

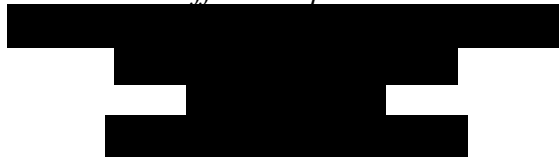
TRANSCRIPT OF PROCEEDINGS

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

Interview of: MILTON HARMON, Locomotive Engineer

Pages: 1 through 78
Place: Philadelphia, Pennsylvania
Date: September 26, 2025

HERITAGE REPORTING CORPORATION
Official Reporters



UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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

Philadelphia, Pennsylvania

Friday,
September 26, 2025

Interview of: MILTON HARMON, Locomotive Engineer

APPEARANCES:

TODD KRAHOLIK, NTSB Assistant IIC

JOE GORDON, NTSB Railroad Division Chief

RICHARD SHERRY, Federal Railroad Administration

LOU RODRIGUEZ, Director of Railroad Ops

RICH MAHON, Assistant Chief Officer, SEPTA
Railroad Operations

JOSE ZAYAS, Service Manager, Operations

JEFF THOMPSON, Senior Director, Railroad Vehicle
Maintenance

WAYNE GEYER, Director of Vehicle Maintenance for
SEPTA

DON HILL, BLET

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

2 MR. KRAHOLIK: My name is Todd Kraholik. I'm the
3 NTSB Assistant IIC for this accident. We're here
4 today on September 26, 2025, in Philadelphia,
5 Pennsylvania, to conduct an interview with Milton
6 Harmon, who works for SEPTA.

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

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

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

17 I'll start off. Then I'll pass it to my left.
18 Again, my name is Todd Kraholik. The last name is
19 spelled K-R-A-H-O-L-I-K, and I'm the NTSB Assistant
20 IIC.

21 MR. GORDON: Joe Gordon, G-O-R-D-O-N, NTSB.

22 MR. THOMPSON: Jeff Thompson, T-H-O-M-P-S-O-N.
23 Senior Director, SEPTA Railroad Mechanical Department.

24 MR. HARMON: You need me to say my name too?
25 Milton Harmon, H-A-R-M-O-N.

1 MR. HILL: Don --

2 MR. HARMON: Oh, Engineer, I'm sorry. Locomotive
3 Engineer, I'm sorry. Go ahead.

4 MR. HILL: Don Hill, H-I-L-L, General Chairman,
5 BLET.

6 MR. GEYER: Wayne Geyer, G-E-Y-E-R, Director of
7 Vehicle Maintenance for SEPTA.

8 MR. ZAYAS: Jose Zayas. Last name Z as in Zebra,
9 A-Y-A-S. Service Manager for Operations.

10 MR. MAHON: Rich Mahon, Assistant Chief Officer
11 for Railroad Operations. My last name is M-A-H-O-N.

12 MR. RODRIGUEZ: Lou Rodriguez, Director of
13 Operations for the Railroad. R-O-D-R-I-G-U-E-Z.

14 MR. SHERRY: Richard Sherry. Last name is
15 spelled S-H-E-R-R-Y. FRA IIC on this investigation.

16 MR. KRAHOLIK: All right, Milton, you understand
17 that we're going to record our discussion with you
18 today?

19 MR. HARMON: Yes.

20 MR. KRAHOLIK: And you understand that the
21 transcription will be part of a public docket, and as
22 such, we can't guarantee any confidentiality?

23 MR. HARMON: I understand that.

24 MR. KRAHOLIK: As we discussed, you have a
25 representative with you today, is that correct?

Heritage [REDACTED] poration

([REDACTED]

1 MR. HARMON: Yes. Don Hill.

2 MR. KRAHOLIK: Don Hill. Okay.

3 All right. Everybody please clearly announce
4 your name and title before you start a question.

5 INTERVIEW OF MILTON HARMON

6 BY MR. KRAHOLIK:

7 Q All right, Milton, can you give me a synopsis of
8 your work history, taking us up to today and any jobs
9 you've had and how long you've been with SEPTA?

10 A Almost 37 years. I hired February 6, 1989. I
11 mean, I worked various jobs. Do you want me to detail
12 or, like, just general?

13 Q Just general. Just general.

14 A Like, I worked various jobs on the railroad out
15 of West Trenton, Trenton, Paoli, Lansdale, Frazier,
16 like all over. I've worked all over.

17 Q And you started as a conductor?

18 A No, assistant conductor. I only did that for,
19 like, six months, though.

20 Q And then you went to conductor?

21 A Never.

22 Q Never a conductor?

23 A Never a conductor.

24 Q And then you went locomotive engineer?

25 A Yes. Locomotive engineer.

1 Q And how long have you been a locomotive engineer?

2 A I got promoted September of 1990. I'm not sure
3 of the specific date, though.

4 Q Got you. That's good. And on the day of the
5 fire, the 25th, can you tell me about that day, kind
6 of talk about your trip, where you started your day,
7 where you picked the train up, and kind of just walk
8 us through what happened that day.

9 A I picked the train up at Trenton. We leave out
10 of Trenton, I done forgot how many cars it was too, I
11 think it was five cars. We came down from Trenton,
12 went through the city, went up to Chestnut Hill East,
13 turned and come back down to -- well, we were supposed
14 to come back down to the city to get relieved. We
15 came down, got to Gravers, and that's when the event
16 happened. I don't know what else you need me to tell
17 you with that, but --

18 Q And when you got to Gravers Station, who saw the
19 smoke?

20 A I believe the assistant, well, he's a conductor.
21 He's promoted to conductor. But he was working as an
22 assistant conductor. Yeah, the assistant conductor.
23 I don't want to say the -- we're not supposed to say
24 names, right?

25 Q Right.

1 A Okay. It's the assistant conductor.

2 Q And one of the -- were you coming into the
3 station or were you already in the station when he
4 said something?

5 A We were already in the station. What happened
6 was we got into the station, made a stop, passengers
7 got on the train, got two to go, the conductor gave
8 his permission to leave the station, and I got one. I
9 don't know who gave me one. Actually, I mean, I don't
10 know who gave me one. And then I had a trainee. The
11 trainee said that, he said, I think something's going
12 on back there. He said that to me, and then I said,
13 what's going on? And then that's when the assistant
14 conductor came up. He told me there was smoke and
15 there was a fire. And then that's when I called SEPTA
16 3.

17 Q And who was running the train?

18 A The Assistant Conductor -- I mean not the
19 Assistant. The OJT engineer.

20 Q The engineer? Got you. And two beeps means go,
21 one beep means stop? Is that what --

22 A Yes.

23 Q That's what you're referring to?

24 A Yeah, yeah, yeah, I'm sorry.

25 Q No, no, you're good. Yeah. And did you drop the

1 panograph?

2 A Yes.

3 Q I guess was it you or the assistant?

4 A I dropped it. At that point, I kind of went over
5 because, you know, he's new. So, you know, I kind of
6 took over that.

7 Q I got you. Okay. And when you got on the train,
8 did you notice any kind of fault lights on?

9 A No, I didn't notice any fault light at all.

10 Q Now we've been up here quite a few times for
11 incidents related to fire and smoke. Has anybody
12 talked to you about procedure changes or have you
13 gotten any procedure changes?

14 A Nobody's come to me specifically and had a one-
15 on-one conversation about this. What it has is they
16 put I think it's provisionals or bulletin order, they
17 put the paperwork out, and then, you know, we're
18 responsible for reading the paperwork. And I did read
19 the paperwork where every car has to do this, what
20 we're supposed to do in the advent of having a fault.

21 Q But, to your knowledge, you don't remember
22 anybody talking to you, correct?

23 A Yeah. No, no one-on-one.

24 Q So what happens if you get this bulletin and you
25 don't understand it, whether it's written confusing,

1 the procedure's confusing, or you just don't
2 understand? How do you -- are you just taking the
3 train and going because no one's there to talk to you?
4 Or how do you go about asking questions?

5 A That's actually a good question. But usually we
6 would have -- we would adhere -- we go with the job
7 briefing, meaning the conductor would talk about it.
8 If it's something that I didn't under -- that's
9 actually a good question too. That's a good question
10 on your end. But I would talk to somebody about that.
11 And if it's something that I read that I didn't
12 understand, I probably would call downtown. That's
13 what I would do.

14 Q And when you say call downtown?

15 A I would call the ROC up, I'm sorry.

16 Q Yeah.

17 A Call the ROC up, get some kind of clarification
18 on what they wanted done with this because even,
19 like -- no, I ain't going to say nothing else. I'll
20 wait for you to ask questions.

21 Q So did you have any questions with this bulletin
22 when it was put out, or did you think you understood
23 exactly what it was telling you?

24 A I thought that the way it was put out, it was
25 saying that anytime we had a fault light that we was

1 supposed to let them know. But then they talk about,
2 it says, I believe it says something about within five
3 minutes when you get this fault light you're supposed
4 to let them know. But then you're supposed to -- how
5 I understood it was to troubleshoot the train. It's
6 no way you can troubleshoot the train. You're moving,
7 you get a fault light. I mean, you troubleshoot the
8 train, find out what's going on, where the fault
9 light's coming from and report it to the dispatcher
10 too. That five-minute thing, that's now crazy. But I
11 had a basic understanding I would say.

12 Q And have you, since that bulletin's come out,
13 have you had to do anything, act on it? Have you had
14 to act on any faults or anything like that?

15 A A couple times I did, and, like, I think I told
16 them one time about the fault light and then I'm
17 not -- I can't remember exactly specifically what
18 happened with it. But I think I might have -- I might
19 have reset it myself because that's something that I
20 would do, like, even before all this happened because
21 we get these fault lights, and there's only four
22 different things that can knock the fault light out.
23 But then it'll come right back.

24 So, since we've had this paperwork, I'm not sure
25 that I've had something with -- yeah, I'm not sure.

1 I'm not even going to speculate on it.

2 Q Okay. But, in the past, you've had fault lights
3 that you've had to try and diagnose the problem?

4 Is that what you would say?

5 A Oh, yeah, numerous, yeah. Decades, yeah.

6 Q And what -- are you trained to diagnose problems?

7 A Yeah, but I can't do, like, what the mechanics
8 do. Like, if I go -- how can I -- I'm going to be
9 general with this. Like, if I get a fault light, it
10 can be a GR and I can reset that at the control stand
11 where I reset it. Or it could be a RGR, I can try to
12 reset it there. Then one light's going to go out.
13 I've got to go out to a box to reset that. Or I can
14 get a motor overload and I can reset that at the
15 control stand. Or it could be that no power light
16 that don't appear. If not, it's a panel inside the
17 car and I can go in there and see that that's what's
18 going on with it too. And then, really, I can hit the
19 light, the no power reset. That's just going to --
20 from what I understand, that just knocks the light
21 out. It doesn't necessarily solve the problem.

22 So those are the four instances where I can
23 diagnose and try to rectify the problem. And then, if
24 it's a -- I don't know how deep you want me to go into
25 this, but if it's a problem with something with the,

1 like, the no power light, I will call -- like, it
2 depends what the situation is. Say if I've got three
3 cars and one of the cars is messed up, I've got messed
4 up power, I will call and let somebody know. Even if
5 I get to somewhere on an outlying point, I have done
6 this before, I've called downtown and told them that
7 maybe we should get this off the railroad and stuff
8 like that. So, yeah, that's what I'll do.

9 Q So you've been an engineer since 1990.

10 A Mm-hmm.

11 Q Were you trained to do all this stuff, or is this
12 stuff you've picked up on your own since you've been an
13 engineer so long?

14 A Some of it was training, and then some of it over
15 the course of the years I've learned on my own, and
16 I've learned from some other guys that have actually
17 been out here.

18 Q But, to your knowledge, you've had actual
19 training on what to do in certain situations and what
20 it means to hit these buttons and all that kind of
21 stuff?

22 A Yeah, yes.

23 Q And how often is that training, do you know?

24 A How often is the --

25 Q Do you get it, like, yearly or it just something

1 you got, like, one time, or how --

2 A We got it, went through with it, they've got an
3 equipment class. So you go through the equipment
4 class and that's where they go over all that stuff,
5 right? But then, after that, you really don't do it.
6 Then they started doing something where they had
7 equipment overview or equipment refresher when you
8 went to the Rules Class every year or every two years.
9 I think they did it every two years. I don't know
10 when they did it. They started it up, but then they
11 stopped it again.

12 Q So in recent --

13 A Not recent. Recently, I haven't had an equipment
14 review. The only time I've had an equipment review is
15 one time when I asked for something after Covid
16 because I had to run the ACS-64s again. So I wanted a
17 review of that because we had just got them before the
18 Covid, and then I wanted a refresher after Covid
19 because I had to start running them again. But,
20 besides that, with just the regular equipment, no.

21 Q Got you. So is there a set of cars that have
22 these problems or --

23 MR. KRAHOLIK: Wait. Hang on, let's go off
24 record.

25 (Whereupon, a brief recess was taken.)

1 BY MR. KRAHOLIK:

2 Q All right. So all these problems with fault
3 lights, is that every equipment you get on, or is
4 there a certain set of cars that you have the
5 problems?

6 A The Silverliner IVs is the ones that have the
7 most problems with the fault lights.

8 Q Got you.

9 A Like, sometimes I get on the ACS-64, there might
10 be something going on with that. But --

11 Q But it's pretty much generalized to the
12 Silverliner IVs?

13 A Yes.

14 Q All right. I'm going to ask you two more sets of
15 questions. Then I'll pass it. But, on the day of the
16 incident, was the power -- how was the train running?
17 Was it running like it always does, or is it --

18 A Yeah.

19 Q It was running good?

20 A It was running good. I didn't feel anything out
21 of the ordinary. That's why when he stopped me, like,
22 I didn't think anything was going on with the stuff.

23 Q Okay. And you didn't have any problems with the
24 dynamic braking or anything like that? It was --

25 A No. I mean, I wasn't running the train, but I

1 didn't feel anything where I was at.

2 Q Right, right.

3 A Like, I could feel how the train is operating. I
4 didn't feel anything out of the ordinary.

5 Q Got you. Okay. And then the last set of
6 questions I'm going to ask you is around
7 transportation managers. Do you see transportation
8 managers daily? Like, are they out trying to help fix
9 problems? Are they trying to --

10 A I'd rather not see transportation.

11 Q I got you.

12 A What do we say? I mean, I see them first, they
13 don't see me.

14 Q Right.

15 A But I understand the question, and I think kind
16 of with -- I mean, in some instances, like Jose, he's
17 like up the way where we at and, yeah, I've seen him
18 up there, like, trying to help. Like them two, no,
19 because they're not really -- I don't even know if
20 you're a TM. I forgot what your title is.

21 MR. ZAYAS: Yeah, it's the same thing, yes.

22 MR. HARMON: But the thing is I've seen Jose,
23 yes. I have seen him up there, like, trying to help
24 out. Like, we've got some problem with something, he's
25 listening and stuff like that, because he might be at

1 a different location than -- like, you might be at
2 West Trenton or something. I didn't mean to say your
3 name, you know. I'm sorry.

4 MR. KRAHOLIK: No, you're good.

5 BY MR. KRAHOLIK:

6 Q So let's say a train master's out there. Do they
7 ever come talk to you and tell you whether you did
8 something good, or do they come if you do something
9 bad? Let's say you have your safety glasses on the
10 console or something. Does anybody ever come up to
11 you and say, hey, you're supposed to wear your safety
12 glasses? Do they do any kind of like, I'm going to
13 call it operational testing, O testing, do they do any
14 of that around here?

15 A Once.

16 Q Once, okay.

17 A That was at 30th Street, like, maybe a year and
18 half -- no, actually, yeah, that was two summers ago.

19 Q Would that be, at 30th Street, would that be a
20 SEPTA manager or would that have been Amtrak?

21 A Yeah, it was a SEPTA manager. It was a SEPTA
22 manager that said something about the glasses and,
23 yeah.

24 Q So you've been around here let's just say since
25 1989, and all you can remember is once recently?

1 A For the safety glasses thing. I didn't know that
2 was --

3 Q No, I mean, like, in general and complete general
4 of anything. Has anyone ever come up and said you did
5 anything bad on this or you did good on this that you
6 can recollect?

7 A Well, yeah, I've had, like, you mean, like,
8 verbal re-instruction and stuff like that. Like, I've
9 had, like, I hopped a fence one time and a manager
10 came and talked to me about that. And what else? I
11 mean, I went on the ground in Trenton, I had managers
12 talk to me about that. I mean, the conductor opened
13 the door on the train, like, last -- I mean, it's been
14 a couple general things. Like, are you asking me have
15 they just come without an incident, or are you --

16 Q So I refer to it as operational testing, O
17 testing. Once a month, the FRA requires testing to be
18 done.

19 A You mean like compliance tests?

20 Q Okay, yeah. Whatever you call it. Everybody --

21 A I mean, I'm trying to understand so that I can
22 give you an answer.

23 Q Yeah.

24 A And --

25 Q Yeah, like compliance testing.

1 A I mean, I've had compliance tests done before.
2 Like, I've had people ride the train with me.
3 Actually, I had one yesterday or the day before with a
4 Rules instructor. Yeah. But -- actually, I had one
5 today too now that I think about it. Yeah, I mean,
6 periodically.

7 Q Okay. So you do see managers out testing. Do
8 they tell you whether you did good or bad? Or do they
9 just, you just see them, they ride with you, and then
10 they get off and you're done with them?

11 A They always say I did good.

12 Q I got you. So do they tell you that they tested
13 you or no?

14 A Yeah, I mean, yeah, I mean, they tell me they're
15 here for the compliance rides or something like that.
16 Or sometimes they'll come on and they'll down -- I
17 think they can download the event reporter now. I
18 think that's what they can do. I'm not sure about that
19 part of it, though. But, periodically, over the
20 years, I've had encounters with management that's come
21 out and, yes, and said things to me about different
22 things that was happening.

23 MR. KRAHOLIK: I got you. Okay. I'm done for
24 now. I'm going to pass it to Joe.

25 MR. GORDON: All right. Joe Gordon, NTSB.

1 MR. HARMON: All right.

2 MR. GORDON: Thank you for coming in and sitting
3 with us.

4 MR. HARMON: You're welcome.

5 BY MR. GORDON:

6 Q So you said you came on the train in Trenton,
7 right?

8 A Mm-hmm.

9 Q About how long was it between, and it doesn't
10 have to be exact, but from Trenton, about how long did
11 you guys operate the train before the incident at
12 Gravers?

13 A That's what, two hours. Two hours.

14 Q Okay.

15 A About two hours.

16 Q All right. And Todd asked the question, but
17 during that two hours, no -- nothing felt out of the
18 ordinary?

19 A No, I didn't feel anything out of the ordinary,
20 no.

21 Q Okay. We've talked a little bit about, so a lot
22 of these notices are around if you notice a fault
23 light activated during operation.

24 A Mm-hmm, mm-hmm.

25 Q Talk to me about pre-departure inspection. Like,

1 before, like, when you take that train wherever,
2 either take it out of the yard or if you pick it up en
3 route somewhere, is there a requirement for, like,
4 pre-departure inspection?

5 A I just have to check the air slips and then I
6 check all the seals. What I do is I get on at the
7 rear of the train where I park at. I get on at the
8 rear, so I walk up, and when I'm walking up, I walk
9 through, I check the seals, I check the paperwork.

10 Q Okay.

11 A And as I walk, that's when I'm walking through I
12 do that.

13 Q Okay. And I don't know. I haven't seen the pre-
14 departure inspection, like what the requirement is,
15 but is there a requirement to look for fault lights
16 during that?

17 A I don't know if it's a specific requirement to
18 look for fault lights. I'm looking at the pre-
19 departure test for the air slips and make sure it was
20 tested for that and test the ATC and the PTC. I'm
21 looking at that and I'm making sure everything's
22 sealed up. But not necessarily, there's nothing on
23 there to check for a fault light or not. But I do do
24 that just --

25 Q Right.

1 A -- out of -- because I've been doing this a long
2 time. So that's what I meant.

3 Q Okay. But the day of, you didn't notice that
4 fault light the day of?

5 A No, I didn't see no fault light, I did not. And
6 the thing, like I said, I wasn't running the train, so
7 I'm not sure. What I'm hearing -- well, no, I don't
8 need to go with that. But I didn't see any fault
9 lights when I came to it.

10 Q Okay. All right. And I guess that's another
11 good question from my perspective. Like, these fault
12 lights that we're talking about, is that something on
13 a panel away from the control stand, or is that right,
14 are these lights right at the control stand?

15 A Well, if you're sitting this way, this is the
16 control stand, this is forward. The light would be
17 here on this side. It's a bunch of lights over this
18 way that are right here.

19 Q Okay.

20 A If you operate a train, you would see the light
21 come on here.

22 Q Okay. Okay. All right. And Todd touched on
23 this just a little bit, but just, you know, a little
24 bit of clarification from my end. So these new
25 notices, alerts, procedures that came out after these

1 series of train car fires that we've been up here
2 looking at, any of that information that came out
3 surrounding that, would you say that there was --
4 like, from your perspective, were those rolled out the
5 same way as previous notices --

6 A Yeah.

7 Q -- that you've received?

8 A I didn't mean to cut you, I'm sorry.

9 Q Yeah.

10 A But, yes, it's the same way any notice would come
11 out.

12 MR. GORDON: Okay. All right. That's all I've
13 got. Thanks.

14 MR. HARMON: You're welcome.

15 MR. THOMPSON: Jeff Thompson, SEPTA Mechanical
16 Department. No questions.

17 MR. GEYER: Wayne Geyer, Director of Vehicle
18 Maintenance for SEPTA, Observer.

19 MR. ZAYAS: Jose Zayas, Service Manager. I'm
20 going to ask several questions.

21 BY MR. ZAYAS:

22 Q Mr. Harmon, in regards to Supplemental Bulletin
23 Order Division Notice 7-20C, do you have a paper copy
24 of it, or do you --

25 A No. I have it on the tablet.

1 Q You have it on the tablet?

2 A Mm-hmm.

3 Q You did state that you read it.

4 A Right.

5 Q So, as an engineer, in your experience --
6 obviously, you have a lot of time here.

7 A Okay.

8 Q When there's a fault light --

9 A Mm-hmm.

10 Q -- would you troubleshoot the fault light first
11 before reporting it to dispatch, or would you report
12 it to dispatch first before troubleshooting it?

13 A Now you all want us to do it first. Before, I
14 would troubleshoot it and, if I fixed it, I wouldn't
15 even say anything about fixing it. I would let the
16 other engineer know that I fixed it. And then
17 sometimes I would call downtown and let them know if I
18 thought it was a problem that would be recurring.
19 That's what I would do before this.

20 Q Okay.

21 A But now, since this notice come has out, you all
22 want us to call, so I can't call and troubleshoot too.
23 But I call.

24 Q Okay. Roger. My next question. At Trenton --

25 A Mm-hmm.

1 Q -- when you board the train, right?

2 A Mm-hmm.

3 Q If I recall, you said that you walk from the

4 rear, I guess?

5 A Right, right, from the east end.

6 Q And you check the east end, roger?

7 A Mm-hmm.

8 Q You check the papers back there?

9 A Mm-hmm.

10 Q Which is smart. I would probably do that too.

11 And you go through the train, right?

12 A Mm-hmm.

13 Q At that time, is the train on or off?

14 A The train is off.

15 Q Roger. Okay.

16 A Well, the train, I mean, there's power to the

17 train, but it's no -- the plug is not in yet.

18 Q That is correct, yes. No plug. Right. So the

19 train is not plugged.

20 A Mm-hmm.

21 Q Okay. So is it fair to say that when you board

22 at the rear of the train and you check your paperwork

23 and you're on the east end of the train --

24 A Mm-hmm.

25 Q -- that -- let me say it this way. Would you be

1 able to observe any fault light when there's no plug
2 on the train?

3 A The fault light can be lit without it plugged in
4 on the -- I mean with unplugging the train, yes.

5 Q Okay. Roger. So it can be lit?

6 A Mm-hmm.

7 Q Is a fault light or a dynamic fault light, you
8 know, the DBOL light --

9 A The red light. Yeah, I'm with you.

10 Q The red light. Right. Roger.

11 A I'm with you. Yeah, you know I'm with you. Go
12 ahead.

13 Q Roger. Is that a train light function on the
14 train --

15 A Mm-hmm.

16 Q -- whether it's plugged or not plugged?

17 A The fault light is something that's on. If it's a
18 fault on the train, if the plug is not in, the fault
19 is still going to be lit.

20 Q Okay. So would you be able to determine getting
21 on board on the rear of the train, right?

22 A Mm-hmm.

23 Q On the east end, you check your paperwork, you
24 see a fault light.

25 A Right.

1 Q Okay. Would you be able to determine which car
2 it is?

3 A No, until I go through individually and look
4 myself because that's why I would get on at the rear
5 like that. And I've done that before even when I get
6 a fault light because I can't -- if you've got five or
7 six cars, I don't know what car it's in, so now I've got
8 to walk through every car. I've got to look at every
9 PF&I panel, and if that -- if nothing's lit on that --
10 because sometime them lights is not lit. Them lights
11 don't work on them PF&I panels. And then I'll walk
12 through each head end. When I hit the no power or
13 reset or something, and then I'll look and see if it's
14 still got the fault light lit. And if I don't, then I
15 know it's good, it was this car. If I do, then I know
16 that it's another car.

17 Q Okay.

18 A And that's how I do that. I do that all over the
19 train. But go ahead.

20 Q Okay. So I'm trying to ask as you're boarding the
21 train and walking through and all that. So, on this
22 date of the incident, when you boarded the train on
23 the east end --

24 A Mm-hmm.

25 Q -- did you check the paperwork?

1 A Yes.

2 Q Okay. Did you look at any fault light? Were you
3 aware or did any fault light pop out? Did you see any
4 fault lights on that particular train?

5 A I didn't see any fault light, no, when I got on
6 the train.

7 Q Okay. Roger. So there was no fault light. As
8 you was walking through the train, I'm assuming, did
9 you check for the hand brakes, anything like that?
10 You checked all that?

11 A Good for the hand brakes, yes.

12 Q Roger. Okay. So, as you're going through the
13 vestibules of every equipment, right, to make your way
14 to the lead MU, right --

15 A Mm-hmm.

16 Q -- on the west end, did you notice any fault
17 lights in between the cars on the other control
18 stands?

19 A I didn't check the control stands in between each
20 control -- I didn't check each individual control
21 stand.

22 Q Okay. By rule, by rule, are you required to
23 check for the paperwork and seals when you board the
24 train on its initial terminal?

25 A Yeah, you're supposed to check and see if you've

1 got the paperwork, yes.

2 Q Okay. By rule, are you required to check the
3 fault lights?

4 A No. I don't know of any rule with that in it,
5 no.

6 Q Okay. If it occurred to you that let me check
7 anyway, I just want to check if this, if the lighting
8 works, right, how would you test let's say, for
9 example, the dynamic braking light or the fault light,
10 or what other lights are there?

11 A When the press the light -- I know what you're
12 getting at with that. You press it in to see if it's
13 lit. And sometime they don't work. But then you know
14 what the light that I always make sure works? I
15 always make sure the fault light and the indoor
16 bypass. I will take a light out of one of the other
17 ones and put it in there for the indoor bypass and the
18 fault light.

19 Q Okay. So, in that situation --

20 A Mm-hmm.

21 Q -- that you have encountered that, have you ever
22 reported that through --

23 A That I had to change the bulbs?

24 Q Yes, yes.

25 A No, I've never reported that. Well, no, I'm not

1 going to say never reported it. No, I'm not going to
2 say that. I have reported it before. But I'm going
3 to be honest with you, and this is no shade thrown on
4 anybody in here. Sometime we get a little apathetic
5 here with this. This has been going on for a long
6 time. So, when you report this over and over and over
7 again and then nothing is going on with it, then you
8 want to stop doing it and then you start trying to fix
9 it on your own. And that's what I'm doing because you
10 know what? The people that ride my train, the people
11 that ride the trains period, they want to get from
12 Point A to Point B safe and on time. That's my thing.

13 Q Okay. So, if you encounter an issue with the
14 train, right, how do you report it and to who?

15 A I report it over the radio, over the radio.

16 Q Okay. Roger. Do you also file an MP-11?

17 A Sometimes I do. Sometimes I don't.

18 Q Okay. Do you file the MP-11, a paper, a paper
19 MP-11 and keep a copy and turn it in?

20 A Yeah. The paper one is all we had before. I
21 mean, we just started this on the tablet thing.

22 Q Okay. Are you aware that an MP-11 can also be
23 completed on the tablet and submitted immediately?

24 A I know now because we just started with this, I
25 think it's on that notice too, that, on the bottom of

1 this notice it's on there.

2 Q That's correct. Right. So, with the notice too,
3 the Supplemental Division Notice Number 7-20C, right,
4 you mentioned that you did not run the train. You're
5 an OJT instructor and you had a trainee.

6 A Right.

7 Q Did you go over that with the trainee?

8 A About this with the fault light?

9 Q That's correct, yes.

10 A No, I didn't go over this specifically with him,
11 but I periodic -- what I do is I'll ask them do we
12 have a fault light.

13 Q Roger. Okay.

14 A While we're going down, I do ask them that.

15 Q Okay. So, while you're walking through the
16 train --

17 A That's a good thing too. Man, I'm glad you said
18 that. I'm going to start doing that. But go ahead,
19 I'm sorry.

20 Q Okay. Roger. While you're walking through the
21 train, obviously, when you board the rear and you
22 check the paperwork and you can clearly see -- because
23 I'm envisioning right now you know at Trenton, right?

24 A Right.

25 Q You board the east end?

1 A Mm-hmm.

2 Q You can clearly see the fault lights, right?

3 A Right.

4 Q You can see the fault lights. It actually hits
5 you right in the face if you look at it, right?

6 A Yeah.

7 Q So, as you're walking through the train and you're
8 going through the vestibules of every other equipment

9 --

10 A Mm-hmm.

11 Q -- can you actually see the fault lights?

12 A If I look at each individual control stand, I can
13 see the fault light.

14 Q Without -- I mean without searching for it,
15 right. If you're just walking through the vestibule,
16 you open up the door, you walk through the vestibule,
17 can you actually look --

18 A No, you can't.

19 Q Okay.

20 A But the thing is that the fault light is a train
21 live function, though, right?

22 Q That's right. So my question is you already
23 answered it, but can you actually -- obviously, in the
24 rear, right, the control stand is closer to you,
25 right? It's on your side.

- 1 A Right.
- 2 Q The track side, right?
- 3 A Mm-hmm.
- 4 Q The platform side.
- 5 A Okay.
- 6 Q So, when you open up the door and you look at the
7 paper, the fault lights are right there, right?
- 8 A Okay.
- 9 Q Now, when you walk across and you open up the
10 vestibule door to enter the other train, the
11 vestibule, the control stand is on your right-hand
12 side, right? Is that correct?
- 13 A Right.
- 14 Q Okay. So can you actually see from that
15 perspective the fault lights from that perspective?
- 16 A I'm not even looking at the fault lights. That
17 was -- originally, that's what the question you asked
18 me when I walked through. I said I don't check those.
- 19 Q Right, but if you wanted, right? Without
20 looking, would you be able to see it?
- 21 A If I wanted without looking? You know that don't
22 make no sense, what you just said.
- 23 Q Well, let me say this, right.
- 24 A That don't make no sense.
- 25 Q So, okay, so let me say this because you did

1 describe it earlier, but I just want to make this
2 point. When you enter the vestibule --

3 A Mm-hmm.

4 Q -- okay, if the fault light's not facing you --

5 A Mm-hmm.

6 Q -- you won't be able to see it unless you're
7 searching for it.

8 A On that control stand. Right.

9 Q That is correct. Okay, all right. Okay. So
10 that's the point I wanted to make.

11 A But, if I was looking for each control stand --

12 Q You could find it, right? You know where to find
13 it?

14 A Yeah, because that's what I have to do if I have
15 a fault light and I'm trying to figure out which car
16 it's in because then, when I do make this report to
17 the ROC, I'm trying to figure out which car it's in and
18 let them know --

19 Q Roger.

20 A -- so they'll know later on so they can get this
21 thing fixed.

22 Q Okay. Okay.

23 A Then I'll fill out the MP-11, take my copy, leave
24 the other copy on the train, put the other copy in the
25 box downtown, and I make my report.

1 Q Okay. Perfect. When you had the trainee on the
2 head end --

3 A Mm-hmm.

4 Q -- obviously, the trainee, you know, did the
5 brake test.

6 A Right.

7 Q I'm assuming he called or whatever --

8 A I'm not sure if he did the brake test yesterday,
9 though. I might have done the brake test. He might
10 have went to the restroom or something. I'm not sure
11 about that.

12 Q Okay. So did you notice any fault lights in the
13 head end on the west end of the train yesterday?

14 A I didn't notice any fault lights on the head end
15 of the train at all.

16 Q Roger. Did the trainee, before departing Trenton
17 or after departing Trenton, heading towards Center
18 City, inform you of any fault lights being lit?

19 A No, because then what I got to do? I've got to
20 call.

21 Q Roger. Okay.

22 A So, if he would inform me, then I would call.

23 Q Roger. Okay. So, from your point of view,
24 right, so the engineer -- I mean, I'm sorry, the
25 trainee is operating the train on the west end of the,

1 you know, the west end, right?

2 A Right, right.

3 Q So where is he located? So, if we face this way,
4 is he located on the right?

5 A He's located on the right.

6 Q Okay, right. So he's located on the right, we're
7 heading west.

8 A Mm-hmm.

9 Q Can you -- so where are you standing when he's
10 running the train on the right?

11 A I'm standing on the left-hand side.

12 Q Roger. So you're standing on the left-hand side.

13 A Mm-hmm.

14 Q So can you see a fault light while you stand on
15 the left-hand side?

16 A No.

17 Q Roger. So you was not able to observe a fault
18 light while you were standing on the left-hand side,
19 and the trainee did not inform you of any fault lights
20 being lit?

21 A But I think I did the brake test yesterday, and I
22 didn't see no fault lights on that. But you're talking
23 about when he's actually running the train.

24 Q Running the train, yes.

25 A That is why I ask the trainees, because this

1 ain't the first trainee I had, have we got any fault
2 lights, especially because of what this is going on
3 right now. So I do ask them.

4 Q Okay. So from once arriving at Center City to
5 Chestnut Hill East --

6 A Mm-hmm. Right.

7 Q -- now you're heading north.

8 A Mm-hmm.

9 Q On the same cab, right? The same cab.

10 A Okay.

11 Q Did you notice any fault lights or did the
12 assistant conductor -- I mean assistant conductor. Or
13 did the trainee, engineer trainee, inform you of any
14 fault lights?

15 A He didn't inform me of any fault lights. There's
16 no way I could notice them because we established that
17 because you said I can't see them.

18 Q Right. Okay. Okay. Okay. Do you get an annual
19 engineer ride?

20 A Yes.

21 Q Roger. Who did your engineer ride this year?

22 A I'm not sure.

23 Q Do you recall who did it last year?

24 A No.

25 Q Okay. But rest assured, you had an engineer

1 ride, right?

2 A Yes.

3 Q Okay. What do they normally do when they do the
4 engineer ride? I mean the manager or the Rules
5 Department, while they do the engineer ride for your
6 recert ride that year, what do they normally do?

7 A They just stand over there and see how I'm
8 running the train.

9 Q Roger.

10 A I don't know what they're supposed to be looking
11 at or supposed to be looking for. But, I mean, they
12 just stand there and we conversate.

13 Q Okay. Roger. Now has the manager that did your
14 OPM ride, because that's what it's called, it's an OPM
15 ride, ever informed you that you did a good job or did
16 a bad job or maybe you could have run the train a
17 little better or you're an excellent engineer running
18 the train? Have you ever been informed of that while
19 they're doing your annual ride?

20 A Probably. I mean, I don't -- everybody knows me.
21 Like, I don't care about -- I don't need no
22 participation trophies. That's not what I need. You
23 know what I mean?

24 Q I understand. But has anybody --

25 A I don't know.

1 Q No?

2 A No. For real, if they did, it went in one and
3 out the other ear. I don't care.

4 Q Okay. Okay. Roger. Okay. When you -- when was
5 the last time you went to class?

6 A Rules class?

7 Q Rules class, yes.

8 A Last year. I'm due, I'm supposed to go this
9 year.

10 Q Roger, roger. So you're due for this year, so
11 you haven't been there. Last year, do you recall if
12 they did any equipment overview in the class?

13 A Not actual -- I'm not sure. I think they -- I'm
14 not sure if they -- I'm not sure. Don't get me -- I
15 don't know.

16 Q You're not sure? Did they take you out on the
17 road, like, in the yard and did an equipment overview,
18 like a walk-through in the yard?

19 A No, I don't think -- I think they used -- we used
20 to do. It was a time when I first got promoted we
21 didn't do it. Then there was a time we did it. And
22 then there was a time where it stopped. They used to
23 take us up to the ROC too. We moved to 1234. But
24 then that stopped too.

25 Q Okay. When you have any questions, right --

1 let's go back to the notice, right? Or not just the
2 notice, right. Let's say you have a question about a
3 rule, you're not too sure. Do -- have you ever
4 reached out to a manager --

5 A Yes.

6 Q -- or to -- okay. Have you ever reached out to
7 the union?

8 A About a rule?

9 Q About any rule, clarity or anything.

10 A Well, I might reach out to a union rep about
11 something that I think would be confusing to the
12 masses but not necessarily have a question. I'm going
13 to the source. No shade there. I'm going to the
14 source, to the people that's supposed to interpret
15 these rules, so I'm going to who I've got to go to.
16 I've got a couple cats that I go to.

17 Q Okay. But --

18 A And if they don't know right then, they'll do some
19 research and they'll get back to me.

20 Q Okay. So, with your recollection, right, if you
21 can recollect, has anybody that hasn't had an answer
22 for you, whether it's a manager, a union rep, or a
23 rules instructor, ever gotten back to you to make sure
24 you got the proper information?

25 A Yeah, they reached out to me.

1 Q Okay. Roger. Okay.

2 A Or I would reach out to them if they didn't give
3 me -- I reached out to them to get the information, so
4 yeah, even if they don't call me back, I'm calling them
5 back.

6 Q Roger. Okay. So is it fair to say that a
7 manager, a union representative, or the Rules
8 Department has tried to make sure that your needs were
9 met, your question was answered?

10 A In regards to this, and this ain't no shade on
11 you all either, I don't go to the TMs for rules
12 questions. I go to the Rules Department for rules
13 questions. If I've got a question about some
14 equipment, I don't really see you all out, like I see
15 you a lot, but I don't necessarily go to the
16 mechanical dudes. I go to a mechanic that I see out
17 here that I know, that I know has got some decades in.
18 Like, I won't go to -- because you all have got a lot
19 of young guys here now. So I don't go to the young
20 kids. I don't go to them for no answers. I got
21 people I know, and I go to them and then they answer
22 my question. And if they don't got the answer,
23 they'll go find out for me and they'll get back to me
24 later.

25 Q Okay. So, to add to that, if you have a question

1 and if you see me, right --

2 A Mm-hmm.

3 Q -- would you ask me?

4 A About a rules question?

5 Q Yes.

6 A Not really, no.

7 Q Okay.

8 A No shade.

9 Q No, no, that's fine. I'm just asking. Okay. So

10 going back, let's position ourselves at Chestnut Hill

11 East. So the train arrives at Chestnut Hill East.

12 A Okay.

13 Q And the trainee is changing end, you guys are

14 changing end.

15 A Mm-hmm.

16 Q Did you or your trainee mention or did you see

17 any fault lights either lit --

18 A No.

19 Q -- when you're changing ends back to south?

20 A He didn't mention it and I didn't see anything.

21 Q Right. Okay. So, while at Chestnut --

22 A But I didn't check. I didn't check either. So

23 that's not an instance where I would check the train

24 for fault lights then. But he didn't mention anything

25 to me.

1 Q Okay. Roger. Okay. So, while changing ends --

2 A Mm-hmm.

3 Q -- did you smell any foul odors?

4 A No.

5 Q Smoke?

6 A No.

7 Q Did you hear any noise, anything in particular

8 that was completely unusual?

9 A Not anything out of the ordinary, no.

10 Q Okay, roger. Nothing. Okay, roger. Okay. When

11 departing Chestnut Hill East, obviously, you were in

12 the head end, right? Is that correct?

13 A Okay.

14 Q You're in the head end with your trainee, right?

15 A Mm-hmm.

16 Q Did you feel any tugging, like if a hand brake

17 was on or the dynamic was pulling the train back

18 somehow?

19 A You're asking me questions that you know no, I

20 didn't. If I felt something, then I would stop or I

21 would take the hand brake off.

22 Q Okay.

23 A If I felt some kind of tugging, then I would

24 report that.

25 Q Roger that. That's fair

1 A Those are questions like that.

2 Q That's fair. I'm just trying to be specific.

3 When arriving at Gravers Station, the train was
4 stopped prior to the incident. Is that fair to say?

5 A I couldn't tell you because I don't know when the
6 incident actually happened. I don't know if the
7 incident happened when we was coming into the station.
8 I don't know when the incident happened. All I know
9 is we was stopped. I got two, just like my man asked
10 me, got two. Then I got one.

11 Q Okay.

12 A The trainee stopped the train, he looked out, he
13 turned and looked at me. He said, I think something's
14 going on back there. Then --

15 Q Roger, okay. Did he -- now the trainee at that
16 point, right, at that moment where he said I think
17 something's going on, did he tell you did he see
18 anything, did he tell you, oh, we have something --
19 what was it? Did he mention anything to you
20 specifically what was happening?

21 A Not to be redundant here.

22 Q No, no, it's fine.

23 A But I just told you what he told me. That's what
24 he said.

25 Q Okay, roger.

1 A And then the assistant conductor came up front
2 and he told me what was going on.

3 Q Okay. All right. What did the assistant
4 conductor tell you?

5 A There was a fire.

6 Q Okay. Roger. Okay. And what did you
7 immediately do once you were notified about the fire?

8 A I called the dispatch.

9 Q And what were your instructions?

10 A They wanted me to get the people off the train.
11 They wanted us to get the people off the train and to
12 lower the pads.

13 Q All right. Any injuries reported to you or
14 anything like that? Any injuries? Passengers, crew?

15 A No.

16 MR. ZAYAS: Roger. Okay. Okay, I'll pass.

17 MR. MAHON: Rich Mahon, Assistant Chief Officer.
18 No questions.

19 MR. RODRIGUEZ: Lou Rodriguez. No questions.

20 MR. SHERRY: Richard Sherry, FRA.

21 BY MR. SHERRY:

22 Q How long have you had your trainee with you, Mr.
23 Harmon?

24 A How long this week?

25 Q Yeah. Was it different today?

1 A He started -- no, no, no, it started on Monday.

2 Q He started on Monday with you?

3 A Yes.

4 Q All right. What are the things that you go over
5 with your assistant conductor when you start off with
6 a brand-new fresh guy?

7 A Well, the first thing I tell him is, if I tell
8 you to do something, do what I tell you to do when I
9 tell you to do it. Don't hesitate. And then we'll
10 talk about it, if you've got a question, we'll talk
11 about it later.

12 Q So I'm sure they have in-room classroom teaching
13 before they reach you as on-the-job training, correct?

14 A Yeah, yeah, they go through the whole program,
15 equipment stuff with how to fix stuff and if
16 something's wrong. But they don't have the experience
17 yet.

18 Q How to handle it and stuff, you know, how does it
19 feel and everything like that.

20 A Yeah, yeah. Yeah, the feel part of it.

21 Q But, when they come to you and you sit them in
22 the seat, what they're supposed to go over, what
23 lights mean, what things mean, do you go over all that
24 with them, or do you expect that to be done in the
25 classroom?

1 A They go over that in the classroom, but we, if
2 they have questions about it, then we will talk about
3 those types of things too. But that's not something
4 that I specifically go over. But I do say too, like,
5 since this happened with this division notice thing
6 with the fire situation, I do tell them if we get a
7 fault light let me know.

8 Q Okay. And never did he say anything about
9 anything in the control stand being odd or anything
10 like that or anything --

11 A No, he didn't say anything about anything being
12 out of the ordinary or anything like that.

13 Q Okay.

14 A I'm not saying that -- you know what, and I want
15 to put this on the record too. I'm not saying this to
16 say, like, that he was at -- if anything does -- I
17 don't even know if I should say this part. But, if
18 anything come -- I'm not trying to put this kid --

19 Q Do you want to talk to your union rep first
20 before you say anything?

21 A I mean, I ain't trying to put the kid under the
22 bus, though.

23 MR. HILL: Go ahead and speak.

24 MR. HARMON: Yeah. All right. Yeah, I want to
25 make sure that I'm not saying this to say everything

1 that happens on this train is my responsibility, all
2 right, when I say whatever's going on. But I did have
3 a trainee, and I'm not saying that anything that
4 happened is his fault in any regard. I don't want
5 that to come across like that at all. All right. I'm
6 sorry, go ahead.

7 BY MR. SHERRY:

8 Q So I understand. Like, I've rode a few trains,
9 and especially Silverliner IVs, how that control
10 stand is and where the lights are.

11 A Mm-hmm.

12 Q If you're standing to the left, I can't see those
13 lights unless I'm in the seat.

14 A Right, right.

15 Q We all agree on that?

16 A Yes.

17 Q Okay. And I just wanted to know if Monday you
18 kind of went over what those lights meant or if that
19 was done in his classroom training or you reiterated
20 in that.

21 A I didn't reiterate that. That's not some --
22 that's -- now you bring -- you all bring up -- a
23 couple good points came up in this so far and I'm glad
24 that I actually sat here. I was dread -- I didn't
25 even want to do this, but I'm glad. It's giving me a

1 little different perspective on things. But, no, I
2 didn't go over that specifically. That is something
3 that I will do.

4 Q So, as a new trainee, he might have saw that as
5 soon as he got on the train --

6 A Yeah, yeah.

7 Q -- and just thought that was normal or not?

8 A But the thing is he's not a new trainee. This is
9 his seventh week. I have him -- this is his seventh
10 week. He's had six other weeks. Plus he's been on
11 OJ -- I mean not OJT. But he went to training track.
12 So he's been with rules instructors for like I don't
13 know how long they do it, three, four weeks. Then
14 he's had six weeks with different other engineers.
15 And then this is his seventh week he's with me. So
16 he's kind of familiar with -- that's why if I asked him
17 do we got a fault light, I don't got to say do we have
18 a fault light that's lit here. He knows what I'm
19 talking about.

20 Q Okay. When the fire incident occurred, you said
21 the assistant conductor came up and talked to you.

22 A Mm-hmm.

23 Q I don't know what car he might have been in. Did
24 any radio communication come in from a hand-held? And
25 were you in earshot of the radio in the controlling

1 cab?

2 A Yeah, I'm in earshot with the radio. I can hear
3 the radio. I always make sure we turn that radio up.
4 But, no, he came up and told me. He was --

5 Q So he physically face to face? Nothing came over
6 the radio?

7 A Yeah, nothing over the -- what it -- I know you
8 all probably know where it was. I was operating from
9 the south car. The fire happened at the south part of
10 the next car, the second car. And I believe what
11 happened was that the assistant conductor put the fire
12 out first and then came up and said something. And
13 then we got the people off, put the pans down.

14 Q So the first thing, you fought the fire, you
15 didn't pull the pans down. The first thing was you
16 fought the fire?

17 A I think he -- I think that's what happened. I'm
18 not sure of the sequence of events.

19 Q Okay.

20 A Because, to be honest, I didn't really think this
21 was a big deal until I actually seen the smoke after
22 he had put the fire out. I didn't think that's what
23 it was. It's time for a train. That was my alarm.
24 It's time for a train. But, yeah, what was I saying
25 about the -- what was I talking about?

1 Q You're just not sure of the sequence of events.

2 A Yeah, the sequence of events, I'm not sure of the
3 actual sequence of events and what happened in what
4 order, but those things that I said happened did
5 happen.

6 MR. SHERRY: Okay. And we appreciate on the
7 safety side that these pans are getting pulled down in
8 a timely fashion lately and everything like that and
9 get people off safe and everything like that.
10 Appreciate that. FRA has no further questions.

11 MR. KRAHOLIK: All right. We're going to do one
12 more round. Todd Kraholik with NTSB.

13 MR. HILL: It'll be much shorter. I will say
14 that. It'll just be cleaning up.

15 BY MR. KRAHOLIK:

16 Q So anytime a new SOP changes, we've talked about
17 some get put on your tablet.

18 A Okay.

19 Q Do you know of -- how do you know when you get a
20 new one? Just by flipping through the tablet? Or is
21 there a notice that pops up that says you have new
22 items on there? How do you know?

23 A It's no way for us to get, like, a notification
24 except if we're told, and how sometimes what they're
25 doing when they're telling us about this new stuff is

1 they'll mention it on the radio. They'll say that this
2 has come out or something like they'll give -- I don't
3 -- I mean, like, if it's something specific, they'll
4 ask you, did you read your tablet today? This, blah,
5 blah, blah, blah. So it's not -- that is actually a
6 good thing too. We need to have something in place
7 where, if it's something new on the tablet, it should
8 be something that's notifying us that there's something
9 new.

10 But no, to answer your question, it's not -- it's
11 just a general thing on the radio. That's how they
12 would tell us. It's no, like -- like, I usually check
13 my tablet every morning, and that's how I would see.
14 Like, it's something I seen today that's new for
15 tomorrow on Amtrak, but it's up in New York, so it
16 don't really affect me. But that's how I found out
17 about that, because I checked the tablet.

18 Q So I just want to clarify something. So, if
19 there's something new for the day, you'll definitely
20 hear it on the radio or just occasionally somebody
21 will say, hey, did you happen to see that? Or is it
22 every time something new comes out you hear it over
23 the radio? And I guess why -- let me go further. I
24 guess what I'm saying is, if you read your tablet
25 more, and we're all human. If you overlook

1 something --

2 A Mm-hmm.

3 Q -- are you going to hear about it over the radio?
4 Hey, did you see that new SOP or whatever? Or, if you
5 don't get that every day, could you hypothetically not
6 see something in that tablet and not be talked about
7 on the radio?

8 A You could because it's not something that is
9 placed on the radio. I'm going to tell you Amtrak
10 does this, though. If they have something like with
11 the TSRBs, I don't know how familiar you are with
12 that, how they do that stuff, but the Temporary Speed
13 Restrictions they come out with, if there's something
14 new that affects us on Amtrak and they send it in the
15 TSRB for that day, they will ask me do I got a copy of
16 that and am I aware of this that's in the TSRB.

17 He just asked me this morning, there's a new
18 speed restriction on one track at Grundy and it's
19 actually 7 and 6 asked me about. It's a 30-mile-an-
20 hour speed restriction on 4 at Manchel. So that's how
21 they do it. They make sure, like, they'll talk to the
22 individual trains and ask them. On us, on our side,
23 we really don't do that. That's not something that we
24 do.

25 Q So it would just be an occasional thing over the

1 radio?

2 A It's -- I'm not -- I can't even say -- because I'm
3 not -- it can be something that come out and I might
4 not never hear about it at all, but I've seen it
5 because I saw it on my tablet. And then it can be
6 something where they mention it to you -- like say
7 the -- I'll give you an example.

8 Like the thing with the school building, they got
9 the 10-mile-an-hour speed restriction that's been
10 there for, like, two, three months. When that first
11 came out, they was asking everybody to check their
12 tablets. But then sometime -- I'm going to tell you
13 this, what I was a little pissed off about. They was
14 asking people to check their tablets while we was
15 actually on the train. But we can't check our tablets
16 on the train because we're operating the train. So
17 then I've got to get the conductor to go open his
18 tablet. But then, if his tablet ain't working right,
19 then what I'm supposed to do? Then I've got to have
20 them read it to me. But that's a different animal.

21 Q Okay. So there is bulletins that come on your
22 tablet and you don't hear anything about them unless
23 you read it yourself?

24 A Yes, that's basically what you -- yes, that is
25 true, yeah.

1 Q Yes. Okay. Okay. And in the past, you've been
2 here since 1989, has there ever been a push like this
3 on fault lights before, or is this something new?

4 A Never. This is new.

5 Q And in your opinion, have the fault lights been
6 more prevalent now, or is this they've been on the --

7 (Pause.)

8 MR. HARMON: All right. I'm sorry.

9 MR. KRAHOLIK: No, you're good.

10 BY MR. KRAHOLIK:

11 Q So there's not been a -- never been another push
12 that you remember previously on fault lights. And
13 this one, are the fault lights a new thing, I guess is
14 what I'm getting at, or have the fault lights always
15 been on the train and you're just now hearing about
16 them in bulletin form?

17 A The fault lights have been a constant for
18 decades, probably years and decades. But this push
19 right now is new because of the fire situation.

20 Q So, in your opinion now, this is strictly your
21 opinion, is this something that was, like, emphasized
22 this is extremely important right now, or is it just
23 like every other bulletin you've ever gotten on your
24 tablet before?

25 A Well, I do give -- this is something that I guess

1 it's actually being stressed. You know how? Because
2 anytime they say something to you about these faults,
3 they want the train, they want you to tell them
4 immediately about the faults. So it's been more
5 stressed. And I'm actually -- it's a good thing
6 they're stressing it now more because of what
7 happened, what has happened with these fires. And,
8 you know, safety first. So I'm with the safety thing.

9 MR. KRAHOLIK: I got you. I don't have any
10 further questions. I'll pass it to Joe.

11 MR. GORDON: I've just got maybe one or two
12 follow-ups.

13 BY MR. GORDON:

14 Q So, when you're operating, I know you weren't
15 operating the day of the accident, but when you are
16 operating, if that light comes on -- if it's not on
17 and it comes on, is that apparent?

18 A Yes, it's apparent, yes.

19 Q All right. It's not something you've got to
20 glance over every now and again and check on it?

21 A No, no, because, when I'm operating the train,
22 like, I'm looking, like, I can see the lights.

23 Q You can get it out of your --

24 A Yeah. That's if the light is working too,
25 though.

1 Q Right.

2 A But I do check the lights. I make sure that
3 one's good and they know about the rest.

4 Q Good deal. And then you said you didn't -- so
5 what color is -- I don't know anything about these
6 things.

7 A They're white. It's white. They're white
8 lights.

9 Q White lights? Okay. So you didn't -- you've
10 already asked, and I'm not asking the same question
11 again, you didn't see that light lit when you did your
12 walk-through and everything. But do you recall, like,
13 looking at that panel, like, on that inspection, do
14 you recall?

15 A Yeah, I think, because I think I did the brake
16 test too, so I think I did look at that panel. I
17 didn't.

18 Q Okay.

19 A Yeah, I don't -- that's why, like, yeah, no, I
20 don't -- I would have -- no, I would have called
21 downtown if I'd seen that light. I would have called
22 the ROC up.

23 MR. GORDON: I appreciate it, and I also, you
24 know, thank you for -- I know you heard what we talked
25 with improving safety, and I've already heard you, you

1 know, comment on a couple of things that you've taken
2 away from our discussions, so I appreciate you coming
3 in and sitting down with us.

4 MR. HARMON: Well, yeah, I ain't have a choice,
5 though, but I'm here to help.

6 MR. GORDON: Well, you always have a choice. All
7 right. That's all I have. Thank you.

8 MR. THOMPSON: Yeah. Jeff Thompson. No
9 questions.

10 MR. GEYER: Wayne Geyer, observer.

11 MR. ZAYAS: Jose Zayas, Service Manager. I have
12 a few questions.

13 BY MR. ZAYAS:

14 Q Going back to Trenton Station when you report,
15 your reporting location, were you ever notified by
16 either Amtrak dispatch, SEPTA dispatch, or --

17 A I wouldn't talk to SEPTA dispatch up there, but
18 go ahead. Just Amtrak.

19 Q Or Mechanical personnel of any issues with the
20 train on that day?

21 A No. No.

22 Q Okay. When you boarded the train, whether on the
23 east end or the west end of the equipment --

24 A Hold on for a second too. Even reiterating that,
25 was I talked to about it, Mechanical or the Amtrak

1 dispatcher of any issues on the train, if there's any
2 issues on the train, I forgot what's my man -- I think
3 my man name -- the mechanic, what's his name -- I
4 don't want to say his name. Anyway, the mechanic up
5 in -- he's a SEPTA mechanic, he usually lets me know.
6 If he don't see me, he'll write a note and he'll leave
7 it on the head end.

8 Q Roger. Okay. Okay. So, but on that particular
9 day, yesterday, right?

10 A Nothing.

11 Q You was not notified at all by Mechanical or
12 Amtrak or SEPTA that there was anything wrong with
13 that train?

14 A Nothing.

15 Q Any faults or anything like that?

16 A No.

17 Q Okay. On the head end, when your trainee charged
18 up or you were operating from that from the west end
19 of the train, was there any tag, any mechanical tag on
20 that train stating that there was something, any
21 issues with the train?

22 A There would be a notification that there's
23 something wrong with the train, which is no.

24 Q No? Roger. Okay. Okay. So, when you report at
25 Trenton, you have to get your TSRBs, is that correct?

1 A Mm-hmm.

2 Q So where do you get your TSRBs at Trenton?

3 A In the gray box.

4 Q Roger. The gray box. In the gray box, do we
5 have also Amtrak bulletins and SEPTA bulletins located
6 in that gray box?

7 A Sometimes.

8 Q Roger. Okay. When reporting for duty, are you
9 required to check your tablet --

10 A Yes.

11 Q -- for bulletins and all that?

12 A You have to check your tablet. I mean, that's a
13 common -- I said I check my tablet every day. That's
14 a common thing. You've got to see if there's any
15 restrictions or anything going on, any bulletins or
16 anything.

17 Q That is correct, yes. So, in SEPTA's part, if
18 SEPTA has a supplemental or any additional bulletins,
19 right, and they cannot get it physically over to the
20 original --

21 A They're in the gray box.

22 Q -- in the gray box --

23 A If they can't physically give you a paper copy.
24 But it's on the tablet.

25 Q It's on the tablet. That's correct, right?

1 A Right.

2 Q Okay. All right.

3 A But, if it's something new that comes on the
4 tablet, it's no way for me to know without checking.

5 Q Okay. So, if you're operating a train --

6 A Mm-hmm.

7 Q -- and you reported at Trenton, right, with your
8 trainee --

9 A Mm-hmm.

10 Q -- and you checked the gray box for TSRBs and
11 bulletins and all that and you have your paperwork,
12 you also check your tablet for any additional
13 paperwork and let's say there's none. It's just a
14 regular day, okay, there's nothing there, right?

15 A Mm-hmm.

16 Q So you're operating the train from Trenton to
17 Center City, and when you arrive at Center City, and
18 let's say there's something going on on the line on
19 the Chestnut Hill East side, right? How are you
20 notified?

21 A Say that again. You're saying if I open the
22 tablet and there's something in the tablet that's
23 telling me there's something going on?

24 Q No, no. Let's say -- let's reverse back, right?
25 So you report to Trenton Station, right?

1 A Okay.

2 Q And you check the gray box for your TSRBs or any
3 bulletins that are there, physically there, right?
4 So, in addition to that, you check your tablet, right?

5 A Okay.

6 Q You're required to check your tablet.

7 A Okay.

8 Q And in the tablet, there is a section there where
9 SEPTA, if there's any additional bulletins --

10 A The supplemental bulletin --

11 Q Right.

12 A -- that's in the same section with the bulletin
13 boards.

14 Q So there's a section there that you can check,
15 right?

16 A Yeah.

17 Q Okay. Right. Okay. So let's say you checked
18 all that and you're good. Everything's fine. You got
19 all your paperwork, you checked the tablet, you got
20 your bulletin orders, you got your TSRBs, you guys
21 depart Trenton. You hit SEPTA territory, right?

22 A Mm-hmm.

23 Q So let's say SEPTA, there's something going on.
24 You're heading to Hill East, and there's a speed
25 restriction, there's something going on. How are then

1 you notified of that?

2 A How would they notify me?

3 Q Yes.

4 A I don't know. How would you notify me of that?

5 Q Well, when you arrive at 30th Street, how would
6 you be notified?

7 A What you mean, if you get a Form D and a Form D's
8 in effect?

9 Q That is correct. Yes, yes. So you get a Form D.
10 Right.

11 A That's -- like that, it would be a Form D -- if
12 anything's going on you're talking about we get Form
13 D's, yeah, that's something that we get the Form D's.

14 Q Okay. So you're notified with Form D's how?

15 A It's the light that's illuminated at 30th Street
16 corresponding to whichever line you're going.

17 Q Right, right. Okay. So --

18 A Seven would be the line going for Hill East.

19 Q Okay, roger.

20 A Just in case you was going to ask me that too.

21 Q No, no, that's fine. No, no, that's good, that's
22 perfect. So I'm just going through the ride, right,
23 so now you're going to Hill East. For example, you're
24 going to Hill East.

25 A Mm-hmm.

1 Q And let's say SEPTA needs -- there's something
2 going on, but you're already past 30th Street, right?

3 A Mm-hmm.

4 Q So you wasn't notified at 30th Street about Form
5 D or anything like that. So how would then SEPTA
6 notify you --

7 A If it's a speed restriction that they got to give
8 me, they would tell me, they would give me a copy of
9 Form D, right?

10 Q Right. So they would notify you through what
11 means of communication to notify you?

12 A What do you mean? The radio.

13 Q Roger. Okay. So they normally would contact
14 through the radio and say, hey, whatever your stop,
15 I'm assuming, you know, we need for you to copy a Form
16 D, right? Okay, so that occurs quite often, right? I
17 mean, does it occur quite often? You have done that
18 before?

19 A I'm not going to say -- it's happened before. I
20 ain't going to say quite often.

21 Q Okay. But you've been notified before, right?

22 A Yes. We got a copy of Form D.

23 Q Okay. Okay. So there's many ways that SEPTA
24 does notify you starting from your report time, your
25 tablet, whether your report time through a paper,

1 tablet when you check, when you arrive at 30th Street,
2 you got a Form D board, or even after you depart, they
3 would notify you through the radio as per they need
4 you to copy a Form D or give you any further
5 instructions that affect the movement of your train,
6 is that correct?

7 A Yeah, that's dealing with the movement of the
8 train. This ain't got nothing to do with what's
9 going -- I see where you're trying to go with this.

10 Q Right. No, I get it.

11 A You're going with this notice that you all have
12 got out with or if it's something else coming with on
13 the tablet. And the thing is that's not what happens.
14 When there's something on that tablet, it's nothing on
15 the Form D board that's telling me it's something on
16 the tablet. And that's what I'm talking about. If
17 something's on that tablet that's new, it's nothing
18 telling me something's on the tablet that's new except
19 that I've got to -- if somebody come over the radio
20 and say something and I hear it or if I check the
21 tablet on my own.

22 Q Okay. All right. So, with that in mind, right,
23 let me follow up with this question then. So you
24 depart 30th Street, you're on your way to Chestnut
25 Hill East. And it's not a Form D. Let's say there's a

1 supplemental, right? There's a supplemental that
2 maybe you may not be aware of --

3 A A supplemental bulletin, though --

4 Q Right. A bulletin.

5 A -- or a supplemental division notice?

6 Q A bulletin. Let's say a bulletin order.

7 A Or a division notice?

8 Q Right.

9 A Which one? Because we -- okay.

10 Q So have you ever been contacted by SEPTA dispatch
11 telling you, hey, SEPTA Train 705, are you in
12 possession of Supplemental Bulletin Order such and
13 such?

14 A Yes, we have been notified that way before.

15 Q Okay.

16 A That's what I said, when I'm talking about on the
17 tablet part, they haven't really -- that's not
18 something that they would say on the regular like as
19 far as something that's general. But something
20 specific like that, they would notify you because I
21 believe it's a rule in effect with the dispatch that
22 they have to. They can't even give you the railroad
23 if it's something affecting the movement.

24 Q Right. So you are notified of any supplementals
25 if you're going into a certain territory?

Heritage [REDACTED] poration

([REDACTED]

1 A Not any supp because, when you say any, that's
2 all of them. And that's not, no, because the thing is
3 no.

4 Q So let me ask this then. So is it --

5 A Like, I just gave you an example this morning
6 about the supplemental bulletin notice that's in
7 effect on the corridor up north. That's on the
8 tablet, but I didn't get notified that that was on the
9 tablet. I saw that because I opened up the tablet and
10 I saw it.

11 Q Roger. Okay. Now does the tablet ring or
12 something whenever a supplemental comes up? Say, you
13 know, ring, ring, ring, ring, come and open me up?

14 A Mine don't ring. Yours might ring. Mine don't
15 ring.

16 Q No, I don't -- mine don't ring either.

17 A All right.

18 Q I'm just -- so is that something that you're --
19 that you would like to see? Whenever there's some
20 sort of supplemental while you're running the train or
21 on your way there, that you somehow get notified
22 electronically through the tablet?

23 A Well, we would like -- not necessarily through
24 the tablet because I can't open the tablet when I'm
25 running the train. But the thing is we want

1 something -- me myself, I want -- I would rather have
2 something to notify me if something's going on. Now
3 we've got the Form D's and stuff like that. But the
4 object is safety first because we don't want any kind
5 of accidents to happen out here. Not just the fires
6 but anything. This is supposed to be safety first.
7 This is what I was -- this was drilled in my head when
8 I first got here. Safety first, safety.

9 Q Okay. So let me ask you this question then.
10 Have there been any situations that you've been in as
11 an engineer -- I'm also an engineer and we both run
12 trains, right? So --

13 A Wait, wait, wait. All right. Yo, you know I'm
14 going to take issue with that, but go ahead.

15 Q I run trains. So --

16 A Yeah, you do. You can run trains, but you
17 ain't -- but go ahead. All right.

18 Q Well, have you ever been in a situation, right,
19 that there was a supplemental bulletin order issued
20 and you was not aware at all after checking the box,
21 checking the tablet, and SEPTA failed to communicate
22 you, communicate with you, your train, to inform you
23 of that bulletin order, that supplemental, and you
24 were not aware, you completed your trip without being
25 aware of that supplemental?

1 A I wasn't aware, so how would I know? You know
2 that, right? You know you just answered your own
3 question.

4 Q Right, right. Okay. So, when completing any
5 trip, have you ever completed a trip, right, that then
6 later you have found out that a supplemental was
7 issued and you was not aware or made aware by SEPTA?

8 A I'll give you an instance that happened a couple
9 years ago, maybe three, four years ago. They had put
10 up a Form D. They was giving a Form D off of trains
11 going to Wilmington, but the Form D was actually for
12 on effect on the Paoli side. And you know who caught
13 it? I caught it because I read the Form D before I
14 left and then I told them about it. They had the
15 wrong light lit and they was giving it to our train.

16 MR. ZAYAS: Okay. Well, that's good and I
17 appreciate that because that's a good job there.

18 All right. So I guess that's all I have.

19 MR. HARMON: You know I could have kicked you out
20 too, right?

21 MR. ZAYAS: Ain't nothing personal, Milt.

22 MR. HARMON: All right, all right.

23 MR. ZAYAS: Come on, man. I've known you my
24 whole career.

25 MR. SHERRY: Richard Sherry, FRA.

1 MR. HARMON: I'm sorry.

2 BY MR. SHERRY:

3 Q Mr. Harmon, just one follow-up question. I don't
4 want to go over your 37-year career. Just in the last
5 year, when you start your day and you start a ride and
6 you get on the equipment, how often in the beginning,
7 right from the get, when you get on the equipment, do
8 you -- have you seen a fault light on your equipment?
9 An average over this past year.

10 A It's kind of, I mean, it's to the point -- it was
11 to the point where you see the fault light and you
12 don't even pay attention to it.

13 Q Assuming you got on at --

14 A The thing is if, like -- because say, like, a
15 couple times I was on a job out of Roberts. So if I
16 got a fault light there, I'll try and go out and fix
17 it myself, see what's going on with it, because the
18 thing is, it's no shade, fellas. But the thing is, if
19 I've got to call the mechanics out there, it might
20 take them a minute to get out there. And then say if
21 I got a 20 minute sign-up, I've got to do my job
22 briefing and all that. I've got to do the brake test
23 and all that. I've got a fault light. And it's
24 something quick I can go just check on my own to knock
25 it out, I'll do that, so --

1 Q These are things we're trying to correct. Can
2 you give me an average of the past year how many times
3 you initially get on the equipment and there's a fault
4 light on? Not a DBL but a general fault light on that
5 equipment.

6 A I mean --

7 Q One out of a hundred trips, five out of a hundred
8 trips?

9 MR. HILL: Give the percentage. Go ahead.

10 BY MR. SHERRY:

11 Q Yeah. Honestly, I --

12 A Maybe like 30, 40 percent. I'll give you that.

13 Q As you get on the equipment, there's 30, 40
14 percent you'll see a general fault light on?

15 A Yeah. I mean, sometime you get a fault light all
16 the time, you see a fault light all the time. It's
17 like you don't even like, it's like a regular thing.
18 Like, it's the indoor bypass light too. The indoor
19 bypass light is supposed to be on when the doors is
20 closed. The fault light is on and what you -- I mean,
21 like, I get equipment from somebody. I tell you what
22 engineers have started doing too. No shade on my
23 fellow brothers and sisters. But what they'll do,
24 they'll turn the light so that the light won't be
25 illuminated. You know what I mean? The light twists.

1 So if you twist it, what is it, counter-clockwise, if
2 it's a fault on there, you -- the light won't be on.
3 It won't be illuminated, but if you turn it all the
4 way clockwise, the light will be lit. So they're
5 turning it so it's not lit, but when I take power and
6 I feel the train, I feel there's something wrong. And
7 then that's when I really start, like, twisting it and
8 make sure --

9 MR. SHERRY: And these interviews are to correct
10 all these issues and have a safer railroad. It's not
11 to --

12 MR. HARMON: Oh, yeah, that's safety first,
13 which --

14 MR. SHERRY: -- hold anybody accountable, but
15 this is for safety and to get the feeling on your back
16 and find out what's going on here. So I appreciate
17 everything. I have no further questions. Thank you.

18 MR. HARMON: You're welcome.

19 MR. KRAHOLIK: All right.

20 MR. HARMON: How are we doing? Are we doing
21 another one?

22 MR. KRAHOLIK: Todd with NTSB. Is there anything
23 you would like to add, anything you want, anything at
24 all you want to add?

25 MR. HARMON: I just want it to be safe. We don't

1 want no fires on the train. We don't want no -- we
2 need safety here, that's it. We don't want nobody
3 getting hurt. That's what I tell my trainees all the
4 time. I say, listen, you don't want to make a mistake
5 where you get yourself hurt or you hurt somebody else.
6 You don't want that. That's not what -- we want safety
7 first. You know that I mean? And it's no shade on
8 nobody for nothing. We've got to get together and
9 discuss these things so we can get this thing
10 corrected. That's what I -- that's my point. That's
11 it.

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

14 MR. HILL: Clarifications. I want to get through
15 some clarifications. This is Don Hill, the rep for
16 the engineer, Mr. Milt Harmon. Just some
17 clarifications on some of the things that were
18 mentioned here.

19 BY MR. HILL:

20 Q When you said you go outside to do -- to check
21 the boxes --

22 A Mm-hmm.

23 Q -- for clarification, you're talking about a main
24 group and auxiliary group box?

25 A Yes.

1 Q Okay. The main group, for the record, is really
2 dealing with propulsion?

3 A Yes.

4 Q Okay. You mentioned also something about a side
5 you were standing on the equipment. You said left
6 side.

7 A Mm-hmm.

8 Q Another terminology would be fireman's side?

9 A Fireman's side, yes.

10 Q Okay. So there's an engineer's side, a fireman's
11 side.

12 A Yes.

13 Q The lights that we're referring to, the fault
14 lights, are on the engineer's side, correct?

15 A Yes.

16 Q This is for the record.

17 A Mm-hmm.

18 Q All right. You were also asked a question about
19 the train not being on when you got on this train set.

20 A Mm-hmm.

21 Q All right. But you clarified it and said, well,
22 there was power to the train.

23 A Yes, the power, it was power to the train.

24 Q But, for the record, you were talking about being
25 on as activated, the cab not being activated?

1 A Yeah. Right.

2 Q So, when you put the control plug in, it
3 activates the control stand?

4 A Yes.

5 Q Okay. Also, for the record, train lines --

6 A Hold on for one second. Let me even clarify even
7 with that. Even if the train is not activated, the
8 fault light will be on. The indoor bypass light might
9 not be on, the cab makeup might not be on, but that
10 fault light's still going to be on.

11 Q Right. And I'm going to get to that.

12 A Okay.

13 Q Train line.

14 A Mm-hmm.

15 Q Train line means that each car, if there's a
16 fault light, would have that light lit on the train
17 line, each car of the train?

18 A Each car, if it's just one car in the train, the
19 whole train, all the fault lights will be lit on each
20 cab.

21 Q All right. And clarification about the light
22 bulbs themselves. They do have what is called a
23 shutter?

24 A Mm-hmm.

25 Q All right. So, if it was turned a certain way,

1 it would dim it so that it would be hard to see the
2 light, correct?

3 A Yeah. You can dim it, yes.

4 Q All right. Crew room. I know that you like your
5 job. Do you have a break in your job, your current
6 job?

7 A Yes.

8 Q All right.

9 A I mean not a -- are you talking about just like a
10 half hour, 40 minute-break, stuff like that? Or are
11 you talking about --

12 Q I'm talking about, like, are you on a break job,
13 a swing?

14 A No, I'm not on swing right now.

15 Q Okay, but you do take breaks then?

16 A Yes.

17 Q All right. When you take your breaks, do you sit
18 in the crew room, or do you go rest in a rest room?

19 A I go in the back in the quiet room mostly.

20 Q Okay. So that would mean that if we were
21 downtown and the crew room passed some information,
22 you may have been in the back?

23 A Right.

24 Q Text messages. Do you get text messages from the
25 union?

1 A Yes.

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

3 MR. KRAHOLIK: All right, Milton, if we have any
4 follow-up questions, do you mind if we contact you?

5 MR. HARMON: No, I don't mind.

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

8 (Whereupon, the interview in the above-entitled
9 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]

Heritage [REDACTED] poration

[REDACTED]