I have for the night, that would be one of the stations  
8 I'd have to close down, yeah.

9 Q. Okay, all right. And just, I'm just going to go back here  
10 real quick. Your job experience, you had said CRO and I meant to  
11 ask you this earlier and I didn't, CRO was what?

12 A. Combined rail operator.

13 Q. Combined rail operator, okay. And the CSA that was injured  
14 in this incident, you said he was new and you hadn't had a chance  
15 or --

16 A. No, we were -- new into this pick that we're in.

17 Q. Okay.

18 A. As supervisors, we have picks --

19 Q. Okay.

20 A. -- and I just picked this trip component.

21 Q. Okay.

22 A. And so I'm new into the pick and I hadn't got around to  
23 meeting him or talking to him yet.

24 Q. All right. Your vehicle, do you have a CTA vehicle assigned  
25 to you?

1 A. Not assigned, no.

2 Q. Not assigned?

3 A. No.

4 Q. So how do you get around the system?

5 A. We do have a vehicle that we pick up, it's not assigned to  
6 me, though.

7 Q. Okay.

8 A. Yeah.

9 Q. So it's a supervisory vehicle?

10 A. It's just a vehicle that CT -- it's a CTA vehicle, it's  
11 whatever's available, really.

12 Q. Okay. Does that vehicle have any equipment in it?

13 A. As far as --

14 Q. Safety equipment, additional safety --

15 A. It should.

16 Q. I'm sorry?

17 A. It should.

18 Q. It should, okay.

19 A. As far as extinguishers and -- is that what you're referring  
20 to?

21 Q. Well, I mean, any safety equipment.

22 A. We carry our own.

23 Q. Okay.

24 A. As far as safety equipment like vests and -- I mean, what are  
25 you referring to?

1 Q. Well, I guess what's in the vehicle? I mean, is the vehicle  
2 equipped for you to do your job? So we talked a little bit  
3 earlier, you were asked about a flashlight. A CSA, you can go out  
4 to see a CSA and his flashlight doesn't work, his batteries are  
5 dead, do you have spare batteries to give him?

6 A. We do, but that's something that we have to find out before  
7 we go to the station because that's part of the stuff that we have  
8 to provide, I mean, CTA that provides, that has to provide for the  
9 employees. So in that situation, they need a battery, you know,  
10 like I said, at the beginning of the shift what I do is I try to  
11 call all the stations to see what -- first, to make sure that  
12 they're -- who's there --

13 Q. Um-hum.

14 A. -- and that they're manned or unmanned and to see what  
15 equipment or what's needed as far as paperwork, CADARs, and of  
16 that nature for the night. If one of them notifies me of a  
17 battery, a battery's not working, then I will give them batteries.

18 Q. You're able to get them.

19 A. Yeah.

20 Q. Okay. I mean, obviously, I would think that a CSA, and this  
21 is me thinking, his responsibility is to make sure that your  
22 flashlight works and make sure your vest is in proper repair, but,  
23 I mean, things happen. You said the word CADARs and you had  
24 talked about that earlier. Is that an acronym for something?

25 A. Yeah, CADAR is a customer assistant daily activity report.

1 Q. Okay. And you, saying that a CSR, if he sees -- or you go  
2 out to do a station inspection and you see that there's some -- a  
3 defect in the station, you know, a widget is broken, for instance,  
4 right? Do you have a CSA put that in the CADAR or is that  
5 something that you would enter?

6 A. I do have them put it in the CADAR. First I check to see if  
7 they put it in the CADAR.

8 Q. Okay.

9 A. If they hadn't put it in there, I -- you know, I have them  
10 log it in --

11 Q. Um-hum.

12 A. -- and have them contact the control center and, you know,  
13 there is a -- you know.

14 MR. HERBERT: That's all I have, thanks.

15 MR. HOEPF: Mike Hoepf, NTSB. Cesar, are you doing all  
16 right? We're almost done.

17 (No audible response.)

18 BY MR. HOEPF:

19 Q. Okay, all right. I don't have anything new here and I  
20 apologize, too, but I just want to clarify a couple of things here  
21 and, you know, not playing hide the ball here, this is -- I'm just  
22 trying to kind of get at the frequency that you're looking at  
23 these stations and it's not really about you, specifically, it's  
24 more about -- I think you've already said you would like if there  
25 was additional supervisors along with you. I'm wondering do you

1 -- it sounds like there might also be a shortage of CSAs, is that

2 -- would you agree with that assessment or --

3 A. Based off of the stations being unmanned, yes, I would say

4 that would be --

5 Q. Okay.

6 A. -- good, yeah.

7 Q. So the stations -- I just want to clarify something. The

8 stations that are unmanned, is it your understanding that they're

9 supposed to be manned but just somebody didn't report for work or

10 they just weren't able to get somebody to fill them? I mean, are

11 there stations that are unmanned by design or --

12 A. No.

13 Q. -- are there stations -- okay. So if a station is unmanned,

14 that's because they couldn't get a man there to man it.

15 A. Correct.

16 Q. Okay.

17 A. Yeah, they couldn't get someone to fill the station or --

18 someone to fill the station or possibly the person that picked it

19 could be out on vacation or out sick or, you know, just

20 basically --

21 Q. Okay.

22 A. -- they couldn't find the personnel to fill the station.

23 Q. Okay. So in that situation would they -- maybe CTA

24 management in general, is leave the station open and then you have

25 to go to that station as part of your activities and you have to

1 lock it down for the night. Okay.

2 A. But throughout the night I try to consistently go to those  
3 stations --

4 Q. Okay.

5 A. -- just to make sure, kind of, you know, make them part of a  
6 constant rotating throughout the night. So I might visit one  
7 station two or three times just to make sure everything's okay.

8 Q. Okay. So it sounds like it determines the allocation of --  
9 we have charging (ph.) time, maybe you normally would be going to  
10 X, Y, and Z stations but instead, because you've got these  
11 unmanned stations, you emphasize your time patrolling those?

12 A. The majority of the time, yes.

13 Q. Okay.

14 A. Um-hum.

15 Q. Okay, that's helpful for me. Now, in terms of people in your  
16 position, the supervisors, and again, this is just, you know, your  
17 opinion, but would you like to have two people, you know, you  
18 would have somebody else that's patrolling the same number of  
19 stations?

20 How would you -- what would you recommend in terms of how to  
21 increase the supervisors, would you divide the territory  
22 differently or would you just try to double up on the supervisors  
23 for existing territory?

24 A. Well, I would say that having more supervisors along the  
25 route would help.

1 Q. Okay.

2 A. Yeah, I would say it would help. And like I said, there's  
3 two, really, there's two of us working the midnight shift.

4 Q. Okay.

5 A. Myself, I take care of the north end, basically, I call it,  
6 and my partner takes care of the south end, so --

7 Q. That's across the entire system?

8 A. That's on the elevated route.

9 Q. Okay.

10 A. So I take care of the elevated north section, which is the --  
11 you know, the Lake Street branch along with the Brown Line branch,  
12 so -- and my partner takes the other end.

13 Q. Okay.

14 A. But I would say having extra supervisors would help.

15 Q. Okay. Well, I mean, at a minimum you've got -- you said in a  
16 given night you may have five or six unmanned stations.

17 A. Yeah, correct.

18 Q. So, I mean, just having other supervisors to help fill those  
19 stations, those unmanned stations, you know, it sounds like it  
20 would be a benefit.

21 A. Yeah, it would allow us to visit all the other manned  
22 stations to be able to --

23 Q. Because I don't want to speculate, but if you've got, in a  
24 given night, six unmanned stations and three unmanned stations  
25 that you're trying to patrol, it sounds like that's taking away

1 from time you could conduct inspections on manned stations. So --

2 A. Yeah.

3 Q. -- I mean, correct me if I'm wrong here, I don't want to --

4 A. No, you're right.

5 Q. -- speculate. So --

6 A. You're right.

7 Q. -- what I'm getting at here is, you know, if you've got a CSA  
8 at, let's say, you know, LaSalle Station, I mean it sounds like  
9 they could very easily go their entire shift without -- it sounds  
10 like more often than not, they're probably ending their shift  
11 without seeing a supervisor during the shift.

12 A. There may be, yeah, a high possibility. As I said, I try to  
13 do the best I can to visit these stations, but the fact is that  
14 there's just not enough time in a night to visit every one.

15 Q. Yeah.

16 A. So between going to the north end, there's times where I  
17 could be way up north on the Brown Line and, you know, I just  
18 won't make it to the Lake Street branch, which that's part of my  
19 route.

20 Q. Right.

21 A. There could be times like that.

22 Q. No, I'm not trying to be critical of your performance, I  
23 mean, really just the opposite, I'm saying I don't think -- it  
24 doesn't sound like -- I don't think you possibly could visit all  
25 the stations that you oversee in a night.



1 A. It's impossible, yeah.

2 Q. Okay.

3 A. And with this whole pandemic stuff that's going on, it's made  
4 things a little more difficult.

5 Q. Yeah, yeah. It's not a blame game, we're just --

6 A. Yeah.

7 Q. I'm just trying to establish the frequency. And again, I  
8 think if there's cameras there, I know there's people monitoring  
9 the cameras, but it doesn't sound like you're privy to a lot of --  
10 you know, it doesn't sound like you interact with the people  
11 watching the cameras a whole lot in terms of --

12 A. Yeah, I don't because that's a whole separate department.

13 Q. Okay.

14 A. And of course, they don't notify us of situations that, you  
15 know -- unless, you know, my calls come in from the control  
16 center --

17 Q. Okay.

18 A. -- and unless the control center notifies me or my manager, I  
19 won't know of certain situations. And in the case where -- of  
20 LaSalle, with -- with our employee, like I said, I had -- I didn't  
21 know what was going on until I actually walked up to the fire  
22 department, which it was one the -- that's how I found out.

23 Q. Okay. I'm almost done here, I just want to say -- I just  
24 want to clarify, I think you just -- you got a question earlier  
25 about was that 80 inspections per month?

1 A. Correct.

2 Q. Okay, so that's -- you're talking about like the stations --

3 A. Observations, 80 observations a month.

4 Q. Okay.

5 A. But there's times where I -- you know, there's times where I  
6 might do half of that --

7 Q. Yeah.

8 A. -- because of everything else that's going on.

9 Q. Right, responding to situations.

10 A. I might get a quarter of 80 --

11 Q. Yeah.

12 A. -- because of everything that's going on for the night, so --

13 Q. Right, right. Yeah, not a blame game, like I said, I'm just  
14 trying to understand, you know, what -- you know, what's your --  
15 what your limitations are out there and how you're allocating, you  
16 know, it sounds like it's a real challenge, so --

17 A. Well, I do the best I can as far as time management, but like  
18 I said, it's all -- you can go onto a station and you might have  
19 30, 40 maybe worth of questions from customers and, you know, your  
20 whole time has changed, so --

21 MR. HOEPF: Yeah, yeah. It makes sense, that makes sense.

22 Okay, well, thank you very much, Cesar, that's all I've got.

23 MR. BACHMEIER: Okay. Cesar, do you have anything you'd like  
24 to add to the -- that we didn't address?

25 MR. MARTINEZ: No, I just think it's unfortunate, it's an

1 unfortunate incident and as I mentioned, I think we should -- I  
2 really think the manpower issue is something that we need to take  
3 a better look at, so --

4 MR. BACHMEIER: If we have any follow-up questions, can we  
5 get a hold of you? Okay.

6 On behalf of the NTSB and our working group here, thank you  
7 for your time and cooperation. This ends our interview.

8 (Whereupon, at 11:11 a.m., the interview concluded.)  
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CERTIFICATE

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

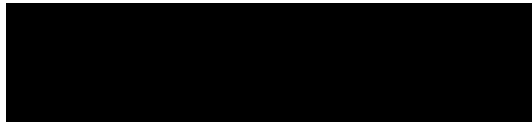
IN THE MATTER OF:           CTA EMPLOYEE FOUND DEAD ON TRACKS  
                                  AT LASALLE/VAN BUREN STATION  
                                  IN THE LOOP IN CHICAGO, ILLINOIS  
                                  ON JULY 16, 2022  
                                  Interview of Cesar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

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