

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

FIRE ABOARD SEPTA TRAIN NEAR THE *

CRUM LYNNE STATION IN RIDLEY PARK, *

PENNSYLVANIA ON FEBRUARY 6, 2025 *

Accident No.: RRD25FR006

* * * * *

Interview of: JOSEPH LATIGONA, Conductor

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

RAYMOND BOYER, General Chairman
Sheet Metal Air Rail Transportation, Local 61

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
Southeastern Pennsylvania Transportation Authority

SHANDEL WILLIAMS, System Safety
Southeastern Pennsylvania Transportation Authority

I N D E X

<u>ITEM</u>		<u>PAGE</u>
Interview of Joseph Latigona:		
By Mr. Bachmeier		6
By Mr. Swigert		13
By Mr. Quillen		14
By Mr. Hilliard		15
By Mr. Bachmeier		16
By Mr. Kraholik		17
By Mr. Bachmeier		21
By Mr. Quillen		21

I N T E R V I E W

(12:32 p.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 12:32 in SEPTA
7 headquarters to conduct an interview with Joseph Latigona --

8 MR. LATIGONA: Perfect.

9 MR. BACHMEIER: -- who works for SEPTA.

10 The interview's in conjunction with NTSB's investigation of
11 the accident near Crum Lynne. The NTSB Accident Reference Number
12 is RRD25FR006.

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

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

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

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

24 MR. LATIGONA: My name is Joseph Latigona. I was the
25 conductor on Train 3223 when the accident happened involving

1 evacuation.

2 MR. BACHMEIER: The spelling of your last name.

3 MR. LATIGONA: L-a-t-i-g-o-n-a.

4 MR. BACHMEIER: Perfect.

5 MR. BOYER: Ray Boyer, general chairman of SMART Local 61.
6 Last name is spelled, B-o-y-e-r.

7 MR. SWIGERT: Lonnie Swigert, S-w-i-g-e-r-t, investigator,
8 BLET Safety Task Force.

9 MR. MOSS: Gregory Moss, M-o-s-s. I represent SMART-TD.

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

12 MS. WILLIAMS: Shandel Williams. Last name, W-i-l-l-i-a-m-s,
13 assistant safety officer, SEPTA.

14 MR. HILLIARD: Clarence Hilliard, H-i-l-l-i-a-r-d, SEPTA
15 safety officer.

16 MR. KRAHOLIK: Todd Kraholik, K-r-a-h-o-l-i-k. Track group
17 chairman for the NTSB.

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

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

20 MR. WILLIAMS: Terrance Williams. Last name is
21 W-i-l-l-i-a-m-s, and I'm representing the operations portion as a
22 transportation manager.

23 MR. MCDANIEL: Kenneth Mcdaniel, M-c-d-a-n-i-e-l. FRA,
24 signal, train control inspector.

25 MR. BACHMEIER: Perfect. Thank you. Joe, do we have your

1 permission to record our discussion with you today?

2 MR. LATIGONA: Yes.

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

6 MR. LATIGONA: Yes.

7 MR. BACHMEIER: As discussed, you have a representative with
8 you today?

9 MR. LATIGONA: Yes.

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

12 With that, let's proceed.

13 INTERVIEW OF JOSEPH LATIGONA

14 BY MR. BACHMEIER:

15 Q. Joe, could you give us a synopsis of your work experience
16 taking us up to your present job?

17 A. My name's Joseph Latigona, conductor for SEPTA, 27 years on
18 the railroad as a conductor the entire time.

19 They started me, started work at 2:10, came in, worked my
20 first train, got off. It seemed that our train was probably
21 30 minutes late.

22 For the day, received Train 3223 at Suburban Station
23 approximately 30 minutes late at the time. Got a job briefing
24 that we had six cars that day, three of them were not taking
25 power, and we had a wheelchair in the first car.

1 Proceeded to move, left Suburban Station 30 minutes late, got
2 to 30th Street. At 30th Street, we had to get off the wheelchair,
3 the ADA passenger in the first car.

4 While we were getting off the ADA passenger, SEPTA Dispatch
5 called us and asked what the reason for delay was, why we weren't
6 moving, blah, blah, blah. My engineer responded, told them we had
7 an ADA passenger in the first car.

8 The bridge plates midway through the plat -- midway through
9 the station.

10 Then he proceeded to tell them that there's an odor from the
11 first car or he smelled an odor. They responded -- they responded
12 to the ADA passenger saying we should have told them that we had
13 an ADA passenger so I think they could run a train around us, let
14 us know when you're on the move or something.

15 Waited. No response to any of the other -- proceeded. Train
16 was slow.

17 We get out in the branch, dropping people off, just
18 (indiscernible) him, train's slow all the way out.

19 We get to about Crum Lynne and my engineer called me to come
20 up and look, check the train since he smells the odor in the car a
21 little bit. So I said, all right.

22 We walked up. I looked at the equipment from the outside,
23 what we could look at because the train's over a trestle, overhead
24 bridge, whatever, on the rear bridge.

25 So we proceeded to move the people out of the car because the

1 train was now lighter so we can move all the people back as well.
2 Just not even have them anywhere near that -- I guess the smell
3 was all the way from when we already had the train.

4 We began to move south again and instantly, my engineer
5 stopped the train promptly, called me and the dispatcher saying, I
6 think that, I think right then he lost the motor, like, it just
7 cut out, he felt it, something caught it. He looked back, he
8 said, I think I smell smoke.

9 I proceeded up. I remember turning out -- cutting out the
10 low (indiscernible) in the pan, pantograph from the first two
11 cars, take the power away. Then when we took the, cut the
12 traction motors out, I can't remember if we cut them out before
13 there or problem with the (indiscernible) at the moment somewhere.

14 So then I started moving everyone to the back, and I go, we
15 got smoke, we're going to have evacuate, right. So I calmly moved
16 everyone to the, start pushing everyone to the back of the train
17 because the (indiscernible) were already empty.

18 As soon as that happened, he got back on and must have
19 dropped the rest of the pantographs because we lost the lights in
20 the back car, in the rear of the train.

21 Started moving everyone back, just explaining that we had
22 mechanical issues. People were, you know, kind of keep everyone
23 calm. I'm amazed we were able to keep everybody calm.

24 A mechanical issue, move to the back, we have plenty of room
25 in the back, we're going to walk towards the back, we're going to

1 walk towards back, keep moving back.

2 I started to proceed back beyond the middle (indiscernible)
3 and we were still at the edge of the platform so we can evacuate.
4 I know we're going to have an emergency evacuation, get back, move
5 right to the platform. We were just a little bit off the
6 platform.

7 So then I proceeded to call CTEC 4 to get, provide protection
8 on four -- three track beside us, the adjacent track so I can get
9 people off safely. My engineer heard. He responded, this is the
10 last transmission, blah, blah, blah.

11 Oh, by the way, I'm sorry. On the way back through the car
12 when I was pushing people back, that's when, I guess, my engineer
13 discovered that we had a fire. Sorry about that.

14 So he had translated to me and the dispatcher at the same
15 time that there was a fire of the first car outside. I heard it
16 on the radio. I turned my radio down as quickly as possible
17 because I was engulfed with people all the way around, leaning on
18 me and everything.

19 Just for that word, I had like a brief moment where I looked
20 around, like, I didn't want to hear it, I don't want -- I wanted
21 to freak out. Turned it back up again because I had to listen to
22 the rest of the transmission. Started trying to move people back
23 calmly. I don't think that anybody heard that because they were
24 asking me questions.

25 The dispatcher actually responded, I go back -- when I heard

1 the word fire, I go back to my radio, lower that again, put it
2 back up.

3 Eventually made it to the back of the train. Got to the back
4 of the train, set up the rear of the train, went on the platform.
5 Then asked for protection on three track, blah, blah, blah. We
6 start -- he said, he has one coming by, we have to wait for that
7 to go by. It came by within 30 seconds, it came by quickly.

8 I was about to yell, call began, but he was prompt on it. As
9 soon as it cleared the Interlock, and then he was calling me. He
10 called me, gave me protection, three track PHIL or Baldwin blah,
11 blah, blah, whatever time it was, six or (indiscernible) or
12 something.

13 I said okay, great, I'm going to start to proceed evacuation
14 to Crum Lynne. Started getting them off. I probably got a few
15 off at Crum Lynne, used my flashlight, safely putting them down on
16 the train track side because four-track side was like a -- in
17 order to get them into the gauge in front of me, there was a sharp
18 embankment. I could get them off, but I couldn't walk them in
19 front of or the rear of the train. I got a few people off.

20 The first responders showed up really quickly. They were on
21 the embankment side or the four-track side. Someone yelled over
22 to me, I'll bring them out this side. I yelled back over, if you
23 open the vents up, I'll bring them over there because I couldn't
24 walk them in the rear of the train because I was -- I proceeded to
25 move them down towards the platform.

1 Within seconds, they were opening it fast, close the trap
2 with the other side, start letting them out the other side. They
3 opened the vents up immediately, and we started moving them down
4 with the help of the first responders. Other crew members start
5 moving them down the embankment and the terrain off the right of
6 way to safety.

7 When everyone was finished, I went back over to the
8 equipment, made sure there was no one left on the train. I
9 secured the train with handbrakes, got back off. I got to a point
10 where I met my engineer who was outside, he said he got the other
11 handbrakes, like, he was somewhere, like, the (indiscernible) on
12 the outside of the equipment, and I was in the car.

13 Told the firemen that were inside car that, because they had
14 asked me a -- if everyone was removed, but then he moved up
15 towards the front of the train.

16 So when I got the handbrakes, I made sure I told him that
17 everyone is removed safely from the car, the passengers and the
18 crew members.

19 Finished grabbing them (indiscernible) was lost and found.
20 On the way back, I snatched that up. Got off and removed myself
21 to safety with the rest of the my, met up with the rest of my
22 crew.

23 That's all I remember.

24 Q. Thank you. So on your -- when you took over this train, is
25 it normal to have like three cars without power?

1 A. No and yes. Like, the trains are old, something like
2 50 years old roughly, the oldest trains out here.

3 We have trains that traction motors trip out almost every
4 day.

5 Thinking about that, I know on the way out, I was trying to
6 monitor the equipment to see what was pushing because if more --
7 if you have three cars taking power out of six, eventually the
8 other one's going to die. It's putting more of a load on the rest
9 of the cars then they just -- when they die, they usually, they
10 just trip out, you know.

11 We had my -- while I was (indiscernible) I never thought we
12 were going to have a fire. If anything, six cars, a lot of
13 people, three taking power, we might not make it, you know what I
14 mean. One of them, eventually one of the other cars will probably
15 trip out somewhere, and we'll see if we can reset it.

16 My engineer was amazing during all this. My engineer's great
17 with all that, like, resetting things. It wasn't one of those
18 days.

19 Q. Now, on the freight world, we get to set out bad every once
20 in a while.

21 Do you guys in your world, of the passenger world, do you
22 guys ever set out, like, if you have a bad car, do you set one out
23 and then proceed, or is it --

24 A. Normally, the passengers, they would swap the train out.
25 They would give us a new train. If it was a rear (indiscernible)

1 rear train car or something that you are, might cut one off, they
2 might send a yard crew out to cut one off the rear if it's
3 something drawing within a bad car and tack something on.

4 But more so recently, not as much.

5 Q. And then my last --

6 A. This is the bane in every --

7 Q. Yeah. And then my last question, when you move the cars or
8 when you move the passengers from 132 to 133, is the second -- the
9 first car to the second car, was that at Crum Lynne, was that
10 right at Crum Lynne?

11 A. Right at the station.

12 MR. BACHMEIER: Okay. Perfect. I'm going to pass off
13 questioning to Lonnie.

14 MR. SWIGERT: One second here. Just trying to keep your
15 notes up.

16 MR. BACHMEIER: Yes.

17 MR. SWIGERT: Lonnie Swigert, S-w-i-g-e-r-t. Investigator,
18 BLET Safety Task Force.

19 First thing I want to say is, you guys did a hell of a job
20 keeping calm and getting everybody off there. It's amazing.

21 MR. LATIGONA: Thank you.

22 MR. SWIGERT: I don't have much for you, just he touched most
23 everything.

24 BY MR. SWIGERT:

25 Q. When you -- you said your engineer, the engineer usually have

1 or your engineers in general, do you guys usually work the same
2 guy, the same job?

3 A. Yes. Yes, we're a crew.

4 Q. And you say he's really good at resetting the things?

5 A. He's great with equipment.

6 Q. So it's basically a frequent thing, a common practice that
7 almost every day you get to deal with it?

8 A. We have to reset cars. Traction motors trip out and kind of
9 every brake trips out. He makes sure to, most times, that we can
10 -- when we get to the end of the terminal, that we put every, you
11 know, reset things.

12 MR. SWIGERT: All right. That's all I really have right now.

13 MR. MOSS: No questions for you.

14 MR. BACHMEIER: Okay, thanks. Josh.

15 MR. QUILLEN: Joshua Quillen, FRA. I meant to ask this of
16 the engineer, and I was -- now I remembered.

17 But I know every, what, 2 years, you're supposed to have your
18 emergency preparedness training, things of that nature. When's
19 the last time you had yours, do you recall?

20 MR. LATIGONA: Probably through our, with NORAC I guess. It
21 was twenty-twenty -- September 2024 for my, for our class. It was
22 all part of it.

23 MR. QUILLEN: All right. It clearly shows you did a great
24 job.

25 MR. LATIGONA: Thank you.

1 MR. QUILLEN: Everybody got off safely. Yeah, that's really
2 all I had.

3 MS. WILLIAMS: Shandel Williams. I just want to say, Joe,
4 thank you.

5 MR. LATIGONA: Thanks.

6 MS. WILLIAMS: You guys did a great job, and no questions.

7 MR. BACHMEIER: Clarence.

8 MR. HILLIARD: Clarence, System Safety. Same thing. You
9 guys did a great job.

10 BY MR. HILLIARD:

11 Q. I know you guys said you asked for protection on three track.
12 There was another train coming on three track before you could get
13 protection?

14 A. Yes. They already had something, yeah, for across the --
15 they already had something that was beyond PHIL, they couldn't
16 hold it. He probably was there in Prospect Park or something.

17 As soon as I called, he probably was like a mile away or
18 something because they got -- he came by at track speed quickly.

19 Q. So it was about -- do you have an estimated time, like, how
20 long you had to wait for that train to pass?

21 A. It felt like 30 seconds, a minute maybe the most, the most.

22 Q. Less than a minute?

23 A. Because I -- after we called, they said, one, I can't stop.

24 I then opened the door and the people that were with me, I
25 remember saying to the few people that were next me, I said, once

1 this train passes, we're going to begin, like, to get them ready
2 so we can just get off, we're going to begin evacuation on the,
3 like, the people that were just standing right behind me. Not
4 loud. I didn't want to have any kind of panic.

5 By the time I turned back around, the equipment was going. I
6 was about, getting ready to, about to go on the radio in case he
7 hesitated, like, figuring out how long it would take to clear.

8 But as soon as he probably knocked out Baldwin, which we were
9 right there, he was calling me back instantly.

10 Q. Okay. And about how far did you have to walk the passengers
11 from the last car, I guess, to the station?

12 A. About a car length so about 85 feet possibly.

13 MR. HILLIARD: All right. That's all I have.

14 MR. LATIGONA: That's the entire length of basically the --
15 under Great Bridge.

16 MR. HILLIARD: Okay. That's all I have. Thanks, Joe.

17 MR. LATIGONA: You're welcome.

18 MR. BACHMEIER: Do you say 85 feet?

19 MR. LATIGONA: A car length is 85 feet.

20 MR. BACHMEIER: That's what I'm saying.

21 MR. LATIGONA: So I'm assuming it was about a car --

22 MR. BACHMEIER: I'm from the freight side so I just want to
23 make sure I had that number right.

24 MR. LATIGONA: Gotcha.

25 MR. BACHMEIER: Thank you. Appreciate it.

1 MR. KRAHOLIK: Todd Kraholik, NTSB.

2 BY MR. KRAHOLIK:

3 Q. So that day, yesterday or day before, whenever it was, you
4 had a trainee with you?

5 A. Yes.

6 Q. Who is responsible for training the trainee, you or the other
7 assistant conductor?

8 A. I am.

9 Q. Was the trainee with you all day?

10 A. Yes.

11 Q. Is that a distraction having the trainee on the train with
12 you?

13 A. No.

14 Q. Do you have a lot of trainees common place there?

15 A. Yes.

16 Q. So, where do you normally -- where you at normally on the
17 train? Are you -- we heard rumor that you're always on the rear
18 car, is that typically where you're at is the rear car?

19 A. It depends on, well, it depends on the length of the train.
20 That day, we actually had more cars than we normally have. We're
21 scheduled to have five; we had six.

22 So at those stations, I was positioned between the fourth and
23 fifth because the sixth car doesn't fit at those stations. It's
24 off the platform.

25 So for the passengers at that station, they have to move up

1 because there's no -- you can't let them out the ballast. My
2 trainee was the next set of traps up. It was his last day of
3 training. Friday was, he was on the extra board, he was -- I was
4 through with him. Gave him back the paperwork, release him.

5 So he was the next set of traps between the third and the
6 fourth. I monitor him the entire time, and he was great, I mean,
7 with helping me.

8 Q. Do you know why you had six cars instead of five?

9 A. No. Sometimes, we might have four, sometimes five, sometimes
10 six, I guess whatever they have at the yard, the shop count,
11 whatever equipment they have, it's sent out because that equipment
12 comes, eventually that equipment comes from Powelton yard then it
13 goes to West Trenton and then comes back to me.

14 Whatever they have available in the yard. The yard master
15 makes up the equipment. Sometimes if they're short equipment, we
16 have four. Now that might just be us, it went short every train
17 if there's a shop count high or something.

18 Q. So if you had five previously, did they just add another car
19 to the five you had, or did you get a whole new set?

20 A. Oh, I had a -- I just had six. They didn't add anything that
21 I'm aware of.

22 Q. I mean like the day prior, you said you only had five.

23 A. I'm scheduled to have five by the run guide.

24 Q. Okay. But common place recently, you've had six for a lot?

25 A. No. Last time I probably had six was maybe like a couple of

1 weeks ago maybe. I've had four more often than six. I've only
2 had six -- I've been on that same job for, like, 2 years, I may
3 had six cars maybe like four or five times.

4 Most of the time it's the scheduled five. There's occasions
5 where I get four, but I have no say over that.

6 Q. So let's say you go from four to five, or four to six, is it
7 the same four cars and they add two to it, or would you get a
8 whole new set?

9 A. No. It's the whole set. It comes in as this, you know, and
10 occasionally might have added a car to something, like, maybe once
11 in my 2 years of having it, maybe they added a car somewhere.

12 But majority of the time, that equipment's coming from
13 West Trenton as a whole set.

14 Q. Gotcha. I understand. So if you're on the rear car
15 normally, and I know you -- this day you had an extra car, but if
16 you're on the rear, do you ever provide, like, roll-by inspections
17 out the back window?

18 Do you look out the back and look at trains pass you by and
19 say, hey, your train looks good?

20 A. Yeah, we're supposed to.

21 Q. By rule, you're supposed to?

22 A. Yeah. Supposed to observe equipment and seeing trains go by
23 as pantograph problem or something. You're supposed to, yeah,
24 notify them or we call, get someone on the marker lights or
25 headlights, yes.

1 Q. Are you required to say the train looks good with no defects,
2 or only if you see a defect?

3 A. Only if you see a defect.

4 Q. Only if you see a defect, okay.

5 And then could you smell the smell when you were on the back
6 of the train or no?

7 A. No. I couldn't even smell the smell when I walked off. I
8 really can't smell right now.

9 Q. Yeah, you sound stuffy.

10 (Asides.)

11 MR. LATIGONA: It's not sick. It's sinus. It's a winter
12 thing. I couldn't smell anything yesterday. I'll be totally
13 clear and be able to smell for like 5 minutes and then 10 minutes,
14 I'll be stuffy. I think it's the cold air I think.

15 MR. KRAHOLIK: I got you.

16 BY MR. KRAHOLIK:

17 Q. So I was going to -- my next question was, he had you come up
18 and check, and you didn't notice anything or smell anything?

19 A. I didn't smell anything. I know where there's an odor and
20 also we have three cars taking power, you lose the dynamics as
21 well so the brake shoes start to make an odor as well.

22 So you have that, and the passengers, I don't know if they
23 smelled, they could smell that or not, could smell that. I know
24 normally I could smell that too. So you have that smell mixed in
25 with it, but when I walked up to the first car, I didn't see any

1 fire.

2 In my wildest dreams, I wouldn't think the train was going to
3 on fire. I didn't smell anything when I proceeded to the top, to
4 the first car to help move people out, I knew at the time it was
5 the first car, is to move people out.

6 And then once we, for whatever odor that was possibly in
7 there, keep them away from it. And then once we began to move,
8 like, that must have been the last straw. As soon as we went to
9 take power, it -- we lost everything.

10 My engineer brought the train to a safe stop as quickly and
11 promptly as possible. Made all the calls, was on everything
12 instantly, I would say.

13 MR. KRAHOLIK: I don't have any more questions.

14 MR. BACHMEIER: He was talking about roll-bys, did you
15 receive any roll-bys on this train on that accident day? Did you
16 guys --

17 MR. LATIGONA: No.

18 MR. BACHMEIER: Lonnie, I'll pass it off.

19 MR. SWIGERT: I have nothing else.

20 MR. BACHMEIER: Greg.

21 MR. MOSS: Nothing else.

22 MR. BACHMEIER: Josh.

23 MR. QUILLEN: Josh Quillen, FRA. Just kind of a follow up

24 I don't know if it was getting almost dark, I know you guys,
25 you're required to, what I call a flagging, you're at the rear of

1 the car so as you depart the station, you kind of look out to make
2 sure everything's safe?

3 MR. LATIGONA: Yes.

4 MR. QUILLEN: You couldn't see anything at all?

5 MR. LATIGONA: No.

6 MR. QUILLEN: That's all I have.

7 MS. WILLIAMS: No questions.

8 MR. HILLIARD: Nothing else.

9 MR. BACHMEIER: Todd, anything?

10 MR. KRAHOLIK: No.

11 MR. BACHMEIER: Joe, do you have anything you'd like to add?

12 MR. LATIGONA: That my engineer did an incredible job. He
13 was awesome.

14 MR. BACHMEIER: If we have any follow-up questions, would you
15 mind if we contacted you?

16 MR. LATIGONA: Sure.

17 MR. BACHMEIER: On behalf of the NTSB, the operations group
18 here, we'd like to thank you for your time, cooperation, the way
19 you handled yourself, your crew, I mean, we couldn't have asked
20 for anything better.

21 We watched the video. It was remarkable. Joe, you kept
22 everyone just calm, collected in getting everyone off in an
23 orderly fashion. Thank you for that.

24 With that, interview complete. 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 Joseph Latigona

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