

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: WILLIAM BRYAN, Engineer
Caltrain

San Bruno, California

Saturday,
March 12, 2022

APPEARANCES:

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National Transportation Safety Board

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I N T E R V I E W

(9:07 a.m. PT)

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2
3 MR. FRIGO: All right, good morning. My name is Ryan Frigo.
4 I'm an investigator with the National Transportation Safety Board.
5 We're here in San Bruno, California. Today is March 12th, 2022.
6 It is 9:07 local time. This is in reference to NTSB Accident No.
7 RRD22LR007, a Caltrain collision with on-track maintenance
8 equipment. We're here to speak with Mr. William Bryan, who was
9 the train's engineer.

10 Before we begin, we're going to go around the room and
11 introduce ourselves for the benefit of the transcriptionist. Just
12 please spell your last name and identify what agency you are with.
13 Those of you that are in the room not asking questions, just still
14 identify yourself and just say that you'll be posting for this
15 interview. So I'll begin, and then I'll pass off to my right.

16 Ryan Frigo, NTSB. Frigo is F-r-i-g-o.

17 MR. SIMMONS: Frank Simmons, FRA. Simmons is S-i-m-m-o-n-s.

18 MR. STABLER: Robert Stabler, S-t-a-b-l-e-r, CPUC.

19 MR. COSTA: Louie Costa, C-o-s-t-a, with SMART Transportation
20 Division, Co-Director, National Safety Team.

21 MR. MAYNARD: BLET Safety Task Force. Maynard, M-a-y-n-a-r-
22 d.

23 MR. JENNER: Good morning. I'm Stephen Jenner, S-t-e-p-h-e-
24 n, J-e-n-n-e-r. I'm a human performance investigator with the
25 NTSB.

1 MR. STAHL: Ron Stahl, S-t-a-h-l, Deputy General Manager of
2 operations for Transit America, Incorporated.

3 MR. FRIGO: And you're just posting, correct?

4 MR. STAHL: I'm just here to observe.

5 MR. SMITH: Kevin Smith, National Safety Team for SMART
6 Transportation, posting.

7 MR. BRYAN: Will Bryan, B-r-y-a-n, locomotive engineer for
8 the incident for Caltrain.

9 INTERVIEW OF WILLIAM BRYAN

10 BY MR. FRIGO:

11 Q. All right, thank you, Mr. Bryan, and are you okay if we go on
12 a first-name basis?

13 A. Yeah, it's -- that's all good.

14 Q. Sounds good, Will. Thank you. And, Will, do we have your
15 permission to record our conversation with you here today?

16 A. Yes.

17 Q. Okay, great. And do you wish to have a representative with
18 you?

19 A. No.

20 Q. Okay. Will, thank you for making yourself available to talk
21 to us. Why don't we just start out our discussion today with
22 giving us a little history about your experience on the railroad
23 and, you know, how long you've been running trains.

24 A. Yeah. I was first hired with BNSF Railroad in the Northwest
25 Territory in early 2018, and my first day on duty in conductor

1 school was April 16th, 2018. The -- I finished the conductor
2 program and went basically straight into the engineer locomotive
3 engineer program for BNSF. So this is all in the Northwest
4 Territory, and Vancouver, Washington was my home terminal. I did
5 all my training out of -- conductor training out of Vancouver,
6 Washington. The locomotive engineer program was out of Seattle,
7 Washington -- or it's called Interbay, the terminal, and then that
8 lasted for approximately six months with going to BNSF
9 Headquarters in Kansas. And then I did my locomotive training all
10 over the Northwest Territory and into Seattle, Tacoma, Everett,
11 went out to Waukon. I think we got out of the -- I got my license
12 in April of 2019, locomotive engineer license, and then I worked
13 as an engineer in the Northwest for most, the majority, of that
14 until I came to Caltrain. There was a few intimate periods of
15 furlough; those for, like, a few weeks at a time all throughout
16 the course of the three years there or so. But I worked, yeah,
17 all of the Northwest, in Seattle, Vancouver, Spokane, Wishram,
18 Washington, Bangor, Pasco, yeah, Everett, Washington. And so, I
19 was running, yeah, freight trains and I was on the extra-board
20 the whole time, for the most part, doing all, you know, main track
21 freight, through freight, yard jobs for BNSF.

22 And let's see. I came to Caltrain -- (indiscernible) some
23 more details about that, but then I went to Caltrain in this
24 previous summer. I think July 12th was my first day on the
25 property there, of 2021. I got finished familiarizing and marking

1 up the export in Caltrain in September of last year, and I've been
2 working steady on their (indiscernible) since and up until just
3 yesterday, or Thursday, pretty steady. And, yeah, that's the
4 basic part of it, I guess. Any -- yeah. I can go into any more
5 detail question you need.

6 Q. No. That's helpful, for sure. So you would say July 12th of
7 '21, you started at Caltrain?

8 A. Yeah, I think that was my first day, when I signed all the HR
9 paperwork and stuff and -- yeah.

10 Q. And then this job you were working on the day of the accident
11 that was an extra-board shift?

12 A. Extra-board shift, yes.

13 Q. So, it's -- you've been pretty much on the extra-board your
14 entire time at Caltrain?

15 A. My whole time, yeah, at Caltrain, yeah, and -- yeah. And our
16 Caltrain, like, you can do a, like, a -- apply to do, like, hold-
17 downs, they call it, you know, as they work a steady job, you
18 know, there extra-board. I haven't participated in that yet, so
19 I've just been strictly extra-board.

20 Q. Have you found that you -- are you finding yourself on the
21 same schedule, or are you all over the place with your work
22 schedule?

23 A. You know, it's varied. There, like, for the first couple
24 months, it seemed like I was doing the same jobs over and over and
25 it was kind of regular, but -- and then just lately, we had, like,

1 a lot of engineers on vacation, and so it was kind of wild here
2 recently, compared to typically. But Caltrain has a pretty nice
3 unrailroad-like schedule, from my experience; it's pretty -- it's
4 close to a normal job, almost, compared to the freight train
5 world.

6 Q. Which has to be easier on you, for sure?

7 A. Yes, yeah. It's one the reasons that I was happy to come
8 there, yeah.

9 Q. Do you remember what your previous shift was prior to the
10 accident?

11 A. I think it was a -- it was, I believe, a Gilroy job from
12 Caltrain, and I think I -- it was like, like maybe 4:00 or 5:00
13 a.m. to 1400 p.m., and so I think I was on duty at 1400, the day
14 before, 1403, and then that next shift started at, I think, 3:54
15 a.m. the next morning.

16 Q. So on the 9th, that was the Gilroy job?

17 A. Yeah. On the 9th, I finished at 1400, then -- I'm pretty
18 sure. I do have my paperwork in my car. I could tell you, like,
19 a hundred percent if you wanted me to go grab that real quick.

20 Q. I'll tell you what. If, maybe after this, you could just
21 text me those on and off times --

22 A. Okay.

23 Q. -- for the, you know, for the few days prior --

24 A. Sure.

25 Q. -- to the accident, that would be helpful when we're done.

1 A. Okay, no problem, yeah.

2 Q. Excellent. And then, so on the 10th, what time was your
3 start for --

4 A. On the 10th, I was so -- I have a San Jose export position
5 and this job was a San Francisco position, so I had a cab ride
6 from San Jose to San Francisco, and that's -- I went on duty,
7 yeah, I believe, 0354, and then I -- I'm pretty sure that's what
8 happened. And then I was -- I'll tell you a hundred percent with
9 the -- when I get the schedule. But -- so that's an hour cab ride
10 to the city, San Francisco, to the Caltrain station there, and we
11 go on duty at, like, 0454, like on duty, on duty, where we start
12 looking at our paperwork and do our JSB at 4:54.

13 Q. Can you walk me through kind of some of that stuff that you
14 do when you go on -- you went on duty that day?

15 A. Yeah. So, first, you know, I would get out of the car and
16 walk into the crew room there. I grab the crew sheet. It has,
17 like, the schedule for the day and where everybody is, and it has
18 the on-duty times, the tie-up times, for the jobs. So I was
19 looking to see exactly what I was doing because this was actually
20 -- I -- yeah. I typically don't work out of San Francisco; it's
21 relatively rare, so it's a little bit of a different, like, start
22 times and things for me. So I was just looking at -- I look at
23 the crew sheet and make sure I got that right. I transfer that
24 information to my timesheet. Because it's exports, it was always
25 different. You typically -- and I'd, you know, input my -- the

1 job and details on my timesheets, usually first, get that squared
2 away. Then I go -- I grab the -- our track warrants, and it's
3 like we get a printout of, you know, all the bulletins for the
4 day, Form Bs, Form Cs, speed restrictions; go over those, make
5 sure it's the right date and the right time and everything, the --
6 just -- I do all that by myself first. I usually just, you know,
7 take care of myself, and then we'd meet with the conductors, and
8 we make sure we're all on the same page and we all see the same
9 thing.

10 This day was actually the first time I met and worked with
11 the head conductor, Jim, and he was great. It was a wonderful
12 pleasure to work with him. I was -- I wish I had got to meet him
13 before. But he is wonderful. The assistant conductor, Dylan, I
14 had worked with him before, and so he's -- yeah, he's had a normal
15 (indiscernible). We talked -- we discussed the -- Jim knew I
16 hadn't done the train, so I was asking if we needed to switch
17 equipment or are we going to go into CEMOF to refuel or something
18 like that. This was going to be a double train, so we were going
19 to run four legs total to San Jose, back to San Francisco, back to
20 San Jose, back to San Francisco. So -- and that's the reason
21 sometimes I know, like, we had to, like, refuel or do something
22 like shove to a certain situation that I had not, you know,
23 specifically done maybe before. So I talk to Jim about that and
24 he explained it all, and it was going to be a pretty easy because,
25 like, because it's a pretty straightforward simple job; just go

1 and (indiscernible), you know. And I think at this job I was
2 going to -- we were going to go San Jose, Tamien, which is the
3 next station south of San Jose; we were going to go back to San
4 Francisco; going to go back to San Jose; and then after the -- in
5 between the third and fourth leg, we were going to shove into
6 CEMOF to refuel, the mechanical station; and then we were going to
7 go back out to San Jose and then back to San Francisco, and that
8 was going to be the end of the job for that day. We got -- I
9 think this is the start of the third leg when the incident
10 happened. We had already done two trains, and that was the start
11 of the third train, I believe, that day, if I remember correctly.

12 Q. And how were you feeling that day? Were you feeling good,
13 feeling normal?

14 A. I was feeling good that day. I was actually -- I was good.
15 It's actually my ex-wife's birthday, the 10th, so I was, like, you
16 know, I was going to call her later and say happy birthday. And
17 my ex-wife's is my best friend, so I know it's unique, but it's
18 good. So I was already thinking, you know, about that and I was
19 going to -- I had a vacation coming up, so I was going to be
20 seeing her and my kids, and so I was alert and, like, it was a
21 good day that way.

22 Q. That's good. How far do you live from -- so you had to
23 deadhead up to San Francisco, so when you're --

24 A. Yeah. So --

25 Q. Yeah, go ahead.

1 A. Yeah. I am currently living about a typically 12-minute
2 drive from the CEMOF San Jose facility, so I get the extra-board
3 call approximately -- what was it -- I think --

4 UNIDENTIFIED SPEAKER: I'll defer to that.

5 MR. BRYAN: -- I think maybe like around 1:00 a.m. They call
6 me there for my on-duty job, and so they're telling me I'll be
7 getting a cab at 3:54 at CEMOF. And so, after I get that call, I
8 usually set my alarm for an hour. I'll try and take a little,
9 like, a sleep, then I get up and take a shower, get dressed, and
10 just -- you know, I have a pretty set routine now with the extra-
11 board, so -- and that -- and it was all the same this morning. I
12 had went to bed early the night before because, like, I -- you can
13 kind of get an idea, you know, when you're going to go to work on
14 the extra-board, you know. Usually, not a hundred percent, but I
15 knew based on the crew sheet for the day before I was gonna get
16 called early to work, so I went to sleep at about, like, 7:00 p.m.
17 the night before.

18 So, yeah, I wake up, get in my car, drive to CEMOF. I got
19 there at, like, 3:52. You know, we batch in there. Got in the
20 taxi, or cab, and -- at CEMOF. And he left -- I think we got to
21 San Francisco about 3 -- or, San Jose about 3:55. That takes
22 about -- I didn't -- I don't think it -- it didn't take quite an
23 hour, because there was no real traffic at that hour of the
24 morning, so I think we got there maybe a little bit before and --
25 yeah, I think I probably walked into the San Francisco crew room,

1 like, at 3 -- or, not -- 4:47, 4:48 a.m.

2 Q. So you actually took one of the -- a taxi up? That's what --

3 A. Yeah, yeah. I think there's -- there was actually somebody I
4 hadn't seen before in a car that I hadn't seen before, but there
5 was, like, a couple of cars, you know, typical, that we use for
6 the (indiscernible) the taxi to San Francisco and Gilroy and --
7 or, you know -- yeah.

8 Q. So you were feeling good; you were feeling rested?

9 A. Yeah, I was good. I felt good that day.

10 Q. Okay, great. So, I mean, at this point, I mean, you kind of
11 want to tell us about the run that -- the final run when you --

12 A. Yeah.

13 Q. Yeah.

14 A. Yeah. So we were a, we call it, a limited a train, so we'd
15 only make some of the stops, not all of the possible stops along
16 the run there. I think we were at the 5:06, and so with that
17 train, we had stopped. We leave San Francisco; stop at 22nd
18 Street, which is the next station, and then between 22nd Street
19 station, the next stop was going to be the Millbrae station, and
20 so that's quite a big express -- express-thru area. After we
21 got to 22nd Street -- well, and, like, it's all normal. We, you
22 know, did the -- our tests in San Francisco, running our tests on
23 the way. Everything was good. We got our signals. We had PTC,
24 obviously, and that was all operable and active. I -- we got to
25 22nd Street. The conductor reminded me of the Form B coming up,

1 NW200. I think it's eight -- it was Milepost 8.3 to 9.8. It had
2 been -- I think we had had that a couple of days that week
3 already, and it was between the hours of 9:00 a.m., I think, maybe
4 1700 or something like that. And so we didn't have it on our
5 first two runs, I don't think, and so this was the first time we
6 had it on this run going -- and so Jim reminded me of that. We're
7 good. we're on clear signals.

8 We come through -- we leave 22nd Street on the
9 (indiscernible). We'd be -- our track speed would be -- it
10 eventually turns to 79, top speed, and then we go -- before we go
11 to Bayshore station, there's a permanent speed restriction on 65
12 miles per hour, so we were at -- I got down to that, probably a
13 little bit below going through that. So I usually, like, take it
14 down to, like, 62 or 63, and then when we get through there, go
15 back to -- because in -- we go on track speed, but then we have
16 another speed restriction of 70 miles per hour -- track speed 79
17 miles per hour for -- unless there's some restrictions, so -- but
18 then coming up after Bayshore station, there's a 70-mile-per-hour
19 restriction. So I never typically go from 65 to more than 70, so
20 -- you know, because it's too close to really have any time
21 benefit.

22 So that's my typical pattern. You know, if I'm in express to
23 Bayshore -- I've been doing this now for, like, you know, five,
24 six months here, and so I kind of have, like, a -- I feel good
25 about the run just in general, the -- you know, I'm comfortable

1 there. I have a way I typically do things, assuming that all of
2 the signals are clear, and this was no different. So we had clear
3 signals, then as we're coming through Bayshore, I could see on PTC
4 we were going to have signals coming up and I can see, you know,
5 the NW200 was coming up. So at that point I could see we were
6 going to be crossing over at CP Sierra, based on PTC, and that's a
7 -- from -- we were on track 2 going to track 1. That's going to
8 be a 20-mile-per-hour train out. And so then I decided, you know,
9 I really don't need to get up speed, so I got down to 50 miles per
10 hour because we have an approach limited signal coming up, and
11 that's a 50-mile-per-hour signal, and then I could see we were
12 cross over at 20.

13 So I got down to 50, just putted along. It also gave me time
14 before the CPCR to call and get authority through the Form B
15 NW200. Called that. He -- I was paying extra attention because I
16 knew we have a crossing over, so I wanted to make sure he gave me
17 the right track because we -- he'll either give it either
18 restriction 1/track 1, restriction 2/track 2, or sometimes they do
19 both; he could say you're authorized to do restriction 1/track 1
20 and restriction 2/track 2. And then, you know, it depends on the
21 Form B; sometimes there's more. But this one was a restriction
22 1/restriction 2, main track 1/main track 2. It ended up to be
23 (indiscernible) gave me - gave our train authority through
24 restriction 1/main track 1 as, like -- so I -- when I told,
25 communicated that with my conductor that we had authority, I made

1 sure that I told him we were going to be crossing over Sierra, so
2 this was the right restriction; we were all good.

3 So we got the authority through there, I communicated to Jim
4 and Dylan, prepared to go through the 20-mile-per-hour crossover
5 on a -- we had a slow clear signal at CPR, so we go through there
6 at 20 miles per hour, maybe 19. We've got the Form B coming up;
7 could see the red flags. We have an approach limited signal
8 coming up as an intermediate signal by -- I can't remember the
9 exact mile post, but it's near South San Francisco Station. So I
10 could see now on PTC that we're going to be crossing back over at
11 the next crossover at CP Scott, and that's a 50-mile-per-hour
12 crossover. So once we cleared CPR's 20-mile-per hour turnout, I
13 got back up -- eased back up to 50 miles per hour, approximately.
14 Because it's a short distance to the next crossover, so there was
15 no, again, no point, to me, to get up above that, try and get back
16 down. So, typically, I'm pretty conservative that way.

17 So we go through the Form B, saw the red flags, prepared with
18 -- prepared to, you know, blow if I saw anybody. I didn't -- I
19 don't think I saw anybody working there yet. Because it was,
20 like, not too long after the Form B opened. Like, it was 9:00
21 a.m., I think, they opened and we got through there around,
22 probably around 9:00, 10 o'clock, I imagine, and I don't recall
23 seeing anybody out there at -- when I think about it now. I could
24 be mistaken, but from what I recall. So we're going 50 miles per
25 hour, like, to get -- we're -- because we were going to express to

1 Millbrae station, which I still quite a ways up, I think, around
2 Milepost 13, and we're going through the Form B at a mile post
3 around, you know, approximately 9:00 -- after 9:00. Call out the
4 signal to Jim that we've got an approached limited. Right as I
5 was going to call out the signal, the next approach signal and the
6 -- for the crossover where I was going to have -- I could talk to
7 PTC again so I was prepared that we were going to have an approach
8 limited and a limited clear signal at CP Scott. And we have two
9 crossings there, so I'm also blowing the horn, and I believe that
10 is right about the same time I was getting ready to blow the horn
11 for the crossing, the dispatcher called to ask me to call him back
12 at Millbrae, at our stop, to a -- copy a Form A restriction, a
13 slow speed restriction, that they had, a verbal one. And so he
14 was like, can you call me at your next stop; I have a slow speed
15 restriction for you. And so, I couldn't. I was like, my next
16 stop isn't until Millbrae; is that going to be okay? Because
17 there was still five miles and I wanted to make sure we didn't
18 have that -- that wasn't in between there, you know, so I made
19 sure of that. And he was like, no, it's a CP Mary, he'd call it,
20 Millbrae, basically, and so I said, okay. So and I called out the
21 signal to Jim, or Jim and Dylan, and said, you know, we've got a
22 limited clear here, CP Scott, and I don't remember if I asked him
23 if he heard about that. But, later on when we were communicating,
24 he's -- he was aware of that. So I can't recall in that moment
25 what we said on the radio about that, but I was thinking, you

1 know, we're just going to take of it at Millbrae, you know, and
2 just, like, so it was fine. And so we'd do that.

3 So went through the crossing, blowing the horn through the
4 crossings, stayed at 50 -- actually, I think I slowed down a
5 little bit more because of that dispatch call. I wanted to make
6 sure I could focus. You know, I was -- I didn't want to
7 overspeed, so we probably dropped down -- I'm not sure if the
8 tapes will show, but -- like, maybe 46 miles per hour, maybe a
9 little lower. Because I was like, that's a lot going on there;
10 you've got the crossing horns, dispatchers talking to you,
11 crossover, make sure we, you know, we're all good there. So once
12 I was off the phone with the dispatcher, made sure we were through
13 with the crossovers, and I get -- and I'm going back to full
14 throttle because we still have, like, four or five miles before
15 Millbrae station. And there was a 65 permanent speed there at San
16 Bruno Station, but we want to get that fast from that -- going
17 through the crossover at 50, so I just went straight to full
18 throttle. Because it happens, you know? I go through -- I've
19 gone through the CT Scott crossover before and expressed it low
20 grade and I know we're not going to get to 65, so we just go full
21 throttle.

22 And so we have -- I have -- I think everybody has, but I have
23 my own, like, a certain -- let me call it, area spots where I
24 know, if we're on clear signals, where I want to set my brakes to
25 make the station stop. And so, for Millbrae, I had my plan, you

1 know. I'm going to set my brakes at the -- when I set the -- pass
2 the crossing sign, the whistle board sign for CP center crossing.
3 So that's where I always set my brakes. I always -- I see this
4 thing. I go to idle, get my hand on the airbrake, get past it, I
5 set them, and on the air do my -- you know, go through their
6 crossing. So I had my plan. I know -- you know, I used to do it
7 every day basically. And so, go through -- we're going through
8 San Bruno station. I had the bell on, because, like, we have --
9 they have the bell on through the -- at the express-thru stations.
10 I go to turn the bell off. We're on a clear signal. So we're
11 back on track 2 now, because we had just crossed over. We're
12 clear at the Form B and, like I said, I had just gone to -- I went
13 to -- when we got through San Bruno Station, I got on full
14 throttle, had the bell on. I went down, I remember, to touch the
15 off on the bell. I looked up, got the clear signal, went back to
16 the track, and I could see trucks, the maintenance trucks. So at
17 that point in the track, it's a -- there's a -- from this
18 direction where there's a left-handed curve and there's also a
19 downhill grade coming out of San Bruno. On curves -- I'm not sure
20 how you guys who've got experience have -- it's tough to tell --
21 Q. Absolutely.

22 A. -- what track you're on. And I can remember my first BNSF
23 trip on my own on the Fallbridge Subdivision in Washington. You
24 know, it's a high-speed, you know, relatively safe track, so you
25 can go 60 if you're under tonnage. And we're going to NS night

1 and going around the corner and there's like -- I could see the
2 headlight, but it's at the, you know, precipice of the curve and
3 I'm like, Jesus, and I put my -- and every time, I still kind of
4 get to the edge of my seat just to get, you know, super focused,
5 because I don't like it; I've never liked it. So when I saw those
6 trucks, I did the same thing; I got to the edge of my seat and I'm
7 like, no. Because this happens -- you know, it's four years now;
8 every time, they're not on my track. It can be scary, so I'm
9 like, are they on my track? But it never happens that way, but I
10 still am not comfortable with it, so I get to the edge of my seat,
11 I took a second, and I was like --

12 As we cleared the, got sort to the crest of the hill, I could
13 tell, like, okay, they are on my track; this is wrong. So I
14 looked over and I hit the emergency brake. I put my hand on the
15 horn and I held down; I was just pumping down. I -- when I first
16 hit the brakes, I thought there was a chance we might get stopped,
17 because, you know, it's a passenger -- it's a smaller train. They
18 brake relatively well, like, you know -- I am not the best judge
19 of distances, but, you know, like, our platform lanes --
20 typically, platform lanes, you know, you can come up to them at,
21 like, typically, like 35 miles per hour and get stopped within
22 that train link, so, you know, I thought there was an outside
23 chance we might get stopped before we made contact or even maybe
24 just kind of bumped them when -- but there is a -- I think maybe
25 that that downhill grade didn't help. I -- speed wise, I was

1 thinking, you know, I don't -- I had the PTC right in front of me,
2 you know. I -- we're in full throttle coming through San Bruno.
3 I think maybe, you know, if I had been at, say, we're at like
4 maybe 62 miles per hour, definitely not more than 65, you know, I
5 think, when I would have applied the brakes, you know, I think,
6 right around there. So I applied the emergency brake and then I
7 was blowing the horn, put my right hand on the PTC screen to kind
8 of brace myself. I was on the edge of the seat. I was like, I
9 couldn't not believe that this was happening. I just had the
10 thought like this is not happening to me.

11 You know, we always kind of -- when I came to Caltrain,
12 they'll make a big deal about being prepared, you know, these
13 things happen, like not this thing, but like a -- there's a
14 relatively high number of suicides or passenger -- or, trans-
15 passenger strikes, and so I've been -- it's been communicated, you
16 know, like is this -- you know, these things happen, so -- but I
17 was like, I've never hit anything in my career. I've hit a deer
18 and an owl at BNSF, and that was the only thing -- situation I've
19 ever had, and so it just hasn't happened to me and -- but, I --
20 you know, intellectually, I know it can happen, but I just -- I
21 didn't think it could happen to me. So was there thinking, and as
22 we weren't slowing down, I was like, I thought, you know, I
23 started thinking like this might be it for me, and I saw -- I
24 could hear emergency on the radio. Somebody -- I think it was the
25 maintenance workers or -- must have been yelling, you know,

1 emergency on the radio, so I knew that's my job is yell emergency
2 on the radio, but I -- there was, I think, already somebody
3 already on the radio when I had thought of it, you know, and so I
4 didn't even think about the radio at that point. I saw people on
5 the trucks still in their orange shirts and I thought, you know, I
6 thought I had killed them all on -- you know, at the moment.

7 The -- as the impact happened, like, it kind of threw me
8 forward, hit, you know, kind of hit my leg and side on the control
9 panel, got knocked down. When I got -- picked myself up, there
10 was flames. I could see, like, the metal getting pushed up over
11 the -- and there was, like, flames all over the window, from what
12 I remember, on my side. I ran out on the passenger's side -- or,
13 not -- the conductor's side. That's where I escaped from, and I
14 kind of just jumped in the -- my thought process was -- I was
15 thinking it was going to explode, and so I made a run for it.
16 And, yeah, that's how it -- yeah, I -- and then I'll try and
17 answer any other, like, parts I missed in there, details.

18 Q. No. Will, thank you. That's a very, very detailed
19 recollection of what occurred. I mean, thank you for, you know,
20 thank you for getting through that for us to help us understand.

21 A. Yeah. I can kind of see it all too clearly, you know?

22 Q. Yeah. It's --

23 A. Yeah.

24 Q. You know, and we could kind of, when we're done, we could,
25 you know, we could -- make sure you talk to someone about this,

1 please. Like, I'm going to say it now and I'm going to say it to
2 you again, and I'm going to remind those that, you know, work with
3 you to, you know, to tell you that again, okay?

4 A. Yeah.

5 Q. Because you've gone through a lot, and talking to us here
6 today, this is part of the process. But I know all of us in the
7 room really, really appreciate you trying to remember those
8 details for us. When you got out of that locomotive, do you
9 remember where you went or, you know -- did you see passengers?
10 Did you see your other crew members?

11 A. No. Yeah, so I jumped out the conductor's side and I went to
12 the front of the train. I didn't have a good -- so I -- my -- I
13 ran, basically, you know, maybe 20 feet, I looked back, and I saw
14 there was more flames. And then there's a fence right there and
15 some people came over right there and said, are you okay, you
16 know, do you need help? Like, I was saying I don't know. I
17 remember saying, like, I don't know; I -- the -- I was driving the
18 train, I don't know. And then it's -- they were like, well,
19 there's no opening to the fence here; you go down. And so, I
20 started just going south from that point, and, and, you know, I
21 went to a spot in the fence where there was an opening -- a gate,
22 but it was locked, and I just wanted there and kind of, you know
23 -- you know, it was just, it was a rough moment there and then the
24 -- I don't know how far I made it down. My -- my plan was -- I
25 knew that there was a -- CP center crossing was ahead, so I

1 thought if I could get there, I'd be clear of the incident in case
2 there was an explosion and I could then walk around, you know, get
3 out of there. But the -- a couple of police officers met me as I
4 was walking down the track to get away and they -- from that
5 moment, they just put me through a hole in the fence, not -- so we
6 didn't make it quite to CP center crossing -- and then that's when
7 they drove me to -- back to the, I guess you could call it, the
8 command center there and I got me medical attention.

9 At that moment, as the -- Jim found me and he alerted --
10 because I, you know, I did not communicate on the radio. I think
11 -- I know I have a responsibility to do that, but when I saw the
12 flames, I just, I ran for it. I'm not the coolest cucumber under
13 pressure, I guess, but -- so I felt, you know, I regret that they
14 were worried about me in there, because I was, you know, basically
15 okay. I was able to get out of there and -- but then Jim found me
16 and he told me that he thought all of the passengers were
17 accounted for and he was fine, and so that was a huge relief at
18 that moment. Then I -- they took me in an ambulance to just clear
19 me medically.

20 Q. Did -- so did you have a handheld radio on you?

21 A. I did not, no. Typically, we do not carry -- the engineers
22 don't carry radios; we just have the locomotive headsets.

23 Q. So in -- so you're using what's on the equipment?

24 A. Yes, yeah.

25 Q. When you refer to the radio, you're referring what's on the

1 -- you would have had to have still been in that cab that was on
2 fire that --

3 A. Yes, yeah.

4 Q. Okay. So I -- you know, that's, you know, that's good to
5 remember it that way. So --

6 A. Yeah. I --

7 Q. Yeah. So when you get out of that locomotive and you're
8 walking south, do you remember -- did you walk along the field
9 side of Main 2? Can you remember that detail?

10 A. Yes. Yeah. So, you know, I was on the conductor's side, so
11 that would be the -- I don't know what you call it -- like, the
12 bay side or airport side of where that is right there --

13 Q. Airport.

14 A. -- and I quickly started to note there was another track --
15 train coming on Main 1. And I -- somebody was in emergency, so I
16 was hoping that it was all going to be, you know, taken care of,
17 but, again, I don't have a radio at this point. I'm off the train
18 and I'm going south, and I cross over really quickly onto the
19 field side, I guess, or the street side of where the -- and
20 there's a fence there and I was going along the fence, in between
21 the, you know, the rail and the, I guess -- what do you call it --
22 the ride-away. And so, I was just driving along that for a while.
23 I -- there was this -- I took a moment whereas I, you know, I took
24 a knee when I thought I was at the safe distance and thought, you
25 know, life's never going to be the same now, and --

1 Q. Yeah.

2 A. -- then I got back up and I was like -- just in case I wasn't
3 clear enough and I was like, I've got to get out of here, and then
4 I was hoping that, you know, somebody would come find me, and then
5 the police, you know, were there. But, yeah, so it was down the
6 Main 2 side and the ride-away where I was traveling.

7 Q. Will, do you -- when you went to the -- when they brought you
8 to the hospital, did they drug test you and all that good stuff?

9 A. Yes, yeah. So, first, they gave me an IV to -- I was in -- I
10 don't know -- maybe shock or something, you know. I was kind of
11 -- or adrenalin rush, you know. I wasn't -- in a good way, but,
12 you know, there's nothing serious going on, you know. They took
13 x-rays and everything came out clear. So, yeah. So they gave me
14 an IV, they took x-rays, they drew some blood, and they took a
15 urine sample at the hospital, or at the -- yeah, hospital there.
16 And then -- let's see -- the doctor cleared -- he looks at the x-
17 rays and said that there was nothing to be really concerned about
18 there, and they just said that, you know, I'll probably have a bit
19 of soreness and just take ibuprofen. Yeah. And I don't know what
20 -- well, the -- yeah. They tested blood and urine, and then also
21 we have the FRA test later at Concentra.

22 Q. Did they give you anything for the pain at the hospital?

23 A. They offered, but I didn't accept anything.

24 Q. Okay, so you didn't take anything?

25 A. No, no, I don't think so. I think -- I assumed the IV was

1 normal saline IV; I don't know, so... Yeah.

2 Q. Not your knowledge you took anything?

3 A. Not to my knowledge, no, and I'm a hundred percent confident
4 that it'll -- everything will be clean. I'm not a user of
5 anything, so...

6 Q. Now, you know we've got to ask, you know.

7 A. Yes, yeah, of course, yeah.

8 Q. And since we're asking that, what about cell phone; did you,
9 you know, did you have a cell phone on you that day?

10 A. No, no, none. (Indiscernible) use your cell phones in the
11 car there. And, actually, that was kind of a rough night because
12 everything -- my car keys and my I.D. and my wallet, were in my
13 grip, my backpack, and that had been misplaced. A police officer
14 had taken it and I could not find it. So later on that night,
15 after everything was okay, I couldn't get my car keys or my phone
16 to call my family and that was kind of the roughest part. I
17 wasn't sure how big of a news story this was that they -- all my
18 family and loved ones are in Washington State and -- because I had
19 just came to California recently. And so, I was -- I had all
20 night without being able to communicate with anybody and that was
21 rough. So -- but the -- and then the next morning, when the
22 foreman took me to get the (indiscernible) get my backpack and I
23 got my car keys to get back to CEMOF, and then I was able to get
24 my phone and call everybody and get back there.

25 Q. Okay, so you weren't using your phone when this happened?

1 A. No, no, correct.

2 Q. The -- do you remember the -- I just want to go back to that
3 Form B.

4 A. Yeah.

5 Q. And I think you -- I recall you telling us that, you know,
6 that was going on for a while, a few days prior. Do you remember
7 seeing them out there in any of the days before this accident?

8 A. Yeah. You know, I think so. Like, I think I saw them at a
9 -- in between -- there's the intermediate signal -- well, in
10 between South City Station going north, they -- I noticed them on
11 the west side of the tracks with the signal houses before. That's
12 the only thing I can recall. I didn't -- I assumed they were
13 working on Main Track 2 around South City Station, South San
14 Francisco Station, but I can't -- the -- just for, like, the last
15 few months, that station has been being, I think, like,
16 refurbished and things, and so there's been a lot of working going
17 on there, so that's typical to see people at those -- that area,
18 and there's not always a Form B there. So, to be honest, I don't
19 know, and -- I don't know.

20 Not to get off topic. Like, I -- because we have our
21 maintenance people and there's also these -- the Balfour Beatty
22 people, and I'm not sure how to differentiate that, like, because
23 I didn't realize that they were doing Form B stuff. I thought,
24 you know -- usually Balfour Beatty, I thought, was, like, tracking
25 time and Form B's was, like, maintenance people. I don't know

1 what the differentiation is; like, honestly, I don't have all that
2 knowledge, but --

3 Q. No, and that's understandable.

4 A. I don't -- yeah.

5 Q. Will, I don't have any further questions for you. I'm going
6 to pass it around the room to my working group members here, and
7 they'll reintroduce themselves before they ask you some questions,
8 okay?

9 A. Okay, yeah.

10 Q. How are you doing? Are you doing okay? We can keep going?

11 A. I'm okay, yeah. It -- you know, it's going to be like this
12 for a while, but I'll do my best here, sir.

13 Q. All right, let's keep going, Will.

14 BY MR. SIMMONS:

15 Q. Hi, Will. You're in good spirits. That's -- yeah, yeah.

16 A. Yeah.

17 Q. So that smiling and -- Will, I'm Frank Simmons with the
18 Federal Railroad Administration, and I hired on with the UPSP and
19 I was a locomotive engineer and a road foreman for many years, so
20 when you going through that oh crap moment, I know exactly what
21 you're saying when you placing the train in emergency, your
22 toggling the switch for the rear to go in, and you're blowing the
23 horn, and, you know -- so, yeah. But I do want to thank you for
24 taking your time out of your busy day to answer our questions.

25 A. Yes.

1 Q. I know this is a very stressful time for you and that's why
2 it's so imperative that we get all this information so we can make
3 sure nothing like this happens again. So no one else is in your
4 position, okay?

5 A. Right, yeah.

6 Q. Because it's traumatic, it really is. All these incidents
7 that I know -- I've worked on the FRA quite a while. I've seen
8 this and I never want to see them again --

9 A. Yeah.

10 Q. -- and this is the reasoning behind this, okay, so -- and I
11 appreciate that. But how far in advance, Will, did you notice
12 that -- because it is deceiving whether -- are they on my track;
13 are they not?

14 A. Yeah. I think, to the best of my recollection, it was a --
15 you know, I'm not a great judge of distance, but I could say
16 there's an intermediate signal after San -- at San Bruno Station,
17 so we clear San Bruno Station, intermediate signal. There's going
18 to be another one before the CP Center signal. So after this
19 first intermediate circle -- boy, I -- I think they were at the
20 location that would be 11.7 -- because that's where I set my air
21 coming northbound, and I think that was right about where they
22 were -- and I was just by that other intermediate signal. So --
23 but, distance wise, it's tough. Like, I want to say, like,
24 maybe --

25 Q. No, just -- and it's okay. You don't need --

1 A. I, I --

2 Q. I -- because I know you sit a lot higher up in the locomotive
3 than -- because I was trying to get a perspective, but I wasn't
4 physically sitting up on the locomotive where -- so this is just a
5 guesstimate. I looked in both ways. I was like, okay. I thought
6 about three quarters of a mile, okay?

7 A. Three quarters of a mile? Yeah, that could be -- I was going
8 to say maybe half a mile, but that --

9 Q. Half?

10 A. Yeah, that could be.

11 Q. Okay.

12 A. Yeah.

13 Q. Okay. No, and that's fair right there. I just wanted --
14 because, you know, the perspective for the rails running together
15 and stuff, I know what you're saying.

16 A. Yeah.

17 Q. So when you looked at this equipment, did you go, oh crap,
18 they're on my track, or, no, they can't be on my track; they've
19 got to be on the opposite track?

20 A. Yeah. So, first, like, I had that first, like, they can't
21 be, you know, and -- because I, you know -- even though it looked
22 like it, but I wanted to be, you know, sure. There's been so many
23 times people are like -- I -- you know, I've never had to plug a
24 train before in my career, you know. I have nothing weird -- I've
25 had a pretty -- up until this moment, a non-descript career;

1 nothing weird has happened to me, not even in training. So I've
2 never had to plug a train before --

3 Q. Right.

4 A. -- and I always --

5 Q. Right.

6 A. You know, I think about that a lot, like what would I do?
7 Like, you know, because there's, you know, like, you know, people,
8 you know, railroaders, talk about these things, you know, and,
9 like, it just -- so I've never had to do that, so...

10 Q. Yeah.

11 A. And then, in this moment, I was like -- you know, it happened
12 quick. But, yeah. So I thought -- it peaked my interest. I was
13 like, this can't be right.

14 Q. Yeah.

15 A. So I looked -- I sat up, like, are they there? So I took it
16 like, you know -- in the moment, it felt like a second to make
17 sure.

18 Q. Yeah.

19 A. In real time, I don't know how long it took, but
20 (indiscernible).

21 Q. I've been up like that on the screen too going, you know --

22 A. Yeah, like -- yes.

23 Q. -- or looking right out the window going okay, okay; oh good;
24 thank God, you know. So --

25 A. Yes, yeah.

1 Q. -- I just, you know --

2 A. So --

3 Q. -- when you got that perspective, I wanted you to just tell
4 me whether you thought they appeared to be on your track or
5 whether they weren't. Because running a locomotive -- I was a
6 locomotive engineer for many years and I was also a road foreman,
7 riding with engineers, giving them their certifications and
8 everything, so I know exactly what you're, you know -- and so, we
9 rely on the signal indications, and we do.

10 A. Yeah.

11 Q. This is what they're there for. I mean, so we trust that
12 everybody else is going to do their job, okay? So when -- we run
13 on signal indications and we look and we appear that, hey, my next
14 stop is going to be here. And just like you had said, I ran on
15 that mountainous territory and I'd be like, okay, right past Uncle
16 Joe's red barn --

17 A. Yeah.

18 Q. -- I set for service, you know? And then --

19 A. Yes.

20 Q. Because that's the way we're programmed to do it, so I know
21 what you're -- and I thank you for that. You already told me you
22 were on the clear signal, right?

23 A. Yes, yeah, we were on a clear signal. We had just crossed
24 over in that -- we had limited clear at the absolute signal there,
25 and then a clear signal at the intermediate signal, and we were

1 going to have clear signals to make our next stop. We were going
2 to beat -- sometimes you could get, like, a -- and it happens like
3 we're -- there'll be a red block before our next stop, and so
4 we'll have to wait and meet a train or something like that; our --

5 Q. Sure.

6 A. -- tracking time isn't clear. But, yeah, we were on a clear.
7 I was in my mode to do my normal Millbrae station stop.

8 Q. Yeah.

9 A. So, yeah, we were out and that's when -- when I saw them,
10 that's what went through my mind real quick, like, uh, I'm on a
11 clear block; they have to be the other track. So that's why I
12 took a second, you know, like, this can't happen.

13 Q. Yeah, right.

14 A. And then, like, I'm on this track, they're on my track, we're
15 on together, and then I was -- you know, it was crazy.

16 Q. Right.

17 A. But, yeah.

18 Q. Right. No, and -- yeah. Thanks again. But you personally,
19 Will, what do you think happened here?

20 A. I -- you know, from what I could -- if I had to guess, I
21 think my impression was like, dispatch gave me the wrong signal.
22 So at the moment, I didn't think about it. Later on this Thursday
23 evening, I met Tim, who said he was the watchman there, and he
24 said he thought their tracking time was good; he was where he was
25 supposed to be. He told me that. I can't remember his last name,

1 but I think he was in the truck there at the incident.

2 Q. Okay.

3 A. And so, when he told me that, I was like, maybe they crossed
4 me over at the wrong spot; they should have crossed me over at CP
5 Center.

6 Q. Maybe the dispatcher lined me up at the wrong -- yeah.

7 A. That's what I was I -- that was what I was thinking, but I
8 don't know, you know. I can't see their track and time. It's
9 just -- it -- for five months, there's track and time, there's the
10 red signal. I know -- you know, and railroads you kind of join
11 track and time things, but --

12 Q. Right.

13 A. -- with Caltrain, it's always been this way. Like, if
14 there's a track and time, we get a red signal, the dispatcher says
15 that, you know -- maybe, you know, once a day, I'll get it, like,
16 or, you know, a couple of times a week, like, I've called like,
17 we're stopped on red at CP whatever. It was like, okay, yeah,
18 we're just waiting here for tracking time to clear up. They clear
19 out, we get the green signal, and it happens this way every time.
20 So it was like when you told me they have track and time, I was
21 like -- you know. And then we had the issue with the Form B, but
22 the Form B limits were clear, and that was --

23 Q. You were clear?

24 A. -- and that was well over the limit, so I was like -- and it
25 was the Balfour Beatty guys, I thought, I was like -- it was a

1 mess. So I thought I got the wrong signal, and that's why I was
2 like, but I couldn't have; PTC would have stopped me; I called the
3 signals; we were on clear. So I was like --

4 Q. Very good.

5 A. I thought, maybe we got the wrong -- like, maybe somebody
6 gave me the wrong signal. That was my -- if I had to guess.

7 Q. We heard him say high ball the roll by two, so we know --

8 A. Yeah, okay.

9 Q. -- the Form B guy had cleared you through, because he
10 basically gave you a high ball, you know.

11 A. Yeah.

12 Q. So do you remember hearing that on the radio?

13 A. I can't remember that; I just -- I'm -- I remember just
14 thinking about the crosswind, the dispatcher calling about the --
15 the slow order was the one that I can remember now.

16 Q. Yeah, yeah. No. Because they're --

17 A. Yeah.

18 Q. And then, like you said, you're like, well, man, I hope it
19 isn't within the next five miles because --

20 A. Yes.

21 Q. -- you know, I've got to call you back; I'm not running the
22 slow order because I'll be fired, you know?

23 A. Yes, yeah.

24 Q. So -- right.

25 A. But I wanted to make that clear.

1 Q. Right, right. So, yeah, there was a lot going through your
2 mind. Thank you. Over the last 60 days, Will, how many times
3 have you traversed this route, or how many times have you ran this
4 certain route from San Francisco to where?

5 A. In the last six days, probably 60 times, I'd guess. You
6 know, there's days where you do two times a day.

7 Q. Wow.

8 A. I have some days where I'm off, you know, like a day or two
9 off.

10 Q. Sure.

11 A. So it's probably close to 60; I'm guessing between 50 and 60.

12 Q. That's great. This is just -- you know, my question here was
13 how familiar were you with this territory?

14 A. Yes. I know it's been a relatively, you know, in live terms,
15 short time, you know, since September, that I've been working here
16 in all, you know, marked up, but I feel extremely comfortable with
17 this job. I feel good about -- I -- I'm good at it. I've had no
18 issues here. I've never missed a station stop. So I'm
19 comfortable with this job.

20 Q. Good.

21 A. Familiarity was not an issue. Fatigue wasn't an issue that
22 day. You know, there's time where, you know, you're tired,
23 obviously, in the railroad industry, but we, you know, drink
24 coffee and everything and we do the best we can, and --

25 Q. Right.

1 A. -- it usually all just fine, you know.

2 Q. Right.

3 A. And I -- and the beautiful thing about Caltrain is it's, you
4 know, that 40-mile stretch and we do it every day, so super
5 familiar with this -- with that job.

6 Q. So you're very familiar with it. Okay, thank you, Will.
7 Will, did you physically inspect the locomotive this -- that
8 locomotive you were on, I believe, the JPBX919, or was it already
9 daily'ed, or --

10 A. I -- it was daily'ed just right before I -- the only
11 inspection I did was I -- as I walk up on the platform side, I
12 just look and make -- you know, nothing is out of place, just
13 check that the brakes are there, the fuel is there, check the fuel
14 levels, make sure the lights are on. I go in and make sure all of
15 the switches are in the right spot; it's running. Usually, on the
16 first train for the day like that, the mechanical department will
17 get them up and running, started, and they'll do their --

18 Q. Oh.

19 A. -- their daily checks there.

20 Q. Oh, okay, okay. So thank you. So now, while you were
21 running this locomotive, did you notice anything, you know --
22 because, like, I'll notice wheel slip or (indiscernible), you
23 know, where I'll notice that, hey, this isn't going from seventh
24 to eighth notch, you know, the way I want it. Was there any
25 defects to that locomotive you can think of that would hinder --

1 A. Yeah. I couldn't say, like, a defect. So we have in
2 Caltrain, you know -- I don't know how many -- you know, around 20
3 something engines that we run, you know, and it can be any one of
4 those every day, but as -- over these six months, you know, you
5 get to review all of them, you know. So I've ran, you know 20
6 different engines, and they all have their --

7 Q. Yeah.

8 A. -- their little, you know --

9 Q. Their little perks and --

10 A. -- peculiarities.

11 Q. Yeah.

12 A. Yes. None of them are the same, and so you kind of get it
13 from the -- and so, we have two different types of air braking set
14 ups, so the, we call it, direct release --

15 Q. Do you guys do a run in the air brake test?

16 A. Yes, yeah. So we -- every, every trip, every run direction,
17 anytime we change direction, we do a standing air brake test, a
18 door light test, and then when we start, we do a running air brake
19 test --

20 Q. Okay.

21 A. -- without fail every time, every changed direction. And so
22 -- and this is actually, you know, the third train of the day and
23 I -- so I've ran this train now this morning already, and so I had
24 a good feel for it this -- today, and it's a -- but -- I've having
25 a -- it's -- I drawing a blank right now. We have a direct

1 release, and then, like, another word for the release. So this
2 has a EP holding feature, you know, electric (indiscernible)
3 brake, I think or something like that, and we -- the shorthand is
4 we call it a gallery setup. So -- and then we have these
5 (indiscernible) setups, which are different, and I personally
6 prefer the bomb set braking, and I just feel like it's -- I feel
7 better about it. And so, the gallery sets have a certain braking.
8 So, like, every time we go to a station stop, I'd start with a
9 minimum. I needed to add more and add more and add more to get it
10 stopped where I wanted it to, and that's, you know, like, with a
11 bomb (indiscernible) to -- I might be able to just go, you know, a
12 minimum to 10 pounds, and then we're going to be stopped. And so,
13 it's just a little like --

14 Q. So it just depends on what locomotive you're running, SD70 --

15 A. Yeah.

16 Q. -- compared to 40 or -- yeah, so --

17 A. Yeah. And this one was a -- you know, it needed those
18 brakes, you know, so, you know, coming to stations, like, I would
19 do more than I might typically do on average, I would say, but
20 nothing like where it was like, where it was like, where it's
21 like, you know, it's like, today, like, I know this train is going
22 to need a little more than I would have done yesterday.

23 Q. So you needed to add a little bit more air to get this train
24 specifically --

25 A. A little more air, yeah.

1 Q. -- stopped with this locomotive? Okay, that's good enough.

2 A. Yeah.

3 Q. That's -- I just wanted -- so, and you had said that you were
4 the one that put the train into emergency, right? Yeah, because I
5 guess --

6 A. Yes.

7 Q. -- you don't have -- you don't run with an engineer, so it
8 couldn't have been a conductor-induced emergency; it had to have
9 been an engineer-induced emergency?

10 A. Yes. I'm in the locomotive cab by myself.

11 Q. By -- so you're the one that put the train into emergency?

12 A. Yes, sir, yeah.

13 Q. Okay, thank you. Well, thank you, Will. Thank you, and I do
14 appreciate it. Thank you, Will.

15 A. I appreciate you. Thank you.

16 BY MR. STABLER:

17 Q. Good morning. My name is Robert Stabler with the CPUC,
18 operating practice inspector. I just have one quick question.
19 You said that this was the third leg of your four-leg trip. On
20 the way northbound on your second leg, did you see them out there
21 preparing to get ready to go to work or anything like that?

22 A. I did not. You know, I had on my paperwork that, you know,
23 to look out for an early -- because, you know, we have a -- on a
24 Form B, you can have an hour before the official time and an hour
25 after, so I -- but we were still under that time, I believe. So I

1 was looking out for an early flag and I did not see any early flag
2 or anybody out on the tracks yet. There was nobody there, and
3 especially nobody in that spot, and I don't think -- because it
4 was an early train, so I don't think there's anybody out there yet
5 coming northward.

6 Q. Okay, that's all the questions I have.

7 UNIDENTIFIED SPEAKER: Oh shoot, we froze.

8 MR. FRIGO: Are we back now?

9 Will, can you hear us?

10 Do you want to call?

11 UNIDENTIFIED SPEAKER: Yeah.

12 MR. FRIGO: (Indiscernible).

13 MR. BRYAN: Okay.

14 BY MR. COSTA:

15 Q. Hey, Will, Louie Costa with SMART TD. So just, first off, I
16 appreciate you being here today and I'm -- we're really sorry that
17 you had to go through this. I'm 25 years as a conductor off the
18 BNSF actually, so, you know, it's never a good thing, so I
19 appreciate you being here. I just had a couple of quick
20 questions.

21 A. Yeah.

22 Q. So we were told that, traditionally, or that, I guess, for
23 the most part, that the Main 2 was for southbound traffic and Main
24 1 for northbound. Is that accurate or is that --

25 A. Yes, that is the general -- the operating, you know,

1 procedure there, and then the only -- you know, there's situations
2 where, you know, you have to cross over, but, generally, you're
3 going, yeah, south on 2 and north on 1, unless there's like a --
4 you know, something going on.

5 Q. So when you left South San Francisco, were you on 2 and then
6 crossed over to 1, or --

7 A. Yeah. So at -- so we were on 2. We left San Francisco City
8 on Track 2, went through 22nd Street on Track 2, went through
9 Bayshore station on Track 2, all that way until Milepost CPC area;
10 then at CPC area, we crossed over to Track 1, which is different.
11 Like, you know, normally, if there was something else going on,
12 we'd stay on Track 2 through here. But we crossed over to Track 1
13 through the Form B, so that's like, you know, 8.3 to 9.8, and then
14 to -- so we stay on Track 1 and we cross back over at CP Scott,
15 back -- so now we're back on Track 2. So, yeah.

16 Q. Okay, and -- but you said you didn't see anybody working on
17 Track 1 at -- in the limits of the Form B that day, right?

18 A. Correct. Yeah, I don't think there was anybody working yet
19 on the track there.

20 Q. And then just the other question. With -- I mean, I know
21 there's been a lot of construction going on, a lot of stuff
22 happening. In your time since September, have -- has there been
23 any other instances where you felt, you know, concerned because of
24 the construction, proximity of the track, things along those
25 lines?

1 A. Like, instinctively, yes. You know, it's close. You know,
2 it's, like, close proximity. I -- you know, we kind of remarked
3 about that, the crews, all the time, like, man, that's -- they are
4 close, you know; glad we're not doing that job, you know, that
5 type of thing. But, you know, it's been six months
6 (indiscernible) incident, you know, that's just kind of, I guess,
7 you know, how it is, you know. It's a tough job there, but it's
8 always close.

9 Q. Okay, yeah. And, I mean, most of the stuff that I would have
10 asked has already been asked, so I'm not going to keep you any
11 longer. So, again, appreciate you being here, and I'm really
12 sorry you had to go through this.

13 A. I appreciate it. Thank you.

14 BY MR. MAYNARD:

15 Q. Will, this is Jim Maynard, BLET Safety Task Force. Just a
16 couple of quick things; first and foremost, I would reiterate what
17 Ryan said, is definitely go and talk to somebody. This is going
18 to hit you later. Having been in that position -- I've been
19 running for 17 years now, and, you know, it's just something we go
20 through. Don't worry about what anybody else thinks; it's none of
21 their business.

22 A. Yeah.

23 Q. But definitely get somebody to talk to. If you don't have
24 somebody, let me know; I'll find somebody for you.

25 A. Okay. Yeah, I've had the plan. Like, you know, I know the

1 EAP called me, but it's going to be a little bit before they can
2 schedule, so -- but I was also going to -- you know, my evening
3 guy recommended I find somebody too on my own, so I was going to
4 start that process here soon, hopefully, Monday or so.

5 Q. Okay, great, great. And, you know, you kept talking about
6 not announcing the emergency on the radio. I wouldn't even sweat
7 it. You're doing so many things up there already. You did a
8 great job as far as recognizing where you were at and taking care
9 of business there. Let me ask you this. First things first; you
10 said PTC was a hundred percent operative?

11 A. Yes, yeah, yeah. You know -- yeah, yeah. So, typically,
12 yeah. The -- no issues there.

13 Q. Okay, all right. And the other thing -- let me just -- this
14 is a personal question, or a personal preference question, or
15 however you want to look at it. Do you feel like -- when you're
16 in the cab by yourself there doing Form Bs, blowing crossings,
17 talking on the radio, and everything else, do you feel a little
18 overwhelmed at those and running the train?

19 A. Not anymore. You know, starting out, yes. You know, that
20 was a -- you know, at BNSF, you know, the conductor, the -- you
21 know, would come to the radio so the engineer can, you know, do
22 everything else. So, you know, my trainer, the guys that
23 familiarized me in Caltrain, he, you know, he was from BNSF
24 previously too and he was -- he made that clear. So it actually
25 helped a lot with -- you know, he was like, here, the engineers

1 take care of all this stuff and, you know, you've got a lot of
2 responsibility that way. And so, you know, I -- it's -- you know,
3 I embraced it, and it's different from freight, but it's doable,
4 you know, and -- but it is -- at first, it was overwhelming, but,
5 you know, I've become comfortable with it as the time --

6 Q. Right. I totally understand that. So do you think it would
7 beneficial to have another person in the cab with you to help
8 share these responsibilities and make sure you're on top of it
9 together?

10 A. I don't know. If I -- you know, for me personally, you know,
11 I take a -- you know, I kind of, even in the freight world -- I
12 put -- I like to take all the responsibility; I don't like to put
13 it in somebody else's hands, you know. I like being in control of
14 my own destiny in that way, so I don't need anybody else in there
15 personally, but I don't think it would hurt or, you know -- but, I
16 don't know. I don't think it would, you know, for me personally.

17 Q. And also, I was going to tell you, you know, I'm glad to hear
18 you're with family. I don't have any other questions except,
19 like, I said, just make sure you get with somebody and talk to
20 somebody. Sometimes it takes a little bit for everything to kind
21 of sink in and, you know, what I've found, the best thing that
22 worked for me was just to let it out, you know. Don't worry about
23 who's around or anything else; just let it go, you know.

24 A. Yeah. It's ---

25 Q. That's not something you want to stuff down.

1 A. Yeah. It's been a weird, like, you know, like a
2 rollercoaster ride. You know, it's kind of emotional for a little
3 bit, and then I'll be fine for a little bit, and --

4 Q. Um-hum.

5 A. But, yeah, it's -- I'm glad I -- coming up to see my family
6 was a good thing, for sure. Yeah. Thank you.

7 Q. Thank you.

8 BY MR. JENNER:

9 Q. Hi. This is Steve Jenner with the NTSB and I appreciate all
10 of the details you've provided so far. It's very helpful for all
11 of us. I'm going to bounce around a bit just to either get
12 clarification or just a little bit better understanding of the
13 operations overall.

14 A. Sure.

15 Q. First question was how was the radio reception that day when
16 you had to talk, I guess, to the dispatcher or anyone else?

17 A. Yeah. I think the radio reception was pretty good that day.
18 I don't recall it being an issue. You know, it can be reception,
19 you know, issues, but, yeah, not in that moment. It actually --
20 you know, that Bayshore area is tricky because there's a big hill
21 there, and so it can cause issues with, you know, reception around
22 there, but that did not happen that day.

23 Q. During your -- the southbound -- the accident trip, did you
24 overhear conversations on the radio by crews talking to the
25 dispatcher or crews to crews?

1 A. I don't think so, but it's possible, because that does -- you
2 know, you do hear, like, usually the minutes, people being -- you
3 know, make sure everything is clear, like, before they clear a
4 train, and, you know, they'll do, like, the radio checks and
5 things, but I can't say now a hundred percent if that happened or
6 not on that trip, at that moment.

7 Q. Right.

8 A. I apologize.

9 Q. So nothing that you recall that concerned you about any of
10 the communications going on over the radio; nothing stands out
11 that was a concern?

12 A. Correct, yeah, there was nothing that caused me -- yeah, the
13 only thing that caught my attention was that slow order issue;
14 that was the -- my life out there. Like, there was nothing out of
15 the ordinary on the radio with the Form B to, you know, alert to
16 anything thing going on.

17 Q. Got it. I heard during your earlier description that on
18 occasions -- if you can help clarify when -- that you called
19 signals to your conductors. So on what occasions do you do that?
20 Is it for every signal or is it for anything more restrictive than
21 clear; if you could describe?

22 A. Yes, yeah. So, in general, it's -- we always call it the
23 signal, the departure signal, and that's usually a clear,
24 typically, you know, when you depart from the, you know, initial
25 station. Then we call out everything that's not a clear, and then

1 once we're on a signal more restrictive than clear, when we get
2 the clear, we call that clear, and then, from that, we don't call
3 the proceeding clears until there's a color signal. So once I
4 called out that limited clear at CP Scott, we're on -- we
5 typically don't call out the next clears from that point until
6 there's a yellow or whatever.

7 Q. Right. What benefit do you think calling out signals to your
8 conductor provides?

9 A. Well, I think it provides, you know, a sense of redundancy.
10 You know, it's just to say it out loud. You know, you can be
11 isolated up there and, you know, get in your head, I suppose, and,
12 you know, it's just another -- a lare of, like, redundancy there.
13 And the conductors, they can't see because they're in the, you
14 know, the passenger cab cars, so they have no ability, so it's
15 that communication. And then especially if there's, like, you
16 know, something different, like if we're going to cross over
17 somewhere that we haven't done before, it's like we -- you know, I
18 want to make sure they know -- we know what's happening there.

19 Q. Very good. Thank you. I don't recall you talking about,
20 during your southbound trip, about any northbound trains you may
21 have passed. Do you recall any northbound trains passing you
22 during that --

23 A. Yeah. No, I didn't recall that, and that's actually -- I had
24 the thought when I first escaped the train, you know, there could
25 be one because I hadn't seen one, but since we crossed over onto

1 Track 1, I knew there couldn't be anybody -- you know, well, there
2 shouldn't be anybody near me, otherwise, we would have -- somebody
3 would have had to have had a red signal waiting for that cross,
4 because, you know, we can't cross over at the same time. So when
5 -- so we were occupying Track 1 for that Form B and we had the
6 Form B, so it's sort of what we call it single tracking to that
7 area. Because if they're working on Track 2 with the Form B, we
8 can only have one train, you know, passing through there on Track
9 1. So I had the signal. I knew I wasn't going to see a train at
10 that point because Track 2 is occupied with the maintenance and
11 we're on Track 1. And then since we crossed over at CP Scott, I
12 would have imagined there might have been a train at Millbrae
13 waiting with a red signal at CP Center. That would be, like,
14 typically, you know, like -- we call it, like, a meet, you know,
15 or you're waiting on 1. And so, I don't recall seeing a train
16 northbound there.

17 Q. Very good. We had talked about when you first saw --
18 detected the equipment on the train, the trucks. I think you said
19 you were traveling about 65 miles per hour, is that correct?

20 A. Yeah. I would say in between, you know -- if I had to bet my
21 life on it, I'd say 62, but I think it's possible we got up to 65,
22 but, no, I don't see anything more than that.

23 Q. Very good. And you also estimated that it was about a half
24 mile before the -- you first saw the truck.

25 A. Roughly.

1 Q. Roughly, sure, sure. So then there's the process of first
2 seeing it and then making a determination of is it on my track or
3 not my track, and then taking action to apply the brakes. Any
4 idea about how long that process took from when you first saw the
5 truck to you made the physical throttle movement --

6 A. Yeah.

7 Q. -- or brake application?

8 A. Yeah. I would say, you know, I'd like to say just like a
9 second, maybe two. It all happens very fast and that is one thing
10 I was -- you know, looking back, I think I did well with the
11 timing of the of the emergency brake. Like, you know, I don't
12 know if that second or two would have mattered, you know, but I --
13 you know, there was, I think -- I would say just a second, or
14 maybe two seconds from when I first thought that it might be a
15 thing to when I applied the emergency brake.

16 Q. Right. When you first saw the truck in -- again, in this
17 very short period you're trying to assess where it is, were there
18 any physical impediments preventing you from making a
19 determination? Go on.

20 A. There's a crown of the, you know, the grade there. So, you
21 know, we're coming from a high elevation to a lower elevation, and
22 so -- and it's like a -- you know, you can't see it. So there's
23 like -- I don't know. I think a crown is the right word where,
24 like, the ground is not level, so it's not a straight line of
25 sight. So there's a point where, you know, I was requesting that

1 -- coming down that grade, all of the tracks are, you know, like
2 in a line, you know, from the -- from our perspective, and then as
3 we get closer, then, you know, they start to separate and you can
4 see that there's two separate tracks, and, you know, that's when
5 I, you know, got close and you could see that they're on Track 2.
6 But nothing, like, physically blocking; it's just the grade of the
7 land.

8 Q. I see. Okay, bouncing around still, you talked earlier
9 about, you know, the construction that's going on, and if you
10 could just elaborate how that may affect your operations and your
11 work load? I think you've already talked about it; I'm just
12 looking for whatever details you can offer.

13 A. Yeah. You know, there's quite a, you know, construction
14 process now with the electrification system, you know, there
15 Caltrain and putting in, and it's just a, it's a, you know,
16 omnipresent at the moment and that's just kind of the way it is
17 that, you know, like, there -- every day, we take a train in or
18 out of our -- both, you know, from CEMOF Mechanical Station, and
19 we put it back in, and usually there's people working on it, like,
20 so we can either through the north end or the south end, and
21 there's typically one of the (indiscernible) is closed because of
22 construction. And so, it's just part of, like, you know, the
23 operation right now in that, you know, there's everyday
24 construction stuff going on that's affecting, you know, altering,
25 you know, the plans there.

1 Q. Okay. Did I hear you describe that first it was a little
2 challenging to get used to the change of operations, but you
3 became more accustomed to it?

4 A. Yes, yeah, yeah. Say, like, you know, in the freight world,
5 you have the conductor there in the cab with you, and then -- and
6 this -- in Caltrain, you do not. So it is -- it was an
7 adjustment. Like, I had never -- you know, I went straight from
8 conductor school into engineer school, you know. My -- I had low
9 seniority, so it's just it kind of happened, and I never had to,
10 like, call out a Form B in BNSF because the conductor always did
11 that and -- I was an engineer, so when I came to Caltrain, it was,
12 like, you know, new for me. I was like, you know, like, the
13 engineer does this? And so -- and I -- yeah, I (indiscernible)
14 and I a great familiarizer that helped me, you know, get there
15 pretty quick. Because, you know, it's just different. It's not
16 overwhelming now, you know, it's -- you can do it with your eyes
17 closed now. But, yeah, so the engineer has, you know, all those
18 responsibilities, but it's not too much, you know, now, but at the
19 beginning, yeah, it took a bit to get used to.

20 Q. Very good. I'm going to change directions again. In my
21 capacity here, I'm also interested in someone's background. We've
22 already asked you about your training and experience, but if I can
23 ask you about your fitness for duty, your medical physical health
24 before the accident. Are you okay talking about that?

25 A. Yeah.

1 Q. Sure. So, overall, how -- you know, before the accident, how
2 was your health?

3 A. Pretty good. I think not perfect. I'm, you know, I'm
4 cognizant of health and I -- and, you know, I have the intention
5 of being healthy. I don't have the best diet, you know. I do
6 try, but I, you know -- I'm pizza. Like, I know I generally try
7 to be healthy. I don't do any destructive stuff, I don't think,
8 to my body or health or mind. Yeah. I don't know. There's if
9 there's, like, anything specifically you mean.

10 Q. Sure. I'll be a little more specific. Are there any chronic
11 conditions that you have, like, any heart disease or high blood
12 pressure that you're getting medical treatment for or medications?

13 A. Oh, no. I'm generally healthy in which I've never had any
14 medical issues that I can think of. Never had a, you know, had a
15 hospital stay of any sort. Yeah, no blood pressure or heart
16 issues, nothing that I, you know, can think of.

17 Q. Very good. Any more acute, such as a common cold or
18 allergies or anything like that?

19 A. Nope. I've been pretty lucky that way too. You know, I got
20 the -- the COVID vaccines knocked me out, you know, a little bit
21 when I got those, but other than that, nothing.

22 Q. Very good. How is your -- when was your last company
23 physical?

24 A. Company? I guess it would probably when I got hired or in
25 the hiring process there; it would probably be in July of last

1 year.

2 Q. Any issues or restrictions with your vision or hearing?

3 A. Nope. I think I passed all that pretty well. I had LASIK
4 eye surgery a couple of years ago, and so my vision is pretty
5 good.

6 Q. Okay. Are you -- when you -- you learned your craft as an
7 engineer at BNSF. Was there any -- tell me what type of training
8 you had just for when you came to Caltrain. How did they prepare
9 you for their operations?

10 A. At BNSF?

11 Q. No, no, once you came to Caltrain. It's, you know, a little
12 different equipment, different territory, and just wondering what
13 additional --

14 A. Oh.

15 Q. -- training did you have?

16 A. Yeah. So when I started at Caltrain, I first took about, you
17 know, maybe a week, maybe two weeks, of just, they call it, head-
18 in trips where I was just learning the tracks and the signals and
19 the platform, you know, did the -- learning the territory just
20 with my eyes.

21 Q. Right.

22 A. And so, we did that for maybe two weeks, and then I was able
23 to operate the trains with, you know, the -- from the same
24 engineer that was training me or familiarizing me, with his
25 supervision, and I did that for about two months, I think. You

1 know, it was just solely -- but -- so it started out, you know,
2 I'd do just a section, and then -- until, you know, I kind of
3 learned the controls. The tricky part is all of the trains are a
4 little different, you know, with their brake handles or brake
5 systems and throttle, you know, so that's, you know, the time-
6 consuming part is learning all the different trains. But, yeah, I
7 had two months of familiarizing with a supervising engineer.

8 Q. And then after that two-month period, did you feel confident?

9 A. Yes, with -- generally, yeah. You know, I felt comfortable
10 with what I -- you know, I could handle the train well and I
11 could, you know, run track speed, I could get it stopped at the
12 platforms. I don't know any of the conductors (indiscernible).
13 You know, I kind of joke about that. Like, ideally -- but even
14 like in freight, you know, I didn't get to learn conductor stuff
15 that much, so it'd be nice to have that, you know, conductor
16 knowledge because I don't know what the Caltrain conductors do,
17 really, you know, like how they open doors or anything. I just
18 had to know that, and so -- but with my job operating the train,
19 all of the different trains that Caltrain has, all of the
20 different trains that's all the (indiscernible) from San Francisco
21 to Gilroy, every stop and every express, I feel very good about
22 it.

23 Q. Thank you. Can you talk a little bit about your -- the
24 injuries you sustained as a result of the accident?

25 A. Yes. So I think as the, you know, the collision happened, I

1 got swung forward a little bit. I hit my knee and my left side on
2 the control panel, you know, and the train said it was a control
3 stand with the airbrake throttle on the left-hand side and just
4 nothing but the PTC screen directly in front me, and I think I hit
5 my knee on that, and just my left side on the control panel. It
6 gave me, like, a bit of a dead leg type of thing on my right leg.
7 I got a couple of scratches there, scrapes, and on my arms, but I
8 was able to, you know, walk quickly away from the incident. And I
9 got x-rayed images and they said that there's nothing, you know,
10 concerning on the x-rays, so just bumps and bruises types of
11 things.

12 Q. Got it. And one final area. I don't -- I'm not sure how
13 much time you've had to reflect on what could have helped you out,
14 but -- in terms of preventing the accident, but do you have any
15 thoughts about if there are any different types of procedures or
16 equipment that would have helped you out maybe preventing the
17 accident or helped you out after the accident?

18 A. I haven't thought about afterwards, and prevention is just
19 like, you know -- I don't think there's much that, you know, can
20 be done on our end. You know, I couldn't -- you know, we're
21 signal indication, so -- and that's all we really have to go on,
22 and I think, you know, there's just got to be some sort of way to
23 -- I don't know they can be on the track, you know, because there
24 -- I think there's like that something system, you know; they
25 should be on the track and have a clear signal, you know. It just

1 -- it's already supposed to be not allowed to happen, so I don't
2 know how they -- how it's possible, you know? That's the
3 comforting thing, you know, when you're like -- sorry -- the FRA
4 guy was saying, you know, we're at track speed; all we can do is
5 hit the emergency brakes, and then it's, you know, in God's hands,
6 you know, how the train stops.

7 Q. Right.

8 A. So we're at, you know, on a clear signal without any other
9 information; all we can do is go track speed and -- so -- and it
10 seems like the precaution is already in place, you know, like the
11 shunting and things, so I don't know what I could be done, you
12 know. And again, you know, I don't know -- I haven't given a
13 whole lot of thought about fixing anything, because it seems --
14 you know, it should be -- it shouldn't have happened in the first
15 place. I don't know. But -- and -- yeah. Afterwards? I don't
16 know, I don't know. Yeah.

17 Q. Right. Yeah, along those lines, from the PTC screen, are you
18 able to detect any type of shunting devices?

19 A. I don't think so, you know. The PTC screen -- well, I do
20 have some ideas on improvements on that, but, you know, it's a --
21 they, you know, are already -- the wheels are in motion there and
22 it works pretty well. But, you know, you can see the indication
23 that, you know, the signal is up ahead and we don't -- well, you
24 know, PTC doesn't signal in the case, you know, at least not the
25 signals we do. But I -- to see that we had a, you know, a clear

1 signal PTC and I could, you know -- and we confirm that with our
2 eyes, you know, as we pass the signals. And so, I don't know.
3 Like, if -- I would imagine if PTC could see that there's somebody
4 on a track, there wouldn't be a signal on that -- you know, for
5 that track either, so I don't --

6 Q. Right, um-hum.

7 A. -- you know, see how that happens.

8 Q. Right. Now, PTC screens are, you know, relatively new. Any
9 thoughts about how that, the information that's presented to you,
10 how that could be improved in terms of, you know, the physical
11 presentation or the type of information that it's displaying?

12 A. Yes. I -- so, actually, you know, in my BNSF career, in the
13 Northwest Territory, BNSF had a, like, 99 percent, you know, PTC
14 effectiveness operability, so my whole career, basically, I've had
15 to work with PTC and it's worked well --

16 Q. Right.

17 A. -- no issue. And so, I do have some -- like, I wish, like if
18 I had my wish list with PTC, I wish it would show the next three
19 warnings or, you know, things coming up. Like, it'll say, like,
20 you need to get down to 40 miles per hour in this distance. But
21 what about -- in the next 10 feet, you might have something that
22 has, like, 25 miles per hour, but it won't tell you that; it only
23 tells you the next direct thing. I wish there was like a, you
24 know, a top three, like this is happening next, then this, then
25 this.

1 I also wish it'd show what was on the other track because,
2 like, we -- it only shows signals. So, like, if there's a red
3 fence and there might be a train on the other side, I don't know
4 there's a train on -- I just know there's a red block there. I
5 would like to be able to see what other trains are where. I --
6 that would be my wish list for PTC.

7 Q. Good.

8 A. But, you know, it works fine, you know; it gets the job done,
9 I think, well.

10 Q. No, I appreciate that. That's interesting here. Thank you.
11 I think that's all the questions I have. I'll throw it back to
12 Ryan.

13 BY MR. FRIGO: Hey, Will, we're almost done; I promise. I'm
14 -- I only have, like, one question that I kind of close this out
15 with, and we've sort of touched on it and I'm just looking around
16 the room. No one else has any questions, but Ron wants to make a
17 few comments, so I'm going to give Ron the floor for a second.

18 BY MR. STAHL:

19 Q. Hey, Will, Ron Stahl here talking to you. I don't have any
20 questions; I'm just here as an observer, but I just wanted to make
21 sure that you knew everybody mentioned about you taking care of
22 yourself, making sure you get some assistance, the counseling or
23 whatever you need to get through this. I understand this is a
24 tragic incident. Like you said, you've never placed a train in
25 emergency before, so this is your first one and it was a big one.

1 So I wanted to let you know as a person and from the company's
2 aspect, we want to help you through this process. You have my
3 phone number. We'll work with you, give you the time that you
4 need, and get you the help that you need. So -- and I truly
5 appreciate all your professional help through this process. Thank
6 you.

7 A. Well, Ron, yeah. I just want to say, like, that night after
8 the interview, you and Rich and Nick and everybody was -- I just
9 felt genuinely cared for and I appreciate that, so --

10 Q. Yep.

11 A. Thank you.

12 BY MR. FRIGO:

13 Q. All right, Will, we're going to talk to the conductor, we're
14 going to talk to the assistant conductor, we're going to talk to
15 the dispatcher. We have another team that's talking to those guys
16 that were out there in the field.

17 A. Okay.

18 Q. Is there anyone else that you can think of that we should
19 maybe talk to?

20 A. Just who -- I'm not sure, again, like, you know, how the
21 contractor part of it works, those Balfour Beatty guys. I don't
22 know the intricacies of that, but, you know, the -- I think the
23 question is how is it (indiscernible) cases of why wasn't that
24 track shunted or how did that signal get set on a track that
25 there's people on, you know. That's the key there, I guess, but I

1 don't know, you know, who to talk to about that. But, yeah. And
2 I'll keep my phone with me if you guys need anything else.

3 MR. FRIGO: Sounds good, Will. And you've got my phone
4 number, and if you need anything, you can reach out to me as well.

5 We're going to go ahead and go off the record now.

6 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

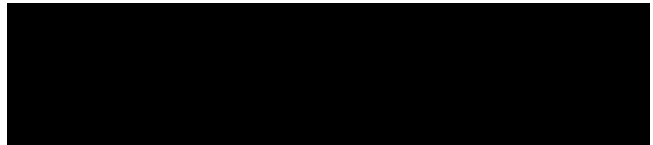
IN THE MATTER OF: CALTRAIN COLLISION WITH
CONSTRUCTION EQUIPMENT NEAR
SAN FRANCISCO, CALIFORNIA
ON MARCH 10, 2022
Interview of William Bryan

ACCIDENT NO.: RRD22LR007

PLACE: San Bruno, 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.



Karen M. Galvez
Transcriber