



Motor Carrier Attachment 32:

Mr. Poinsette Interview

Baltimore, MD; 11/1/2016

HWY17MH007

(27 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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SCHOOL BUS/COMMUTER BUS CRASH IN
BALTIMORE, MARYLAND ON
NOVEMBER 1, 2016

Accident No.: HWY17MH007

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Interview of: WILLIAM POINSETTE

1515 Washington Boulevard
Baltimore, Maryland

Thursday,
November 3, 2016

APPEARANCES:

MICHAEL FOX, Highway Accident Investigator
National Transportation Safety Board

SGT. McMILLIN
Baltimore City Police
Traffic Investigation Section

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of William Poinsette:		
By Mr. Fox		5
By Sgt. McMillin		15

I N T E R V I E W

(5:29 p.m.)

1
2
3 MR. FOX: This is Michael Fox, Investigator, National
4 Transportation Safety Board out of the Washington D.C. office.
5 Today is November the 3rd, 2016. We are located at 1515
6 Washington Boulevard in Baltimore, Maryland. This is the MTA
7 motor pool. And we are going to be interviewing a former
8 supervisor of our accident driver.

9 Sir, for the record could you state your full name, your
10 title, and spell your last name?

11 MR. POINSETTE: William Poinsette, that's P-o-i-n-s-e-t-t-e.
12 I am the owner of Poinsette Bus Services. And --

13 MR. FOX: Where's that located?

14 MR. POINSETTE: And that's located at -- located at 2300
15 Evergreen Street, Baltimore, Maryland 21216.

16 MR. FOX: All right, sir.

17 And also present during the interview is Sergeant --

18 SGT. McMILLIN: McMillin.

19 MR. FOX: McMillin.

20 SGT. McMILLIN: Yes.

21 MR. FOX: Can you spell your last name, sir?

22 SGT. McMILLIN: M-c-M-i-l-l-i-n, Sergeant McMillin.

23 MR. FOX: And you represent?

24 SGT. McMILLIN: The Baltimore City Police Traffic
25 Investigation.

1 MR. FOX: All right, sir. Thank you.

2 INTERVIEW OF WILLIAM POINSETTE

3 BY MR. FOX:

4 Q. Thank you for being with us, Mr. Poinsette. We are currently
5 investigating a fatal crash that happened this past Tuesday
6 involving a school bus and a transit bus. Are you familiar with
7 the crash?

8 A. Yes.

9 Q. And it's our understanding that William -- Glenn Chappell was
10 the driver of the school bus. And he was a former driver that
11 worked under your supervision; is that correct?

12 A. Correct.

13 Q. And can you describe the circumstances in which you knew the
14 driver?

15 A. Well, Mr. Chappell was a driver at Barber Transportation when
16 I was the supervisor, operations manager in 2007 to 2012. And
17 then when I was a supervisor over at City Wide Bus Transportation,
18 he was also a driver at that time.

19 Q. So you were his direct supervisor at Barber Transportation?

20 A. Correct.

21 Q. And can you describe what kind of driver he was when he was
22 in your employ?

23 A. From the time that he was at Barber Transportation, initially
24 when we hired him, we hired him based on his credentials of being
25 a certified school bus driver for Baltimore City Public Schools.

1 But we did terminate his employment, I want to say, sometime in
2 2012. He had a accident where he actually blacked out behind the
3 wheel and actually jumped the curb and hit two parked cars.

4 Q. Do you know if the police came to that accident?

5 A. Yes. We notified police. We did an accident report, which
6 was sent to Baltimore City Public Schools Transportation and the
7 police department. And they did take him via ambulance to the
8 hospital.

9 Q. I see. And was he injured in that accident?

10 A. He wasn't injured or he didn't claim any injury through
11 Workman's Comp.

12 Q. Why was he transported by ambulance?

13 A. Because he blacked out. We wouldn't allow him to operate a
14 motor vehicle until he got checked out by medical, a medical
15 personnel.

16 Q. Was he conscious when the ambulance arrived?

17 A. When I arrived to the scene he was conscious.

18 Q. And what was his state of condition?

19 A. He was disoriented. He didn't know what happened, didn't
20 know practically where he was at. He did know he was driving --
21 after the ambulance got there, he did realize he was driving, but
22 he was just disoriented.

23 Q. Did he at that time or any other time while he was employed
24 at Barber Transportation describe his medical condition?

25 A. No. When he was first hired, we typically request that they

1 provide us with a DOT physical as well as their DOT card, and
2 normally we look at that to determine whether there was anything
3 the DOT examination could tell us. But other than that, we didn't
4 dive into whether he had any prior medical condition which would
5 prevent him from driving because the DOT physical, if he gets
6 certified that he's able to drive on the DOT card, it tells us
7 that he's okay to drive.

8 Q. So as far as you knew, at Barber Transportation he had a
9 valid medical?

10 A. Yes, he had a valid medical.

11 Q. And then when you were talking to him at the scene, at the
12 crash scene -- at this particular crash scene we're talking about,
13 did you ask, hey, what's the matter with you? Do you have a
14 problem? Why are you blacking out?

15 Did you question him about it?

16 A. I questioned him about that, that morning, and we went to the
17 hospital actually.

18 Q. What hospital did you go to?

19 A. Sinai.

20 Q. Sinai, in the city?

21 A. In the emergency room.

22 Q. Emergency room at Sinai?

23 A. Yeah. Is it Mount Sinai?

24 Q. Mount Sinai.

25 SGT. McMILLIN: No Sinai, Sinai Hospital.

1 MR. POINSETTE: Sinai Hospital off of Northern Parkway.

2 BY MR. FOX:

3 Q. And did the doctor share with you what his condition was?

4 A. No. Once we -- once he was in the emergency room and
5 after I -- I completed the actual morning run that morning for
6 him. When I got to the hospital he was still waiting to be seen.
7 And I did follow up with his wife the following -- the evening and
8 the next day. And after he was actually released from the
9 emergency room, he came back maybe a week later but he didn't have
10 any medical documentation saying that he was released to drive,
11 released to go back to work. So we actually terminated him based
12 on not providing any medical documentation saying that he could
13 return back to work. But he never offered any type of explanation
14 of why the blackouts.

15 We knew -- the doctor at the emergency room said it could
16 have been a seizure, but we know he had some type of a medical,
17 like either diabetes or something where he was taking medication.
18 But he never offered any explanation at that time.

19 Q. Were there any other side effects besides blacking out? Did
20 he have any disorientation or slurring of words or anything of
21 that nature?

22 A. No. I'm going to say up until that morning of that accident,
23 he was always a happy-go-lucky, come to work every day early, on-
24 time type driver.

25 Q. And at the time of this crash with Barber Transportation was

1 the school bus loaded with children?

2 A. No. There was one student.

3 Q. One student aboard?

4 A. One student aboard.

5 Q. Okay. So he was terminated from Barber, and then you
6 switched positions, jobs?

7 A. Well, I actually -- actually after I left Barber -- I left
8 Barber in 2013 and that's when I got employed by City Wide Bus.

9 Q. At City Wide Bus.

10 A. In 2013 to 2014.

11 Q. And during that time did Glenn Chappell, was he one of your
12 drivers there as well?

13 A. Well, he was a driver for City Wide Bus Company.

14 Q. City -- he was a City Wide bus driver?

15 A. Yes. At that time he was at City Wide Bus Company.

16 Q. And did you have any disciplinary actions with him?

17 A. Well, at City Wide I informed Mr. Allender, hey, this guy was
18 somebody I knew that, you know, he had an accident over at Barber
19 when I was there. And he had apparently the credentials -- I
20 didn't handle the HR work there, but he was a driver for us then.
21 And then one day I got -- as a supervisor I get called out to
22 accidents or situations.

23 Q. Sure, um-hum.

24 A. I got called out to John Ruhrah Elementary where he was doing
25 a field trip for John Ruhrah Elementary and on the way back, 3

1 blocks from the -- 2, 3 blocks from the school, he blacked out and
2 the -- from what I was told when I got to that scene was that the
3 -- one of the teachers actually had to step up and stop the bus,
4 hold her foot on the brake until they actually stopped an MTA
5 driver to come cut the bus and put it in neutral and put the brake
6 on.

7 Q. Now that was an aid on the bus?

8 A. No, those were school -- that was a school field trip, so
9 there were teachers and chaperones.

10 Q. Do you know if it was a school official -- I mean, a school
11 teacher or somebody?

12 A. Teacher, it was a school teacher.

13 Q. Do you remember who it might have been?

14 A. I don't know the specific teacher name.

15 SGT. McMILLIN: We have that. We conducted an interview at
16 the time.

17 MR. FOX: Oh, so you have that person, okay.

18 SGT. MCMILLIN: Right. Yeah, we have that --

19 MR. FOX: Very good.

20 BY MR. FOX:

21 Q. And you went out to this accident, and can you describe what
22 your actions were?

23 A. My actions, when I went out to that scene, he was disoriented
24 again. They had already called the ambulance. He didn't want to
25 go but I told him he had to go to the -- via ambulance, he

1 couldn't drive the bus. And so at that point, same situation, I
2 recommended that he be terminated based on his inability to
3 operate a motor vehicle in a safe manner. So --

4 Q. Well, this -- these are documents that I received today from
5 City Wide Bus, and it has some language in here. Is this
6 something that maybe you would have authored, do you think?

7 A. Well, this is definitely my recommendation in 2013 when I was
8 working for City Wide.

9 Q. Yes, sir. Correct.

10 A. I started with them August of 2013.

11 Q. Correct.

12 A. And around October was the date in which I went out to that
13 -- that particular incident. We actually deemed it as an incident
14 because he didn't hit any vehicle or there was no property damage.
15 So it actually wasn't written up as an accident that day, it was
16 only an incident. But my recommendation at that time was to
17 terminate him based on him not being able to operate a motor
18 vehicle without having incidents.

19 Q. Now if I can go backwards a little bit. When you arrived at
20 City Wide and you discovered that Mr. Chappell was employed there,
21 did you have a conversation with that company about his
22 employment?

23 A. Yes.

24 Q. And what was that conversation and who did you talk to?

25 A. Well, I spoke to one of my co-supervisors, which was

1 Mr. Charles Bates. He owned a former company called C&T
2 Transportation, which City Wide acquired them. So I talked to
3 Mr. Charles Bates about it. He had worked for Mr. Bates some
4 years ago. And then I also informed the office over at -- the
5 main office of City Wide Bus Company, which would have been either
6 Norma Weldon or Trevon, one of them would have been the person who
7 would've made a decision whether to, you know, keep him or not
8 keep him. I say, hey, I know this guy. He had an accident over
9 at Barber. He's somebody I wouldn't, you know, have driving with
10 me. But because I wasn't the person who handled and firing of
11 drivers or aids --

12 Q. Right. Right.

13 A. -- then I only informed them that I knew him. But then when
14 this situation happened, that's when they did -- they needed to
15 terminate him.

16 Q. Do you know how long, if you can recall --

17 A. Did he work for --

18 Q. Yeah, when you made the recommendation of, hey, this driver
19 may unsafe until this crash, do you know --

20 A. I want to say it's probably -- when I knew he was working for
21 them was probably sometime early September. So I think I had that
22 conversation probably early September sometime, with what I knew
23 about him from Barber Transportation.

24 Q. Right. And which you told City Wide that there may be an
25 issue with this driver.

1 A. Right.

2 Q. And then, and then this accident, according to these
3 documents, was in October.

4 A. October.

5 Q. It actually was the 3rd.

6 A. The 3rd of --

7 Q. This is the date that it got entered into the system.

8 A. They determined -- okay.

9 Q. Yeah. But you think that you authored this language --

10 A. I didn't put anything in writing.

11 Q. -- in the computer?

12 A. No, I didn't put anything in writing. I just had a meeting
13 to let them know --

14 Q. I see.

15 A. -- what happened at the scene. Because he wasn't a driver
16 that was under my direct supervision. Because I had one unit of
17 City Wide that was located in West Baltimore. They have -- they
18 had three different units, three different locations at that time.
19 So I was located where we had about maybe 13 buses that were
20 running from that location. And I was in charge of nine drivers,
21 and then another supervisor that was in their -- a couple
22 supervisors in charge of another four, and then they had everybody
23 else at the main location.

24 Q. When you were employed at Barber and the driver was
25 terminated, did you do an official --

1 A. Termination?

2 Q. -- termination?

3 A. There should have been something written up then.

4 Q. Do you remember --

5 A. At the time I know we did the accident report, and that
6 was turned into Baltimore City Public Schools Transportation. And
7 then once he was -- didn't provide the documentation to return
8 back to work -- because he did come back several times to see the
9 status of his employment. And once -- he never could provide us
10 documentation. And he should have a folder there that we -- we
11 had an employment, employee folder for everybody. Then I would
12 have documented in his folder termination based on no
13 documentation to return back to work for medical reasons.

14 Q. Do you know who is a good point of contact over at Barber
15 that we can contact?

16 A. Right now -- the person who was there when I was there would
17 have been Veronica, Veronica -- let's see if I have her last name.
18 She handled all the, the records and stuff when I was there.
19 Veronica Robinson.

20 Q. Robertson?

21 A. Yeah, Robinson.

22 Q. Robinson.

23 A. Yeah. She handles all the records -- handled all the records
24 when I was there, of keeping payroll, making documentation of
25 hiring and firing people after we -- so she would be the person --

1 and she's still -- I believe she's still there.

2 Q. Aside from the medical condition, were there any other
3 outstanding --

4 A. Issues?

5 Q. -- issues with the driver that you were familiar with --

6 A. No.

7 Q. -- when you knew him at Barber and then you knew him at City
8 Wide?

9 A. No. No, other than that, the time that he did work, which
10 was actually very short at Barber once I found out -- once the
11 accident happened. He was always on time at work, come to work
12 early. His wife dropped him off a lot. We didn't have any
13 problem with him being at work or coming to work. It's just when
14 he had that accident is when -- that was my first clue, wait a
15 minute, this guy is blacking out behind the wheel --

16 Q. Right.

17 A. -- he's not -- you know, whether he has a valid CO -- DOT or
18 not, somebody has to medically tell us that he is okay to drive,
19 and nobody could ever tell us that.

20 MR. FOX: Okay, sir.

21 Sergeant McMillin, do you want to do some follow-up
22 questions?

23 BY SGT. McMILLIN:

24 Q. Besides what Mr. Fox had asked you, did Mr. Chappell ever use
25 drugs around you?

1 A. No.

2 Q. He never used drugs?

3 A. No.

4 Q. Did he ever drink alcohol?

5 A. No.

6 Q. Okay. All right. I mean, I mean, that's about all, because
7 he worked from Barber Transportation then he went to City Wide,
8 right?

9 A. To City Wide. He was at City Wide when I got there. But
10 see, the only issue -- and I was telling Sgt. McMillen, is in
11 Baltimore City if a driver -- a lot of drivers skip around company
12 to company. At one point there was almost 18 contractors.

13 Q. Okay.

14 A. And Baltimore City since over the past 3 years whittled it
15 down to seven. So there used to be almost 18 contractors. So if
16 a driver is fired or terminated from one company, all they have to
17 do is go to another company. Now the company procedure is if they
18 work for Baltimore City Public Schools that they have to put in a
19 request for information from the city. The city is supposed to go
20 to the COMAR, whatever database that they have for the state, and
21 see whether that person has been put in the system as unable to
22 work because of either certification or accidents or because they
23 can't -- have but so many accidents over a certain period of time.

24 Q. Right.

25 A. So the safety office will tell us, okay, this person can work

1 or they can't work. Once they send us the request for information
2 back they tell us what this person needs -- a DOT card, a DOT
3 physical, class. They have class that we have to send them to.

4 Q. Right.

5 A. And then they have to provide a drug screening, drug and
6 alcohol screening. And once they send that back to us and we put
7 them in class, the city certifies that this person is qualified to
8 work for any -- a contractor.

9 Q. So the city, the city certifies each individual, gives them a
10 certificate when they go through the training to say they've been
11 training -- they've been trained on a school bus?

12 A. They've been trained and been checked out.

13 Q. On school buses?

14 A. On school buses.

15 Q. Okay. And that's under the Baltimore City Transportation --

16 A. Transportation.

17 Q. Okay.

18 A. And then they also have to -- they do the background check.
19 Anybody who has a -- they go to CJIS and they do the background
20 check.

21 Q. Yeah.

22 A. We don't get privy to anybody's background. That's paid for
23 by the city and the results go back to them. So then they'll tell
24 us whether that person, based on the background check, whether
25 they're actually qualified to work for a contractor.

1 Q. Okay. Now tell me this, also, do you -- I mean, I know this
2 is hearsay, but a couple of weeks ago he had an incident with
3 Triple A, maybe in Howard County?

4 A. Yeah, in Howard County I spoke to one of their mechanics and
5 they said they had to go to Howard County a week ago and retrieve
6 a bus because he blacked out.

7 Q. Okay. Now what is the name of the -- so this is from Triple
8 A, right?

9 A. Right.

10 Q. He was driving a Triple A bus?

11 A. Driving a Triple A bus at that time.

12 Q. Okay.

13 MR. FOX: Who was the mechanic that told you that?

14 MR. POINSETTE: Jeff Washington.

15 BY SGT. McMILLIN:

16 Q. And he works with --

17 A. He works for Triple A.

18 Q. -- Triple A. All right. We'll take a look at that.

19 SGT. McMILLIN: All right.

20 BY MR. FOX:

21 Q. When was this brought to your attention?

22 A. Actually that was brought to my attention on Tuesday after
23 the accident. I actually called Jeff and I said, hey, was that
24 Glenn that actually had the accident? And he said, yeah, it was
25 Glenn, and you know last week we had to go to Howard County and

1 retrieve a bus because he passed out.

2 Q. Wow.

3 A. So from my understanding -- I don't know if the ambulance was
4 called, but I know they wouldn't allow him to drive the bus back
5 to Baltimore.

6 BY SGT. McMILLIN:

7 Q. Now let me ask you something too. I know you're the owner of
8 Poinsette Transportation. Where do you keep your -- how do you --
9 what does the city require you for maintenance on your buses?

10 A. We're supposed to keep maintenance records based on -- each
11 bus is inspected four times a year.

12 Q. Does the city -- is it by you or is it by another --

13 A. No, the city -- the city inspects all the buses four times a
14 year.

15 Q. City Transportation?

16 A. Baltimore City Transportation.

17 Q. Okay.

18 A. So we do four inspections each year. One is an MVA hosted
19 inspection, which is normally always in November/December.

20 Q. Okay.

21 A. And all the other inspections are held by Baltimore City.

22 Q. Okay.

23 A. We have to do a Class B inspection on all our buses and
24 provide them the paperwork to show those buses have been inspected
25 for -- and all the issues have been corrected.

1 Q. Okay.

2 A. So once we go through the city quarterly inspections, if they
3 if they find any issues, they'll write it up on a -- print it out
4 for us, okay, this has to be corrected or whatever.

5 Q. Okay.

6 A. And then we have 30 days to correct those items.

7 Q. Okay. Okay. And also, so another thing is, as a driver, if
8 I leave one company -- if I leave Triple A and go to Barber, so
9 Barber -- say, if they don't work for the city, they can just hire
10 me based on my credentials if they don't do a background through
11 the city; is that what you're saying?

12 A. Yeah. Well, if one driver goes from, like say, Barber to
13 City Wide to Triple A to Poinsette, they'll come to us with their
14 DOT card, their DOT physical. We're required to get a drug and
15 alcohol. Everybody will do those. But I wouldn't know what they
16 did at Barber unless I called Barber. Most of the time we don't
17 call other transportation companies, and that's where the hole is.

18 Q. That's where the hole is.

19 A. That's where the hole is.

20 Q. Okay.

21 A. To me there should be some kind of card on record -- like
22 I'll ask in my interview with a driver, where did you last work?

23 Q. Okay.

24 A. I have friends at those places, so I'll call and ask. It
25 might not be the owner, depending on the relationship. It might

1 be a mechanic, it might be another supervisor or another driver.
2 I'll ask the question, how was that person when he was driving
3 there? And depending on the feedback, will determine whether I
4 hire him or not. But most companies, if they went from one place
5 to the other, a lot of drivers hop around depending on the pay.

6 Q. Right.

7 A. Or depending on if they got a problem at one transportation
8 company --

9 MR. FOX: Personalities or whatever.

10 MR. POINSETTE: -- they'll go to another company. And some
11 company owners don't call and ask another company how was that
12 driver? So there's no check and balance system.

13 BY SGT. McMILLIN:

14 Q. Okay. So the city don't own no buses theirsself, they
15 subcontract --

16 A. No, they do.

17 MR. FOX: They do.

18 SGT. McMILLIN: They do?

19 MR. FOX: This group of people -- there are seven contractors
20 that bid and have contracts with the city and do school routes.

21 MR. POINSETTE: Yeah.

22 MR. FOX: The city, and they do county routes with the school
23 children. And it's divided up amongst seven --

24 MR. POINSETTE: Right now it's divided amongst seven
25 contractors.

1 MR. FOX: Seven contractors. There's seven in the pool right
2 now.

3 SGT. McMILLIN: Got you.

4 MR. FOX: And they do also have city --

5 MR. POINSETTE: School buses --

6 MR. FOX: -- school buses as well that are owned by the city.

7 SGT. McMILLIN: Okay.

8 MR. POINSETTE: See, what they did, a couple -- years and
9 years and years ago, the city wanted to downsize the amount of
10 personnel that they were hiring in the Transportation Division,
11 and so the best way to do that was to hire a contractor. And it
12 helps two ways. It helps them to cut out benefits because they
13 don't have to pay benefits, and of course, contractors most of
14 their drivers don't have benefits. So they pay contractors a
15 cheaper price to work a lot of these drivers, than they would if
16 that that driver is on their payroll, they would have to pay
17 benefits, paid time off, full time, so that's why they ended up
18 doing contracting. But they still operate about, probably about
19 maybe 90 or so buses themselves --

20 SGT. McMILLIN: Okay.

21 MR. POINSETTE: -- in Baltimore City.

22 SGT. McMILLIN: Okay. Well, I appreciate the information,
23 Mr. Poinsette.

24 BY MR. FOX:

25 Q. Sir, is there anything else you want to add to the

1 conversation about this driver that we may have not touched upon
2 today?

3 A. No. I think most of this stuff was covered. But my concern
4 after the accident and I found out who the driver was, we have a
5 way in the city, like, not documenting stuff properly. And I
6 don't know until I talked to Sergeant McMillin, I talked to the
7 guys this morning, that you guys even -- didn't even know that he
8 worked for other people. And if he worked for other people, what
9 are some situations that happened? Because I don't think when
10 y'all even talked with Baltimore City, that they've offered their
11 records to you and say, well, hey, he's been here for a while,
12 he's worked these different places.

13 Because each contractor that he's worked for, the Baltimore
14 -- we would have had to submit a request for information for him
15 to work for our company. So it's not like the city wouldn't have
16 known he worked for many contractors. And then these accidents,
17 we have to report to the city every accident. And the driver has
18 to go over there and meet with the safety officer, which is Steve
19 James, in order to be clear to work again.

20 Q. Got you.

21 A. So even if a driver -- like right now -- I'll give an
22 example. Yesterday I had a driver who hit a mirror on a parked
23 car. That driver's been driving probably 20-some-odd years in the
24 city, worked multiple companies. Most of the time -- she's had
25 other fender benders but they've been small. She hit a parked

1 car, the mirror on that parked car yesterday, but she had the same
2 incident in August where she hit a parked car. So yesterday they
3 suspended her for 5 years for hitting that mirror on that parked
4 car.

5 To me it was extreme, but they say now it's pending based on
6 the damage that has -- we estimated damage is going to be probably
7 about \$250. So they'll probably reinstate her. But say, for
8 instance, she get reinstated and then she decide to go to
9 somewhere else. If the other company don't follow up on the old
10 company that she worked for, the company won't know, because the
11 city doesn't share with other contractors issues that they may
12 have had with a driver from another company.

13 Q. Right, right.

14 A. So we're in the blind. All they give us is the request for
15 information. They tell us what the driver needs, whether they
16 pass the drug test, whether they pass CJIS and they took the
17 class, that's all we get. So we have to be more informed when a
18 driver goes from place to place to place, so we'll be able to
19 better decide whether that driver should be driving or not. We
20 don't want to blackball people, but I, as an owner of a company,
21 now especially, I want to know about the drivers that are working
22 for me.

23 SGT. McMILLIN: Okay. Well, I appreciate it
24 Mr. Chappell [sic].

25 MR. POINSETTE: Poinsette.

1 SGT. McMILLIN: Yeah. I'm sorry, Poinsette.

2 MR. FOX: Yes. Thank you. Mr. Poinsette, we appreciate it.

3 And at this point we're going to conclude the interview. It's

4 5:58. Thank you, sir.

5 (Whereupon, at 5:58 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SCHOOL BUS/COMMUTER BUS ACCIDENT
 IN BALTIMORE, MARYLAND ON
 NOVEMBER 1, 2016
 Interview of William Poinsette

DOCKET NUMBER: HWY17MH007

PLACE: Baltimore, Maryland

DATE: November 3, 2016

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.



Elizabeth M. Cochran
Transcriber