

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, * Accident No.: RRD25FR006

PENNSYLVANIA ON FEBRUARY 6, 2025 *

* * * * *

Interview of: MARK RHODUNDA, Conductor
Southeastern Pennsylvania Transportation Authority

Philadelphia, Pennsylvania

Tuesday,
July 29, 2025

APPEARANCES:

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

TODD KRAHOLIK, Railroad Accident Investigator
National Transportation Safety Board

RICHARD SHERRY, Investigator-in-Charge
Federal Railroad Administration

DAVE GRAUBARD, Operating Practices Inspector
Federal Railroad Administration

MATT POWELL, Assistant Director of Operations
Southeastern Pennsylvania Transportation Authority

SHANDEL WILLIAMS, Assistant Safety Operations Officer
Southeastern Pennsylvania Transportation Authority

CLARENCE HILLIARD, Safety Officer
Southeastern Pennsylvania Transportation Authority

CHINO WILLIAMS, Vice General Chairman
SMART Transportation Division, Local 61
Representing Mr. Rhodunda

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I N T E R V I E W

(9:13 a.m.)

1
2
3 MR. BACHMEIER: Good morning, my name is Michael Bachmeier
4 and I'm the NTSB IIC for this accident. We are here today on --
5 what is it -- July 29th at 9:13 in SEPTA headquarters to conduct
6 an interview with Mark Rhodunda, who works with SEPTA. Interview
7 is in conjunction with NTSB's investigation of the accident near
8 Paoli Station, this accident reference number is RRD25FR006.
9 Purpose of the investigation is to increase safety, not to assign
10 fault, blame, or liability.

11 Before we begin our interview and questions, let's go around
12 the table and introduce ourselves. Please spell your last name,
13 who you are representing, and your title. I'd like to remind
14 everyone to speak clearly so we can get an accurate recording.
15 I'll start off and then pass it to my right.

16 Again, my name is Michael Bachmeier, spelling of my last name
17 is B-a-c-h-m-e-i-e-r, and I am the NTSB IIC for this accident.

18 MR. RHODUNDA: My name is Mark Rhodunda, R-h-o-d-u-n-d-a, I'm
19 the conductor with SEPTA.

20 MR. WILLIAMS: My name is Chino (ph.) Williams,
21 W-i-l-l-i-a-m-s. I am also a conductor for SEPTA, but I'm here
22 under the capacity of SMART 61 as his union rep, Vice General
23 Chairman Number 1.

24 MR. POWELL: Matt Powell, Assistant Director of Operations,
25 P-o-w-e-l-l, Assistant Director of Operations with SEPTA.

1 MS. WILLIAMS: Shandel (ph.) Williams, W-i-l-l-i-a-m-s,
2 Assistant Safety Operations Officer.

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

5 MR GRAUBARD: Dave Graubard, G-r-a-u-v-a-r-d, Operating
6 Practices Inspector with FRA.

7 MR. SHERRY: Richard Sherry, S-h-e-r-r-y, IIC, FRA.

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

10 MR. BACHMEIER: Okay, thank you.

11 Mark, do we have your permission to record our discussion
12 with you today?

13 MR. RHODUNDA: Yes.

14 MR. BACHMEIER: Do you understand the transcripts will be
15 part of the public docket, as such we cannot guarantee any
16 confidentiality?

17 MR. RHODUNDA: Yes.

18 MR. BACHMEIER: As we discussed, you have a representative
19 with you today, Mr. Williams, is that correct?

20 MR. RHODUNDA: Yes.

21 MR. BACHMEIER: Okay, I'd like to ask everyone to clearly
22 announce your name and title before questioning. With that, let's
23 proceed.

24 INTERVIEW OF MARK RHODUNDA

25 BY MR. BACHMEIER:

1 Q. Mark, could you give us a synopsis of your work experience
2 taking us up to your present job?

3 A. I'm sorry, just with the railroad or do you want --

4 Q. Yeah.

5 A. I started as a passenger assistant or assistant conductor,
6 I've been here for six years. I was promoted about two -- a
7 little over two years ago. Currently, just being a conductor,
8 running the trains, the normal processes, you know, we pick up a
9 train from whether it's a yard or wherever the starting point is
10 and we take the train in, pick up passengers, drop them off, come
11 back and we do it again all day long.

12 Q. Okay. So six years, promoted two years ago.

13 A. Yes.

14 Q. Okay. Let's go back to last Tuesday, can you just kind of
15 give us a synopsis of taking up -- taking you through the day,
16 letting us know did you have any trouble with the equipment,
17 resetting any faults, and your turnover with the outbound crew at
18 Suburban Station?

19 A. So we came in or come in southbound from West Trenton, we
20 spun out of there, came back in, we got to West Trenton/Yardley
21 area, kind of felt like slow, sluggish, wasn't accelerating well,
22 talked to Will, who was the engineer. I said I'll go back, I'll
23 reset, but no power reached fault, so -- or no power at reset, I
24 went back and reset it.

25 Q. And where was that at?

1 A. That was in the sixth car, so that would be car 113, I guess
2 it is, on the consist.

3 Q. Okay. And what station?

4 A. It was somewhere -- it's after West Trenton/Yardley, in that
5 area.

6 Q. Okay.

7 A. Continued on, it didn't really get much better. We get to
8 Bethayres, Meadowbrook, Rydal area, it was really down, it was
9 really going sluggish now. Went up, talked to Will, I said I'm
10 going to go back, at Noble I went back and I reset the no power
11 again on that same car.

12 By the time we got out of Jenkintown, bound train south, it
13 was -- I was walking up and now all of a sudden the third, so it's
14 the second married pair, I reset that, no power re-fault, as well.
15 Still nothing, the train just stayed at, like, the same speed. I
16 went up, I talked to Will, the engineer, he said he called in,
17 that it was slow acceleration to a dispatcher. No information
18 about what to do with the train after that. We took the train in,
19 got to Suburban Station, I handed the train off to Hank Smith, I
20 told him that it's going to be a very slow ride, I said I reset
21 the no power twice and we got six cars, two open, and ODs.

22 Q. Okay. So where did you guys call in to the dispatcher?

23 A. I'm not sure when he called in.

24 Q. Okay. But you reset the power on 113 twice?

25 A. Correct.

1 Q. And then what about the second married pair, you said
2 something about that one, too?

3 A. When I was -- when I was coming back through, the power was
4 out, no power fault was in there, as well, so I reset that one, as
5 well.

6 Q. Okay. So you reset 113 twice and then the second married
7 pair you just don't know --

8 A. Just once.

9 Q. -- the number?

10 A. Yeah, I don't know what the consist number was, no, it was
11 the second married pair on that consist.

12 Q. Okay. And how do you know to reset that power, is there a
13 light that comes on or what --

14 A. Yeah, there will be a fault at the engineer stand, but I --
15 just being on the train, I'm moving, I know, I go up and I ask the
16 engineer, you're not getting power, he's like yeah, something's
17 not pushing.

18 Q. So then you walked back and --

19 A. I walked back and I reset it, yeah.

20 Q. Okay.

21 A. And they taught us how to troubleshoot it.

22 Q. Okay. And normal, how many cars are on your trains?

23 A. Normally, it's four, sometimes five, but that train was six.

24 Q. Okay, and then do you -- on the Silverliner IV, just

25 specifically, when you have them trains, do you normal have issues

1 with power, sluggish, kind of running slowly or --

2 A. It all depends on the equipment, which -- I can't say it's
3 always, sometimes. Not always.

4 Q. It happens?

5 A. It happens here and there.

6 MR. BACHMEIER: Yeah, okay. I'm going to pass it off to
7 Matt.

8 MR. POWELL: No questions.

9 MR. BACHMEIER: Shandel?

10 MS. WILLIAMS: No questions.

11 MR. BACHMEIER: Clarence?

12 BY MR. HILLIARD:

13 Q. When the faults were reset, did -- was that reported to the
14 -- Clarence Hilliard. When the faults were reset, was that
15 reported to the control center?

16 A. I only told the engineer.

17 MR. HILLIARD: Okay. That's all I have.

18 BY MR. GRAUBARD:

19 Q. Dave Graubard, FRA. Is there a procedure or something
20 standard that you folks are told to do when --

21 A. Yeah, for the no power reset, so on the control, on the car
22 with the handbrake, you open up the panel, there's a little yellow
23 button --

24 Q. Okay.

25 A. -- you press and hold that, you have to do it when the

1 train's not moving, then we walk up and we open up the locker and
2 we flip the -- we push the reset button in there to clear the
3 lights.

4 Q. Is it SOP that you got to notify the dispatcher every time
5 you do that or --

6 A. I don't think it's SOP, we just do -- when we have a problem
7 like with power, I talk to the engineer, we just reset it to keep
8 the train moving.

9 Q. Okay. And this -- was this the first time you had to do
10 something like that or --

11 A. No, no, no. We've done it many times.

12 Q. Okay.

13 MR. WILLIAMS: Usually -- excuse me. Chino Williams, General
14 Chair. Usually, things that are sealed are the things that we
15 need verbal permission to touch.

16 MR. GRAUBARD: Okay.

17 MR. WILLIAMS: Like, most of the things in the box, like, for
18 example, troubleshooting a door, we don't have to report that to a
19 dispatcher, we go in the box and actually troubleshoot the door.
20 So I think that's one of those instances?

21 MR. RHODUNDA: Yeah, yeah.

22 MR. WILLIAMS: That's what you're saying, yeah. But like,
23 for example, the indoor bypass, we cannot absolutely touch that
24 unless we contact the dispatcher first, that's why they seal it
25 out so it's like -- they know if it's open because they seal has

1 been cracked, you know what I mean?

2 MR. GRAUBARD: Sure.

3 MR. WILLIAMS: So certain things that are inside the boxes
4 are sealed and those are the things that we need verbal permission
5 from the dispatch before we crack them and open for reset or
6 troubleshoot.

7 MR. GRAUBARD: Okay. And -- I think that's all I have for
8 now.

9 BY MR. SHERRY:

10 Q. Richard Sherry, FRA. You reset the power faults on 113
11 twice --

12 A. Yes.

13 Q. -- (indiscernible). Yardley was the first time?

14 A. It was between -- it was around Yardley/West Trenton, I can't
15 tell you exactly the exact spot, but it was in that range.

16 Q. And then the second time --

17 A. Was between Noble and Jenkintown.

18 Q. Noble, you said?

19 A. Noble.

20 MR. WILLIAMS: Jenkintown, yeah.

21 MR. SHERRY: Jenkintown.

22 MR. RHODUNDA: Jenkintown, yes.

23 BY MR. SHERRY:

24 Q. And now in the consist, you're saying the second married
25 pair, the second married pair would've been 417 and 418. Where do

1 you think you hit that reset?

2 A. I think it was the third car.

3 Q. Okay, so where -- which station do you think reset that one
4 at?

5 A. That was after Jenkintown, so somewhere between -- probably
6 around Elkins Park.

7 Q. Elkins Park. And after you set, reset this train three times
8 coming southbound or westbound, however you guys call it, when did
9 you report it to the RROCC?

10 A. I don't know, I went up, I talked to the engineer and he
11 already called it in, so said it was --

12 Q. That would be a question for the engineer?

13 A. Yeah, yeah, I don't -- I don't have that answer.

14 MR. SHERRY: No further questions.

15 MR. BACHMEIER: Todd?

16 BY MR. KRAHOLIK:

17 Q. Todd Kraholik with the NTSB. So if SEPTA puts out a new
18 policy regarding when to call a dispatcher or basically any new
19 time you get a new procedure, how do you -- how do you find out
20 about it?

21 A. Should be in a bulletin order.

22 Q. And explain to me this bulletin order, is this your daily
23 bulletins?

24 A. Weekly.

25 Q. Weekly bulletins. And --

1 A. They can also put out supplemental, as well.

2 Q. Where do you get your weekly bulletins from?

3 A. I get them from my outlying point, so wherever I start.

4 Q. So like a dispatcher sends -- prints up the paperwork there?

5 A. No, so it's printed, it's already printed out for us, so as
6 Suburban Station's the main hub, all the outlying points --

7 MR. WILLIAMS: Your tablet, too.

8 MR. RHODUNDA: Yeah, I was going to say we also get downloads
9 now on the tablet, so any of those ways we can get that
10 information, but it's like a weekly thing, the supplemental will
11 be if it's put in the middle of the week.

12 BY MR. KRAHOLIK:

13 Q. So you go at the beginning of the week and grab your
14 bulletins?

15 A. Correct.

16 Q. And --

17 A. And I also check my tablet daily.

18 Q. Right. Are the bulletins just sitting on a table or do you
19 have to get them from somebody or do you print them?

20 A. It's like -- no, they're like sitting in like bins at
21 Suburban Station, at the outlying points, they're either on like a
22 table laid out or --

23 Q. Do you know who would print that out?

24 A. I don't know.

25 Q. Don't know, gotcha. And so if there's a new procedure, you

1 read about it, what happens if you have questions about it, then
2 what happens?

3 A. There'll be -- usually it says if you have any questions
4 contact whomever is the one that's in charge of that, part of that
5 loop.

6 Q. So it would be --

7 A. Procedure.

8 Q. So the number to contact is who put out the bulletin or
9 somebody in regards -- so it could be somebody different every
10 time.

11 A. It could be, yes, yes.

12 Q. I gotcha, I gotcha, I gotcha.

13 A. Absolutely.

14 Q. As a -- I don't know what they're called so I'm going to say
15 manager, has a manager ever came and talked to you about a new
16 bulletin at any point --

17 A. No, not --

18 Q. -- that you can remember?

19 A. No, no.

20 Q. Okay.

21 A. Because it's our responsibility to stay on top of it.

22 Q. Is there a rule requiring you to get these bulletins, that
23 you know of?

24 A. Yes.

25 Q. Or -- okay.

1 A. Yeah.

2 Q. And are you aware of any procedure changing from -- this
3 isn't the first fire we've had, right, so after --

4 A. Yes.

5 Q. -- the first or second one, did -- are you aware of any
6 procedure that changed with contacting the dispatch or anything?

7 A. I didn't get any procedure, no.

8 Q. Okay, gotcha. So when you report problems, when the train
9 reports problems to dispatch or control center, who -- is it
10 normally the engineer that does that?

11 A. Normally, yes. It's normally the engineer.

12 Q. So he would be -- he would always be the one?

13 A. Ninety nine percent of the time, yes.

14 Q. Gotcha. And when you're on -- this happened, the fire
15 happened on Amtrak, do you go on Amtrak territory at all?

16 A. On this job, I do not.

17 Q. Do not, okay. That's all worked out. You said they taught
18 you how to troubleshoot.

19 A. Yes.

20 Q. Can you kind of tell me about the troubleshooting teaching,
21 what do they teach you?

22 A. Well, we have equipment class before we go into promotion, so
23 as we're in equipment, they show you how to reset, open up the
24 door, make sure you got the handbrake, press and hold the little
25 yellow button, then you walk inside, you open up -- I think it's

1 locker number 2, no, it has to be locker number 1, and you open it
2 up and then you press the reset button again, inside, you have to
3 do both parts for it to actually take.

4 Q. So I don't want to play semantics here, but -- so they really
5 didn't teach you to troubleshoot, would you say, they just kind of
6 just taught you how to reset the -- you're not really
7 troubleshooting, you're just kind of resetting the --

8 A. Okay, we can go with reset. Yes. Yeah, yeah.

9 Q. Is that --

10 A. Yes.

11 Q. Would that be accurate?

12 A. No, that's accurate.

13 Q. Okay.

14 A. I'll call it resetting, yeah.

15 Q. Okay, gotcha, gotcha. So if you had a problem that -- and I
16 don't know how this reset fault works, but let's say you push the
17 -- the light is on, you push it to go out and it stays on.

18 A. Sometimes that happens.

19 Q. And then what do you do?

20 A. We try to reset it a couple stops later, you only try it
21 twice and then that's all you can really do, it's not going to
22 reset.

23 Q. Okay, I got a few questions around this, sorry. So you can
24 only reset it twice, that's a policy for SEPTA?

25 A. No, they just kind of told us, like, it might not go after

1 the second time, so -- most of the time.

2 Q. What happens if it does it the second time, you just keep
3 going?

4 A. You just keep -- yeah. We call it in and let them know.

5 Q. Call -- sorry.

6 A. Call in --

7 Q. To dispatch?

8 A. Yes, correct.

9 Q. Gotcha.

10 A. Sorry, call in dispatch.

11 Q. No, no, I just want to -- and -- so the no power light that
12 comes on the fault or whatever, is it just basically telling you
13 that the train's not running right, is that -- running slow or --

14 A. Yes, it's running slow, yes.

15 Q. So if the train's running slow, you know to go back and look
16 for this button and you push it.

17 A. Correct, there's no -- there's no pull.

18 Q. Right, I got -- I gotcha.

19 A. Yeah.

20 Q. Okay. And then, if the light -- if you push it and the light
21 goes out, does that make your power run better?

22 A. Sometimes it does, yes.

23 Q. Okay.

24 A. Yeah, sometimes it works, you got power back on the train.

25 Q. And what is SEPTA's rule for handbrakes, can you tell me what

1 -- when do you put handbrakes on, how many do you have to put?

2 A. So if I'm doing a brake test, there has to at least be one on
3 during a brake test. If we're in the yard, it's one car for one,
4 two for two, three to eight is a sufficient amount, which usually
5 is three to more. If you're on main line, it's all handbrakes.

6 Q. Okay, so if you're on the main, you have to put on every
7 handbrake.

8 A. Correct.

9 Q. Gotcha. So I'm thinking it was after the first fire in
10 February, we were told that if your power is running sluggish, you
11 possibly can tell dispatch and they'll run you out new equipment
12 or do you take it and get new equipment somewhere, does that ever
13 happen for you?

14 A. Yeah, they've swapped equipment before for us, yes.

15 Q. And how does that work, like the next station or how do you
16 get new power?

17 A. Yeah, sometimes it's the next station, I guess it's when they
18 have availability of the train, sometimes we'll go on to Suburban
19 Station, they'll bring another train in, we'll just swap trains.
20 Sometimes we'll take something off of a stub track or sometimes
21 meet us at Wayne Junction, so wherever they can get the trains to
22 line up 30th Street and then we swap out.

23 Q. Okay, so does that happen often, you get new sets or do you
24 normally run with the bad set?

25 A. No, they swap, I would say it's half and half, I won't say

1 it's all the time but we do swap quite a bit, too.

2 MR. KRAHOLIK: Gotcha. I don't have anything else right now.

3 BY MR. BACHMEIER:

4 Q. Okay. Mike Bachmeier, NTSB. You were talking about the
5 bulletin orders and back in March they put out a couple new ones,
6 they put out a mechanical and a smoke and fire one after that
7 first fire, do you remember seeing that bulletin?

8 A. I don't recall.

9 Q. Okay.

10 A. No, I don't recall.

11 Q. Okay. So like when you saw the no power, did that light up
12 the general fault?

13 A. I didn't see a light, I just feel it and I went up and I
14 talked to the engineer.

15 Q. Okay, do you remember if he saw a light --

16 A. There was some -- there's always that one, there's one light
17 there that's a fault light, so I --

18 Q. And that was -- that was --

19 A. Yeah, that was lit, yeah.

20 Q. That was lit on his --

21 A. Yeah.

22 Q. So -- okay. Because I'm just trying to figure out how to --
23 and then -- but if -- if you walk back, like, on that 113 --

24 A. Um-hum.

25 Q. -- car that you were on, that you reset, that one didn't have

1 a light on?

2 A. No, because the control stand would be the one that --
3 (Crosstalk.)

4 BY MR. BACHMEIER:

5 Q. Yeah. So the only time a fault light would be on is on the
6 control stand --

7 A. As far as -- yeah, I'm not -- I don't run the trains, I
8 assume --

9 Q. We'll talk to the engineer, okay.

10 A. Yeah, yeah.

11 MR. BACHMEIER: Thank you, that's all I got.

12 Matt?

13 BY MR. POWELL:

14 Q. Mark, for clarity --

15 A. Yes.

16 Q. -- going north on 53-44, you guys, you didn't experience
17 anything --

18 A. No, it was handed to us and there was no problems.

19 Q. No issues --

20 A. No issues.

21 Q. -- no power issues --

22 A. No.

23 Q. -- no need to reset anything, engineer --

24 A. No.

25 Q. -- didn't tell you it was sluggish --

1 (Crosstalk.)

2 MR. RHODUNDA: No, nobody told us anything, yeah.

3 MR. POWELL: Okay.

4 MR. RHODUNDA: Absolutely, yeah.

5 MR. POWELL: And you changed hands and --

6 (Crosstalk.)

7 MR. RHODUNDA: Correct, yes. Yeah.

8 BY MR. POWELL:

9 Q. And then now for clarity, resetting the no power indicator,
10 you mentioned going into an electrical locker, do you know the
11 name of that locker?

12 A. I thought it was 1, it's not 2, 2 is where we do our -- check
13 our ATC/PTC. It's in 1.

14 Q. So what's inside of it, it's the one with all the lights?

15 A. It's all the lights, yeah.

16 Q. Looks like a Christmas tree, almost?

17 A. Christmas tree, yeah, I was going to say Christmas tree.

18 Q. If I said PF and I panel, would that --

19 A. There you go, thank you, yes. Thank you, I know I was on the
20 wrong --

21 Q. Gotcha. Yeah, absolutely, yeah.

22 A. But yeah, I didn't want to say Christmas tree because nobody
23 would get it.

24 (Crosstalk.)

25 MR. POWELL: That's all I got.

1 MR. RHODUNDA: Okay.

2 MR. POWELL: Thank you.

3 MR. BACHMEIER: Shandel?

4 BY MS. WILLIAMS:

5 Q. Shandel Williams. Mark, question for you.

6 A. Yes.

7 Q. I know you said you told your engineer that you had faults,
8 right, did you tell him the specifics, meaning what you reset and
9 where?

10 A. I only told him I reset the power and I told him I did it in
11 the last car and then by the time I did it again, I told him I did
12 it in the middle pair. I think it was the third car.

13 Q. And was he aware of the number of times you did it for each
14 -- or at what point did you --

15 A. I was -- I don't know if he knows, I just went up the first
16 time, I talked to him, I said we don't have no -- we're really
17 slow, sluggish and I said all right, I'll go reset. I reset, it
18 stayed the same, then it got worse and I said oh, we're getting
19 worse, so I said I'm going to go back and reset it again.

20 Q. Okay.

21 A. Reset it again, and then as I walked through, the other one
22 was -- well, lit up. Because it was slow.

23 Q. So reasonably, he would only be aware of, maybe, two --

24 A. Two, yeah. I would say reasonably two, yes.

25 Q. Okay.

1 A. Yes.

2 MS. WILLIAMS: Okay. That's it.

3 BY MR. HILLIARD:

4 Q. Clarence, system safety. Just for clarity, so in a control
5 stand there's a general fault light --

6 A. Yes.

7 Q. -- but then once you open that panel, it gives you, like,
8 more --

9 A. Yeah, it's like -- yeah, like a whole bunch of -- it's a
10 Christmas tree, almost, yeah.

11 Q. Okay. So if something's wrong, then that's when it lights
12 up?

13 A. Yeah, so I'll see the power fault light will be in there.

14 MR. HILLIARD: Okay. That's all I have, thank you.

15 MR. RHODUNDA: Okay.

16 BY MR GRAUBARD:

17 Q. Dave Graubard, FRA, just a couple follow-up questions. Is
18 there like a set number of times that you reset that, that that
19 would either trigger you saying something to the engineer or the
20 dispatcher or that would trigger, like, an automatic "hey, we got
21 to set this" --

22 A. I was always told after two times, it doesn't -- it's not
23 going to do anything, so then you kind of just tell the engineer
24 and the engineer usually calls it in.

25 Q. And is that -- that's more like a rule of thumb, not a

1 written --

2 A. It's not a written rule, no.

3 Q. Okay.

4 A. Yeah, not a written rule.

5 Q. Okay. You reset the power in, I think it was the 113, three
6 times?

7 A. Twice.

8 Q. Twice. And then once in the --

9 A. The middle pair.

10 Q. -- middle pair.

11 A. Yes.

12 Q. Were there any other -- did you smell anything, see anything?

13 A. Saw nothing, smelled nothing, and I was back there at
14 Jenkintown, so it was halfway through my trip and I didn't smell
15 or see anything.

16 MR. GRAUBARD: Okay. Okay, that's all I have.

17 BY MR. SHERRY:

18 Q. Rick Sherry, FRA. In this PFI panel on all three resets was
19 it the same light, was it a no power --

20 A. Yes, no power reset.

21 Q. Was there any lights?

22 A. Well, there's a whole bunch of lights, it literally looks
23 like a Christmas tree, I was only looking for the fault light,
24 so --

25 Q. Okay.

1 A. But yes, there's all the lights, it's, you know, the dynamic
2 brake, all those lights are in there.

3 Q. But the only indicator that was --

4 A. Was the power, yeah.

5 Q. The power.

6 A. Yes.

7 Q. Okay. When you're training, you would have a fire on a car,
8 what is your procedure as a conductor, is it retreat no matter
9 what, is it to get passengers off, is it to fight a fire, what is
10 there --

11 A. It's make sure of the safety of the passengers and the crew,
12 so I get them off the train. And then I would call it in,
13 obviously, I'm in charge at that point, to get everybody off and
14 then call it in. Emergency, emergency, emergency.

15 Q. So does your safety come first or the passengers' safety
16 comes first, how does SEPTA word it?

17 A. I think it's the safety of the passengers and crew, I don't
18 know if it actually says my safety first or it just says safety of
19 the passengers and crew.

20 MR. SHERRY: Okay. No further questions.

21 MR. BACHMEIER: Okay, thanks.

22 Todd?

23 BY MR. KRAHOLIK:

24 Q. Todd Kraholik with the NTSB. We're trying to figure out if
25 we can figure out what's going on with these fires, so I think the

1 first one went up to Trenton and when they came back is when they
2 started having the problems --

3 A. Correct.

4 Q. -- same as this one, too. So when you go up, is it the same
5 line you come back on?

6 A. It is the same line, yes.

7 Q. Would it be the same track or is it --

8 A. No, so we go up 2 and we come back down 1.

9 Q. Is there anything significant about 2 and 1, are they the
10 same speeds?

11 A. Everything's the same.

12 Q. Same line, everything.

13 A. Yeah.

14 Q. Would you say, if you can, you have more problems going up or
15 coming back or is it just kind of sporadic?

16 A. I would say it's sporadic, I can't say it's one way or the
17 other.

18 MR. KRAHOLIK: Gotcha. I don't have further questions.

19 BY MR. BACHMEIER:

20 Q. I want to piggyback on Dave's question, he asked you about
21 how many times you can reset that, did you learn that in your
22 training, you said, for your --

23 A. It was like talked about, like I said, it's not a written
24 rule, it's just talked about, once you get past the second time,
25 it's --

1 Q. The instructor said don't --

2 A. Yeah, it's not going to --

3 Q. -- reset it more than twice?

4 A. It's just not going to -- might not -- it's probably not
5 going to work.

6 Q. Okay, thank you. With that, I think -- do you have anything
7 you'd like to add to this interview?

8 A. No, thank you.

9 Q. If we have any follow-up questions, would you mind if we
10 contact you?

11 A. Oh, yeah, absolutely. Sure.

12 MR. BACHMEIER: On behalf of the NTSB, our group here, thank
13 you for this interview.

14 (Whereupon, at 9:37 a.m., the interview concluded.)

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CERTIFICATE

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

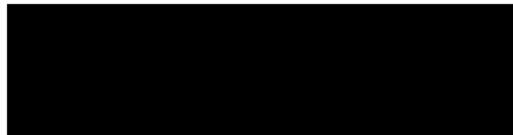
IN THE MATTER OF: FIRE ABOARD SEPTA TRAIN NEAR THE
CRUM LYNNE STATION IN RIDLEY PARK,
PENNSYLVANIA ON FEBRUARY 6, 2025
Interview of Mark Rhodunda

ACCIDENT NO.: RRD25FR006

PLACE: Philadelphia, Pennsylvania

DATE: July 29, 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.



Karen D. Martini
Transcriber