

TRANSCRIPT OF PROCEEDINGS

Investigation of:)
SEPTA Fire) Accident No.: RRD25FR006
)

Interview of: CHRIS MIGLIARESE, Locomotive Engineer

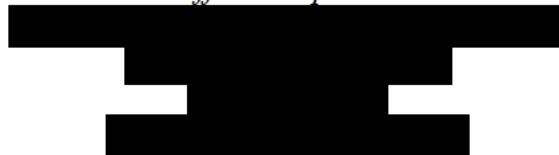
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Place: Philadelphia, Pennsylvania

Date: September 26, 2025

HERITAGE REPORTING CORPORATION

Official Reporters



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APPEARANCES:

TODD KRAHOLIK, NTSB Assistant IIC

RICHARD SHERRY, Federal Railroad Administration
(FRA)

RICH MAHON, Assistant Chief Officer, SEPTA
Railroad Operations

JEFF THOMPSON, Senior Director, Railroad Vehicle
Maintenance

JOHN POINSETTE, Director of Railroad Operations
and Yards

DON HILL, BLET, Engineer Rep.

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1 P R O C E E D I N G S

2 MR. KRAHOLIK: All right. My name is Todd
3 Kraholik. I am the NTSB Assistant IIC for this
4 accident. We're here today on September 26 in
5 Philadelphia, Pennsylvania, to conduct an interview
6 with Chris Migliarese, who works for SEPTA.

7 This interview is in conjunction with NTSB
8 investigation of the fire that happened on
9 September 25, 2025, near Gravers Station. The NTSB
10 Accident Reference Number is RRD25FR006.

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

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

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

19 I'll start off and then pass it to my right.

20 Again, my name is Todd Kraholik. Spelling of my
21 last name is K-R-A-H-O-L-I-K, and I'm the NTSB
22 Assistant IIC.

23 MR. SHERRY: Richard Sherry. Last name spelling,
24 S-H-E-R-R-Y. FRA IIC for this investigation.

25 MR. MAHON: Rich Mahon. M-A-H-O-N. Assistant

1 Chief Officer for SEPTA Railroad Operations.

2 MR. POINSETTE: John Poinsette.

3 P-O-I-N-S-E-T-T-E. Director of Railroad Operations
4 and Yards.

5 MR. MIGLIARESE: Christopher Migliarese, spelled
6 M-I-G-L-I-A-R-E-S-E. Locomotive Engineer with SEPTA.

7 MR. HILL: Don Hill, H-I-L-L. Representative for
8 the engineer, BLET.

9 MR. THOMPSON: Jeff Thompson. T-H-O-M-P-S-O-N.
10 Senior Director, Railroad Vehicle Maintenance.

11 MR. KRAHOLIK: All right. Thank you.

12 Chris, do we have your permission to record our
13 discussion with you today? MR. MIGLIARESE: Yes.

14 MR. KRAHOLIK: And do you understand the
15 transcripts will be part of a public docket and, as
16 such, we can't guarantee any confidentiality?

17 MR. MIGLIARESE: Yes.

18 MR. KRAHOLIK: And, as we discussed, you have a
19 representative today, Don Hill, is that correct?

20 MR. MIGLIARESE: Yes.

21 MR. KRAHOLIK: All right. Everybody please
22 clearly announce your name and title before
23 questioning.

24 //

25 INTERVIEW OF CHRIS MIGLIARESE

1 BY MR. KRAHOLIK:

2 Q Chris, can you give us a synopsis of your work
3 experience? What's your current job, and how long
4 have you currently been in it?

5 A Well, 16-plus years of locomotive engineer, I got
6 promoted on June 29, 2009. I've been with SEPTA
7 almost 18 years. I hired in 12/3/2007. My current
8 job, I run 258 and that's out of Roberts Yard here.
9 My first trip I do is Trenton 9755, come back at 722,
10 get a break, and then we do an airport trip, 9459,
11 return is 460, and then we do the last trip to Marcus
12 Hook as 5231 and return is 9232 to Roberts Yard. My
13 sign-up time is 3:02, I believe it is. We leave the
14 yard at 3:27 on that 755, and we're back in the yard
15 by 11:30-ish.

16 Q All right. And the 24th, I believe it was, you
17 got the train out of Roberts Yard, and was there any
18 problems when you got on the train?

19 A No, nothing leaving the yard.

20 Q When you get on your equipment, is there a
21 mechanical guy that meets you there, or is it just
22 sitting there ready for you to go?

23 A No, we just, I come in the yard master's office.
24 I go, we meet up with him first and I ask him where
25 equipment's at. And then he'll tell us if it's like

1 blue flag or they're working on it. If not, you know,
2 he'll say it's good to go, whatever. I meet our
3 conductor. The crew meets up, we go out to the train.
4 We check, I check the gear slip in the front, I check
5 all the seals, they're done, and the conductor does
6 the same thing in the rear. Then we perform a brake
7 test. And if there's no problems with anything. Like
8 yesterday I had a problem with a set of fives. We
9 just had to swap equipment. We couldn't get it to
10 charge up because the mechanics were working on it.
11 They had the sealings open and there was something
12 wasn't getting continuity.

13 But we know normally, if there's no problem that
14 we encounter, we don't really usually call for
15 Mechanical if everything checks out. No fault lights,
16 no anything leaving the yard, then we're good to go
17 after our brake test and after the yard master gives
18 us permission, we'll move down to the safe way.

19 Q So, when you're on the, leaving the Roberts Yard
20 on the 24th, you didn't have -- did you have any
21 problems?

22 A No.

23 Q What about, how was the train running when you
24 left? After you left, how was the train running?

25 A The train running was good. I mean, it was able

1 to get a lot of those -- or some of those you can't
2 get up to speed. I was able to get up to 90, like,
3 between, especially some of the stations that were far
4 apart, I was able to get up to a good speed on. I
5 mean, their maximum on the G's are 95. I was able to
6 get up to around 90 on them with no problem, no
7 issues.

8 Q And when you got on, there was no fault light
9 when you got on, right?

10 A No.

11 Q And then did you have a fault light come on on
12 the 9755?

13 A Yes, I did, or, generally, like, a -- I guess it
14 was a -- I call it, like, a power fault had come on
15 towards the end of the trip actually when I got up --
16 so, when I got up to Trenton, I looked at it and I saw
17 the thing -- I couldn't reset it because it was on the
18 platform side. They put us on what's called the high
19 track. But coming back, it didn't really affect -- I
20 was still able to move the train. No dynamic brake
21 problems, at least not in the head -- in the lead car.

22 Q So the light came on towards the end of your 9755
23 trip and you tried -- you couldn't reset it because it
24 was not where you could reset it?

25 A Yeah, I didn't have access to the box.

1 Q And then what did you do? Did you call it in or
2 anything like that?

3 A No, I didn't call it in. I just, because the
4 train was running fine and sometimes, you know, we
5 have a fault light that didn't interfere with any
6 problems with the train and we got used to doing it
7 like that.

8 Q And when you swapped ends, do you -- you don't
9 run a Y, you actually get off one end and go to the
10 other end? You change ends?

11 A Yeah, we change ends up, and that's when I
12 noticed when I hooked up, when I put my plug in on the
13 other end to set up, so I figured it must have
14 happened somewhere between -- when I left the city, it
15 was fine. Maybe when we go between Levittown and
16 Trenton, we have a big -- we have a bigger space to go
17 to that speed, so at that time, my pushing the train
18 might have set it up. So, when I -- and then I walked
19 back to see what -- I went back to the cars to see
20 where the fault. What I saw, like, the ground light,
21 whatever. I think it was the second car back possibly
22 from the -- in that direction, it would be from the
23 west end going back towards Philly. That would be
24 going west. It wasn't the lead car I was running
25 from. I think it was the second car and it showed the

1 ground in it. And then I was -- I think that's why I
2 wasn't able to do the set, because of the platform,
3 the setup over there. I might not be a hundred
4 percent right, but I know I did check one of the cars
5 and there was on it -- but, when I left Trenton, it
6 was fine, no problems getting up to speed with it.
7 And I don't remember having any dynamic brake issues
8 or smelling any, you know --

9 Q So you didn't see the light came on. You only
10 saw it after you swapped ends, you saw the light?

11 A Yeah.

12 Q Okay. Is that something you generally notice
13 come on, or is it something you just happen to see
14 occasionally? Or how do you notice those lights?

15 A Well, sometimes they're dimmed. They dim them a
16 little bit on the thing, like, when you get on the
17 equipment because, if they are on, you know, they
18 don't want, like, it's kind of bright. I don't like
19 that. I always make sure it opens. I want to see
20 everything that's light. But coming in sometimes with
21 the glare and sunlight and stuff like that, I can see
22 it. You're not kind of -- you're kind of turned this
23 way. When I change ends and I'm putting my tools in
24 and I'm looking, everything's more -- you know, I
25 charge up, make sure I've got cab makeup and all that

1 stuff. I'll check my lights. So sometimes it's not
2 always noticeable when it comes on at first unless
3 you're really kind of -- I mean, the dynamic light's
4 more bright red, so you see it. It's at the bottom.
5 So I might miss the light when it first came on.

6 Q What color is the light?

7 A It's usually like a white light. It's in the
8 middle.

9 Q I got you. And you said people dim it. Is it an
10 actual dimmer or they just unscrew the bulb?

11 A No, it's the bulb, some of the bulbs, some of the
12 lights have dimmers on them for at night when
13 they're -- so they're not, like, shining bright in
14 their faces or whatever on there. I don't do that. I
15 try to keep them bold just so I can see if there's
16 something wrong. They're all dimmable, including the
17 dynamic brake light, the DBL light.

18 Q I got it. I got you. So, when you swapped ends
19 and you came back, you didn't call the dispatch or
20 anybody. When you got to where you were going, I
21 can't remember where you said you were heading, I'm
22 sorry. But did you tell anybody when you stopped for
23 the trip? On the 722, when you were completely done
24 with 722, did you call that in or tell anybody about
25 it?

1 A No, I don't believe not, no. No, sir.

2 Q Okay. And I believe it was Guzman that got it
3 from you. Did you tell him anything about the light?

4 A To tell you the truth, I can't recall because I
5 think we got in a little bit later. Sometimes they
6 hold us up here and I was just, like, given to tell
7 how many cars and what was going on. But I don't know
8 if he -- like, I can't say a hundred percent sure if I
9 had mentioned it to him about the light or not.

10 Q Okay. But you did have a job briefing with
11 Guzman, but you got in a little late, so you were
12 trying to make it go a little quicker, I guess, is
13 what you're saying?

14 A Yeah. Well, I was just letting him know what
15 happened, why we came down a little bit later and what
16 was going on. I might tell him the amount of cars if
17 he has any Form B's if there's any major problem with
18 them. I mean, yeah, I may have, like, said it, but,
19 you know, it's -- we did a bunch of trains after that
20 and sometimes, you know, I see -- because I see him
21 twice a day. I also bring him his airport train, his
22 Warminster train from the airport. So sometimes
23 conversations will be, you know, I'm not sure which
24 one was which on that.

25 Q I got you. Is it -- do you normally tell an

1 engineer that's getting on the train about a light, or
2 do you only tell them when there's problems? Like, is
3 a light generally something you say, like, hey, I saw
4 a light come on or --

5 A Yeah, I usually do.

6 Q Okay.

7 A I try to if it's, you know, clear in my mind.

8 Q And if you have a new procedure come up, how do
9 you know the new procedure's coming or it came in
10 effect or anything like that? How do you know, like,
11 a new operating procedure or something? How do you
12 know?

13 A Well, it'll be either on the tablet thing, or
14 we'll have to put a memorandum out, or it'll be in,
15 like, a folding order or a division notice. They'll
16 put out the procedures for anything that's new.

17 Q And has there been any recent bulletins about
18 fault lights that you can think of?

19 A Yeah, I mean, they talked to most of us about the
20 DBS light. I mean, that's what the, you know, the
21 procedure --

22 Q So the procedure's only for the dynamic brake
23 light, not any light, not a fault light, just the
24 dynamic brake light?

25 A Well, they did mention about the fault light too

1 in the thing, I guess in the paper, in the thing they
2 put out.

3 Q And what's your understanding of that thing? Do
4 you know what your -- does it tell you what to do, or
5 does it just tell you to look out for a light, or what
6 is it?

7 A No, no, it tells you, it gives you, like, a
8 procedure to follow in that.

9 Q Okay. Do you remember what it said?

10 A Yeah, I mean, you're supposed to notify, I guess,
11 the ROC Mechanical or notify dispatch at least and
12 then write up the MP-11 on it.

13 Q I got you. Did you write up an MP-11 on this?

14 A No, sir, I didn't.

15 Q Okay. Do you know why? Was there any reason why
16 or just because you were in a rush?

17 A Well, time-wise is another thing but also that
18 we -- so this has been a common thing that's been
19 happening. Like, we -- I've been doing this 16 years
20 and I've reported lights, I always called out I have a
21 dynamic brake light out, a fault light, power fault
22 light out, put the paperwork and stuff like that. And
23 then it's like we did it all the time, and to tell you
24 the truth, like, it wasn't -- things weren't
25 getting -- we'd get the same equipment back sometimes

1 with the same problems on it from different yards, you
2 know, not to, you know -- but -- so sometimes it
3 became so kind of common that it kind of got, like,
4 frustrating, I guess, for a little bit, like, you
5 know, nothing was happening and changing, so I don't
6 want to say I got immune to it, but --

7 Q I got you. I just want to make sure I'm right on
8 this. So you leave -- the 9755 leaves out of Roberts
9 Yard?

10 A Yes.

11 Q And the 722 ends where?

12 A It leaves out of -- I get off at Suburban and it
13 continues on to Chestnut Hill East.

14 Q Okay. And then, at the end of the day, do you --
15 are you the one that brings the train back to Roberts
16 Yard?

17 A No, not that train. I bring -- I come back on
18 that last Marcus Hook train at night. Another crew
19 takes that from, I believe from Chestnut Hill East
20 back up to Trenton. I guess, eventually, it winds up
21 back at the yard. I'm not sure what crew is the one
22 that takes it back in.

23 Q Have you ever taken a train in and left the next
24 day on the same train? Maybe not the same -- I'm not
25 talking about the number. I'm talking about the

1 equipment. Like, have you ever come in with, like, a
2 five-car set and then left with that same five-car
3 set?

4 A Yeah, it happens sometimes if they have it in
5 rotation. Not just yards, sometimes outlying points
6 too. You know, it does happen that we could be on the
7 same equipment two days in a row.

8 Q I got you. Have you ever brought in a piece of
9 equipment with a problem and then asked to take the
10 equipment out the next day with the same problem?
11 Have you ever had that happen?

12 A Yeah, it's happened.

13 Q So either they didn't fix it or they didn't try
14 and fix it or what would your --

15 A I mean, like, because I have a history of
16 reporting stuff, and that's what I -- you know, every
17 time, I mean, the guys used to make fun of me because
18 I'm always reporting stuff, but, you know, that's what
19 I felt important. I don't want to pass on bad
20 equipment to another crew. And I'd tell the yard
21 master, I'd at least tell them if there's a problem
22 coming in the yard because that's where the mechanical
23 stuff could fix it. So I would, you know, even if I
24 didn't necessarily notify, like, the dispatcher, I
25 would notify the mechanical people or notify the yard

1 master at the end of the night so he can get, you
2 know, it can be looked at, taken off the road or
3 whatever needed to be done.

4 Q I got you. Do you ever see any transportation
5 officers out and about? Do you ever see, like, a
6 supervisor or manager out? Do you see them or no?

7 A Yeah.

8 Q Is it every day you see them?

9 A I see different ones different places at Suburban
10 or different locations they'll be down there. You
11 know, we have, you know, transportation managers and
12 we see also, like, passengers, so if there are station
13 master managers, especially at, like, Suburban and
14 others, yeah.

15 Q Do you ever interact with those managers? Do
16 you ever talk to them or do they ever talk to you
17 or --

18 A Yeah. I mean, you know, sometimes they'll just,
19 you know, check on you, see what's going on, or
20 they'll, you know, do compliance or whatever on you or
21 whatever, make sure you're on time, your account
22 number, make sure you have the proper footwear, you
23 know, they'll just be like compliances. Or I guess if
24 you needed to ask, you know, have a new issue or
25 something, you could talk to them.

1 Q So they do compliance checks on you?

2 A Yeah.

3 Q Do they ever tell you you pass or fail? Do they
4 tell you what happened at the end of it?

5 A Not -- I mean, I assume, like, if you -- if they
6 don't say you fail, I assume that would be you passed
7 it, like you were just, you know, if it's not --
8 you're not told or written up for something, then I
9 would just assume that it's a pass or, you know, that
10 you complied with what they wanted you to comply with.

11 Q Right. So it's not that they tell you, you just
12 assume that you passed?

13 A I mean, I don't think I really -- they just say,
14 okay, like, whatever, and that's pretty much --

15 Q Have you ever failed one of those compliance
16 tests before?

17 A Not really. I have to think of the last time
18 when I was assistant conductor, and I didn't have my
19 epaulets on one time, they gave me a I wasn't in the
20 proper uniform. That was back in 2007, 2008. But not
21 since I've been an engineer. I mean, nothing that I
22 did out here on the road as an engineer, not that I
23 recall.

24 Q I got you. And I know this was a long time ago,
25 but when you failed, did they tell you you failed?

1 Did they or, like --

2 A Well, I was just told to -- I was given a warning
3 to make sure I wore them.

4 MR. KRAHOLIK: I got you. I got you. I don't
5 have any more questions. I'll pass it to Jeff.

6 MR. THOMPSON: Yeah. Jeff Thompson. No
7 questions.

8 MR. POINSETTE: John Poinsette, Director,
9 Railroad Operations and Yards.

10 BY MR. POINSETTE:

11 Q You mentioned at Trenton you walked through the
12 cars and you were trying to reset a fault?

13 A Well, once I saw a fault light, I was trying to
14 check and see where it was and what kind of fault it
15 was. If it was a no power fault, I can just push the
16 button and reset it. But if was, like, a ground fault
17 or one of those LG things you reset with the --
18 underneath the boxes, the relay reset, and, you know,
19 see what side it's on. I couldn't because, you know,
20 it was on the platform side, I believe on that side,
21 and on the high track, there was another intervening
22 track, so I don't know if Amtrak would appreciate us
23 being down on the ground there.

24 Q Okay. While checking that particular car, did
25 you notice any smell or anything?

1 A No, no. I would have notice. I mean, I'm pretty
2 good with the smell. That's one of the things that
3 really bothers me. I can, you know, sense when
4 there's something.

5 Q Okay. With the fault light being on, do you know
6 if your conductor was aware of the light?

7 A No, she wasn't, no.

8 Q So you're not aware if that person, he or she,
9 put in an MP-11?

10 A I didn't. Usually, I guess, if I was going to
11 talk to her, I'd fill her in on the details, but she
12 wasn't aware of it, that there was a fault light on
13 that.

14 Q And also you mentioned, when you report your
15 defects or faults over the radio, do you place MP-11s
16 in on that issue that you discussed over the radio?

17 A I try to. I mean, time-wise, sometimes we
18 don't -- they're so tight, some of the windows and
19 the things where we've got time to run to use the
20 bathroom. I try to get it, or I try to get
21 conductors. Some do it, but, honestly, not -- you
22 know, sometimes I miss it.

23 Q So, if there's no MP-11 placed in, it's hard for
24 Mechanical to know what the problem is to fix it.

25 A I mean, I have a history of putting the MP-11s

1 in. I'm just saying that there's occasionally times
2 that, you know, I mean, I was putting it in and
3 calling it in and stuff didn't seem like it was
4 getting fixed in the past, so --

5 MR. POINSETTE: I'm done.

6 MR. SHERRY: Rick Sherry, FRA.

7 BY MR. SHERRY:

8 Q You stated 2009 you were -- you started as an
9 engineer?

10 A Yes.

11 Q You started with the company in 2007. What did
12 you do from 2007 to 2009? What was your job?

13 A I was a assistant conductor and then, from that
14 'til I guess it was 2008, I became a locomotive
15 engineer trainee, I guess, from, like, October of 2008
16 until I got promoted.

17 Q Okay. So, when you got on the equipment at
18 Roberts, you knew there was a fault light, you stated.
19 Somewhere on the ride you believe it came on, but you
20 didn't notice it until you switched ends, is that
21 correct?

22 A Yes.

23 Q Okay. You also seem very knowledgeable in the
24 equipment about ground fault lights and power fault
25 lights and the bottom cabinets to open to reset a

1 relay. Have you been trained in that type of work?

2 A Yeah. Well, we had equipment class when we
3 were -- part of our training program. I mean, just
4 basic. Like, I'm not mechanical. Like, we were just
5 shown certain things to reset, if you had what's
6 called an LGL, Local Ground Light, and a motor
7 overload. There are certain components underneath
8 that you can push the set. You know, if the pans
9 fell, the show you how to do, like, a POR, what it's
10 called, like, to check the pans and make sure, you
11 know, before we raise them again, we have to go
12 through a procedure of doing things and get permission
13 to do that. So they taught us, like, basic stuff, I
14 guess, to get us moving, I guess, if something were to
15 need to be --

16 Q Okay. So you stated you also always were the guy
17 that was writing the MP-11s up and reporting things
18 and then you said you were known for that and kind of
19 got made fun of for being that guy that always did it.
20 Was that the discouragement for not writing as many
21 MP-11s up now, or was it discouragement of the
22 equipment not getting fixed?

23 A Probably discouraged on the equipment not getting
24 fixed. I mean, I have, you know, trains over and
25 over, I have the same problems, and it was kind of

1 frustrating when you've got, you know, fault lights
2 and stuff on the stuff and it comes back out and you
3 try to get it -- you know, you go on a trip to Trenton
4 or some place and you can only get up to a certain
5 speed because, you know, your power's out and the
6 dynamic's not on, so you're limited. The governor
7 kicks in and limits you. Like, sometimes you can
8 barely get above 70.

9 Q So now you're aware of all the memos that came
10 out with the fault lights and DBL lights, to report
11 them. Are you aware of why that sort of say blitz
12 came out?

13 A Yes.

14 Q And what was that reason why all that came out,
15 it came up?

16 A Well, because of the recent problem with fires
17 and smoking with the Silverliner IVs.

18 Q So do you, in your opinion, think it would be a
19 good time to write more MP-11s or to dim it down when
20 we're having fires?

21 A No, a good time to write more MP-11s.

22 Q All right.

23 A Yeah. I understand that.

24 Q We've had many discussions with Transportation
25 and Mechanical to try to mitigate these fires and keep

1 people safe.

2 A Yes, sir.

3 Q And it seems like you know definitely a lot about
4 the equipment. Please keep up the good work and put
5 these MP-11s in so Mechanical can do their job.

6 A Yes, sir.

7 MR. SHERRY: I have no further questions.

8 MR. KRAHOLIK: Todd Kraholik, NTSB. I don't have
9 any questions.

10 MR. THOMPSON: Jeff Thompson. No questions.

11 MR. POINSETTE: John Poinsette. No questions.

12 MR. KRAHOLIK: All right, Chris, is there
13 anything you want to add, anything you want to tell
14 us, anything we didn't ask we should have?

15 MR. MIGLIARESE: No. That pretty well sums it
16 up. You know, I understand the seriousness of it and
17 complying with what they're asking, you know.

18 MR. HILL: Hey, Todd, I just want to clarity.

19 MR. KRAHOLIK: Mm-hmm.

20 MR. HILL: Don Hill, representative for the
21 locomotive engineer.

22 BY MR. HILL:

23 Q And just for clarity in the record, you said
24 there's times you will get on the engine and the
25 lights, like the fault lights, the dual bypass or the

1 dynamic brake light, what so have you, brake release
2 and brake apply lights would be dimmed. Is that
3 because -- isn't that true because they have shutters
4 on them?

5 A Yes.

6 Q Okay. Shutters? I'm sorry, explain that.

7 A They're -- it's not dimming them. There are
8 shutters that close them off.

9 MR. HILL: Okay. That's all I have.

10 MR. MIGLIARESE: I'm sorry, I should have, yeah,
11 clarified that. They're not dimmed. There are
12 shutters that shut and turn it down.

13 MR. KRAHOLIK: I got you. We're going to let the
14 FRA ask one question.

15 MR. SHERRY: Rick Sherry, FRA. One question.

16 BY MR. SHERRY:

17 Q At line points and yards, the beginning of your
18 shift, when you get on equipment at those locations,
19 to the best of your memory, in the course of a year,
20 running trains five days a week, how many times is
21 there a fault light on as soon as you get on the
22 equipment?

23 A I haven't been down a line point for a while, but
24 it's happened where you get on and they're --

25 Q Do you mainly get your equipment from Roberts

1 Yard?

2 A Yeah. Right now, it's the last bunch of picks,
3 Roberts and Powelton. I've been in Malvern.

4 Q Okay. From the best of your knowledge and
5 memory, when you first get on the equipment, how many
6 times do you see a fault light as soon as you get on
7 the train?

8 A Here, like, at Roberts or --

9 Q Or at Powelton.

10 A It hasn't been as common now. I mean, they seem
11 like they've been up on it. Like, it doesn't seem to
12 happen. If anything, it's after you leave the yard.
13 I mean, I would definitely report, you know, right
14 away to the yard master if I got on equipment and see
15 a light's out or I have a fault light. You know, I'm
16 especially vigilant when leaving the yard.

17 Q So in five days a week, once a week? Once every
18 two weeks? Once a month? Give me a percentage you
19 think.

20 A Maybe a couple times a month. I mean, it hasn't
21 happened lately. I think they've been doing, you
22 know, because the equipment's been a little bit --
23 it's been better.

24 Q Okay.

25 A So I can't really tell you. I mean, I would

1 estimate maybe a couple times.

2 Q A couple times a month as soon as you get on the
3 equipment? Okay. And compared to years past, it was
4 more frequent?

5 A Yes.

6 Q So you feel like we're moving in the right
7 direction?

8 A Yes, definitely.

9 MR. SHERRY: Okay. No further questions.

10 MR. KRAHOLIK: Don, you got anything?

11 MR. HILL: No.

12 MR. KRAHOLIK: All right. If we have any follow-
13 up questions, Chris, do you mind if we contact you?

14 MR. MIGLIARESE: No.

15 MR. KRAHOLIK: All right. On behalf of the NTSB,
16 thank you for your time and cooperation.

17 (Whereupon, the interview in the above-entitled
18 matter was concluded.)

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CERTIFICATE

CASE TITLE: SEPTA Fire
ACCIDENT NO.: RRD25FR006
LOCATION: Philadelphia, Pennsylvania
DATE: September 26, 2025

This is to certify that the attached proceeding before the National Transportation Safety Board 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.

Date: October 7, 2025

[REDACTED]
Marcia Thurmond
Official Transcriber
Reporting Corporation

[REDACTED] N.W.

Heritage [REDACTED] poration