

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

COLLISION OF AMTRAK SPECIAL TRAIN *

P0923 31 AT THE HIGHWAY-RAIL GRADE *

CROSSING AT LANETOWN ROAD IN *

Accident No.: HWY18MH005

CROZET, VIRGINIA, JANUARY 31, 2018 *

*

* * * * *

Interview of: ROBERT SHAUN YOUNG

Omni Hotel
Charlottesville, Virginia

Friday,
February 2, 2018

APPEARANCES:

GEORGETTA GREGORY, Operations Group Chairman
National Transportation Safety Board

DENNIS COLLINS, Human Performance Group Chairman
National Transportation Safety Board

ENSAR BECIC, Ph.D., Human Performance Investigator
National Transportation Safety Board

JULIE KANG, Ph.D., Accident Investigator
National Transportation Safety Board

JOHN RANSCHAERT, Operating Practices Inspector
Federal Railroad Administration, Region II

BILL MITCHEM, Superintendent of Operations
Buckingham Branch Railroad

THERESA IMPASTATO, Deputy Chief Safety Officer
Amtrak

JOE MORRIS, Superintendent of Operations
Amtrak, Central Region

WILLIAM BATES
SMART National Transportation Safety Team

RANDY FANNON, Safety Task Force
Brotherhood of Locomotive Engineers and Trainmen (BLET)

CHRIS NOSHER, Attorney
Outside Counsel for Amtrak and
Representative for Employees

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Robert Shaun Young:	
By Ms. Gregory	7
By Mr. Collins	14
By Mr. Ranschaert	15
By Mr. Bates	16
By Mr. Mitchem	17
By Ms. Impastato	18
By Dr. Kang	19
By Mr. Fannon	20
By Mr. Morris	21
By Ms. Gregory	23
By Mr. Collins	24
By Mr. Ranschaert	30
By Ms. Gregory	33
By Mr. Collins	33
By Mr. Mitchem	36
By Dr. Becic	36
By Dr. Kang	37
By Mr. Morris	38
By Ms. Gregory	42
By Mr. Collins	43
By Dr. Becic	44
By Mr. Morris	45
By Mr. Ranschaert	46

I N T E R V I E W

(5:42 p.m.)

1
2
3 MS. GREGORY: Good afternoon. And thank you again,
4 Mr. Young, for coming and agreeing to sit and discuss this
5 accident with us.

6 My name is Georgetta Gregory. I am the NTSB Railroad
7 Operations Group Chairman for this accident.

8 We're here today on February 2, 2018, at the Omni Hotel in
9 Charlottesville, Virginia, to conduct an interview with Robert
10 Shaun Young, who works for Amtrak. It is now 5:42 p.m.

11 And this interview is in conjunction with the NTSB
12 investigation where an Amtrak train struck a refuge truck at the
13 highway rail grade crossing at Long Arm Road in Crozet, Virginia,
14 on January 13, 2018. The NTSB accident reference number is HWY --

15 MR. YOUNG: That was January 31st. You said 13th.

16 MS. GREGORY: Thank you, Shaun. This accident occurred on
17 January 31st, 2018.

18 The NTSB accident reference number is HWY18MH005.

19 The purpose of this investigation is to increase safety, and
20 not to assign fault, blame or liability.

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

1 Again, my name is Georgetta Gregory. The spelling of my last
2 name is G-r-e-g-o-r-y, and I am the Railroad Operations Group
3 Chairman for this accident.

4 MR. BATES: William Bates, B-a-t-e-s, SMART, National
5 Transportation Safety Team.

6 MR. MITCHEM: Bill Mitchem, M-i-t-c-h-e-m, Superintendent of
7 Operations, Buckingham Branch Railroad.

8 MS. IMPASTATO: Theresa Impastato, I-m-p-a-s-t-a-t-o, Deputy
9 Chief Safety Officer, Amtrak.

10 DR. BECIC: Ensar Becic, NTSB, Office of Highway Safety.
11 Last name spelling is B-e-c-i-c.

12 DR. KANG: Julie Kang, spelling K-a-n-g, Office of Highway
13 Safety.

14 MR. FANNON: Randy Fannon, spelling F-a-n-n-o-n, Brotherhood
15 of Locomotive Engineers and Trainmen, Safety Taskforce.

16 MR. MORRIS: Joe Morris, M-o-r-r-i-s, Superintendent of
17 Operations with Amtrak.

18 MR. YOUNG: Robert Shaun Young, Engineer at Amtrak.

19 MR. NOSHER: Chris Noshier, N-o-s-h-e-r, outside counsel for
20 Amtrak and here as representative to Mr. Young.

21 MR. COLLINS: Dennis Collins, NTSB, Senior Investigator,
22 C-o-l-l-i-n-s.

23 MR. RANSCHAERT: John Ranschaert, R-a-n-s-c-h-a-e-r-t,
24 Federal Railroad Administration, Region II, Operating Practices
25 Inspector.

1 MS. GREGORY: Thank you.

2 And, Mr. Young, do I have your permission to call you Shaun?

3 MR. YOUNG: Yes.

4 MS. GREGORY: Thank you very much. And do I have your
5 permission to record our discussion today?

6 MR. YOUNG: Yes.

7 MS. GREGORY: And you do understand that the transcription
8 will be a part of the public docket?

9 MR. YOUNG: Yes.

10 MS. GREGORY: And do you wish to have representation with you
11 at this interview?

12 MR. YOUNG: Yes.

13 MS. GREGORY: And that is Mr. --

14 MR. YOUNG: Noshier.

15 MS. GREGORY: -- Noshier?

16 MR. YOUNG: Yes.

17 MS. GREGORY: Okay. With that, I'll get started. What we'll
18 do, Shaun, is I'll start out with all of my questions.

19 MR. YOUNG: Okay.

20 MS. GREGORY: We'll go to Dennis and then to John, and then
21 we'll start down and go around the table.

22 MR. YOUNG: Okay.

23 MS. GREGORY: We'll do that as many times as necessary until
24 everyone's asked their questions.

25 MR. YOUNG: Okay.

1 MS. GREGORY: And again, if you want to take a break -- okay.

2 MR. YOUNG: Okay.

3 MS. GREGORY: So we'll get started.

4 INTERVIEW OF ROBERT SHAUN YOUNG

5 BY MS. GREGORY:

6 Q. Shaun, can you start off giving your history with Amtrak from
7 the day you hired up until today?

8 A. I have been with Amtrak since 2013 and I've worked out of
9 Huntington for roughly about 2 years. At that time I was forced
10 out of Huntington and I went to -- went to Florence, working
11 Florence to Richmond. And one of the guys retired, so I came back
12 home.

13 Q. Before working for Amtrak -- you've always been an engineer
14 with Amtrak?

15 A. No. No, I was -- I started out with CSX in 1994, July 5th.

16 Q. And what did you start as?

17 A. I started out as a brakeman, and after 6 months, I went to an
18 engineer and I've been an engineer since on the railroad.

19 Q. Okay. And just starting -- if you can just walk us through
20 the day of the accident from when you started your day up until
21 the accident, in your own words?

22 A. I woke up about 7 a.m., well rested. I went and got some
23 coffee and had some small talk with Steve about the train, and I
24 got my shower and got ready and we proceeded to go to the station
25 roughly about 9:30. Didn't eat anything. The train was supposed

1 to be early. I guess they had had a hot bearing or something of
2 that nature that they had to stop and check. So anyway, we didn't
3 get breakfast because the train was going to be early.

4 So we got to the station roughly around 9:30. We got our
5 paperwork together. We started our job briefing at 10:00. The
6 job briefing had Joe Morris, Jeremy Gates, Dave Torres, Steve
7 Kenney, Leonard Claytor and myself. We talked about the work to
8 be done. [REDACTED]

9 [REDACTED]
10 [REDACTED]
11 [REDACTED]
12 [REDACTED]
13 [REDACTED] We talked about some of
14 the things, that this came up, and we proceeded out on the
15 platform to wait on the train. The train, it came in roughly
16 about 10:50 a.m. We boarded the train trying to make a quick
17 transition, and while we were waiting, they were checking the
18 journal on one of the cars.

19 We pulled at 10:57. Everything was going good. We got to
20 the crossing at Farmington, which is 185.5-ish, [REDACTED]

21 [REDACTED]
22 [REDACTED] So just another day on
23 the railroad.

24 Everything was going good. It was a pretty day. You could
25 see the signals. Everything was good, and we got by Crozet

1 siding, it was clear at both ends, and as we're going around the
2 curve, there's a private road crossing. I blew for that crossing,
3 the proper sequence. And as we're rounding the curve, I was
4 continue blowing from the first crossing to the flasher crossing
5 where the incident occurred.

6 I seen a garbage truck. The gates were down. The garbage
7 truck going around the gates, and I didn't think anything of it.
8 He looked to me like he had plenty of time to go, which is
9 typical. And just as I thought he was going to clear the left
10 side, the fireman's side, he stops. And I kept thinking, go on,
11 go on, and he didn't. And at that time I put the train in
12 emergency at 60 miles per hour, and the next thing I know, we're
13 getting up off the floor.

14 Q. Okay. Thank you, Shaun. And you were in the engineer's
15 seat --

16 A. Yes, ma'am.

17 Q. -- at the time of the collision?

18 A. I was.

19 Q. Okay. So how many crossings are there between
20 Charlottesville and Long Arm Road?

21 A. Well, you have Farmington and -- well, let's see. Farmington
22 192. Give me a minute here. I've got to go through them. I'm
23 going to say six.

24 Q. Okay. Approximately six?

25 A. Approximately six.

1 Q. And did you have any track bulletins? I think it used to be
2 Rule 6.32. I don't know what it is anymore.

3 A. Restrictions?

4 Q. Yeah, any restrictions --

5 A. No, ma'am.

6 Q. -- for that grade crossing?

7 A. No.

8 Q. So there was no information that any of them were working
9 incorrectly or anything like that?

10 A. No. No, not at all.

11 Q. You mentioned the flashers.

12 A. Yeah.

13 Q. Could you explain that?

14 A. The flasher crossings, where the lights are blinking and the
15 gates. For instance, Farmington Road, it just has flashers, it
16 doesn't have gates. So I always just call it a flasher. I say
17 the gates -- or the flashers are flashing and, you know, it's
18 typical; they run around them, run across them. People don't
19 realize.

20 Q. Can you give me an estimate about how far you were from the
21 crossing when you decided he was not going to move and you applied
22 the emergency brakes?

23 A. I'm just guessing. When I put it in emergency I was, I want
24 to say, maybe 100 feet.

25 Q. Okay. And I think you mentioned that you were doing 60 miles

1 an hour?

2 A. Yes.

3 Q. And what is the maximum authorized speed --

4 A. 60.

5 Q. -- in that location?

6 A. 60 miles per hour.

7 Q. 60 miles per hour. Let's talk about the speedometer a little

8 bit.

9 A. Okay.

10 Q. That's what you use, I'm assuming --

11 A. Right.

12 Q. -- correct, tell you what your speed was? Is there a placard

13 to test the speedometer before you -- at some point in your --

14 A. At some point in the trip, yes.

15 Q. And did you do that?

16 A. No.

17 Q. Okay. Are there Amtrak rules or federal regulations on

18 speedometers and speed variance on speedometers?

19 A. Yes.

20 Q. Can you explain that?

21 A. No.

22 Q. If you were to -- if you had conducted the test on the

23 speedometer --

24 A. Right.

25 Q. -- and what kind of variance would you consider tolerable?

1 A. In my -- myself, is 1 or 2. I mean, it's a -- it just
2 depends. I mean, it depends on the situation and the layout of
3 the track, for instance, we were going up a mountain. So, I mean,
4 it's -- I don't know.

5 Q. Let me ask, is it unusual to have a variance? How do you
6 test the speedometer? Let's start there. How do you test the
7 accuracy of the speedometer?

8 A. An accurate milepost.

9 Q. And how --

10 A. At the first milepost you'll look at your watch, start timer,
11 stop it at the next milepost, if it's a true milepost.

12 Q. Okay. And so is it unusual to have a variance on the
13 speedometer and what you do -- what you count off on your watch?

14 A. Is it unusual? Most of the time they're pretty accurate.

15 Q. You said pretty accurate. Within a mile or 2?

16 A. Yes.

17 Q. Okay. Thank you for that.

18 A. Usually we have the big speedometer and we have the traction.
19 Each traction motor has a speed recording as well. And, you know,
20 they're usually right close.

21 Q. And at the time of the collision, I understand you were
22 injured somewhat?

23 A. Yes.

24 Q. Can you describe to us what you went through?

25 A. I would like to. I heard the impact. It sounded like an

1 explosion, and with the train that we had, it made you wonder if
2 it wasn't a setup. But anyway, when we impacted the garbage
3 truck, I remember getting out of the floor behind my seat. I
4 don't know how I got above and behind my seat, but I was on the
5 floor in a pile with three other people on the engine with me, and
6 we all happened to be right at the back bathroom door and nobody
7 knows how we got there.

8 But the only thing I could think of is we forgot to call
9 emergency over the radio. And at that time, Steve Kenney, the
10 road foreman, he made the emergency announcement. I toned the
11 rail traffic controller in, and I made the emergency announcement
12 to them, and it was just -- that's when everything kicked in, I
13 guess. It's time to do something, we've got to make sure
14 everybody's okay.

15 Q. Okay. I'm going to switch gears here for just a minute.
16 Your track bulletins for the day, did you have any unusual track
17 bulletins, temporary speed restrictions?

18 A. No, no. We had the four that we had had for quite some time,
19 and the first one was right at the -- not Allegheny, but Blue
20 Ridge Tunnel and we was quite a ways from it. We hadn't even got
21 to that point yet. So --

22 Q. Okay. And then I understand Amtrak has a rule where you have
23 to communicate the signals with a conductor; is that correct?

24 A. Yes, ma'am.

25 Q. And how do you do that?

1 A. We announce every signal over the radio and the conductor
2 will repeat it back.

3 Q. Okay. I think I'm going to pass it on to Dennis for a bit.

4 A. Okay.

5 MR. COLLINS: Dennis Collins, NTSB.

6 BY MR. COLLINS:

7 Q. Shaun, you're normally out of Huntington?

8 A. Yes, sir.

9 Q. Okay. And where did you stay Tuesday night?

10 A. Tuesday night I was in the hotel at the Holiday Inn, Fifth
11 Street.

12 Q. Okay. And going back to the description as you approached
13 the crossing where the incident happened, can you recall where the
14 truck was in relation to the crossing, the gates, the stop bar,
15 the flashers, where you could put them when you first --

16 A. When I seen -- I'm sorry.

17 Q. No, go ahead.

18 A. When I noticed the garbage truck, he was going around the
19 gate. When I first seen him, he was -- you could see he had
20 turned the vehicle and was going around the gate. And in that
21 case, he was going in the oncoming traffic lane to go around the
22 gate.

23 Q. Okay. And can you estimate how far you were from the
24 crossing the first time you saw him?

25 A. No, I can't. We were running 60 mile an hour so, I mean -- I

1 don't want to guess.

2 Q. Whatever you're comfortable saying is the right answer. Just
3 tell it like you remember it.

4 A. Okay.

5 MR. COLLINS: And that's all I have for this round.

6 MR. RANSCHAERT: John Ranschaert, FRA.

7 BY MR. RANSCHAERT:

8 Q. A couple of questions for you. Do you recall, is there a
9 measured milepost between Charlottesville and --

10 A. I, you know, I -- no. I don't remember.

11 Q. All right. Do you recall who was in the cab with you? You
12 mentioned the road foreman. Was there anybody else in the cab?

13 A. Yes, there was. The name that I do know is Mike Chasen. Is
14 it Mike Chase or Mike Chasen? He was a mechanic. And there was a
15 Capitol Police officer in there, and I do not remember his name.

16 Q. Can you tell me where everybody was positioned? I would
17 imagine you were sitting in the engineer's seat, I would hope.

18 A. Right. I was in the engineer's seat, Mike was in the middle
19 seat, Steve was in the fireman's seat, and the Capitol Police
20 officer was somewhere behind me.

21 Q. Okay. Standing?

22 A. Yes.

23 Q. Okay. Something I had here -- you say it sounded like an
24 explosion when you hit?

25 A. Oh, it was loud.

1 Q. Okay.

2 A. It was extremely loud. The thing is, all I remember is the
3 big loud boom and then I was in the floor when we stopped.

4 That's --

5 Q. So for crew -- did you deadhead over or did you have Sunday's
6 train?

7 A. We deadheaded over on Tuesday.

8 Q. You deadheaded over on Tuesday.

9 A. Yes, the 30th.

10 Q. On the 30th. And spent the night in the hotel.

11 A. Right.

12 Q. And then went on duty on Wednesday?

13 A. Right.

14 Q. Okay.

15 A. Got in about 4:30 p.m., 1630 military time.

16 MR. COLLINS: I thought I had a sneeze coming on. I
17 apologize. I'm going to pass it on. I have some more questions
18 but I'm going to pass it on for now.

19 MR. YOUNG: All right.

20 BY MR. BATES:

21 Q. Just one question, Shaun. Bates, B-a-t-e-s. Shaun, did you
22 find any exceptions to the equipment?

23 A. Not at all. I was -- it's the first time I had ever run
24 push/pull, so to speak. So it was -- I had to get a feel of it to
25 realize that it was going to be okay.

1 Q. Yeah. Right.

2 A. As far as the equipment went, everything was running good.

3 MR. BATES: Okay. That's all I have.

4 MR. MITCHEM: Bill Mitchem, Buckingham Branch.

5 BY MR. MITCHEM:

6 Q. So back when you guys were doing your job briefing --

7 A. Yes, sir.

8 Q. -- and you were all standing around there talking, and you
9 said you thought the road crossings would be blocked by police.

10 Were you or anybody from Amtrak notified by any outside agency or
11 anybody that that was actually going to happen?

12 A. No, sir.

13 Q. No?

14 A. No. No, past practice is -- you know, when I was referred to
15 the job, that I was going to be working this job, the guys that
16 had worked it in the past -- my conductor is one. He had -- I
17 think he said he worked three of them. He said every one he's
18 ever been on the public road crossings, the flasher road
19 crossings, were blocked by police.

20 Q. Okay. Okay. And then I've just got a question on the
21 push/pull operation. So when you're running the lead locomotive,
22 are you controlling the rear one also? Are they linked --

23 A. As far as I know --

24 Q. -- linked together?

25 A. As far as I know, yes.

1 Q. It's like a distributed power?

2 A. Right.

3 Q. Okay.

4 A. I really can't answer. That's the first time I've dealt with
5 it. I've, you know, I had a Christmas train back around
6 Christmastime. The rear engine was isolated, so I never really
7 dealt -- it just like a regular car back there. So --

8 MR. MITCHEM: All right. No further questions at this time.

9 MS. IMPASTATO: Theresa Impastato with Amtrak.

10 BY MS. IMPASTATO:

11 Q. What is your regular assignment?

12 A. Extra board.

13 Q. How many times before the 31st had you run that specific
14 route?

15 A. I had worked it all through the holidays. Specific times --
16 I don't have my time book, but it was -- I know it was all through
17 Christmas, all through New Year's, and then I was -- I went to
18 rescue the train the other direction. So that would be all before
19 that train. No, I take that back. I take that back. I did do a
20 roundtrip, so -- the engineer of record had to -- he was off
21 company business the Friday and Sunday trip before the train. So,
22 yes, I did work a couple days before the train as well.

23 Q. Okay. Have you had any other accidents when you ran this
24 train on this route?

25 A. No.

1 Q. Have you had any near misses?

2 A. A lot. We had a propane truck at -- I'm not sure of the
3 exact milepost, but it was a propane truck had went around the
4 gates in front of us, and he cleared by a train length. So --

5 MS. IMPASTATO: Thank you. No additional questions at this
6 time.

7 DR. BECIC: Nothing for now.

8 BY DR. KANG:

9 Q. Do engineers receive -- Julie Kang, NTSB. Do engineers
10 receive training and guidance as to when they should apply the
11 emergency brake?

12 A. It's a call, it's a professional call, and that's the call I
13 made. I mean, there's a lot of training and as you're training,
14 it's just your call. I mean, if we go putting the train in
15 emergency every time somebody goes around the gates, we're never
16 going to get anywhere. So, I mean, to answer your question, no,
17 it's -- most of the time -- it wasn't this time, of course, but we
18 don't hit them till we -- or we don't put the train in emergency
19 till we hit something, just because there's so many people that
20 play games with us and it's not worth putting everybody's life in
21 danger that's on the train or living around. So it's a judgment
22 call, I guess. I guess that answers your question.

23 Q. Yes, it does. Thanks.

24 A. Okay.

25 MR. FANNON: Randy Fannon, F-a-n-n-o-n.

1 BY MR. FANNON:

2 Q. Shaun, knowing what and who you were hauling on your train
3 this day, did it have you in a heightened sense of awareness of
4 your surroundings?

5 A. Well, I'm always pretty aware of my surroundings, but it --
6 yeah, yeah, it does because, like I said, when the garbage truck
7 stopped there, I thought this is not a good thing. Yeah, I mean,
8 it makes you wonder if it's not a setup for starters, and as much
9 stuff's going on now, it just -- it was weird. I've never had any
10 problems with that crossing. I've never had anybody run the gates
11 on that crossing. So it was just odd, with the people I was
12 hauling and the garbage truck just stopping, because he had plenty
13 of time. When you see the video, he had plenty of time to clear.

14 Q. With the push/pull setup that you had, you said that's the
15 first time you ran that way. Did you find that the train handled
16 differently? Did you have to use the throttle differently?

17 A. The main thing was I couldn't use cruise control. As soon as
18 I started out, I'm used to -- after I do my running brake test at
19 Charlottesville, I'm used to setting the cruise control because
20 they've upped the speed from 15 to 20, and I knew immediately that
21 I wasn't going to be able to use cruise control, there's too much
22 slack. So that was the main difference, and other than that, it
23 done real well. I was impressed. I was kind of excited to take
24 it up the mountain to find out what it was like to actually be
25 able to travel the speed limit up the mountain.

1 Q. What's your normal consist?

2 A. One engine and six cars now, but it used to be seven or
3 eight. It depends.

4 Q. Okay. And this would be 2 engines and 10 cars?

5 A. Right, right.

6 MR. FANNON: Okay. No further questions.

7 MR. MORRIS: Joe Morris with Amtrak.

8 BY MR. MORRIS:

9 Q. Steve [sic], just to clarify for some people who may not
10 know, when you say push/pull you're referring to it was equipped
11 with an engine on each end of the --

12 A. Right.

13 Q. -- train consist?

14 A. Right.

15 Q. Okay. And you indicated that when the train stopped in
16 Charlottesville there was an inspection made on a hot bearing.
17 That actually was not -- was it an actual hot bearing or was it a
18 faulty detection system?

19 A. I think it was a faulty detection system; nothing found.

20 Q. Okay.

21 A. I know they made the announcement over the radio that nothing
22 was found.

23 Q. And then on -- as far as the accuracy of the speedometer, did
24 you have any indication, just your experience as an engineer, that
25 it was anything other than accurate?

1 A. No, sir.

2 Q. Okay.

3 A. I took a turnover from the engineer that brought it to me.
4 He told me everything was good, speed was good, everything was
5 good, and then -- and I took it at that.

6 Q. And then another question about the push/pull. I believe you
7 indicated that you're pretty sure that you controlled both units,
8 that the rear one was working, but with your experience in being
9 used to one engine and six cars or one engine and seven or eight
10 cars, could you tell by the sensation and your experience that
11 both units were working as intended?

12 A. Yes, sir. It sure did feel like it.

13 Q. Okay. And a question on basically the -- it's a judgment
14 call, it's a professional call putting a train in emergency. Is
15 there an operating rule that states that any time there's any type
16 of danger that could cause damage or risk of injury or life, that
17 a train is to be put in emergency?

18 A. Absolutely.

19 Q. Okay. So when you're saying that it was a judgment call to
20 put it in emergency, you're applying an instruction or rule that
21 required you to put it in emergency whenever --

22 A. Yes, sir.

23 Q. -- you know that there's imminent danger, correct?

24 A. It was definitely imminent danger and, yes, I did, I did put
25 it in emergency because it had to be done.

1 Q. Right.

2 A. I mean, that's -- yeah, it did. It had to be done, and --

3 Q. So would I be making a correct statement if I said you placed
4 the train in emergency the moment that you knew that there was a
5 danger of --

6 A. Absolutely.

7 Q. -- a collision?

8 A. Absolutely.

9 MR. MORRIS: Okay. No questions -- no further questions at
10 this time.

11 MS. GREGORY: Okay. This is Georgetta Gregory again.

12 BY MS. GREGORY:

13 Q. Just a couple of follow-up questions. You mentioned cruise
14 control.

15 A. Yes.

16 Q. For the record, could you describe cruise control on a
17 locomotive?

18 A. The cruise control, basically it maintains the amperage to
19 keep the engines at a certain speed. In other words, it's real
20 similar to like cruise control on a car.

21 Q. And do you know what the purpose of using that would be? Do
22 you know the official name of that?

23 A. I don't know.

24 Q. That's okay. Back to the judgment call, your professional
25 judgment call on placing the train in emergency. Is there a risk

1 to the train or passengers when you apply the emergency brakes?

2 A. There can be.

3 Q. Would you explain?

4 A. Well, I really, as far as from past knowledge, know I cannot
5 explain that, but when you put a train in emergency you no longer
6 have control of it. It -- anything can happen at any time. Cars
7 could come out. I mean, you just don't know. So when you put a
8 train in emergency, it's an emergency. I mean --

9 Q. You say cars could come out. Do you mean --

10 A. Draft forces, buff forces. I mean, anything can happen.

11 Q. So they possibly could derail?

12 A. They could pop out, derail, yes.

13 MS. GREGORY: Okay. I think that's all for me right now.
14 Dennis?

15 MR. COLLINS: Dennis Collins with the NTSB.

16 BY MR. COLLINS:

17 Q. Shaun, I have some questions about you.

18 A. Okay.

19 Q. How would you describe your general health?

20 A. Good.

21 Q. Okay. Do you see any doctors on a regular basis?

22 A. Just my family doctor.

23 Q. Okay. Who is your family doctor?

24 A. Terrence Triplett.

25 Q. Can you spell it for me?

1 A. I'm not real sure if I can do that. Terrence,
2 T-e-r-r-e-n-c-e.

3 Q. Okay.

4 A. Triplett, T-r-i-p-p-l-e-t-t [sic].

5 Q. And what city is Dr. Triplett located in?

6 A. Huntington, West Virginia.

7 Q. Okay. Do you have any diagnosed medical conditions? High
8 blood pressure, sleep apnea, seasonal allergies.

9 A. I'm on Prozac.

10 Q. And why were you prescribed that?

11 A. Because of all the fatalities.

12 Q. So post-accident you were prescribed --

13 A. Not -- no. No, I've been on Prozac for a few years.

14 Q. And it's Dr. Triplett that had prescribed that for you?

15 A. Yes.

16 Q. Okay. Do you have any allergies: seasonal, to animals, to
17 medications, to foods?

18 A. I'm allergic to iodine.

19 Q. How tall are you and how much do you weigh?

20 A. 5'8, about 195.

21 Q. Okay. And on this day, the day of this incident, were you
22 experiencing any health issues at all, from a cold or anything
23 else?

24 A. No.

25 Q. Nothing like that. Okay. Do you consume alcohol?

1 A. Once in a while.

2 Q. Once in a while. Do you recall when the last time you had an
3 alcoholic drink prior to this incident?

4 A. It's been at least 3, 4 weeks ago.

5 Q. Okay. Other than the medication you already mentioned, do
6 you take any other prescription medications?

7 A. No.

8 Q. Any over-the-counter medications on a regular basis? Like
9 Tylenol or --

10 A. If I get a headache, I'll take Tylenol or Aleve.

11 Q. But that's not on a regular basis.

12 A. Right, right.

13 Q. That's just occasionally?

14 A. Occasionally.

15 Q. Okay. And this is a funny question, but I'm going to ask any
16 way. Do you take any illegal drugs?

17 A. No, sir.

18 Q. Okay. How would you describe your vision in general?

19 A. Good.

20 Q. Have you ever had any problems with your sight?

21 A. No.

22 Q. Do you wear glasses or contacts?

23 A. No.

24 Q. And how would you describe your hearing in general?

25 A. Good.

1 Q. Have you had any problems with your hearing in the past?

2 A. No.

3 Q. And in the few weeks prior to this incident had you
4 experienced any life stress? And I'll give you some examples:
5 Gotten married, gotten divorced, gotten -- had a child, had a
6 death in the family, gotten hired, gotten fired.

7 A. No.

8 Q. Anything like that?

9 A. No.

10 Q. In general, how satisfied would you say you are with your
11 job?

12 A. Very.

13 Q. One of the things we look at for all operators is fatigue.
14 So I'm going to ask if you remember on Sunday, the 28th,
15 approximately when you may have gone to bed?

16 A. Sunday, the 28th.

17 Q. So that would be the Sunday before the incident.

18 A. I'd say about 10:30, 11:00.

19 Q. Okay.

20 A. I have a daughter that I have to take to school in the
21 morning, so --

22 Q. So what time -- do you recall what time you got up on Monday?

23 A. 7:00.

24 Q. And then on Monday night, do you recall what time you went to
25 bed?

1 A. That would have been between 10:30 and 11.

2 Q. Okay. And then the same question again for Tuesday. Do you
3 remember when you got up?

4 A. 7 a.m.

5 Q. And then Tuesday night, do you recall what time you went to
6 bed?

7 A. I went to bed at 10:00.

8 Q. Okay.

9 A. Because we had this train the next day, and I don't like
10 driving in cars because it takes forever and I get wore out. So I
11 went to bed at 10:00 that evening.

12 Q. Okay. So because of the -- because of driving down, you went
13 to bed early because it had worn you out --

14 A. Right, right.

15 Q. -- plus you needed to get to the train the next morning?

16 A. And I got up at 7 a.m.

17 Q. And is that your -- is that 10:30 to 11 to 7 a.m. generally
18 your normal schedule?

19 A. Yes.

20 Q. Okay.

21 A. Unless I get called to work and then I'm usually going to bed
22 about 9 of the evening, getting up about 5:00 to take the train
23 out of Huntington. So --

24 Q. And generally how would you describe your sleep? Would you
25 say you slept -- on quality, from terrible to terrific?

1 A. I slept good.

2 Q. Okay. Ever have any problems with sleeping or have anybody
3 tell you, you have any problems with sleeping?

4 A. No.

5 Q. Okay.

6 A. Just after fatalities.

7 Q. I understand. Typically do you use an alarm clock or do you
8 find yourself waking up a little bit ahead of it?

9 A. A little of both. I'll set an alarm clock just in case, but
10 for the most part I just get up.

11 Q. Okay. And Georgetta already covered some of your training
12 and your experience. Does Amtrak have a policy regarding the use
13 of cell phones while you're operating a train?

14 A. Yes, they do.

15 Q. And what is that policy?

16 A. There is no cell phone use while on the train -- while on
17 duty actually, on the train. Anyway, yeah, it was off.

18 Q. Did you have your cell phone with you at the time of the
19 incident?

20 A. It was in my bag.

21 Q. It was in your bag?

22 A. Yes, off.

23 Q. Is there anything else in the locomotive cab that -- a radio
24 or anything else, that was operating or may have diverted some of
25 your attention at the time of the crash? Were there any radio

1 calls or anything like that happening?

2 A. No.

3 Q. And do you recall -- can you recall for me, as you were
4 approaching the crossing, if there was anything in the environment
5 other than the trash truck that caught your attention?

6 A. No. No, I was focused on the trash truck.

7 MR. COLLINS: And that's good for me for this round.

8 MR. RANSCHAERT: John Ranschaert with the FRA.

9 BY MR. RANSCHAERT:

10 Q. You mentioned a push/pull operation. You had never been
11 trained on that prior to this train?

12 A. I had worked in pusher service in freight days.

13 Q. Okay.

14 A. But as far as handling it with passenger cars with both
15 engines online, no, I've not done that.

16 Q. Okay. So you never were trained?

17 A. Right.

18 Q. Okay. All right. So I'm going to put you back in that
19 sequence of time when you were approaching the crossing. Okay.

20 A. Okay.

21 Q. You mentioned a private road crossing.

22 A. Yes.

23 Q. You blew for the private road crossing.

24 A. Absolutely.

25 Q. And then you continued to blow for the point of impact --

1 A. Right.

2 Q. -- crossing.

3 A. Right.

4 Q. All right. Prior to coming up to the crossing, did you have
5 any conversation with the road foreman about the truck that you --
6 the garbage truck that you saw in the -- was there any
7 conversation that you remember about him being there?

8 A. Coming up to the flasher crossing, the point of impact?

9 Q. Yes, sir.

10 A. Yes, sir. I told him, I said, this guy's going -- I said
11 he's going around the gates.

12 Q. Okay.

13 A. And there was a point I said, well, he's going to make it.
14 And then he stopped, and he stopped with the rear of the truck
15 sitting over the fireman's side.

16 Q. Okay.

17 A. And that's -- when I seen he had stopped, I shot them; I put
18 the train in emergency.

19 Q. Okay. So when the truck driver stopped is when you put the
20 train in emergency?

21 A. Well, when I realized he had stopped. I don't know that --

22 Q. Okay.

23 A. I don't, you know, I don't know which time he -- when he
24 stopped, but when I noticed that he was stopped and he wasn't
25 going, I thought, oh, shit, this is bad.

1 Q. Okay.

2 A. Sorry.

3 Q. So it was your call and not the road foreman? He never --

4 A. No.

5 Q. The road foreman never said to shoot them?

6 A. No. It was my call. I immediately put the train in

7 emergency.

8 Q. Okay.

9 A. My training kicked in.

10 Q. And you said, just back to Mr. Collins' question, you felt

11 you were fully rested?

12 A. Oh, yes. Absolutely.

13 Q. Felt good?

14 A. I felt real good.

15 Q. Confident?

16 A. I was -- yeah.

17 Q. All right. You said you guys missed breakfast. Does that --

18 would that have changed --

19 A. I normally don't eat -- I normally don't eat breakfast

20 because it'll make me sick all day long.

21 Q. Okay.

22 A. So --

23 Q. So missing breakfast on this particular day --

24 A. It was no big deal.

25 Q. Okay. It was no big deal.

1 A. Normally I'll eat around --

2 Q. So it had no influence on the way that you felt for the day?

3 A. Right. Normally I'll eat around 3, 4:00.

4 Q. Okay.

5 A. So -- I'm just not a breakfast person.

6 Q. I got you. Very good. Do you recall the last time that you
7 had a performance evaluation by a road foreman of engines, where
8 they do a monitor ride, a check ride?

9 A. I do. I don't remember the exact date, but it's -- it was --
10 I want to say it was in November, December.

11 Q. Okay. So it was recent then?

12 A. Yes.

13 Q. Okay. All right. Have you ever had any disciplinary action?

14 A. No.

15 MR. RANSCHAERT: Okay. All right. For now, that's all I
16 have in questions. Thank you --

17 MR. YOUNG: Okay.

18 MR. RANSCHAERT: -- very much. Appreciate it.

19 MS. GREGORY: I've been marking my questions off as Randy
20 asked his. This is Georgetta Gregory again.

21 BY MS. GREGORY:

22 Q. Shaun, can you tell me the date of your last recertification?

23 A. The date?

24 Q. About how long has it been?

25 A. October.

1 Q. So recent?

2 A. Yes. Yeah, I recertified in 2017.

3 Q. Okay, 2017. As part of your recertification, did you have
4 any training or take a rules exam or --

5 A. Rules exams.

6 Q. And you underwent a physical?

7 A. Yes.

8 Q. And what was included in that physical?

9 A. EKG, vision, hearing, reflexes, urine test.

10 Q. Okay. Thank you. At any time did the Capitol Police that
11 was behind you, did you have any conversation with him about your
12 train?

13 A. No. When I got on the engine, he introduced himself and I
14 shook his hand. I don't remember what his name was. But I do
15 know that as soon as we got out of the floor, he got off the train
16 immediately.

17 Q. Did he fall on the floor as well, do you know?

18 A. Yes, yes. He was in the pile.

19 Q. Oh, in the bow. When you say in the bow you mean --

20 A. In the pile.

21 Q. Oh, in the pile. Forgive me.

22 A. The pile of bodies.

23 Q. And can you kind of briefly describe any injuries you
24 sustained?

25 A. I sprained my knee. I have about a quarter size indentation in

1 my kneecap. I have a bruise on my upper thigh, a hematoma I think
2 he called it, and a strained neck.

3 Q. Sprained neck?

4 A. Yeah.

5 Q. Okay.

6 A. I caught a -- I don't know what I caught, but I had a big
7 knot right here on my cheekbone. It's still red but -- still
8 sore.

9 Q. I'm sure you are.

10 MS. GREGORY: That's all the questions I have for now.

11 MR. BATES: No questions.

12 MS. GREGORY: Dennis?

13 BY MR. COLLINS:

14 Q. For your injuries that you sustained in the incident, who
15 treated you?

16 A. UVA.

17 Q. You were treated at UVA Medical Center?

18 A. Yes. And then I did a follow-up with an Allen Young in
19 Huntington, no relation.

20 MR. COLLINS: That's it for me for this round.

21 MS. GREGORY: Did you have any more?

22 MR. RANSCHAERT: No further questions at this point. Thank
23 you.

24 MR. BATES: No questions.

25 MR. MITCHEM: Bill Mitchem, Buckingham Branch Railroad.

1 BY MR. MITCHEM:

2 Q. During your training or recert training, do you get training
3 on the Buckingham Branch operating rules also?

4 A. Absolutely.

5 Q. All right. Is that once a year, every 3 years, or how often
6 is that?

7 A. Every year we'll take a test on the rules.

8 Q. On the Buckingham Branch --

9 A. Yes.

10 Q. -- operating rules? Okay.

11 MR. MITCHEM: No further questions.

12 MS. IMPASTATO: No questions.

13 DR. BECIC: Ensar Becic, NTSB.

14 BY DR. BECIC:

15 Q. If I can bring you back to the time when you first saw the
16 truck, could you possibly be a little bit more precise as to its
17 location? For example, the front end of the truck, where was it?

18 A. When I first saw it, he was going around the gates.

19 Q. The front end of the truck was it on the tracks or --

20 A. When I first saw it? No, he was not on the tracks.

21 Q. Okay. You mentioned that you've seen vehicles cross -- drive
22 around gates, like that is a frequent occurrence.

23 A. Yes.

24 Q. For example, at the distance that you saw this truck, how
25 frequently would you say you see vehicles crossing the grade

1 crossing at that distance? Maybe weekly, how many?

2 A. Well, I work the extra board. So as far as seeing it on a
3 weekly basis or anything like that, I cannot answer that because I
4 only fill in when somebody calls in sick or takes vacation.

5 Q. Okay. And I think you mentioned something about this
6 specific crossing?

7 A. I just don't recall ever seeing anybody run these gates.
8 That's what I was getting at. I mean, it's -- Farmington Road,
9 the one that I mentioned, there's a golf course there. They go
10 across there all the time, and that's one you expect. I mean, you
11 know, once you run a route so often, you've got different
12 crossings that you expect people to run the gates. It's like a
13 normal practice, so --

14 Q. Not this one?

15 A. Yeah.

16 Q. Okay. Thank you.

17 DR. KANG: Julie Kang, NTSB.

18 BY DR. KANG:

19 Q. For the duration of your career, how many times would you
20 estimate that you've applied the emergency brakes?

21 A. Say 10, 12, somewhere around there.

22 Q. Okay. And then you mentioned that you were introduced to the
23 Capitol Police officer. Were you provided any specific
24 instructions as to what role he would play in the cab or just a
25 passenger?

1 A. No, we had talked about him riding the train and that
2 somebody would be up there, but, no, he just introduced himself
3 and I just took it as he was on standby just in case.

4 Q. Okay. Thank you.

5 A. Um-hum.

6 DR. KANG: No further questions.

7 MR. FANNON: I have no questions.

8 MR. MORRIS: Joe Morris, Amtrak.

9 BY MR. MORRIS:

10 Q. Steve -- or, I'm sorry, Shaun, can you explain a little bit,
11 when you said basically once you put it in emergency anything
12 could happen, but the train stops at -- does the train stop at a
13 quicker rate?

14 A. Yes. Yes, it applies all the brakes throughout the train and
15 dynamic brakes as well. So it sits down really fast.

16 Q. Okay. So this particular train, was it set up in graduated
17 release?

18 A. I'm trying to think.

19 Q. Well, the cutout valve on a --

20 A. It was set up for passenger service, yes.

21 Q. So that's the setting for graduated release, correct?

22 A. Okay. Yes.

23 Q. Okay. So can you explain for everyone what graduated release
24 is?

25 A. It basically, I can apply air and release the air and still

1 have brakes to go back to. In freight train service, with direct
2 release you don't have the brakes to go back to. So that's -- is
3 that good?

4 Q. It's good as long as you're good with it.

5 A. I'm good with it.

6 Q. So as you're coming to a stop, on a passenger train, and it's
7 set in graduated release, you can release a portion of the brakes
8 but keep enough brake set to make a smooth stop, correct?

9 A. Yes.

10 Q. Is that your normal practice for running a train?

11 A. Yes.

12 Q. And that's to provide passenger comfort and ensure --

13 A. Right.

14 Q. -- that anybody standing up, they stay standing up?

15 A. They don't sit down and then stand back up, that's correct.

16 Q. Okay. And we're kind of using a lingo, but what I'm asking
17 is, it's to keep people from falling down and getting injured,
18 correct?

19 A. Yes.

20 Q. Okay. So when you put a train in emergency, do you have the
21 capability of graduating off?

22 A. No, sir.

23 Q. So is the stop then rather sudden --

24 A. It's very aggressive.

25 Q. Yes. So you run a big risk of injuring passengers and

1 throwing --

2 A. Absolutely.

3 Q. Okay. So back to, you know, as we discussed, you're aware
4 there's a rule that states that any time there's a condition that
5 could cause harm, injury, damage to property, you put the train in
6 emergency, but one of the factors you take into consideration are
7 the passengers on your train and keeping them from being injured,
8 as well as the conditions on the outside?

9 A. Right.

10 Q. And then when the train was coming in, did you notice if the
11 headlight and ditch lights were working?

12 A. Yes, they were working.

13 Q. And the horn, the volume, the decibel level of the horn,
14 sounded normal to you?

15 A. Not when it was coming in. The bell was ringing. It's a
16 quiet zone, so we don't blow the horn.

17 Q. Okay. Did you notice operating everything was working --

18 A. I did notice that everything was working properly.

19 Q. Including the horn and the --

20 A. And the bell.

21 Q. -- decibel level?

22 A. Um-hum.

23 Q. Okay. And the cruise control, you wasn't able to use it, you
24 stated. So leading up to the accident, the cruise control was not
25 on?

1 A. Right.

2 Q. All right. And then -- so there's a brake valve on the
3 fireman's side, correct?

4 A. Yes. It is an emergency button.

5 Q. Correct. So Steve Kenney, the road foreman of engines, is
6 sitting there, correct?

7 A. Right.

8 Q. So he could have made a decision, too, if he felt that the
9 train needed to be placed in emergency --

10 A. Yes.

11 Q. -- also?

12 A. Yes.

13 Q. Okay. You mentioned you recall maybe not the specific date,
14 but you did receive an evaluation ride or some people call it a
15 check ride where an evaluation form is filled out, correct?

16 A. Right.

17 Q. There's an overall score to that?

18 A. I don't remember what the score was.

19 Q. You don't? Okay.

20 A. I had some 2's.

21 Q. You had some 2's.

22 A. A couple of 2's. Most of them were 1's.

23 Q. Most of them were 1's?

24 A. Yes.

25 Q. What's 1 mean?

1 A. A 1 is good. 1 is as good as you can get. A 2 is
2 acceptable.

3 Q. But a 2, could it mean you did --

4 A. I did good but I didn't do great.

5 Q. Right.

6 A. Okay.

7 Q. Do you know what the scoring system is as far as a 1? Do
8 you know what the bottom number is?

9 A. I want to say it's a 4.

10 Q. Okay.

11 A. I've never had a 4.

12 Q. Never had a 4. So you say you haven't been disciplined. You
13 haven't had a major operating rule violation?

14 A. No.

15 Q. And you've never lost certification?

16 A. No.

17 Q. All right.

18 A. In all my career.

19 MR. MORRIS: All right. That's all the questions I have for
20 this round.

21 BY MS. GREGORY:

22 Q. I just have a couple of follow-up questions.

23 A. Okay.

24 Q. You mentioned fatalities. How many crossing accidents,
25 Shaun, have you been involved in?

1 A. Crossings, three.

2 Q. Three. And did those, all three, involve fatalities?

3 A. Yes.

4 Q. When you saw the refuge truck, the garbage truck coming
5 around the gates, were you still blowing a crossing cadence, the
6 warning cadence?

7 A. Absolutely. Yes.

8 Q. Did you sound the horn any differently when you saw him?

9 A. No. I just continued it.

10 Q. Continued. Okay. Were you using a one sequencer?

11 A. No, I wasn't.

12 Q. So you were actually physically blowing --

13 A. Right.

14 Q. -- two long, a short and --

15 A. Right.

16 Q. Or a short, two longs and a short.

17 A. I will say this though. When I was getting out of the floor,
18 the horn sequencer was going off. I don't know when I hit it. I
19 think it was after we impacted, but I didn't turn it on prior to
20 hitting it.

21 MS. GREGORY: Okay. That's it for me.

22 Anything else, Dennis?

23 MR. COLLINS: Dennis Collins, NTSB.

24 BY MR. COLLINS:

25 Q. The physical you mentioned where they did an EKG, vision,

1 hearing, is that an FRA mandated physical or a company mandated
2 physical?

3 A. I want to say it's both.

4 Q. Both.

5 A. Because it involves our license from FRA, so I want to say
6 it's both.

7 Q. Are you sent to a specific physician or can you pick the
8 physician to perform it?

9 A. Whoever they -- they send us to a specific --

10 Q. Amtrak sends you to a specific physician?

11 A. Right.

12 Q. Okay.

13 A. Yeah, it's not by choice.

14 MR. COLLINS: Thank you. I'm done.

15 MR. RANSCHAERT: I have no further questions. Thank you.

16 MR. BATES: No.

17 MR. MITCHEM: No further questions.

18 MS. IMPASTATO: Nothing further.

19 DR. BECIC: Ensar Becic, NTSB.

20 BY DR. BECIC:

21 Q. I just want to clarify, you mentioned you were involved in
22 three grade crossing accidents?

23 A. Yes.

24 Q. Is that including this one or --

25 A. Yes.

1 Q. Including this one?

2 A. Um-hum. I've had trespasser fatalities but they wasn't
3 around grade crossings.

4 DR. KANG: I have no further questions.

5 MR. FANNON: No questions.

6 MR. MORRIS: Joe Morris, Amtrak.

7 BY MR. MORRIS:

8 Q. Shaun, when -- how did you get to the hospital?

9 A. By ambulance.

10 Q. By ambulance?

11 A. Um-hum.

12 Q. Were you the only patient in the ambulance?

13 A. Yes.

14 Q. Okay. And then you were admitted into the emergency room?

15 A. Yes.

16 Q. Did you run -- by chance, run into or overhear any
17 conversations that -- somebody alleging they may have been the
18 driver of the vehicle that you struck?

19 A. I -- when I was released from the ER, the driver's wife was
20 sitting outside my door and she asked me if I was the crew, if I
21 was with the crew, and I said yes. She said, well, my husband was
22 the driver of the truck. And I told her I was sorry. Because I
23 didn't know if that was one of them that had passed away or -- I
24 didn't know.

25 Q. You saying you're sorry and apologizing --

1 A. It's not because I done anything wrong, because I didn't.

2 Q. Okay. Thank you. That was my question.

3 A. I'm sorry.

4 Q. You're offering condolance --

5 A. Exactly.

6 Q. -- or condolences for what they --

7 A. It's just hard.

8 Q. I understand.

9 MR. MORRIS: That's all the questions I have. Thank you.

10 MS. GREGORY: This is Georgetta Gregory, and I have nothing
11 further.

12 MR. RANSCHAERT: One last question, John Ranschaert, FRA.

13 BY MR. RANSCHAERT:

14 Q. Three crossing accidents with fatalities, three fatalities,
15 including this one, one crossing grade?

16 A. No, no, this is the only actual crossing incident with
17 fatalities.

18 Q. Okay.

19 A. The others were just cars being struck and no fatalities.

20 Q. Can you elaborate a little bit more? Can you -- so you've
21 had crossing grade accidents, how many?

22 A. I have had three.

23 Q. Three. Okay.

24 A. One with fatalities.

25 Q. In that three?

1 A. Yes, counting the one from just -- that we're in here for.

2 Q. Okay. All right. Any other fatalities not associated with a
3 grade crossing?

4 A. Yes.

5 Q. How many?

6 A. Four.

7 Q. Four fatalities?

8 A. Yes.

9 Q. What -- trespassers?

10 A. Yes.

11 Q. Okay. Thank you. I appreciate it.

12 MR. RANSCHAERT: No further questions. Thank you.

13 MR. MITCHEM: Nothing further.

14 MR. IMPASTATO: Nothing further.

15 MR. FANNON: Nothing.

16 MS. GREGORY: This is Georgetta Gregory, and I have nothing
17 further either. So one more time. Are there any other questions
18 at the table?

19 Shaun, is there anything you'd like to add to the record at
20 this time?

21 MR. YOUNG: I don't have anything I could.

22 MS. GREGORY: So it is 6:50 p.m., and this completes this
23 interview, and on behalf of the NTSB and the other parties, we do
24 thank you and we hope you -- wish you a speedy recovery from your
25 injuries.

1 MR. YOUNG: Thank you.

2 MS. GREGORY: Thank you.

3 (Whereupon, at 6:50 p.m., the interview was concluded.)

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

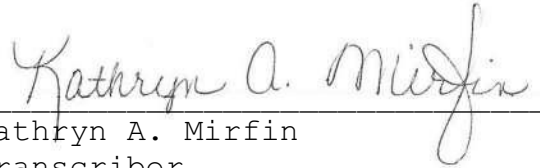
IN THE MATTER OF: COLLISION OF AMTRAK SPECIAL TRAIN
P0923 31 AT THE HIGHWAY-RAIL GRADE
CROSSING AT LANETOWN ROAD IN
CROZET, VIRGINIA, JANUARY 31, 2018
Interview of Robert Shaun Young

ACCIDENT NO.: HWY18MH005

PLACE: Charlottesville, Virginia

DATE: February 2, 2018

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.



Kathryn A. Mirfin
Transcriber