

**From:** [George Kirbyson](#)  
**To:** [Hiller Michael](#); [Michael Cormia](#)  
**Cc:** [Torres Tomas](#)  
**Subject:** RE: Fwd: RRD19FR011 NTSB Information Request  
**Date:** Wednesday, November 6, 2019 12:10:35 PM  
**Attachments:** [George Kirbyson.vcf](#)  
[LRV 103 Brake Rates.pdf](#)

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Mike,

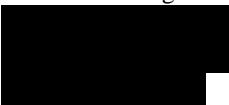
Please see attached brake rate sheet for LRV 103. In response to the other questions, please see below:

1. The maintenance operator's most recent rule book qualification. I have what I believe is his records showing the original qualification but not the most recent we referenced in our field notes, March 19, 2019. Please send- [I will get this from the Operations side of the house, as they maintain this information. I will forward, once I receive it.](#)
2. The dynamic brake test records for LRV 103. I recall we did review those on scene. In our field notes I have the date of the test recorded as June 24, 2017. I have the records for LRV 227 & 310- [Attached](#)
3. The Pre-Pull out inspection records for August 22, 2019 were not included in the records collected on scene. All that was provided was current up to August 21, 2019. Please provide the records for LRVs 103 and 227. LRV 310 was OOS service and would not have had a daily- [LRV 227 was in the shop that morning for a window replacement, and did not get on the pre-pull out sheet. It was added in the afternoon, once the window was cured. LRV 103 was a spare stored in a pocket downtown, and was tow tested prior to being added to the revenue train, but there are no forms for stored vehicles. Only Yard consists have the pre-pullout inspection forms as they are done here at the main facility for the revenue trains beginning service for the day.](#)
4. The inspection of the damaged vehicles. If this has been completed can you please provide a summary of findings and or the inspection record showing what was found- [I provided this information yesterday in my email. No repairs have been done on any of the vehicles to date, and the report for 310 is still pending.](#)

Let me know if you need anything else.

Thanks

*George Kirbyson, MBA*  
Maintenance Superintendent, Light Rail  
Sacramento Regional Transit



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>>> Hiller Michael [REDACTED] 11/6/2019 6:08 AM >>>

George,

Thank you for your response and the accompanying records. Upon review of the pre-pullout record for August 22, 2019, I failed to see the LRV inspections of LRV 103 and 227. Do you have a record that shows these cars were inspected? Also, it was my understanding that 310 was OOS on Aug. 22<sup>nd</sup>, yet I did see in the record you provided the LRV did receive a pre-pullout inspection. Did the failure (jerking in propulsion) occur sometime during the day on Aug 22<sup>nd</sup>?

Also, my additional requests:

1. The maintenance operator's most recent rule book qualification. I have what I believe is his records showing the original qualification but not the most recent we referenced in our field notes, March 19, 2019. Please send
2. The dynamic brake test records for LRV 103. I recall we did review those on scene. In our field notes I have the date of the test recorded as June 24, 2017. I have the records for LRV 227 & 310
3. The Pre-Pull out inspection records for August 22, 2019 were not included in the records collected on scene. All that was provided was current up to August 21, 2019. Please provide the records for LRVs 103 and 227. LRV 310 was OOS service and would not have had a daily
4. The inspection of the damaged vehicles. If this has been completed can you please provide a summary of findings and or the inspection record showing what was found

Thank you,

Mike Hiller

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**From:** George Kirbyson [REDACTED]  
**Sent:** Tuesday, November 5, 2019 3:56 PM  
**To:** Hiller Michael <michael.hiller@ntsb.gov>; Michael Cormiaie <MCormiaie@sacrt.com>  
**Subject:** Re: Fwd: RRD19FR011 NTSB Information Request

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Mike,

Attached are the pre-pullout inspection forms you were inquiring about. As far as the inspection reports for the damaged vehicles, one is complete (103), and the other is in progress (310). The only damage found on LRV 227 was superficial to the anti-climber paint and to that coupler, due to the high speed compression. I am attaching the report for LRV 103 and the damage estimate for LRV 227 here as well. Let me know if you need anything else.

Thanks,

*George Kirbyson, MBA*

Maintenance Superintendent, Light Rail

Sacramento Regional Transit



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>>> Michael Cormia 10/30/2019 8:24 AM >>>

>>> Hiller Michael [REDACTED] 10/29/2019 05:42 >>>

Hi Michael,

I hope all is going well. I have a couple of information requests related to our investigation. The Pre-Pull out inspection records for August 22, 2019 were not included in the records collected on scene. All that was provided was current up to August 21, 2019. Please provide the records for LRVs 103 and 227. LRV 310 was OOS service and would not have had a daily.

One of the follow-ups involved the inspection of the damaged vehicles. If this has been completed can you please provide a summary of findings and or the inspection record showing what was found?

Thank you,



Michael Hiller *Railroad Accident Investigator*  
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