

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

FIRE ABOARD SEPTA TRAIN NEAR THE *

CRUM LYNNE STATION IN RIDLEY PARK, *

PENNSYLVANIA ON FEBRUARY 6, 2025 *

Accident No.: RRD25FR006

* * * * *

Interview of: BRANDON MOSLEY, Locomotive Engineer
Southern Pennsylvania Transportation Authority

Philadelphia, Pennsylvania

Saturday,
February 8, 2025

APPEARANCES:

MICHAEL BACHMEIER, Investigator-in-Charge
National Transportation Safety Board

TODD KRAHOLIK, Track Group Chairman
National Transportation Safety Board

DON HILL, General Chairman
The Brotherhood of Locomotive Engineers and Trainmen

LONNIE SWIGERT, Safety Task Force
The Brotherhood of Locomotive Engineers and Trainmen

GREGORY MOSS
Sheet Metal Air Rail Transportation-TD

JOSHUA QUILLEN, Operating Practices
Federal Railroad Administration

CLARENCE HILLIARD, System Safety
Southern Pennsylvania Transportation Authority

SHANDEL WILLIAMS, System Safety
Southern Pennsylvania Transportation Authority

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I N T E R V I E W

(11:57 a.m.)

1
2
3 MR. BACHMEIER: Good afternoon. My name is Michael
4 Bachmeier, and I am the NTSB investigator in charge for this
5 accident.

6 We are here today on February 8th at 11:57 in the SEPTA
7 headquarters to conduct an interview with Brandon Mosley who works
8 for SEPTA.

9 This investigation is in conjunction with NTSB's
10 investigation accident near Crum Lynne. Accident Reference Number
11 is RRD25FR006.

12 The purpose of the investigation is to increase safety, not
13 to assign fault, blame or liability.

14 Before we begin our interview and questions, let's go around
15 the table and introduce ourselves. Please spell your last name,
16 who you are a representative and your title.

17 I'd like to remind everybody to speak clearly so we can get
18 an accurate recording.

19 I'll start off and then pass it off to my right. Again, my
20 name is Michael Bachmeier. The spelling of my last name is
21 B-a-c-h-m-e-i-e-r, and I am the NTSB IIC for this accident.

22 MR. MOSLEY: My name is Brandon Mosley. Last name,
23 M-o-s-l-e-y. I'm a locomotive engineer for SEPTA.

24 MR. HILL: Don Hill, H-i-l-l, general chairman of BLET.

25 MR. SWIGERT: Lonnie Swigert, S-w-i-g-e-r-t, Safety Task

1 Force for the BLET, investigator.

2 MR. MOSS: Gregory Moss, M-o-s-s, SMART side of the T&E.

3 MR. QUILLEN: Joshua Quillen, Q-u-i-l-l-e-n, FRA, Operating
4 Practices.

5 MS. WILLIAMS: Shandel Williams. Last name, W-i-l-l-i-a-m-s,
6 SEPTA system safety officer

7 MR. HILLIARD: Clarence Hilliard, H-i-l-l-i-a-r-d, safety
8 officer for SEPTA.

9 MR. KRAHOLIK: Todd Kraholik, K-r-a-h-o-l-i-k. I'm the track
10 group chair for NTSB.

11 MR. BACHMEIER: And we have a few observers.

12 MS. SHAW: Stephanie Shaw, S-h-a-w, NTSB.

13 MR. LANDON: Maurice Landon, L-a-n-d-o-n, BLET, Division 71.

14 MR. WILLIAMS: Terrance Williams, W-i-l-l-i-a-m-s,
15 representing the operations portions, Operations, regional rail.

16 MR. MCDANIEL: Kenneth Mcdaniel, FRA, M-c-d-a-n-i-e-l.
17 Signal, train control, observer.

18 MR. BACHMEIER: Thank you. Brandon, do we have your
19 permission to record our discussion with you today?

20 MR. MOSLEY: Yes.

21 MR. BACHMEIER: Do you understand the transcriptions will be
22 part of the public docket, as such, we cannot guarantee any
23 confidentiality?

24 MR. MOSLEY: Yes.

25 MR. BACHMEIER: As we discussed, you have a representative

1 with you today?

2 MR. MOSLEY: Yes.

3 MR. BACHMEIER: I'd like to ask everyone to clearly announce
4 your name and title before questioning.

5 With that, let's proceed.

6 INTERVIEW OF BRANDON MOSLEY

7 BY MR. BACHMEIER:

8 Q. Brandon, could you give me a synopsis of your work experience
9 taking us up to your present job and let us know how long you've
10 been in your current position?

11 A. I've been with SEPTA for 18 years, a little bit over
12 18 years. I've been a locomotive engineer for 16 years.

13 Q. Okay. Is this your normal -- what's your normal run?

14 A. This is my normal run. It's a 462 out of Lenai (Ph.)

15 Q. What does -- is there a city or is there stations?

16 A. Yes.

17 Q. What stations is that?

18 A. I work the West Chester branch into town before I -- I go
19 into Suburban then I go Newark.

20 Q. Okay. On the accident date, can you kind of give a synopsis
21 of what -- how your crew to crew with the train that hand off at
22 your -- where you took over your train and then taking us up to
23 the accident where the fire, when you noticed, what -- just
24 throughout your trip.

25 A. Okay. So the day in question with the bad equipment.

1 I got the train at Suburban station. I was relieved by
2 the -- I relieved the engineer that brought the train, and he
3 brought me in six cars.

4 We had a face-to-face briefing. He told me that we had six
5 cars, three of them were taking power, one of them was a little
6 off. He told me I had a wheelchair, and there was no
7 Form Ds preceding the train.

8 He said he had called it in. He had stopped, he looked at
9 the equipment at Roberts yard at the hole in the fence to see if
10 they could reset anything or fix anything.

11 He said that nothing could be done with the equipment, and he
12 said that they wanted the train to go through so they brought me
13 the equipment, I took the train through.

14 Coming into the station, you could smell that something
15 didn't smell right coming from the first car on the platform when
16 the engine, or the train, pulled into the station. So, me and my
17 crew already knew something was up because of the smell before I
18 even talked to the other engineer.

19 From there, I took the train. I charged up. We were already
20 over a half an hour late when we got the equipment.

21 So I took the train to the next stop which was 30th Street
22 station. Going to 30th Street station, I had to put it all the
23 way down to P3, the highest power level we could go with this
24 equipment, because it wasn't really taking power with the three
25 cars, or three cars taking power, six cars total.

1 We sluggishly got into the station. When we got into the
2 station, it took a while because I had to pull along because of
3 the number of cars we had.

4 Our dispatcher calls, and the dispatcher is asking me, what's
5 taking so long. I respond, we have an ADA passenger because we
6 did have a wheelchair, and they were getting off at 30th Street,
7 but our bridge pleats are in the middle of the platform.

8 So I explained that to him and I said, also, the smell of
9 this equipment is getting worse up on this head end. They
10 disregarded that I even said that. And then went to say, well
11 next time, you have to let us know if you have an ADA passenger,
12 we could have ran trains behind you. Okay, roger that.

13 I get the signal. I make my radio call to the -- the
14 conductor calls me and tells me, we have a signal. We proceed.
15 We get around the Penn Medicine Station, still going kind of
16 sluggish.

17 We get there. I hear a train behind me call, saying, hey,
18 what's going on, you're following a train. I'm like, yeah,
19 because this equipment's bad. I say it again over the radio, this
20 equipment's bad, we're going really slow here. No answer to me so
21 I just keep going.

22 We get down to branch, as we're going down to branch, I'm not
23 noticing too much of anything just other than we're going slow,
24 right.

25 By the time we get up to Crum Lynne, I'm looking back, I'm

1 like, it looks a little hazy back there. So I'm wondering what's
2 going on. And then my assistant conductor, a couple times, he
3 came up and said, you know that smell is getting worse, I can
4 smell it in the vestibule where I'm at.

5 I'm like, okay, we'll look at the equipment as soon as I can
6 get to a station where I can see the equipment because at
7 Crum Lynne station, the first car was on the bridge abutment so I
8 couldn't really assess what was up with the car.

9 And when I called on the radio to my conductor, he came up.
10 He was like, I don't really see anything, probably because we
11 don't have dynamic braking. I'm like, okay, well, we'll see what
12 we can do at Eddystone station because that's a longer platform.
13 I can actually get off and look at the equipment. So he was like,
14 all right, well for now, maybe we'll get the people out of the
15 first car.

16 So he does get them out of the first car and whatchamacallit,
17 because the smells coming into the first car. We'll get everybody
18 out the first car, we'll try to get to the next station then we'll
19 be able to look at the equipment more in detail. He's like, okay.

20 And then he's like, you know, maybe you should kill the
21 traction power. So I go, all right, I'll kill the traction power.

22 That's when we realized we had a married pair because he
23 said, you know, I think I'm going to localize the pan down on this
24 car. But this was after we pulled out the station a little bit,
25 and we seen the smoke because he was still in contact with me. So

1 we went back to drop the pantograph, and then we moved everybody
2 out of those two cars.

3 So I'm like, all right, let's just see if we can get to the
4 next station where I can actually look at the equipment.

5 We start moving. Before I get to the signal at Baldwin, I'm
6 like two cat (Ph.) poles before the signal at Baldwin, I see a
7 plume of smoke when I'm looking back.

8 So I stopped the train. I get on the radio with Amtrak
9 CTEC 4, and I inform them, our train is smoking, our lead MU, the
10 132 is smoking. I'm going to get off and look at it, I'll be
11 right back on the radio with you. He answered, he's like, okay,
12 roger.

13 I get down. I look. That's when I'm like, oh, we're on fire.

14 I get back on the train. I called my conductor. I'm like,
15 keep walking everybody to the rear, we're on fire, we're going to
16 have to be evacuating. That's when he was like, okay.

17 So he calls me back on the radio, he's like, all right, I'm
18 making my way to the rear, we're going to need protection on three
19 track.

20 So I'm not sure if he called, I called, because we were kind
21 of talking --

22 Q. Yeah.

23 A. We called for a protection on three track. Amtrak said, I
24 can't give you protection yet, I have a train that cleared
25 PHIL Interlocking. I have no block to block it. Don't do

1 anything on three track. I'll get right back to you. When that
2 train clears, he calls us back. He's like, all right, you have
3 your protection on three track.

4 While all this is going, there's a lot going on, I pulled my
5 plug out and lowered all the pantographs because at this point, I
6 want to take the power away from everything.

7 Now, I'm not sure exactly because a lot was going on, if I
8 put the handbrake on first or not, but I tried to grab the fire
9 extinguisher. That didn't do anything really. So I was, all
10 right, let me not mess with the fire extinguisher.

11 I went back up. I hear my conductor on the radio. He's
12 talking to CTEC, and I'm talking to them. And then at some point,
13 I look in the car, and I'm like, it's getting too smoky, I can't
14 stay back here.

15 So I tell him, this is the last radio transmission you're
16 going to hear from me. I'm going to get my stuff. I'm going to
17 get off, and I'm going to make my up there where you guys are. I
18 don't even know if he heard me.

19 Took my key out the door, grabbed all my tools, grabbed my
20 bag, and came off from the head end at the first, at the trap by
21 the head end. I walked down the side of the train trying to stay
22 away from the equipment.

23 At that point, I get to the back of the second car. At the
24 back of the second car, there's a firefighter because they came
25 quick after we called and said, fire, and he sent fire personnel.

1 Q. Yeah.

2 A. He's cutting the fence. He's like, is everybody off. I'm
3 like, they're not all off, but everybody's cleared the first two
4 cars.

5 He was like, well, do you know where they are. I'm like, now
6 hold on a second. So I'm already at the trap between the second
7 and third car. So I open up the door from the outside. My
8 assistant conductor's there. I'm like, oh cool. I'm like, are
9 you going to help the firefighter. He's here too, he's going to
10 help you get the people off.

11 So I got up. I opened up the other trap, put on the
12 handbrake in that vestibule and then him and that firefighter
13 helped the people down.

14 Then I was like, all right, I'm going up to the next set of
15 traps because I'm going to try to start evacuating from up there.
16 So I walked, well, I walked up through the ballast to the next set
17 of traps. I opened up the door, the trainee's there. I'm like,
18 oh cool. I'm like, you can help me.

19 I go up there. We open up the traps, and we started helping
20 people down. And a passenger actually assisted with me at the one
21 trap as we were getting people down.

22 I was going to go to the next set of traps, and I'm like,
23 I'll be by myself, but my conductor's already down the other end.
24 So he's already getting people off down that end. I can see them,
25 the rescue down there. So I'm like, all right, I'll just stay

1 here and assist.

2 We get all the people off, walk them down the wayside toward
3 the parking lot down there because they had already, I guess,
4 opened up the fence down that end. Some people went the other way
5 where the other firefighter had cut the fence.

6 After the traps were cleared, I go back up and I'm walking
7 through to make sure everything's clear. At this time, the second
8 car, you can see inside, it's all smoky so I'm like, I'm not even
9 going in there, I already got the handbrake there, did all the
10 other handbrakes as I went through.

11 I seen my conductor. He was walking through to make sure it
12 was clear from his end. He's like, everything's clear, it's
13 clear. I'm like, all right, I have to go back and get my bag
14 because I left my bag at the -- between second and third car on
15 the ground in the ballast.

16 So I went back to grab my bag then I walked back up. The
17 firefighters asked me, was everything clear. I'm like,
18 everything's clear, I'm pretty sure we secured everything. And he
19 was like, okay.

20 I'm going to go down this to the rear of the train and
21 just -- so I go into the parking lot where the rest, trying to
22 find the rest of my crew.

23 When I get down there, I see the assistant conductor, I see
24 my trainee. So I asked him, where is my conductor, Joe. They're
25 like, Joe is back on the equipment. He might have been looking

1 for you. I'm like, I just seen him.

2 So I waited. He came down. He was like, all right, I was
3 making sure the handbrakes -- I'm like, okay, I thought you --
4 (Asides.)

5 MR. MOSLEY: (indiscernible) you have to the handbrakes, it
6 would be (indiscernible). So he's like, all right. He's like,
7 everybody's off on here and he's like, yeah.

8 So we're out there, we stayed together. They're asking for
9 head counts. I'm like, I can't give them head -- we do the best
10 we can with the head count because we had people that went the
11 other way with the firefighters, people that went down this way,
12 some people disappeared, went to the station.

13 MR. BACHMEIER: Okay. I'm going to take you back when you
14 said that you had to go to P3. What is the normal when you have a
15 -- everything's running operational smoothly, what power do you
16 run?

17 MR. MOSLEY: You run P3 when you get the train up to the
18 speed, but it never got up to any kind of speed.

19 I think the best I got was closer to 50 miles an hour, but
20 that's the longest stretch between PHIL Interlock into Darby. But
21 other than that, I was struggling to get past 25 miles an hour.

22 MR. BACHMEIER: And is that normal that you go to P3 and then
23 come back out when you reach top speed, or is that --

24 MR. MOSLEY: When you get to track speed or normal speed, you
25 come off the power.

1 MR. BACHMEIER: I'm going to pass it off to Lonnie.

2 MR. SWIGERT: First of all, I just want to tell you, I think
3 you guys did a really good job getting the people off and being
4 safe and stuff.

5 BY MR. SWIGERT:

6 Q. Mr. Mosley, what time were you guys on duty that day?

7 A. We sign up at 2:10 out of Trenton.

8 Q. 2:10, all right. So that's 14:10 just for our railroad,
9 right?

10 A. 14:10.

11 Q. Just making sure. So when you're in your job briefing, you
12 guys talked about there's an issue and as soon as you guys -- you
13 said you smelled it when you were getting on the train basically?

14 A. Yes.

15 Q. Okay. As soon as you started taking off, you knew you had an
16 issue, you could tell, yourself, is that, like, fair to say?

17 A. Yes.

18 Q. How many times did you talk to, say, Dispatch or somebody
19 about it, do you recall that, or when the first time you did?

20 A. The first time was at 30th Street when they asked about the
21 delay. I made mention about the equipment still having issues.

22 Q. And, of course, at about -- I need to look at my notes real
23 quick, I'm sorry.

24 You guys came to a stop around 17:43, and it wasn't a very
25 log stop, around Prospect, or was it right after Prospect Street,

1 I think, or right before you got to Prospect Street maybe, you
2 guys just came to a stop right after you left, was that -- do you
3 recall that?

4 A. That was --

5 Q. It wasn't like you were at a station, it was like you --

6 A. Prospect Street. That's the one south of Crum Lynne, right?

7 Q. Yeah. I know the time, but I don't know your area, I'm
8 sorry.

9 A. Okay.

10 Q. It was almost like you left the station but then you guys
11 came to a stop?

12 A. Yes.

13 Q. Is that when you were having an issue there?

14 A. That's when I seen the smoke because there was really no
15 smoke until I started moving out of the station.

16 Like, before it looked like it was a little hazy, but that's
17 usually something that's normal when we have no dynamic brake and
18 the brakes are getting hot.

19 Q. Is that when you guys started moving the passengers, or when
20 they --

21 A. We started moving the passengers when I made the station stop
22 because of the odor, the odor that everybody was smelling in the
23 cars.

24 MR. SWIGERT: I think that's all I have for you this time.

25 MR. BACHMEIER: Greg.

1 MR. MOSS: Actually, I have two questions for you.

2 BY MR. MOSS:

3 Q. When you said the dispatcher actually asked you why you were
4 taking so long, was that because of the actual wheelchair lift, or
5 was it because of running times, you weren't making the running
6 times?

7 A. They were asking because in the station, usually it takes you
8 a few minutes to discharge and chuck -- load up the passengers.

9 It took longer because we had a wheelchair. But with the
10 wheelchair being -- he was on the head end, our bridge pleat's in
11 the middle of the platform so they actually had to walk back. And
12 our bridge pleats are heavy.

13 He had to braid all the way up, let the guy off, take the
14 bridge pleat back, lock it back up and then get onto the train.

15 Q. So the dispatcher is more concerned about the wheelchair or
16 the actual running time you're trying to get between stations?

17 A. They were actually more concerned about how long I was taking
18 in the station, not the fact that it was an ADA, the amount of
19 time I was taking in the station.

20 Q. This is the second question, do you remember at all
21 throughout your trip, passing any trains going the opposite
22 direction, giving you observation of your train or anything, like,
23 running inspection?

24 A. I passed a couple of trains. Nobody called us and mentioned
25 anything about seeing anything, smoke or anything.

1 MR. MOSS: I appreciate it. That's all I have. Thank you.

2 MR. BACHMEIER: Thank you. Josh.

3 MR. QUILLEN: Joshua Quillen, FRA. My mind kind of went
4 blank.

5 BY MR. QUILLEN:

6 Q. So going back when you did the face off, the previous
7 engineer did say you had issues, stuff like that. I forgot what
8 you said, I'm trying to keep up with notes.

9 He said that it was -- they looked at it, Mechanical looked
10 at it, or they looked at it before --

11 A. Yeah. Mechanical looked at it.

12 Q. Before they handed it off to you, and they said it was
13 a-okay?

14 A. No, he said it -- they didn't say it was okay.

15 Q. Oh, okay.

16 A. But somebody else I guess gave the okay for the train to keep
17 going because we just -- we got to run it as we're told to.

18 MR. QUILLEN: All right. That's really all I have right now.
19 I can't think.

20 MR. BACHMEIER: Okay. Shandel.

21 MS. WILLIAMS: Hi Brandon.

22 MR. MOSLEY: How you doing?

23 MS. WILLIAMS: Question for you.

24 At 30th Street, did you speak to Desk 5 or did you speak to
25 the STO? Do you recall?

1 MR. MOSLEY: I believe it was the STO that stepped on and
2 said something.

3 MS. WILLIAMS: Okay. That's all for me.

4 MR. BACHMEIER: Clarence.

5 MR. HILLIARD: Clarence Hilliard, System Safety.

6 In your time operating, do you remember, do you recall, is
7 that normal practice, like, to run with three cars not taking
8 power? Has that ever occurred with you before?

9 MR. MOSLEY: It has occurred. This equipment is some of the
10 oldest equipment in the nation. It always has problems.

11 Our engineers are usually top notch with trying to run this
12 broken equipment because we always have problems with the
13 equipment.

14 MR. HILLIARD: So you're just used to --

15 MR. MOSLEY: Used to it.

16 MR. HILLIARD: Okay. Working with what you have. All right.
17 That's all I have right now.

18 MR. KRAHOLIK: Todd Kraholik with the NTSB.

19 BY MR. KRAHOLIK:

20 Q. So you said you passed trains and no one said anything to
21 you, gave you a roll by or anything, is that common, or do you
22 commonly hear people tell you your train looks good or anything
23 like that?

24 A. On a -- if something's wrong with the train, they normally
25 tell you. If somebody sees smoke, they'll tell you, hey, between

1 your second and third car, your third and fourth car, you got
2 smoke.

3 But like I said, going out, we could smell the odor, well, I
4 could definitely smell it, and my assistant conductor kept coming
5 up and telling me it was getting bad in the vestibule.

6 But there were no physical smoke coming out. So the other
7 trains passing, nobody said anything about smoke because, I guess,
8 they didn't see it.

9 Q. Right. So if there's nothing wrong with your train, you
10 normally don't hear anything when you pass a train? They won't
11 say -- like in the freight world, normally when we go by a train,
12 you'll say that your train looked good.

13 Do you guys do that in your, in the passenger world or no?

14 A. No. Only if they see something wrong with the train, like
15 you got a headlight out, no markers.

16 MR. KRAHOLIK: Right. I gotcha. I understand. That's all I
17 have for right now.

18 MR. BACHMEIER: Mike Bachmeier, NTSB.

19 I just want to clarify. Lonnie asked you about, when did you
20 move your crew from the -- what car number it was that --

21 MR. SWIGERT: One thirty --

22 MR. BACHMEIER: 132 to 131 back.

23 BY MR. BACHMEIER:

24 Q. What time -- did you do that at Crum Lynne, or did you do
25 that at the station prior to it?

1 A. We did it at Crum Lynne Station before we departed the
2 station is when we first, was with the odor. We'll like, let's
3 move everybody out of that car.

4 Q. Okay. And then the first time you noticed smoke, was that
5 the station prior to that where you were stopped at, like,
6 10 minutes before that --

7 A. Yes.

8 Q. I forget what the name of the terminal was there.

9 A. That was Ridley Park station, and that's when -- it looked a
10 little hazy, but that's when I thought it was just no dynamic
11 braking. It was the braking.

12 MR. BACHMEIER: Okay. So that's Ridley Park, okay.

13 That's all I got. Lonnie.

14 MR. SWIGERT: I have nothing else for you at this time.

15 MR. BACHMEIER: Greg.

16 MR. MOSS: I have nothing else for you at this time.

17 MR. BACHMEIER: Josh.

18 MR. QUILLEN: I have nothing.

19 MR. BACHMEIER: Shandel.

20 MS. WILLIAMS: Nothing else.

21 MR. BACHMEIER: Clarence.

22 MR. HILLIARD: Nothing else.

23 MR. BACHMEIER: With that, Brandon, do you have anything that
24 you would like to add?

25 MR. MOSLEY: Yes. With running this equipment, we all

1 experience problems with this equipment.

2 But in the past, I have gotten in trouble or disciplined for
3 refusing equipment.

4 So at this particular time, I didn't refuse the train. I
5 didn't want to make a big deal out of it because in the past, I've
6 gotten written up, radio rules, you were going back and forth with
7 the dispatcher, you're purposely delaying the train or trying to
8 get out the trip.

9 So this particular time, normally, with something like this,
10 three cars taking power and then as slow as it was going, I would
11 have made a big stink, am I taking this through, it's bad
12 equipment, it's not safe. But in this case, I took the equipment
13 because in the past I've gotten jammed up with arguing back and
14 forth.

15 MR. BACHMEIER: I appreciate that. If we have any follow-up
16 questions, would you mind if we get ahold of you?

17 MR. MOSLEY: No.

18 MR. BACHMEIER: Okay. On behalf of the NTSB, the operating
19 crew here, we want to say thank you. To get over 300 plus people
20 off there, you guys all of there safely, no injuries, thank you
21 for what you did out there.

22 MS. WILLIAMS: Absolutely.

23 MR. BACHMEIER: Thank you, and that concludes this interview.
24 Thank you.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

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

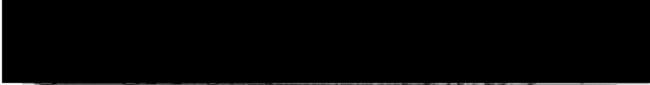
IN THE MATTER OF: FIRE ABOARD SEPTA TRAIN NEAR THE
CRUM LYNNE STATION IN RIDLEY PARK,
PENNSYLVANIA ON FEBRUARY 6, 2025
Interview of Brandon Mosley

ACCIDENT NO.: RRD25FR006

PLACE: Philadelphia, Pennsylvania

DATE: February 8, 2025

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.



Christina H. Neilson
Transcriber