

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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CALTRAIN COLLISION WITH *

CONSTRUCTION EQUIPMENT NEAR *

SAN FRANCISCO, CALIFORNIA, * Accident No.: RRD22LR007

ON MARCH 10, 2022 *

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Interview of: WILBER AMEZCUA, Watchman

TransitAmerica Services, Incorporated

San Francisco, California

Saturday,

March 12, 2022

APPEARANCES:

DICK HIPSKIND, Railroad Accident Investigator
National Transportation Safety Board

RICK BRUCE, Track Safety Specialist
Federal Railroad Administration

JAMES RIDGEWAY
California Public Utilities Commission

ROBERT SEBEZ, Safety Officer
Caltrain

JIM BROWN, Safety Officer
Caltrain

DEREK BROWN, Deputy General Manager
TransitAmerica Services, Incorporated

MITCH MCCARTHY, Vice Chairman
BMWED

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I N T E R V I E W

1
2 MR. HIPSKIND: Good afternoon, everybody. My name is
3 Dick Hipskind and I am a railroad accident investigator for NTSB
4 and I am the track and engineering group chairman for NTSB for
5 this accident. We are conducting this interview on March 12th,
6 2022, with Wilber Amezcua, who works for the TransitAmerica
7 Services, Incorporated, as a watchman. The interview is being
8 conducted in person at the Westin Hotel in San Francisco,
9 California.

10 This interview is part of NTSB's efforts in conducting a
11 series of follow-up interviews with the parties to the
12 investigation in which we are conducting an ongoing investigation
13 of a Caltrain train number SB506 collision and derailment that
14 occurred on March 10th, 2022, on Caltrain's railroad on main track
15 2 in San Bruno, California. The NTSB accident reference number is
16 RRD22LR007.

17 Before we begin our interview and questions, let's go
18 around the table and introduce ourselves. Please spell your full
19 name and please identify who you are representing and your title.
20 I would remind everybody to speak clearly and loudly enough so we
21 can get an accurate recording. I'll lead off and then ask for
22 other interviews to identify themselves according to the order
23 previously established.

24 Again, my name is Dick Hipskind. The spelling of my full
25 name is D-i-c-k. Last name H-i-p-s-k-i-n-d. I am a railroad

1 accident investigator for NTSB on this accident.

2 MR. BRUCE: Rick Bruce. R-i-c-k, Bruce, B-r-u-c-e. I'm with
3 the Federal Railroad Administration. I'm the track specialist.

4 MR. RIDGEWAY: James Ridgeway. J-a-m-e-s R-i-d-g-e-w-a-y.
5 California Public Utilities Commission, track.

6 MR. SEBEZ: Robert, R-o-b-e-r-t S-e-b-e-z. Caltrain safety.

7 MR. JIM BROWN: Jim Brown, J-i-m B-r-o-w-n. Caltrain safety.

8 MR. HIPSKIND: And your title.

9 MR. JIM BROWN: Officer, safety officer.

10 MR. DEREK BROWN: Derek Brown, D-e-r-e-k B-r-o-w-n, deputy
11 general manager of maintenance away TransitAmerica.

12 MR. HIPSKIND: To all the interviewers, thank you. Prior to
13 recording our interview, I spoke with Wilber to request his
14 permission to record our discussion today and to obtain -- and to
15 conduct the interview on a first name basis. Wilber, has there
16 been any change to your affirmation to those conditions?

17 MR. AMEZCUA: No, sir.

18 MR. HIPSKIND: No. And hearing no objections, let's proceed
19 with the interview. But I've got one piece of business. Wilber,
20 do you wish to have a representative with you today?

21 MR. AMEZCUA: Yes, I do.

22 MR. HIPSKIND: Mitch, would you please place yourself on the
23 record?

24 MR. MCCARTHY: My name is Mitch McCarthy. M-i-t-c-h.
25 McCarthy, M-c-C-a-r-t-h-y. And I'm a vice chairman for the BMWED

1 and I will be representing Mr. Wilber Amezcua.

2 MR. HIPSKIND: And Wilber, let's have you introduce yourself
3 to the record.

4 MR. AMEZCUA: I'm Wilber Amezcua, W-i-l-b-e-r A-m-e-z-c-u-a.
5 And I work for Caltrain or TransitAmerica. And I'm a watchman.

6 INTERVIEW OF WILBER AMEZCUA

7 BY MR. HIPSKIND:

8 Q. Well, one thing I want to clear up. I think in the opening I
9 had you working with TransitAmerica Services, Incorporated. But
10 you work for Caltrain?

11 A. Well, yeah, it's TransitAmerica Service is the --

12 Q. You work for TransitAmerica Services Incorporated --

13 A. Yeah.

14 Q. -- but you were working Caltrain's --

15 A. Caltrain --

16 Q. -- property?

17 A. Yeah.

18 Q. Okay, all right. So Wilber, please give us a synopsis of
19 your work history, railroad work history, bringing us up to your
20 current position and how long you've held that?

21 A. I started back in September of 2021. And prior to that, I
22 had no railroad experience. I mean, I have some type of knowledge
23 now. Just basics of ties and rail. And -- well, I started off
24 with the track gang. If you want to call it that. And now,
25 obviously, I've been as -- I've been a watchman for a little over

1 a month. So that's all kind of new to me.

2 Q. And you were a watchman on the day of the incident.

3 A. Yes.

4 Q. You were kind of in training. Right?

5 A. Yeah, I'm still in training. So I wouldn't consider myself a
6 watchman yet.

7 Q. So for your understanding of the watchman's duties, please
8 describe your duties and responsibilities as a watchman.

9 A. Well, as a watchman, you just basically provide protection
10 for any outside contractors and make -- not just providing
11 protection but also making sure that everything they're doing is
12 safe and that they aren't breaking any rules or --

13 Q. And if you continue as a watchman, you're probably going to
14 be giving job briefings and stuff like that. Right?

15 A. Yeah. I've been doing it for a while. It's not like I --
16 you know.

17 Q. And I just want to briefly bring up -- do you believe that
18 you've had adequate training to prepare you for where you're at
19 and what you're doing?

20 A. I believe so, yeah. I've been with multiple different people
21 that have already been working here for a while. So I'm just
22 soaking up as much as I can from each individual. Obviously, you
23 know, when it comes to being alone by myself, I figure out what
24 works best for me but I just try to pick up as much as I can from
25 each individual that's been doing it for a while.

1 Q. I would refer to that as on-the-job training, OJT. Right?

2 A. Yes, sir.

3 Q. Have you had formal, classroom training, anything like that,
4 since you've been in the employ?

5 A. Yes, I have. We were in class for a week. And we went over
6 the OTS book and the rules. So I have -- I'm pretty comfortable
7 with --

8 Q. And I'm going to ask you to just speak up just a little bit
9 more. So Wilber, on the day of the accident, kind of give us an
10 idea when you started work that day, who you met up with, and take
11 us up through if you attended a job briefing. And just kind of
12 take us through the rest of the day, if you will. We'll sit back
13 and listen.

14 A. So I got to work. We start at 6:30. And it wasn't until
15 then where I was told that I was going to be with Tim Hidalgo and
16 Gilbert Padilla. So -- and then, previous to that, we already
17 knew RWIC, who he was going to be for the day. And it's Claude
18 Robins. So but our -- we were -- we did meet up with him over at
19 visitation. And that's where we held our job briefing and that's
20 where we discussed everything for the day. And then, it wasn't
21 until then where we also decided that I was going to stay -- hang
22 with him for the time being.

23 Q. With Claude?

24 A. With Claude. Yeah. So -- because it was us three and Claude
25 by himself. But it wasn't until when we got to visitation where

1 they told me that I was going to be staying with him.

2 Q. Just continue.

3 A. Oh, and then, obviously, we held the job briefing there. And
4 we went over the job tasks for the day. We made sure that
5 everybody had a clear understanding of -- that we weren't going to
6 do anything until we got the proper protection, proper tracking
7 time, and -- so everybody had a clear understanding on that part.
8 Then like you said, they were going to set on that Center. So I
9 mean, I don't know where the confusion or where the mistake was
10 still. I don't know myself. So --

11 Q. Well, let me help you out. At the job briefing, was your
12 takeaway that when you left the job briefing to go do whatever you
13 were going to do next, at the job briefing, did anybody talk about
14 specific track and time authorities that had already been
15 attained?

16 A. No, we didn't -- obviously, we all had a talk about that the
17 tracking time wasn't going to be given out until they got to
18 Center and they were ready to -- and then, obviously, Tim would
19 give him a call to let him know that we were ready. And then, so
20 that's when he went ahead and picked up all the time that he
21 picked up.

22 Q. When those guys went down -- when the operators took the
23 equipment down there and when Tim went down there with Gilbert,
24 talk about where did you go after the job briefing. Did you go
25 with Claude and kind of give us some idea. Were you with those

1 people at Center or where were you?

2 A. Yeah. I was -- so it was just me and Claude after the
3 briefing. It was just me and Claude for the time being. The plan
4 was that they were going to travel up north and pick me up there
5 at South San Francisco Station. So the only reason I stayed back
6 with Claude was to help him set up our flag protection. Because
7 he was incapable of doing so. So that's the main part why they
8 put me with him and why plans changed in the morning.

9 And then, so I was in the vehicle with him as he was picking
10 up the time, as he was talking to trains. So whatever they had
11 going down at Center, you know, I had no idea. All I was paying
12 attention to is him pulling -- calling tracking time and then him
13 having conversations with Tim and communicating. So I mean, the
14 communication part was pretty good. They were going back and
15 forth calling each other, calling dispatch. So --

16 Q. You were with Claude?

17 A. Yes, I was with Claude the whole time.

18 Q. Well, cover in a little bit more detail what you understood
19 the conversations that Claude was having, whether it was with Tim
20 or whether it was with the dispatcher. Kind of go a little bit
21 deeper on that. What do you recall of all that?

22 A. Well, so it was three different pieces of tracking time.

23 Q. Take us through there.

24 A. Okay, yeah. So the whole -- we been doing the same thing.

25 Right? So they've only been getting one big piece. Like I think

1 I said on Thursday, they had only been getting one big piece so I
2 don't know what things -- why things changed on Thursday, why they
3 got three different ones. But even then, you know, Tim was doing
4 a good job communicating with him. You know, okay, we sat on or
5 now we're traveling. Hey, I just got to your yellow, red flag.
6 Is it okay for me to continue and travel up north. And Claude
7 gave him the okay. So we were just waiting for the call for them
8 to finish doing what they were doing at San Bruno for them -- for
9 Tim to give Claude a call to let him know that we -- they were
10 ready to travel up north to us.

11 Q. So you were not surprised that they stopped at the
12 fabrication yard to pick up material?

13 A. Yeah. That was -- sorry, that was said in the briefing that
14 those were the plans for the day. That they were going to make a
15 pit stop so to say.

16 Q. Claude was at the briefing?

17 A. Yes.

18 Q. You think that should have been his understanding, as well?

19 A. I mean, I would believe so.

20 Q. Because it was discussed?

21 A. Yeah.

22 Q. Were --

23 A. Because initially, Padilla had gave the briefing. And then,
24 Claude briefed again and went more into detail in case he missed
25 anything. So made it clear to everybody what exactly was going to

1 happen.

2 Q. When Claude came in to kind of beef up what Gilbert had said,
3 it had a lot to do with the Form B?

4 A. Yes, yeah. Because it -- you know, he just -- like reading
5 the basics off the paper, work zones, all that. So then Tim --
6 Claude took it upon himself to make sure everybody was clear.

7 Q. So the time that you were with Claude, did you -- were you
8 with him when you guys set up signs for his Form B?

9 A. Yeah, I was the one that set up for him.

10 Q. Just briefly, did you guys do that before or after the job
11 briefing?

12 A. This was after the job briefing. They were still on their
13 way to set up their side of the flags, their side -- their
14 protection.

15 Q. Just to put a bow on it, when Gilbert and Tim got in his Hi-
16 Rail and went to go set their boards, you and Claude were not with
17 them?

18 A. Yeah. We weren't with them. Yeah, no.

19 Q. And all that activity, conversation, putting the equipment
20 on, and setting it on two track, you were never around Center
21 Street?

22 A. Yeah, I was -- me and -- Claude and I were never around
23 Center Street. We were basically just communicating and kind of
24 getting an idea of where they were and what they were doing, just
25 via phone.

1 Q. Did you hear Claude and Tim talking about, I need like foul
2 time or tracking time on main track 1?

3 A. Yeah.

4 Q. Did that make sense to you?

5 A. Yeah, that made sense to me. I mean, we've been doing it all
6 week, like I said. So you know, that's -- their equipment is
7 pretty big so they need all the room they can get.

8 Q. And then a few minutes later, did you overhear a conversation
9 between Claude and Tim where Tim is telling Claude, hey, I can
10 release my tracking time on main track 1?

11 A. Yeah.

12 Q. Did that make sense to you?

13 A. That made sense to me. Yeah. Because they were already on
14 and they were already travelling.

15 Q. Then sometime later on, I don't know if it's a few minutes or
16 ten or whatever, do you recall a conversation that Claude had with
17 the dispatcher? And I'm unclear whether Claude called the
18 dispatcher or the dispatcher called Claude, but did you overhear
19 that conversation?

20 A. Yeah. I heard the releasing main track 1 as soon as he
21 called him. And then, you know, he gave -- I believe Tim a call
22 back and told him, you know, I released one. And Tim confirmed
23 that he was already out that area and he was already traveling up
24 north. So --

25 Q. But later on -- we understand about the Center Street, main

1 track 1, all the equipment is one two, heading up to the
2 fabrication yard.

3 A. Yeah.

4 Q. Picking up the material or whatever. We understand all that.
5 But what I'm asking you, Wilber, is do you have a recollection of
6 a -- so we're not talking about the Claude/Tim conversations
7 anymore.

8 A. Yeah. No, dispatch.

9 Q. Yeah. Tell us a little bit more about that if you can.

10 A. Well, like I said, we had only been getting two pieces of
11 tracking time that week. And then that day, we happened to get
12 three. And I know that two of them were until called. So
13 whenever dispatch called him or -- I don't know how that works.
14 So obviously, Tim said he was out of the area. He went ahead and
15 released that piece. So -- but I don't recall Claude calling
16 dispatch back and releasing anything else after that.

17 Q. Where -- you commented that Tim said he was out of the area.

18 A. Yeah.

19 Q. When did that part of the conversation happen with Claude?

20 A. Right when he sat on the track. So it was like minutes
21 after.

22 Q. What did you take that to mean that he's out of the area?
23 Did you take that to mean main track 1?

24 A. Yeah, because he said main track 1. Yeah.

25 Q. So when you say out of the area, just referring to main track

1 1?

2 A. Yeah. So he's already traveling up north.

3 Q. And fair to say you have no personal recollection of the
4 train movement from main track 1 over to main track 2, the
5 collision, the derailment, the fire. You don't have any of that
6 recollection of that because you were not there?

7 A. Yeah, I wasn't there. I was --

8 Q. Well, let's pick up the story. How did you hear about and
9 know to go down there?

10 A. Claude and I were having a conversation and then he was
11 explaining something to me about what he was writing down, how he
12 was communicating with trains and all that. So the truck radio
13 that he had on was kind of on and off. It wasn't like the
14 clearest thing out there. And then all I remember hearing was
15 Hidalgo this and that. And then like it would cut off. It would
16 get all staticky. And then it caught back on and all we heard was
17 emergency, Hidalgo over here. And then I said, Claude, I think
18 that's Tim. And then, it was like -- it just turned crystal clear
19 out of nowhere and you heard everything he was saying. And then
20 we just started heading down there.

21 Q. You headed down there.

22 A. Yeah.

23 Q. What did you do when you got down there?

24 A. Well, we parked up and then kind of walked a little bit --
25 kind of like towards the train. And that's where Tim and Gilbert

1 were at, you know. Tried to calm him down a little bit as much as
2 we could.

3 Q. Did you see a lot of passengers getting out of the Caltrain?

4 A. Yeah, I seen -- yeah, all of them really. Some of them had
5 like cuts and blood on their face. I seen the -- I was able to
6 see one of the contractors that actually was working with us that
7 day, one of the older guys, I think. I believe he's a crane
8 operator. He was all covered in blood and all like burnt up kind
9 of. So I got -- I guess you can say -- just in time to see all
10 that.

11 Q. That left a big impression on you.

12 A. Yeah. And obviously seeing the equipment.

13 Q. Before I pass it off, I just want to go back one more time.

14 We understand about the conversation about main track 1, putting
15 the equipment on. But what do you recollect of any conversation
16 that Claude had with the dispatcher about the release of whatever
17 tracking time he had on two? Did you hear that conversation?

18 A. Yeah, like I said, I never heard anything about releasing
19 main track 2. And even so, like for him to do so, Tim would have
20 had to give him a call and told Claude that --

21 Q. Did Tim give him a call?

22 A. Yeah, I don't recall that call happening either.

23 MR. HIPSKIND: Thanks for everything that you've told us so
24 far, Wilber. Rick?

25 BY MR. BRUCE:

1 Q. Just two. Where and what was you doing the day before? Was
2 you with this group?

3 A. Yeah, I was with the same group all week. So Padilla didn't
4 come onboard until Thursday morning. So he was new to -- we had
5 already been doing this all week. So I was the one with Tim
6 setting on at Center, driving down -- doing all the -- that.

7 Q. Then you can help us another timeline. From the time you're
8 at Center, you have your job briefing. You set the trucks on.
9 You move from Center to 11.7 to load your poles --

10 A. Yeah.

11 Q. -- time frame, how much time did you need from briefing, set
12 on, and move up there?

13 MR. HIPSKIND: Let me interrupt here. You weren't with that
14 effort, that task of setting on. Right?

15 MR. AMEZCUA: Not that day.

16 MR. BRUCE: I'm trying to get a timeline of the day before.

17 MR. HIPSKIND: Yeah, sorry.

18 MR. AMEZCUA: Because usually, just to set on like from --
19 setting on is like a little under 10 minutes. That doesn't take
20 that long.

21 BY MR. BRUCE:

22 Q. You give me your best call.

23 A. Yeah.

24 Q. From the time you talked, told all of them that you had your
25 job briefing, set your equipment on and get to 11.7 time frame.

- 1 A. Like four hours. Wait, maybe I --
- 2 Q. You're not following me.
- 3 A. Yeah, my bad.
- 4 Q. You're at Center.
- 5 A. Yeah.
- 6 Q. I know you're a little nervous. You're at Center at the
7 crossing. So you're with Tim.
- 8 A. Oh, how long it takes to get to 11.7?
- 9 Q. Yeah, yeah.
- 10 A. Like no more than 30 minutes.
- 11 Q. So set your trucks on, you got --
- 12 A. Yeah, all that --
- 13 Q. -- two facing --
- 14 A. That whole thing is --
- 15 Q. -- this way, one way --
- 16 A. -- like no more than 30 minutes. Yeah.
- 17 Q. -- facing rear and you set them on.
- 18 A. Yeah.
- 19 Q. And you get to that spot. You're saying 30 minutes.
- 20 A. Yeah, it's like no more than 30 minutes.
- 21 Q. No more than 30 minutes.
- 22 A. But then what takes up all the time is setting on what
23 they're going to be using for that workday. Because obviously, I
24 was there when they were doing it the previous days. And that's
25 like a little bit over an hour just for them to load up all their

- 1 stuff --
- 2 Q. To set the carts on.
- 3 A. Yeah.
- 4 Q. Hook them up.
- 5 A. Hook them up.
- 6 Q. Load the poles. Okay.
- 7 A. Well over an hour.
- 8 Q. Last one. How many folks was at visitation, contractors, and
9 your folks at visitation for the morning briefing?
- 10 A. Eight of us. There was eight of us.
- 11 Q. Explain who if you can? (Indiscernible).
- 12 A. Oh, I don't know their names. It was --
- 13 Q. No, no, no.
- 14 A. (Indiscernible).
- 15 Q. I'm not looking for names.
- 16 A. Yeah.
- 17 Q. How many on your team?
- 18 A. Oh, it was four of us on my team and then four contractors
19 (indiscernible).
- 20 MR. BRUCE: Got you. I'm finished. Thank you.
- 21 MR. HIPSKIND: Thanks, Rick.
22 Jim?
- 23 MR. RIDGEWAY: I have nothing.
- 24 BY MR. SEBEZ:
- 25 Q. I want to follow up, just get some clarification. For main

1 track 1, the conversation between Mr. Robins and Mr. Hidalgo, was
2 before or after or both of releasing main track 1?

3 A. It was -- so they weren't able to move until Claude called
4 them back. So they weren't even coming near main track 2 until
5 Claude confirmed that they had main track 1.

6 Q. Right, right.

7 A. Then obviously, you know, he went ahead and called them.
8 Okay, we're setting on, you know, stay on the phone or -- and then
9 told them that they were clear from fouling that other track. And
10 everybody was out the way and in the clear. That he can go ahead
11 and release that.

12 Q. So that took place before --

13 A. Yeah.

14 Q. -- releasing. Okay, all right. And sorry I'm trying to do
15 two at one time. (Indiscernible) equipment to load everything, is
16 that exclusively on-track equipment?

17 A. Yeah, all that is on-track equipment.

18 Q. And it doesn't -- I guess my question is they wouldn't be
19 able to load off track. Right? Or would they be able to load off
20 track? Does it drive on the road?

21 A. Yeah, because it's on track and obviously like a big rig. So
22 yeah.

23 Q. It would operate on the road off track?

24 A. Yeah.

25 MR. SEBEZ: No other questions.

1 MR. HIPSKIND: Thanks, Robert.

2 Jim?

3 BY MR. JIM BROWN:

4 Q. Yeah, Jim Brown. Yeah, just follow up on your line there.
5 So the travel time -- once you get the okay to set up on two and
6 then head down to 11.7 is about 30 minutes you said. Right?

7 A. I mean, it shouldn't take no longer than that.

8 Q. And where was the work site the day before? Was it also down
9 by South San Francisco?

10 A. Yeah, it was -- so everything was the same. Nothing had
11 changed.

12 Q. So what was the travel time from San Bruno to South San
13 Francisco once you're ready to move, roughly? How long does it
14 take you to get down there.

15 A. Now, that one has to be over 30 minutes because they have to
16 -- because we have to go through, I believe, two crossings. And
17 obviously, they have the bigger trucks and one of them is backing
18 up. So they have to get out and shunt up for the gates to go down
19 in order for them to cross. So it's a little bit more of a
20 process and time consuming.

21 Q. Right, okay. You were with Claude the whole time?

22 A. Yeah.

23 Q. In the automobile?

24 A. Yeah, in the automobile.

25 MR. JIM BROWN: That's it. Thank you.

1 MR. HIPSKIND: Thanks, Jim.

2 Derek?

3 BY MR. DEREK BROWN:

4 Q. Yes, I just have a quick one. I just wanted -- on the
5 sequence. You and Claude, visitation, all eight people there,
6 conduct the job briefing. Tim and the next gentlemen left go to
7 Center.

8 A. Yeah.

9 Q. You guys go to put your flags up.

10 A. Yeah.

11 Q. After you're finished with the southbound flags, you guys
12 went to -- directly to South City.

13 A. Yeah, we went directly to South City.

14 Q. Directly to South City.

15 A. And then my job was done basically. I was just waiting for
16 them to come pick me up.

17 MR. DEREK BROWN: Thank you.

18 MR. AMEZCUA: Yeah.

19 MR. HIPSKIND: Thanks, Derek. How you doing?

20 MR. AMEZCUA: I'm doing good.

21 MR. HIPSKIND: You doing okay? All right.

22 MR. AMEZCUA: Yeah.

23 BY MR. HIPSKIND:

24 Q. I just want to go back and I want you to tell us what have
25 you learned in terms of communication with the dispatcher? Do you

1 do it -- have you been taught do it over the radio or you do it
2 with the company phone, you call him up and you have the
3 conversation and you work through the request and he -- you tell
4 me. How do -- how should I understand what you have learned?

5 A. Well, I mean, I'm sure you can communicate with dispatch via
6 a radio. But I just haven't seen it done for tracking time. It's
7 usually always through a company phone. And it's a process.
8 Process trying to get a hold of them. And then, after that, just
9 -- well, first of all, you got to make sure you know where you're
10 at so -- you know, the right protection. And then after that, you
11 got to make sure that whatever they're reading back is the same
12 thing that you have on your paper and the actual protection that
13 you're going to need for the day.

14 Q. We call that the handshake. In other words, you make a
15 request, dispatcher reads it back to you and then you read it back
16 to him.

17 A. Yeah, yeah.

18 Q. Is that kind of the way it goes?

19 A. That's the way it goes. Yeah.

20 Q. To minimize any error in communication?

21 A. Yeah, yeah.

22 Q. That's what you've been taught.

23 A. Um-hum.

24 Q. On the day of the incident, you're saying that you didn't
25 hear -- you did not hear or you did hear the conversation between

1 Claude and the dispatcher referencing a release of tracking time
2 on main track 2?

3 A. Yeah, he never -- well, I don't want to say never but I just
4 don't recall him saying anything about releasing main track 2.

5 Q. Were you with him all the time in the truck up to and
6 including when you guys found out about the incident?

7 A. Yeah.

8 Q. And he would have been talking with the dispatcher on the
9 company phone?

10 A. Yes, on the company phone.

11 MR. HIPSKIND: Group, is there -- are there any more
12 questions?

13 MR. BRUCE: I'm finished.

14 UNIDENTIFIED SPEAKER: I'm good.

15 MR. HIPSKIND: Good. Robert? Jim?

16 UNIDENTIFIED SPEAKER: Good.

17 MR. HIPSKIND: Derek, you're all good?

18 MR. DEREK BROWN: Yes, sir. I'm good.

19 MR. HIPSKIND: Let's do the clarification piece. Mitch,
20 anything that you want to clarify?

21 MR. MCCARTHY: I don't see anything to clarify here. I think
22 it was very thorough.

23 MR. HIPSKIND: If everybody is ready, I'll proceed with the
24 close. I'm going to ask you the four questions that we talked
25 about earlier. Is there anything that you would like to add or

1 change about our conversation that we had today?

2 MR. AMEZCUA: No, sir.

3 MR. HIPSKIND: Are there any questions that we should have
4 asked but did not? That almost sounds like a trick question.

5 MR. AMEZCUA: Yeah. No, we -- you pretty covered everything.
6 And I hope I covered everything with the answers.

7 MR. HIPSKIND: I believe you did. Do you have any
8 suggestions for preventing a reoccurrence?

9 MR. AMEZCUA: I mean, I don't know how much sense this makes
10 but maybe having extra protection. Maybe not -- so having
11 somebody just sitting somewhere waiting for them to, you know,
12 travel this way. Maybe having somebody actually able to see what
13 they're doing and what's going on. I mean, you know, that's what
14 the watchmen are there for but maybe some extra protection on the
15 side that has a visual of the actual work groups.

16 MR. HIPSKIND: Very good. Is there anyone else we should
17 interview? We've interviewed Gilbert, Claude, we've interviewed
18 Tim, and we've interviewed you. Is there anybody else that you
19 think is critical for us to interview?

20 MR. AMEZCUA: Well, the biggest one, I believe, maybe
21 dispatch.

22 MR. HIPSKIND: I think the operations groups are taking care
23 of that but yeah, I'll --

24 MR. AMEZCUA: Yeah.

25 MR. HIPSKIND: We're going to cover that.

1 MR. AMEZCUA: I mean, other than that, I don't see who else
2 would play a part in this.

3 MR. HIPSKIND: Let me -- anything else you want to add?

4 MR. AMEZCUA: No, sir.

5 MR. HIPSKIND: Group, any other questions, comments? We
6 good?

7 UNIDENTIFIED SPEAKER: Good.

8 MR. HIPSKIND: Gilbert [sic], thank you very much for taking
9 an interest in railroad safety, coming in here and spending your
10 time with us today. And with that, we will close the interview.

11 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CALTRAIN COLLISION WITH
CONSTRUCTION EQUIPMENT NEAR
SAN FRANCISCO, CALIFORNIA
ON MARCH 10, 2022
Interview of Wilber Amezcua

ACCIDENT NO.: RRD22LR007

PLACE: San Francisco, California

DATE: March 12, 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.



Katie Leach
Transcriber