



**Survival Factors Attachment 6. First Responder Interviews**

**Baltimore, Maryland**

**HWY17MH007**

(132 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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

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Interview of: MICHAEL RUDASILL

Baltimore, Maryland

Friday,  
November 4, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

I N D E X

ITEM

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Interview of Michael Rudasill:

By Mr. Kaminski

4

I N T E R V I E W

1 MR. KAMINSKI: Today's date is November 4th.

2 MR. RUDASILL: Okay. The music's real loud in here.

3 MR. KAMINSKI: Okay. I'll try not to keep you too long.

4 But, Chief, do you spell your last name R-u-d-a-s-i-l-l?

5 MR. RUDASILL: Yes, that's correct.

6 MR. KAMINSKI: First name Michael.

7 MR. RUDASILL: Yeah.

8 MR. KAMINSKI: Okay. And basically what I'm -- if you don't  
9 mind, I'm going to tape this so I don't have to interrupt you and  
10 tell you to stop and I can just let you talk, you know, without  
11 having me interrupt you. Is that okay?

12 MR. RUDASILL: Okay.

13 MR. KAMINSKI: Okay. Great.

## INTERVIEW OF MICHAEL RUDASILL

14 BY MR. KAMINSKI:

15 Q. So basically what I'd like to do is just get a -- tell me,  
16 when you got the call, when you got -- and what all you did when  
17 you got there and what you saw and everything that went on. I  
18 know there's quite a bit, and I did hear that I guess you were  
19 relieved at one time or somebody else took over.

20 A. Yes, that's correct. After -- you know, after the -- I guess  
21 we removed and transported all, you know, the 10 victims that were  
22 transported to the hospitals, they made us go through the critical  
23 incident stress thing. So I transferred command to another chief.

1 He's like the SOP chief. I don't know if you talked to him. His  
2 name is James Wallace.

3 Q. Okay.

4 A. So he was -- he was more or less responsible for extrication  
5 of the deceased.

6 Q. Yeah, I did talk to -- I think I talked to him -- I might  
7 have talked to him yesterday. I was over at -- what is it?

8 Engine 8, Truck 10 or -- wait a minute. I have to look at the --  
9 I was over at -- it's off of Lafayette. I interviewed --

10 A. Yeah.

11 Q. -- you know, the guys that did the extrication in both  
12 vehicles and, yeah, I got about 12 -- 12 statements from the guys  
13 but -- so, yeah. Why don't you just start off and when you got  
14 the call and what all you did and what you saw.

15 A. Okay. All right. So I guess the call came out around 6:30.  
16 The call came out around 6:30. So as I'm responding to the scene,  
17 you know, they're giving updates on, you know, the amount of  
18 victims.

19 The lieutenant there on the scene, Vaughn Kaszak, you know,  
20 initially brought up the command, you know, did a, you know, size  
21 up, determined what he had, called for, you know, additional res  
22 (ph.) and rescue, the additional resources as far as medics and  
23 then as I'm responding, I'm getting an update on the amount of  
24 injured and deceased at the time which, of course, those numbers  
25 had changed by the time I got there but -- so I just arrived on

1 the scene.

2 So from then, we have a mass casualty protocol we follow. So  
3 I established, you know, a command post, that included the EMS  
4 chief, the EMS branch director. One of his lieutenants, I made  
5 him the triage and transportation officer. And then eventually I  
6 requested another EMS officer to, you know, take over triage while  
7 he, the initial one, handled transport.

8 So, you know, just managed the incident as far as, you know,  
9 allocating resources as they arrived and getting the injured  
10 treatment, getting them organized, transported, trying to track  
11 them as we were -- as we were getting them out of there to the  
12 hospitals.

13 Q. Sure.

14 A. As the incident wound down, I mean, you know, the basics of  
15 what I did was just basically manage the scene. When I arrived,  
16 in initially thought it was a T-bone type accident, but I thought,  
17 how did he T? There's no intersection there.

18 Q. Right.

19 A. So as I did my 360 size up, I realized what had happened. He  
20 hit the -- and looked at the computer, that he hit the bus head on  
21 and just basically drove through the bus.

22 Q. Right. Yeah.

23 A. You know, and as -- you know, so essentially just, you know,  
24 managed the treatment and transport and, you know, they were --  
25 from what my -- the reports I was getting, the school bus driver

1 on the yellow school bus was still alive when we arrived or still  
2 had a pulse anyway. So they were in the process of extricating  
3 him. I think eventually he lost, you know, pulse and respiration  
4 and they pronounced him dead, and the, you know, basically it  
5 became a recovery at that point for the -- for the victims on the  
6 MTA bus as well as the driver of the yellow school bus.

7 And as it wound down, you know, once we were done, I brought  
8 everybody together, kind of told them what the next steps were. I  
9 was advised by Chief (Indiscernible). She was my superior, that  
10 we were going to go -- everybody was going to go through the  
11 critical incident stress management and that's when I turned the  
12 scene over to Chief Wallace for the, you know, basically removing  
13 the deceased from the buses.

14 Q. Right. Now was it Lieutenant Kaszak that called for the MCI?

15 A. Excuse me.

16 Q. Was it Lieutenant Kaszak -- Kaszak that called the MCI?

17 A. Yeah, it was Lieutenant Kaszak who did that, yep.

18 Q. Okay. And then what does -- when -- I haven't read through  
19 your SOP yet, or maybe it's MOP, I think you guys refer to it, but  
20 at what point -- is there like a point of fatalities or how many  
21 people involved before you ratchet it up to a MCI and do you have  
22 different levels of the MCI?

23 A. Yeah, and so we have different levels. So the first level is  
24 10 patients, and I be lying if I'd quote. So the first level is  
25 10 patients, and I don't know -- I don't know exactly what we get



1 on the dispatch on that. I know we get I think it's at least five  
2 medics, you know, the EMS battalion chief is already there. I'm  
3 there. I think you may get an additional EMS officer on that.  
4 And then level 2 is like -- I want to say it's -- I think the next  
5 level hits at 15 or 20. I can't be 100 percent sure of that.

6 Q. Sure.

7 A. Anything -- and then the next level is like over 25.

8 Q. Okay. So this was kind of borderline 1 and 2. Do you know?  
9 I mean we know how many people there is now.

10 A. Yeah. Well, I think -- I think -- yeah, I think, yeah. So  
11 it was basically a borderline between 1 and 2. You know, you had  
12 deceased there. So in theory, 10 patients is level 1, but we did  
13 have, you know, 6 others as well --

14 Q. Right.

15 A. -- that we obviously didn't transport. So it could have went  
16 to level 2. Again to say I could quote all those MOPs --

17 Q. Oh, no, no. I don't expect that.

18 A. -- I'd be lying to you.

19 Q. Sure, sure. Yeah, we'll get that. I requested -- I talked  
20 to -- the Baltimore City attorney was there when I was doing the  
21 -- getting the statements from all the firefighters, and she said  
22 that they would -- she'd get me a copy of that. So I'll --

23 A. Yeah.

24 Q. -- be able to read up a little bit more on that, but -- okay.  
25 Was there -- did you -- was there any difficulties out at the

1 scene? Was there any issues that, maybe you had to call in  
2 anybody extra or, you know, anything like that?

3 A. No. From my perspective, I think, you know, everything I  
4 requested that I needed I got. You know, I think we -- I mean we  
5 did, under the circumstances, we, you know, handled it as best we  
6 could.

7 Q. Yeah. Was there like a transportation corridor sent up?

8 A. Excuse me.

9 Q. Was there like a transportation corridor sent up or were they  
10 -- the ambulances come in from both ends and turning around? I  
11 mean I was just kind of wondering how -- how that worked? Do you  
12 recall?

13 A. Yeah, so -- so there was ambulances coming from both ends  
14 because you had -- you also had Baltimore County units coming to  
15 the scene, and most of them were probably responding in from the  
16 -- I guess that would be the north end of the incident.

17 Q. Okay. When you say Baltimore County units, is that -- they  
18 have -- there's another ambulance service other than the  
19 firefighters or firemen -- fire department?

20 A. Yeah, well, their EMS is part of their fire department. So  
21 they -- I think it was -- I want to say it was two or at least  
22 three Baltimore County units that responded to that incident.

23 Q. Okay. And where are they stationed out of?

24 A. Excuse me.

25 Q. Where are they -- is there a name for -- is there a

1 contractor or is it just --

2 A. No, no, they're part of -- actually they're part of Baltimore  
3 City -- Baltimore County Government.

4 Q. Okay.

5 A. So I don't know what stations, you know, what stations they  
6 actually came from.

7 Q. Sure. I'll probably get that through the dispatch.

8 A. Yeah, I haven't actually written my report. So I really  
9 haven't gotten into, you know, of course, in my report, I'll  
10 detail all of that I imagine.

11 Q. Okay.

12 A. But I haven't got, you know, the nuts and bolts of it. I've  
13 been trying to track down the names of the deceased because they  
14 actually have to go in my report as well, and I haven't gotten  
15 that information yet.

16 Q. Yeah, I know the police have that, and we've been having  
17 nightly meetings. I know they have -- and they just found another  
18 patient yesterday that was at the hospital that wasn't accounted  
19 for I guess but, yeah, they have -- the police have all the names  
20 and all that now, but -- okay, Chief. I'll let you go. I know  
21 you're busy, and I appreciate your help, and if you don't mind, if  
22 there's any follow up questions, if you don't mind, I'll give you  
23 a call. It probably won't be until next week or maybe two weeks  
24 down the road, once I start putting everything together as well.

25 A. Okay. That's fine.

1 Q. Okay.

2 A. So just one piece of information I want to give you.

3 Q. Sure.

4 A. So we just -- and ironically, like I'm the liaison between  
5 the MTA and -- ironic, between the MTA and the Baltimore City Fire  
6 Department.

7 Q. Okay.

8 A. So we just put together a book for handling these exact type  
9 of situations.

10 Q. Oh, really.

11 A. Yeah. So the MTA, you could probably -- I don't have it yet.  
12 Of course, we did one for the light rail. We did one for the  
13 subway. We did -- so the next phase was the bus. So we actually  
14 finished it, and I don't know how -- what -- we finished it  
15 probably six, eight months ago, but I don't know as far as where  
16 it's at in print.

17 Q. Okay.

18 A. So, I don't know. You can talk to someone at the MTA. Their  
19 training division would know I guess because that's who basically  
20 we coordinated with developing it. It's actually a textbook and  
21 it goes through everything.

22 Q. And it's like a MOP on handling these crashes, with the  
23 trains and the buses. Is that --

24 A. Yeah. So it's actually a textbook. It's probably one of a  
25 kind in the country as far as doing one for subway, one for -- we

1 started with subway. Of course, that's the most challenging. And  
2 then we did a textbook for -- for light rail, and we -- we  
3 finished the one for bus, and it was, you know, in print or it's  
4 somewhere hung up in the bureaucracy of getting printed.

5 Q. Okay.

6 A. But, yeah, it's a complete textbook on, you know, I don't  
7 know if that would be useful to you or not, but it incorporates --  
8 it incorporates what the MTA should do in that situation, what we  
9 should do and it incorporates our MOPs and SOPs, our stuff about  
10 mass casualty, all that's incorporated into those books.

11 Q. Okay. Yeah. I will see if I can -- we have some -- several  
12 people at the MTA we're working with. So I'll reach out to them  
13 and see if I can get a date -- get a copy of that yet, if it's --

14 A. Yeah. I don't know if it's actually been binded (ph.) but it  
15 is done. I'm sure they can get you a PDF copy of that --

16 Q. Right.

17 A. -- of that manual. Like I said, it's, you know, it's useful.  
18 Eventually -- so eventually what happens is we get the -- we get  
19 the material and then we -- we can both train once we get the  
20 books. It's a whole training program actually for us and them,  
21 for both, so we can work together.

22 Q. Great. Great. Okay. Well, I appreciate the heads up on  
23 that. I hadn't heard that from anyone. So I definitely  
24 appreciate the heads up on getting that information from you.

25 A. Okay. All right. You can call me any time. I'm working,

1 you know, I work tomorrow, 24 hours and then I'm back to work.

2 You can call me. Any time is fine.

3 Q. Okay, sir. I appreciate it, Chief.

4 A. All right.

5 Q. Have a great weekend.

6 A. Okay.

7 Q. Bye-bye.

8 A. You, too. Bye-bye.

9 (Whereupon, 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 CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Michael Rudasill

DOCKET NUMBER:           HWY17MH007

PLACE:                     Baltimore, Maryland

DATE:                      November 4, 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.

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Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: VAUGHN KASZAK

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016



## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

ITEM

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Interview of Vaughn Kaszak

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. I'm Ronald  
3 Kaminski with the NTSB. I'm here at Engine 8, Truck 10, 1503 West  
4 Lafayette. Along with me is Amy Beth Leasure who is the Baltimore  
5 City attorney, and we're going to be talking to Lieutenant Vaughn  
6 Kaszak, V-a -- first name, Vaughn, V-a-u-g-h-n, last name Kaszak,  
7 K-a-s-z-a-k. He's with Truck 8. He's going to give us a  
8 description of what he saw and what he did when he arrived on  
9 scene.

## INTERVIEW OF VAUGHN KASZAK

10  
11 BY MR. KAMINSKI:

12 Q. Go ahead, sir.

13 A. All right. We got the call as a one and one, meaning us and  
14 a medic unit for a single vehicle accident.

15 Q. Okay.

16 A. That's how we were originally dispatched which I would assume  
17 was the very first car that was struck past the accident scene.

18 Q. The Mustang, right.

19 A. So we went up Frederick Avenue, and we had a couple of police  
20 officers ahead of us. They had pulled over, and we had a hard  
21 time seeing from their emergency lights, like seeing past them.

22 Q. Um-hum.

23 A. And so we weren't aware of what was actually occurring yet.  
24 We get off of the unit. We walk up and then we could, you know,  
25 get around the police car, we could see what was going on. I

1 requested a rescue assignment at that time, and looking from the  
2 rear of the MTA bus, there were -- I could see some people off to  
3 my right on the grass, like sidewalk, passenger side of the bus.  
4 I had a woman, I'm assuming just a civilian, I guess that was on  
5 the side of the road, I don't think was involved, indicated to me  
6 that the driver of a school bus was still on the bus. We took a  
7 quick glance at that driver, confirmed he's definitely trapped,  
8 and as I walked around to the right side of the MTA bus, there  
9 were people laying on the grass and we just started triaging. Are  
10 you hurt? Yes. Are you hurt? Yes. Are you hurt? Just kind of  
11 kept going through it to get a count.

12 I asked for a couple of additional medic units at that point  
13 for the people that were on the grass prior to stepping onto the  
14 MTA bus.

15 When I stepped onto the bus, I could see the driver was  
16 slumped over to her right side. There was a woman laying  
17 underneath of her. She was almost at the doorway. She was pretty  
18 calm, like, ma'am, are you all right? She's like, no, my ankles  
19 are hurt, you know, I just need to get out of here. So we lifted  
20 up the bus driver, with her shoulder, pulled the woman out,  
21 checked the bus driver. She was a priority 4.

22 Right behind that, I guess like where the white line is, the  
23 separation of the driver's area and the passengers' area --

24 Q. Right.

25 A. -- there was a woman laying there. If I'm not mistaken, it

1 would have been her feet were closer to the line, laying in that  
2 space. She was priority 4. Then in the center of the bus, there  
3 were two gentlemen. One was still alive. One was a priority 4.  
4 The one that was still alive, we took out of the wide open -- wide  
5 open space on the driver's side of the bus where it was wider --

6 Q. Yeah.

7 A. -- reached in and pulled him out. Then behind him was  
8 another gentleman who was still in the seat. So he was about --

9 Q. And that would have been on the passenger side.

10 A. Right, right. All -- everybody was like driver, lady right  
11 behind the white line, two gentlemen in the middle, then the guy  
12 in the seat which was on the passenger side, he was closer to the  
13 back doors than he was to the front of the bus.

14 Q. Okay.

15 A. And then behind him was a lady on the floor who was almost at  
16 the back door, like a step from the back door. All of those  
17 people except for the two I said we pulled out were all priority  
18 4s.

19 We had the rescue sent right to the school bus to work on --  
20 to work on the school bus driver. I didn't actually -- I never  
21 had a chance to see completely how entangled he -- the school bus  
22 driver was because I never made it like onto the school bus  
23 itself, and at that point, we were just directing medic units and  
24 triaging people, you know, priority 3s, priority 2s, so on and so  
25 forth.

1 Q. Okay. So you mentioned you had -- so on the MTA, the driver  
2 and you had the lady that was behind the white line.

3 A. Um-hum.

4 Q. And then you had another gentleman that was --

5 A. Two, two -- there were two gentlemen behind her and like the  
6 -- I say where the space is wide. I mean a lot of them were  
7 collapsed in.

8 Q. Right.

9 A. But there was kind of an empty space like right in the center  
10 of the bus because there wasn't -- but most of the driver's side  
11 seats were gone.

12 Q. Um-hum.

13 A. So it's a little wider of a space in there. So there was one  
14 gentleman laying on the floor facedown, one gentleman kind of  
15 sitting -- almost sitting upright on the floor like against the  
16 debris. He was the priority 4. The one that was laying on the  
17 ground was, what we thought at the time was a seizure, but I think  
18 he just had a closed head injury maybe because he was not really  
19 responding to me. He was like writhing around a little bit. We  
20 pulled him out of that driver's side space. We did cut a little  
21 bit of the -- like the conduit, some of the like wiring and stuff  
22 that was like right on that side. We cut a little bit of that  
23 away but we didn't really do really any cutting of sorts --

24 Q. Okay.

25 A. -- except for maybe that because there just wasn't a need

1 honestly. It was a pretty wide space. We did a lot of picking  
2 chair, you know, chucking pieces of chair and stuff like that, but  
3 other than that, we didn't do a lot like what we would normally do  
4 on other accidents, you know. We really didn't need to do that  
5 disentanglement because it's -- it wasn't anybody really that was  
6 a viable person trapped --

7 Q. Right.

8 A. -- you know what I mean.

9 Q. And you also said there was somebody else in a passenger's  
10 seat.

11 A. Yes. There was the gentleman on the passenger's side. If  
12 you went --

13 Q. On the passenger's side, right.

14 A. -- if you're looking at the passenger's side of the bus, when  
15 you get about halfway down, right before the back double doors --

16 Q. Okay.

17 A. -- like one window up, there was a gentleman in his seat. He  
18 was sitting on the passenger's side of the bus (indiscernible)  
19 seat, and he had roof debris that was down on him. He was a  
20 priority 4.

21 Q. Okay.

22 A. And then the woman that was towards the -- like when you step  
23 in the back, she was like right -- like right there. Her head --  
24 her head close to the door, feet going towards the aisleway.

25 Q. Okay. Did you happen to notice the type of injuries these

1 people had?

2 A. Yes. The gentleman who was -- I'll start from the back and  
3 go the other way.

4 Q. Okay.

5 A. The lady on the back door, by the back door on the floor, she  
6 had a lot of facial injury. I noticed like she had a lot of  
7 lacerations to her face, her head. If I'm not mistaken, she's the  
8 one that had like a piece of like her cheek missing.

9 Q. Okay.

10 A. And I noticed that almost all of them, except for the guy in  
11 the seat, I'll get to him in a minute, except the guy in the seat,  
12 just about everybody had like pieces of bus, like seat plastic,  
13 you know, just debris --

14 Q. Glass.

15 A. -- like stuck in their face.

16 Q. Okay.

17 A. I didn't -- I didn't see any injuries that were like --

18 Q. (Indiscernible) bone.

19 A. No, see, I didn't see any of those kind of things. Everybody  
20 was still fully clothed, I mean there weren't like clothes pulled  
21 off.

22 Q. Right.

23 A. The woman in the back, I unzipped -- she had like a blue  
24 hoodie kind of thing on. I unzipped her so I could get her pulse,  
25 get to her carotid pulse.



1 Q. Um-hum.

2 A. But beyond that, we don't need to disrobe -- we check the  
3 pulse if they're, you know, for a mass casualty, we're checking.  
4 If there's no pulse, we just go on. That's --

5 Q. It sounds like a lot of blunt force type injuries.

6 A. Yeah. I think it was -- I'm not a doctor, but I think just  
7 people getting jostled around, you know, they took a lot of like  
8 that debris, but we didn't -- I didn't see like femur fractures,  
9 stuff like that. That, no.

10 Q. Okay.

11 A. So then the gentleman next -- next up who was still in the  
12 seat, the only thing I noticed, because he was kind of buried in  
13 the debris from the room --

14 Q. Um-hum.

15 A. -- he was laying like -- sitting like this in the seat with  
16 his arm hanging down. I saw he had a little bit of a split here,  
17 but I couldn't see around, you know, around the front of him  
18 because of the debris. Like there was nowhere -- it's funny, like  
19 when you walk in the front of the bus, you can go up to about that  
20 point. Walking in the back you can go to that point, but then  
21 that space there was not passable.

22 Q. Okay.

23 A. I imagine he may have had some type of open head injury but I  
24 never got a chance to see the front of his face.

25 Q. Okay.

1 A. The lady or the gentleman in the middle, he had similar  
2 injuries to the lady in the back, facial injuries and whatnot.  
3 The woman up front, more or less the same thing, and the bus  
4 driver, I honestly can't -- can't say. I mean I checked her  
5 pulse. She was a priority 4, but she was still -- she was still  
6 pretty entangled up and it looked -- it looked to me from the  
7 waist down.

8 Q. Okay.

9 A. If I'm not mistaken, her seatbelt was still on. I mean we  
10 didn't -- we didn't undo it because it looked like she was pretty  
11 much from waist down, where she was supposed to be and from the  
12 impact it forced her upper half to lay -- to lay over, and the  
13 woman that we pulled out from under her, I think -- I think just  
14 during the course of the impact, that woman, she had to be like in  
15 the front row maybe or maybe second row, like chucked down to the  
16 floor --

17 Q. Um-hum.

18 A. -- and then the bus driver was like over top of her a little  
19 bit, you know, because it took a minute to get the bus driver up  
20 off of her. So --

21 Q. So there was some extrication then for the bus driver of the  
22 MTA?

23 A. Well, the bus driver. Well, we left her. We didn't -- we  
24 didn't take her out.

25 Q. Okay.

1 A. We called her. We pronounced her. She made her a priority  
2 4.

3 Q. Okay.

4 A. So we did -- that was all done after we had left when they  
5 were --

6 Q. You guys left the --

7 A. Yeah, we were told to leave, us, Engine 53, something like  
8 the first in companies so we can go back and do the debriefing  
9 like right away and then they brought some other companies up to  
10 standby while they extricated the deceased, so the ME could take  
11 them. So I don't actually know what the rest of her injuries --

12 Q. Okay.

13 A. -- looked like. At some point, in the -- during this, they  
14 did end up pronouncing the school bus driver. I know they were  
15 working on the extrication but we have a, you know, like the time  
16 it takes to extricate somebody and their viability, so on and so  
17 forth. So I know he passed at some point. But as far as -- a lot  
18 of the injuries were just that -- just debris --

19 Q. Okay.

20 A. -- thrown around. Like I say, we only cut a little bit of  
21 that one -- a little bit of that conduit, but a lot of it was just  
22 moving chairs out of the way. It's -- because everything was  
23 loose.

24 Q. Right.

25 A. Like, you know.

1 Q. Yeah. So you said when you got there, there were people that  
2 were on the side of the road. Were those passengers --

3 A. I'm guessing that they self-extricated because they -- they  
4 had -- they had a lot of -- like a lot of cut, scrapes, nicks,  
5 things embedded in their face, glass.

6 Q. Okay.

7 A. I mean the one lady that she told me, like I have glass in my  
8 eye. You know, so I think all those people managed to -- managed  
9 to get off or maybe they were in the process of -- I don't even  
10 know if the bus was moving when it got hit or it was stationary,  
11 taking on and off passengers. That I don't even know. But they  
12 had similar injuries to the people inside, but I'm guess they were  
13 just able to get off. The back doors of the bus were shut. The  
14 front doors were open when we got there. Now I don't know if  
15 passengers opened them or what -- or how that -- how that -- we  
16 didn't open them.

17 Q. Would somebody be able to get out -- I mean with all that  
18 debris in there?

19 A. I mean anybody who was in the back of the bus, if anybody got  
20 off, I don't know if they could have got the doors open in the  
21 back. I mean it took us a little bit of -- a little bit of doing  
22 to get them open.

23 Q. Okay.

24 A. I don't think they could have done it, and to be honest with  
25 you, I don't think anybody but that lady that was in the back was

1 in the back of the -- I don't think anybody but her was that far  
2 back in the bus honestly, because we didn't find -- if they were,  
3 I don't see -- they couldn't have gone down the middle of the bus  
4 to get out the front door.

5 Q. Right.

6 A. And the back doors were still shut for us. So I don't see  
7 that anybody was even in the back of the bus except for her. I  
8 think she was the only passenger that far to the rear.

9 Q. Okay.

10 A. So everybody else, I'm assuming the people on the grass --  
11 that was my first thought, walk around, are you hurt? They had to  
12 have gotten off the bus themselves and they had a lot of similar  
13 injuries as did the people on the bus still.

14 Q. It would have been some chore to try to get off that bus,  
15 too.

16 A. Yeah. I -- yeah.

17 Q. All the damage and --

18 A. People were -- well, a lot of the -- like the cops were  
19 helping us like wrap their heads up and stuff. There was a lot of  
20 facial like, you know, nicks, scrapes, cuts, glass, things like  
21 that.

22 Q. Okay. Did anybody say anything? Well, you didn't really  
23 triage any of the people on the side?

24 A. Well, yes and no. I mean to the point of, you know, are you  
25 injured? Yes. What hurts? You know, like all my face, I've got

1 glass in my -- okay. You're up. You're breathing, you're talking  
2 to me, you're a number 3. Don't move, you know, like to that  
3 extent --

4 A. Yeah.

5 Q. -- but not to stop and, you know, like what happened to, you  
6 know. That would be honestly the individual medic units and  
7 whoever like -- that had those individual people --

8 A. Sure.

9 Q. -- because they would be able to tell, you know, it was just  
10 a -- you know, are you injured, so on and so forth. So as we were  
11 counting, I had like three or four that I saw right off the bat in  
12 the grass, like right away, and then the gentleman who was hit  
13 originally, the Mustang --

14 Q. Um-hum.

15 A. -- he ended up coming down, like walking down because a cop  
16 brought him over to me and he was like favoring his arm. He said,  
17 you know, I hurt my arm. I'm like, well, where were you? He was  
18 like I was in the car. I was like, what car? He's like the car  
19 up the street, and it was still dark out, and I couldn't even see  
20 that car, like, you know, that far away. I'm like you've got to  
21 be kidding me. So we added -- he was a priority 3, you know, a  
22 walking wounded. So I think there was four including him, maybe  
23 five or six priority 3s. I don't remember what I called in my  
24 count originally because we were changing it. You know, then one  
25 of the medics like, hey, this lady over here, this pregnant lady

1 on the sidewalk, I don't even know where she came from but, okay,  
2 I made her a priority 2 just by nature of she was pregnant.

3 Q. Right.

4 A. And then we were changing our counts when we realized like,  
5 okay, this person is not viable, they're a 4. So I don't know  
6 what the grand total was at the end of how many actual patients  
7 there were versus people on the bus, I'm not sure.

8 Q. Okay. Okay. Yeah, it sounds pretty amazing that this woman  
9 that was supposed pregnant wasn't more seriously injured.

10 A. Yeah. I don't even know where she -- I honestly don't even  
11 know where she came from. I don't know if she was on the bus or  
12 if she got hit with debris. She was waiting at the bus stop. I  
13 honestly -- that I don't know.

14 Q. Right, right.

15 A. I just don't know. But she was walking around though. So I  
16 mean like moving around. So I don't think -- I don't really think  
17 she was on -- maybe she was waiting for the bus.

18 Q. Did she have debris on her? I would think everybody --

19 A. She was like scraped up, but she didn't look like the people  
20 on the grass, that were like bloody and, you know, like scratched  
21 up and whatnot.

22 Q. Okay.

23 A. She didn't look that -- that bad.

24 Q. Okay. Okay. Well, you give me a great description of, you  
25 know, being first there and what you saw and what you did. I

1 appreciate it very much.

2 A. Okay.

3 MR. KAMINSKI: That concludes our interview here with  
4 Lieutenant Kaszak -- Kaszak --

5 MR. KASZAK: Kaszak.

6 MR. KAMINSKI: -- Kaszak. It's 9:25 a.m.

7 (Whereupon, at 9:25 a.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 CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Vaughn Kaszak

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.

---

Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: TIMOTHY HAMILTON

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

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Interview of Timothy Hamilton:

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. I'm here at  
3 Engine 8, Truck 10, at 1503 West Lafayette in Baltimore, Maryland.  
4 My name is Ronald Kaminski with the NTSB. I'm here with Amy Beth  
5 Leasure who is an attorney with Baltimore -- the City of  
6 Baltimore, and we'll be talking to Lieutenant Timothy Hamilton.

## INTERVIEW OF TIMOTHY HAMILTON

7  
8 BY MR. KAMINSKI:

9 Q. And, Lieutenant, your rank, you're a lieutenant, and then why  
10 don't you just give me a brief description of what you saw and  
11 what you did when you got to the scene.

12 A. Okay. I'm the lieutenant of Rescue 1. So when we pulled up,  
13 we were directed to go to the school bus. That's where I was  
14 told. I was met by a person on the scene already, a firefighter,  
15 that we had a person trapped in the school bus and that is where  
16 we concentrated our efforts. When we pulled up, I did a quick  
17 reconnaissance and size up of the school bus to begin our rescue  
18 operations, saw that we had the victim trapped up in the front and  
19 then we began operations to extricate him.

20 Q. Okay. And what all was involved with the extrication, the  
21 spreaders, the --

22 A. Yeah, we used spreaders, cutters, rams, sawzalls and  
23 basically our plan of attack was to -- his seat had been pushed in  
24 the middle.

25 Q. Um-hum.

1 A. So it looked like he was actually sitting not to the left  
2 like he normally would.

3 Q. But almost in the center.

4 A. He was almost in the center. He was pushed over. The plan  
5 of attack was to remove a couple of the passenger seats directly  
6 behind him --

7 Q. I noticed that, yeah.

8 A. -- yeah, to give us room to operate and then we went ahead  
9 and then began -- after we did that, then we started to remove the  
10 dash material from him. He had a lot of material around him, the  
11 dashboard and a lot of the plastic was all wrapped around him and  
12 some of the metal, cables or wires rather. So we cleared all that  
13 out and then we began to make some relief cuts and then we did  
14 what we call a dash roll where we put a ram in and actually pushed  
15 the dash off of him, and we cut his seat back. We cut the back of  
16 the seat --

17 Q. Right.

18 A. -- where his back was and laid it over, and we were able to  
19 pull him straight back.

20 Q. Right. I seen all that, yeah.

21 A. Yes.

22 Q. And so you -- you were involved in that whole process  
23 beginning to end until you were able --

24 A. Correct.

25 Q. -- to pull him out?

1 A. Yes. What we ended up, we got him free, and we removed him,  
2 but we were told to leave him on the bus. So he was free at that  
3 point, and we were told to leave him. I guess the paramedics at  
4 that point had pronounced him.

5 Q. Okay.

6 A. So we freed him completely and we were told to leave him on  
7 the bus, and that's what we did.

8 Q. Okay. And what did you -- what did you do next after that?

9 A. After that, we -- we staged for a while. We were pulled off  
10 the bus. We left our tools there, and we went and stood by until  
11 we started the extrication of the people from the MTA bus.

12 Q. Okay. And were you involved with the --

13 A. Yes, um-hum.

14 Q. Okay. And what did you do there?

15 A. I pretty much ran the -- you can say the operation or the  
16 rescue. I came up with plans and I had my guys and a couple of  
17 people from Squad 26 get onto the bus and remove them. So we had  
18 enough time between each victim to go ahead and set up a plan to  
19 get them out. Several of them weren't trapped. They were just  
20 laying there, just a little bit of debris that we had to move.  
21 The driver, we had to free her foot, and there was a gentleman  
22 that had a bit of a seat and a bar on him. He was about halfway  
23 back. So we had to actually cut some material to get him out.

24 Q. Okay. So as the chief said, there wasn't really a heck of a  
25 lot of extrication from the MTA bus.

1 A. Correct. Yeah, the bus was -- to me it appeared from my  
2 point of view, you know, viewing it as a rescue officer, most of  
3 the material had been removed in the accident because of the  
4 impact, it had been pushed away.

5 Q. Right.

6 A. And there's not a whole lot of structure to those buses  
7 apparently --

8 Q. No.

9 A. -- as I can tell now, and so there wasn't a whole lot of  
10 material that was on top of the people. It was fairly quick to  
11 get each victim out.

12 Q. Okay. So when you got there, you went into the bus right  
13 away, was the aide still there or was she already removed?

14 A. She was already gone. There appeared -- if I can remember  
15 correctly, there was a paramedic or an EMS person and I believe  
16 there was a firefighter that were up in there, but the aide was  
17 gone.

18 Q. Okay. All right.

19 A. We initially gained access through the back door and then I  
20 moved my position to come up the side door which was blocked but I  
21 was able to get up in there.

22 Q. Okay. Anything else of interest?

23 A. No, that was it. We were really focused on the school bus  
24 when we were there, and then by the time that we had completed  
25 that extrication, and I have no idea how long it took.



1 Q. Okay.

2 A. So you have to ask I guess the chief or somebody but we  
3 really don't -- I really don't watch the clock --

4 Q. Sure.

5 A. -- as we're doing that.

6 Q. Sure.

7 A. And once we were done that, then -- it was realized that  
8 everybody else, you know, had passed on. So we kind of moved off  
9 to the side and just -- just stood. So that was -- for us, it  
10 was, you know, just sort of an extrication job until we realized  
11 the magnitude of it. So I didn't even, you know, to be honest  
12 with you, I didn't see the MTA bus when we first pulled up because  
13 it was dark --

14 Q. Sure.

15 A. -- and I was focused on the school bus and didn't realize we  
16 even had the MTA bus until after we had extricated the driver in  
17 the school bus.

18 Q. Right. Okay.

19 A. Okay.

20 Q. That's pretty much it.

21 MR. KAMINSKI: This interview is completed here at  
22 approximately 8:30 a.m.

23 (Whereupon, at 8:30 a.m., the interview was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           SCHOOL BUS/COMMUTER BUS CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Timothy Hamilton

DOCKET NUMBER:            HWY17MH007

PLACE:                      Baltimore, Maryland

DATE:                      November 3, 2016

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complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

---

Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: JAMES WALLACE

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

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Interview of James Wallace:

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3, 2016. My name is  
3 Ronald Kaminski. I'm here with Baltimore attorney, Amy Beth  
4 Leasure, and Battalion Chief James Wallace, and we're at Engine 8,  
5 Truck 10 at 1503 West Lafayette here in Baltimore, Maryland.

INTERVIEW OF JAMES WALLACE

6  
7 BY MR. KAMINSKI:

8 Q. Battalion Chief Wallace is going to give us a brief  
9 description of what all he saw and did when he arrived on scene.

10 A. So I -- I actually responded when I wasn't officially  
11 dispatched. I responded when I realized the gravity of that  
12 incident. I'm the Chief of Special Operations. So under me falls  
13 technical rescue operations, marine ops dive, hazmat, those type  
14 of situations.

15 I responded directly to the scene and was actually given  
16 responsibility for the extrication operation by Chief Rudasill  
17 when I got there. Essentially what I did was just, like a lot of  
18 chiefs do, we just walk -- would walk an initial circle around the  
19 incident.

20 Q. A 360?

21 A. Yeah, and recon it if you will.

22 Q. Um-hum.

23 A. And I saw an active extrication going on, on the school bus.  
24 So I got into the school bus from the rear emergency exit and went  
25 to the forward portion of the bus where our Rescue 1 and Squad 40

1 were actively attempting to extricate the -- what appeared to be  
2 the operator of -- of the school bus. It was an adult African-  
3 American male, heavily entrapped. So they were actively trying to  
4 extricate him.

5 Q. Okay. And he was viable at that time?

6 A. I don't -- I can't say that he was viable at the time. By  
7 the time they had -- they gained what I would call purposeful  
8 access to him, he was not viable. Clearly he was apneic. He was  
9 not breathing. I had also kind of backed out of there knowing  
10 that we had other extrications going on, to go kind of give Chief  
11 Rudasill a -- an update on what we were dealing with.

12 I don't know the exact time I arrived but I would say within  
13 about 30 minutes after I got there, that driver was -- he was  
14 freed from entanglement, knowing that he -- he was deceased, what  
15 our guys were instructed to do was to leave him in position where  
16 he was, where he was found, for investigative purposes.

17 Q. Um-hum.

18 A. A lot of, if not all -- most of, if not all, the viable  
19 patients that were taken from the MTA bus at that point had been  
20 evacuated away from the scene.

21 Q. Um-hum.

22 A. They had all gone to the hospital, and once we realized that  
23 essentially what we had was a large incident with multiple  
24 fatalities, we slowed our operation down a little bit to, you  
25 know, we've got to get our arms around this. There's got to be

1 coordination with -- with BPD, and the other agencies that are  
2 coming in. So we -- we began to slow down at the direction of the  
3 shift commander.

4 Q. Okay.

5 A. And, you know, basically said we're going to get a CISM team  
6 out here. We've got to start working for our people.

7 Q. A what?

8 A. Critical incident stress management --

9 Q. Oh, stress management.

10 A. -- team. And, you know, we identified that we had needs for  
11 our personnel, but we also knew this was going to be a protracted  
12 event. This was going to go on for probably most of the day.

13 A lot of units were sent away from there. There was a  
14 transition of command at that point. I don't know what the exact  
15 time was of that, but there was a transition of command from Chief  
16 Rudasill over to myself. Again, we -- we predominantly stayed in  
17 a holding pattern at that point, supported BPD and at that point,  
18 there were a lot of additional law enforcement and investigative  
19 type agencies --

20 Q. Um-hum.

21 A. -- that began to arrive on the scene, and we just played a  
22 support role at that point until we were told we can go ahead and  
23 begin the recovery process.

24 So the recovery process essentially was driven by BPD traffic  
25 investigators and the ME. They -- and my position on it was,



1 we're here to do this but we're also here to do it in a way that  
2 supports your operation and your effort, recognizing that, you  
3 know, they had an investigation to do.

4 It was agreed upon between us, the ME and the traffic  
5 investigators, the ME would kind of take the lead. They had  
6 pictures they had to take. They had, you know, if they needed to,  
7 they had sketches and things like that, that they needed to  
8 complete. So it became kind of a meticulous, methodical type  
9 recovery at that point. That began with the driver operator of  
10 the school bus and once we -- we would bring them out the way they  
11 wanted us to bring them out, put that person on the ground. They  
12 would do what they had to do with regards to identification  
13 process, valuables and things like that, and we would -- when they  
14 were ready, we moved over to the MTA bus and went in and we would  
15 just -- we were just bringing people out one at a time.

16 The occupants of the bus were -- they were -- they were  
17 tangled, but I wouldn't say that they were as heavily entrapped as  
18 what the driver was.

19 Q. Okay.

20 A. So our -- our efforts -- we could see everybody in the MTA  
21 bus. We were able to identify where we needed to work, and we  
22 just -- we would go in and as they were ready, you know, ME  
23 identified which one he wanted next, my guys would get in and do  
24 what was needed with regard to bringing them out.

25 So that's -- that essentially happened times all six victims

1 if you will, and then after that, we -- we pulled the bus apart --  
2 buses apart. I had a lot of concern that we may have someone  
3 between the buses. We just couldn't see. There was so much  
4 debris and damage, we couldn't see between the buses.

5 Q. Um-hum.

6 A. So once we pulled the buses apart, my guys directed that  
7 also. We were also to determine there was nobody else there and,  
8 you know, at that point, we just rehabbed out people, hydrated  
9 them, got them fed and it just became kind of a support operation  
10 on that point. It was somewhat of a hazmat incident. We had a  
11 lot of fuel, diesel fuel, motor oil, fuels from both vehicles,  
12 that were all, you know, contained on ground. It was just a clean  
13 up effort after that --

14 Q. Right.

15 A. -- is essentially what it was.

16 Q. So was there -- so there's a lot more extrication involved  
17 with the driver of the school bus than there was with any of the  
18 passengers from the --

19 A. Yes.

20 Q. -- commuter?

21 A. Yes.

22 Q. And you said that there -- so the damage I'm looking at that  
23 -- when I looked at the damage from the commuter bus, that's -- it  
24 wasn't altered too much from any extrication as far as you know?

25 A. No. We had --

1 Q. (Indiscernible) or --

2 A. So the roof of the -- of the MTA bus was -- it was somewhat  
3 unstable. It kind of folded itself down. We -- and I think they  
4 ended up doing this. A couple of guys from Rescue 1 will be able  
5 to tell you. My plan was to go in and stabilize that roof. The  
6 fear that I had was once we pulled the buses away, that -- I -- it  
7 was my opinion that the school bus had kind of gotten inside the  
8 MTA bus, if you will --

9 Q. Right.

10 A. -- and was holding the roof up. If we pulled it away, that  
11 roof was going to come down. So what I wanted is I wanted that to  
12 be shored up and, you know, made safe before we went in there but,  
13 you know, in general, there -- there was not a lot of heavy work  
14 done to recover and/or remove anyone from that MTA bus. The --  
15 it, it -- what it looked like to me, there was a lot of glass, a  
16 lot of fiberglass, a lot of plastic, things like that, that, you  
17 know, with a collision like that are going to, you know, kind of  
18 bust away.

19 Q. Sure.

20 A. The bus driver clearly took a lot more effort than, than what  
21 the individuals in the MTA bus did.

22 Q. Okay. And then I take it when the ME got there, that he  
23 documented or she -- he or she documented where the deceased were  
24 and took photos and then you guys took them out --

25 A. Yes.

1 Q. -- and took more photos or something?

2 A. Yes. The last -- the last thing that was done was they were  
3 removed from the bus. There was --

4 Q. Before you separated the two buses, correct? Or was that  
5 after you separated them?

6 A. No, we took them out before we -- before we ended up moving  
7 the two buses.

8 Q. Okay.

9 A. When -- the original plan was to -- to remove the buses and  
10 then get in and work, but then the more we looked at it, when we  
11 -- when we gave it a second real close look from a different  
12 perspective, what we saw were -- we saw the ability to actually  
13 access everyone in there. So -- and -- and my lieutenants are  
14 here that were -- that were on that. It's in their opinion.  
15 They're -- they're way more versed in -- in that technical stuff  
16 with regard to rescue than I am. So I really like to let them  
17 drive. As long as I don't see an unsafe act going on, if it's  
18 within reason, and that's how they felt they should go in, I was  
19 fine with that.

20 Q. Okay. And at one point or was there any point in the day --  
21 I don't even know. Did they call this a mass casualty incident or  
22 was that never initiated?

23 A. I -- there were so many medic units either en route or there  
24 by the time that I actually got on the air and was en route. I  
25 don't know for sure if they said it's a MCI. I honestly don't

1 know.

2 Q. Okay.

3 A. There were a lot of resources en route when I came up on the  
4 ops channel. A lot of resources were already on the road.

5 Q. Okay. And who would -- I guess I can see that in some of the  
6 dispatch logs or something, whoever would have --

7 A. I would -- I would think --

8 Q. Okay.

9 A. -- that, you know, I don't know how the taping system and  
10 things like that work, but that's what I would reference.

11 Q. Okay. Okay. Is there anything you wanted to ask me or --

12 A. No.

13 Q. Okay. You've given me a great description here. Oh, when  
14 you got there with the aide that was in the school bus, was she  
15 already removed?

16 A. Yes. There was -- there was --

17 Q. So all the people that were still alive, you were able to get  
18 all them off and transported, and then you just worked on the --  
19 pulling the people out and waiting for the ME to document  
20 everything.

21 A. Yeah, when I got there, it was only my personnel and the  
22 operator of the school bus inside that vehicle.

23 Q. Okay.

24 A. There were no -- there were no civilians in the vehicle.  
25 There was -- there was nobody except my guys and that driver.

1 Q. Okay. What kind of time guesstimate would you say you got  
2 there? I think the call came in around 6:30 maybe, somewhere  
3 around there, give or take.

4 A. I -- I would have had a travel time. I came from the 6700  
5 Block of Pulaski Highway, and it would be in that -- that --  
6 actually my voice traffic, my -- my electronic transmissions when  
7 I dispatched, that would all be in there. I was there probably  
8 shortly after 7:00 maybe.

9 Q. Okay.

10 A. I'm trying to find it so I can tell you exactly when I was  
11 added to the call. I was added to the call at 6:53.

12 Q. Okay.

13 A. And I would have had 10 minute travel time.

14 Q. Okay. Okay, Chief. I think that's pretty much it. Can you  
15 -- can you mention any names or anybody that you feel I should  
16 probably talk to regarding extrication or key people you think --

17 A. Well, I think our Rescue 1, they're here. That whole crew is  
18 actually here.

19 Q. Okay.

20 A. Lieutenant Hamilton is your crew leader. Squad 40 has  
21 personnel here. I did not see the captain of Squad 40, but there  
22 are a couple of guys that were working that morning that are on  
23 Squad 40. They were inside of the school bus.

24 Q. Okay.

25 A. The MTA extrication, again Rescue 1 and then I have Captain

1 Campbell here who works for me. He's my technical rescue expert.  
2 He was also heavily involved in the MTA extrication, not so much  
3 -- we basically -- he rode with me. We split up when we got  
4 there. He kind of went towards the MTA. I got in the school bus.  
5 So.

6 Q. Okay.

7 A. But I would -- I would be -- I'd be guided by Rescue 1's  
8 evaluations. They're well -- that's a well trained crew --

9 Q. Okay.

10 A. -- that was on that incident that morning.

11 Q. Okay. Great.

12 MR. KAMINSKI: That concludes our interview here at 8:20 a.m.

13 (Whereupon, at 8:20 a.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 CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of James Wallace

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.

---

Kathryn A. Mirfin  
Transcriber



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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: JEFF McCARTHY

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

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Interview of Jeff McCarthy

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. I'm at Engine  
3 8, Truck 10, 1503 West Lafayette in Baltimore. My name is Ronald  
4 Kaminski, NTSB, along with me in the room is Amy Beth Leasure, and  
5 we're going to be talking to firefighter/paramedic, Jeff McCarthy,  
6 M-c-C-a-r-t-h-y. He's with Squad 26.

INTERVIEW OF JEFF MCCARTHY

7  
8 BY MR. KAMINSKI:

9 Q. So, Jeff, why don't you just give us a description of what  
10 you saw and what you did when you arrived on scene.

11 A. Okay. I arrived on scene, special call on the rescue  
12 assignment. Arrived at the location, did a quick size up of what  
13 we had on location, with the two vehicles involved. I was briefed  
14 by the chief that had command at the present time, and we  
15 basically went to a holding pattern until we were able to go in  
16 and start extricating the patients. We --

17 Q. Okay.

18 A. We were there at that time which I believe quickly turned  
19 into a recovery operation versus a rescue by the time we got  
20 there. While en route, we were getting updates from command of  
21 what was going on at the scene, confirming priorities of the  
22 patient along the way and it escalated to a higher number as we  
23 were getting closer from the time we traveled to the scene of the  
24 incident.

25 Q. Sure. Um-hum.

1 A. Once on location, like I said, we were, you know, holding  
2 pattern until we had a job to do as far as extricating the  
3 patients. Myself, once we got into removing the victims from the  
4 crash scene, myself and Eric from Rescue 1, he and I were pretty  
5 much in the one bus, the MTA bus, assisting the coroner's office  
6 with removing the victims one by one so they could do their side,  
7 and once all the victims were removed from the bus, we went back  
8 to another holding pattern, staged there until we assisted with  
9 the cleanup crew with the tow trucks, wound up just doing some  
10 odds and ends with rescue tools as far as opening the fuel tank  
11 for them so they could offload the fuel and that was pretty much  
12 it.

13 Q. Okay. And so as you're -- so you didn't do -- you kind of  
14 helped out with the removal of some of the victims?

15 A. Yes.

16 Q. Were you involved in any of the -- was there a lot of  
17 extrication or there was very little extrication just because of  
18 the damage?

19 A. Actually there was -- there was minimum damage or  
20 extrication. We had to cut a few seats and so forth to extract  
21 the victims from it but it was not -- nothing -- no heavy  
22 entrapment --

23 Q. Okay.

24 A. -- from where we were. Like I said, we weren't on the  
25 initial rescue. We were on the recovery side of it, running tools

1 and removing one by one the victims.

2 Q. Okay. So nothing -- no extrication like was needed on the  
3 school bus?

4 A. School bus, from what I was -- what I was told and gathered  
5 at the scene, that was probably the most entrapment.

6 Q. Okay. And -- okay. I think that's -- that's pretty much it.

7 A. Okay.

8 MR. KAMINSKI: That concludes the interview here at about  
9 9:05 a.m.

10 (Whereupon, at 9:05 a.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 CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Jeff McCarthy

DOCKET NUMBER:            HWY17MH007

PLACE:                      Baltimore, Maryland

DATE:                       November 3, 2016

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to the best of my skill and ability.

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Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: ERIC ALDENHOFF

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016



## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

ITEM

PAGE

Interview of Eric Aldenhoff:

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. I'm here at  
3 Engine 8, Truck 10, 1503 West Lafayette, Ronald Kaminski. I'm  
4 here with Amy Beth Leasure and firefighter/paramedic Eric  
5 Aldenhoff --

6 MR. ALDENHOFF: Yes.

7 MR. KAMINSKI: -- A-l-d-e-n-h-o-f-f. And we're going to get  
8 a description of what Mr. Aldenhoff --

9 MR. ALDENHOFF: Aldenhoff, yes.

10 MR. KAMINSKI: -- did when he arrived on scene and what he  
11 all saw.

INTERVIEW OF ERIC ALDENHOFF

12  
13 BY MR. KAMINSKI:

14 Q. Go ahead. Give me -- when you got there, what did you see?  
15 What did you do?

16 A. When I got there, I went to my lieutenant who had already  
17 assessed the scene. I came up with the tools needed to make an  
18 extrication and, at that point, went to the rear of the bus and  
19 accessed it from the rear, and the lieutenant ended up handing me  
20 the tool so that I could get to work on the -- on extricating -- I  
21 guess there was a few benches, and just layer by layer of stuff  
22 that was on top of the driver that we had to get through to get to  
23 him to extricate him. And so the lieutenant was on one side of  
24 the driver and I was on the other, and I had accessed the other  
25 side through the back of the bus.

1 Q. Okay. And so your part was you cut out some of the benches  
2 then. Was that what --

3 A. Yeah, along with Adam Freet, and there were a few other  
4 members I think from Squad 40 there helping to move tools back and  
5 forth. And I think at one point even, what, Chief Wallace was  
6 there as well. So --

7 Q. Okay.

8 A. Yeah.

9 Q. And then after -- at that point then, you were -- you took a  
10 break or you were done after the extrication?

11 A. Yes.

12 Q. Okay. Okay.

13 MR. KAMINSKI: That concludes our interview at 8:40.

14 (Whereupon, at 8:40 a.m., the interview was concluded.)  
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IN THE MATTER OF:           SCHOOL BUS/COMMUTER BUS CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Eric Aldenhoff

DOCKET NUMBER:           HWY17MH007

PLACE:                     Baltimore, Maryland

DATE:                      November 3, 2016

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Kathryn A. Mirfin  
Transcriber

UNITED STATES OF AMERICA

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Investigation of:

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

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: PAUL W. ANTHONY

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

ITEM

PAGE

Interview of Paul W. Anthony:

By Mr. Kaminski

4



I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. I'm Ronald  
3 Kaminski with the NTSB. I'm at Engine 8, Truck 10, 1503 West  
4 Lafayette in Baltimore. Along with me here is Amy Beth Leasure,  
5 Baltimore City attorney, and we're going to be talking to pump  
6 operator Paul W. Anthony, A-n-t-h-o-n-y, who is with Squad 26.

INTERVIEW OF PAUL W. ANTHONY

7  
8 BY MR. KAMINSKI:

9 Q. So why don't you just give us a brief description of what you  
10 saw and what you all did when you arrived on scene.

11 A. We got on scene. Positioned the pumper, so we could -- if we  
12 needed rescue tools, we could use them. After some jockeying  
13 equipment around, got in position. They told us to stand by.  
14 They were waiting on a medical examiner to do their stuff, and  
15 when they were clear, they'd let us know.

16 So they did their thing, and we assisted Rescue 1 and Truck  
17 10 with removing of the victims. We would do one at a time. They  
18 would take their evidentiary pictures and we would -- if things  
19 had to be moved or cut, we would -- you know, I couldn't tell you  
20 specifically which -- what we did what time, you know. And I just  
21 assisted with that, handing, handing them the tools as they were  
22 needed or moving stuff as they needed it.

23 Q. Okay.

24 A. That's pretty much all we really did. I mean, I don't  
25 remember the specifics.

1 Q. Okay. So you position the pumper close to the scene, got in  
2 position, waited for the ME, and then you just helped remove  
3 victims and helped handling -- hand --

4 A. Yeah, handling any tools or anything and pretty much, you  
5 know, they were -- I stayed mostly on the outside. I was more of  
6 the "hand me" guy.

7 Q. Okay.

8 A. I think I went in the vehicle once to remove a strut with one  
9 of the members from -- but that was after everybody was removed.

10 Q. Okay.

11 A. It was a support strut holding the roof up, and we -- when  
12 everything was done, we took it out because we didn't need it any  
13 more.

14 Q. Right, right. Okay. Okay. That should do it.

15 MR. KAMINSKI: That concludes the interview here at 9:07.

16 (Whereupon, 9:07 a.m., the interview was concluded.)

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NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           SCHOOL BUS/COMMUTER BUS CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Paul W. Anthony

DOCKET NUMBER:            HWY17MH007

PLACE:                      Baltimore, Maryland

DATE:                        November 3, 2016

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to the best of my skill and ability.

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Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: TIMOTHY BEAL

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

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Interview of Timothy Beal:

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. This is Ronald  
3 Kaminski with the NTSB. I'm here at Engine 8, Truck 10, 1503 West  
4 Lafayette in Baltimore, Maryland. I'm here with Amy Beth Leasure,  
5 the Baltimore City attorney, and we'll be talking with Timothy  
6 Beal, B-e-a-l, emergency vehicle driver, on Truck 8.

INTERVIEW OF TIMOTHY BEAL

7  
8 BY MR. KAMINSKI:

9 Q. Okay. Why don't you just give me a brief description of what  
10 you saw and what you did when you arrived on scene.

11 A. Okay. When we first arrived on scene, we couldn't determine  
12 what we actually had because there was police cars parked in front  
13 of us, and they had their LED lights on, flashing back at us, and  
14 we realized once we, you know, could clearly see, we had the  
15 school bus impacted the MTA bus.

16 So at that point, we got our gear on and started getting our  
17 extrication tools together. The lieutenant had went forward and  
18 started to look at the whole scene and see what we had. I just  
19 approached the school bus at that time, and looking at it, it was  
20 -- I could tell it was more than we could do with the tools we  
21 had. It was just too involved. It was going to be a long  
22 extrication.

23 And then, at that point, I went around the school bus and it  
24 looked like -- I didn't know it at the time, there was an  
25 attendant on the bus and she had already exited the bus, but it

1 didn't look like there was any kids on the bus at that -- you  
2 know. So then I went around to the transit bus --

3 Q. Okay.

4 A. -- and started assisting other guys removing a couple of the  
5 victims.

6 Q. The viable ones, the ones that were alive?

7 A. Yeah. There was a woman that one of the firefighters that  
8 was from Truck 10 was detailed to Truck 8, that morning, and he  
9 was inside and he had evidently already pulled one woman out, and  
10 then when I got there, there was another woman that was -- she was  
11 pinned under the bus driver. The bus driver was strapped in  
12 evidently and pinned, too, and she was leaning over and there was  
13 a victim and she was conscious underneath her.

14 Q. The MTA bus driver?

15 A. Yes. Um-hum. And Firefighter Limbeck (ph.) went in there  
16 and picked her up and me and Lieutenant Kaszak pulled her out, and  
17 then at that point, we started to go around and assess the other  
18 victims in the transit bus. There was a gentleman about midway  
19 back in the bus that was kicking around a lot. He wasn't  
20 speaking, communicating to anybody. He was -- he was, you know,  
21 thrashing around.

22 Q. Yeah, probably (indiscernible) --

23 A. So -- yeah, that's what we were figuring. So we got our  
24 tool. By this time, Rescue 1 had gotten there, and they started  
25 to work on the school bus, and we started cutting -- I guess there



1 were hydraulic lines and electric lines, and started to remove the  
2 gentleman that was in the middle of the bus there, and we got him  
3 out at that point.

4 Q. Okay.

5 A. And that was pretty much it.

6 Q. Okay. So when you got there, you said that they had -- the  
7 aide that was on the school bus, she was already --

8 A. Yeah. Well, I didn't know she was the aide at the time.

9 Q. Okay.

10 A. It was just a woman. She was walking around the back of the  
11 bus. As I was looking at the back of the school bus, she was  
12 walking to my left, and I could tell she was like walking wounded,  
13 but in my mind I figure, you know, she's walking, she's okay or at  
14 least better off than the other people that were involved.

15 Q. Right.

16 A. So -- but she didn't communicate with me or anything. I  
17 didn't know she was an attendant until later in the newscast.

18 So --

19 Q. Okay.

20 A. Yeah. But that's pretty much what I did --

21 Q. Okay.

22 A. -- assisted the other two firefighters until the medics got  
23 there. We were -- like I said, we were sent out for a motor  
24 vehicle, and it must have been -- we were dispatched to Morley and  
25 Frederick where the Mustang was, and we didn't know that was even

1 involved at the time. And as we were pulling out of quarters,  
2 about five Baltimore police cops -- police officers went flying  
3 by. So I assumed that possibly a police car was involved, and  
4 then as we approached the scene -- we all came onto the scene at  
5 the same time, and as we were coming out, they said we're going to  
6 change the address to Frederick and Morley. It came out as  
7 Frederick and Monastery and then they changed it to Frederick and  
8 Morley, and that's where we realized it was a much bigger  
9 incident, you know.

10 Q. Right. Now do you recall, was there ever the MCI called, do  
11 you recall?

12 A. I thought Lieutenant Vaughn called for it.

13 Q. Okay.

14 A. Yeah, because we had pretty much determined that it was  
15 probably at least four Priority 4's at that point, you know,  
16 quickly assessing. I thought he did. I know he asked for the  
17 rescue assignment and at least a couple more medic units.

18 Q. Yeah, he did mention that he asked for more, right.

19 A. I thought he did, but I'm not positive.

20 Q. Okay.

21 A. Because I was -- like I -- we were all doing our own thing at  
22 that point.

23 Q. Sure.

24 A. We were, you know, trying to get the scope of it.

25 Q. I don't believe I asked him that question but --

1 A. That was my first run I had with my lieutenant. He just  
2 transferred and that was our first run together, and I thought he  
3 did a pretty good job, you know.

4 Q. Great. Okay. That should do it.

5 A. Now I don't know if you guys knew it or not, I don't know if  
6 anybody told you or not, but when I heard news reports about --  
7 they're saying the bus came down, hit the Mustang, and then hit  
8 Loudon Park Cemetery's gate --

9 Q. Um-hum.

10 A. -- that had been involved -- that was hit about 2 weeks ago.

11 Q. Right. The police --

12 A. I didn't know if you guys knew that or not.

13 Q. Yeah, they clarified that yesterday.

14 A. Yeah, it was like --

15 Q. Later in the day, that day, I believe.

16 A. It was like a Dodge Challenger or something had hit it a  
17 couple weeks ago and did some pretty good damage.

18 Q. Right. Yeah, I saw that.

19 A. I didn't know if you knew.

20 Q. Yeah, yeah.

21 A. Okay.

22 MR. KAMINSKI: Okay. That concludes our interview at 9:35.

23 (Whereupon, at 9:35 a.m., the interview was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           SCHOOL BUS/COMMUTER BUS CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Timothy Beal

DOCKET NUMBER:           HWY17MH007

PLACE:                     Baltimore, Maryland

DATE:                     November 3, 2016

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complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

---

Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: RUSSELL BROCK

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

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Interview of Russell Brock:

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. I'm Ronald  
3 Kaminski with the National Transportation Safety Board. I'm here  
4 at Engine 8, Truck 10, 1503 West Lafayette in Baltimore. Along  
5 with me is Amy Beth Leasure who is a Baltimore City attorney, and  
6 we'll be talking to EMT/firefighter, Russell Brock, B-r-o-c-k,  
7 from Truck 8.

## INTERVIEW OF RUSSELL BROCK

8  
9 BY MR. KAMINSKI:

10 Q. Okay. Why don't you give me a description of what you saw,  
11 what you remember and what all you did regarding the crash.

12 A. Okay. Well, we walked up. We were walking up with the medic  
13 bag, the O2 bottle and the Halligan. I really couldn't see much  
14 of the accident with the police lights so bright, until I got  
15 right next to the police car, and I noticed a bus, the school bus,  
16 the reflection of the police lights on the school bus. And I  
17 still didn't know at the time it was as serious as it was, and we  
18 got closer, and the lieutenant was up ahead of us, and he was able  
19 to walk around the school bus which was on the left and he came  
20 around. He came and went back around and was saying, you know, we  
21 need a rescue box now. So we --

22 Q. A rescue box?

23 A. Yes. He made it a rescue instead of it being a regular  
24 accident.

25 Q. Okay.



1 A. He turned it into a rescue. So we needed more units to  
2 respond. So we went back to the truck, got out turnout gear and  
3 put it on and came back with the Holmatro tools. And I went on --  
4 when I got back, the police officer was on the back of the school  
5 bus and was -- she had let me know that the bus driver of the  
6 school bus was still on the bus and he was still alive. So I went  
7 in the back -- went in the school bus through the back and I got  
8 up there, and I noticed he was still alive, but --

9 Q. The driver was at that time?

10 A. Yes.

11 Q. Okay.

12 A. At the time he was still alive. So I came -- I went right  
13 back out the rear of the school bus, let the lieutenant know and  
14 at the time, me, the lieutenant, Tim Beal and John Limbeck (ph.)  
15 started to cut -- started to cut the MTA bus to get the other --  
16 to get those occupants out of there. And like a few minutes into  
17 that, the rescue showed up and everybody else showed up.

18 Q. What kind of cutting, what did you do on the MTA bus?

19 A. We were cutting just the posts around the windows on the --

20 Q. The yellow posts?

21 A. -- which was on the driver's side.

22 Q. The yellow posts?

23 A. Yes, and the seats -- like the seats were in the way, so we  
24 started cutting those, too. Then I remember we -- we did remove  
25 two people. I remember two people myself.

1 Q. Two viable people?

2 A. Yes, that was still, that was still alive. Then I remember  
3 the lieutenant asking me to walk down the sidewalk and make sure,  
4 you know, everybody -- make sure somebody was actually seen and  
5 actually talked to by somebody on the fire/EMS side. And I did,  
6 and there was one lady who, she was just sitting on the corner.  
7 She was just complaining about glass in her eye.

8 Q. Um-hum.

9 A. And I just let one of the medics on the scene know and he  
10 went down to talk to her. I came back up and I just assisted  
11 everybody else with everything else.

12 Q. Okay. Did you happen to see, when you got up to the bus, you  
13 said the police officer -- the female police officer was inside  
14 the school bus?

15 A. Yes.

16 Q. Okay. Did she mention, was the aide still in there?

17 A. No, the aide -- the aide wasn't on there. I didn't even know  
18 there was an aide on the bus until we left and went back to the,  
19 you know, fire hall.

20 Q. Okay. And so you cut some posts. You cut a couple seats.  
21 Were the seats already mangled and you were just trying to get  
22 them out of the way or --

23 A. Right. They were already mangled, but they was still  
24 attached at the bottom of them because we were cutting that off  
25 just to get them out of the way so we can get to the guys that was

1 still alive.

2 Q. Okay. And was it -- do you think it was two seats you cut  
3 out or --

4 A. It was one. Well, one long seat. It was three seats in one.

5 Q. Okay.

6 A. So I cut the two posts that was on the back and we pulled it  
7 off and threw it to the sidewalk.

8 Q. And that was on the driver's side, of course?

9 A. Yeah, the driver's side.

10 Q. The impact side?

11 A. Yeah.

12 Q. Okay. But that would have been towards the front or more  
13 towards the back?

14 A. More towards the front.

15 Q. Okay. And then you removed a couple of viable passengers.  
16 You walked down the sidewalk, to make sure everyone was triaged.

17 A. Right.

18 Q. Okay. And after that?

19 A. After that, I came back to assist the rest of the guys with  
20 -- because they -- the other crew, I want to say it was Squad 40,  
21 they continued to cut, cut more parts of the bus off to get --

22 Q. The MTA bus?

23 A. -- right, of the MTA bus, right --

24 Q. Okay.

25 A. -- to get deeper in to see if there were more people alive.

1 Q. Sure.

2 A. So they -- as they were cutting stuff off, they were passing  
3 the parts back, and I was pretty much in that line --

4 Q. Okay.

5 A. -- passing it off to the side of the street.

6 Q. And then that pretty --

7 A. And that was pretty, yeah, pretty much it for me.

8 Q. Okay. Fair enough. Nice job.

9 MR. KAMINSKI: At this time, that concludes the interview.

10 It's 9:40.

11 (Whereupon, at 9:40 a.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 CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Russell Brock

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.

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Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: PATRICK CAMPBELL

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

ITEM

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Interview of Patrick Campbell:

By Mr. Kaminski

4



I N T E R V I E W

1  
2 MR. KAMINSKI: The date is November 3rd. My name is Ronald  
3 Kaminski with the NTSB. I'm here at Engine 8, Truck 10, 1503 West  
4 Lafayette in Baltimore. Here in the room is Amy Beth Leasure,  
5 Baltimore City attorney, and I'm with Captain Patrick Campbell, C-  
6 a-m-p-b-e-l-l, and he's going to give us a description of what all  
7 he did and saw when he arrived on scene at the crash.

## INTERVIEW OF PATRICK CAMPBELL

8  
9 BY MR. KAMINSKI:

10 Q. Go ahead.

11 A. Okay. And I'm -- skip to the MTA bus?

12 Q. No, just --

13 A. Okay. So when I arrived on the scene, the initial responders  
14 were already engaged in extrication. Initially the extrication  
15 was focused on the bus driver and Rescue 1, Squad 40 were inside  
16 the bus, performing extrication there. I just assisted Lieutenant  
17 Hamilton with anything that he needed equipment-wise or personnel-  
18 wise out there. I managed that.

19 So after that, we moved onto assessing the bus because  
20 everybody had, I believe had already been -- all the viable people  
21 were already removed from the bus by the time I was involved with  
22 the MTA bus.

23 From there, we came, came up with a game plan on how to  
24 remove the -- ordered to remove the victims and just -- my job was  
25 to manage those assets in performing those duties.

1 Q. Okay.

2 A. And we had determined that we needed the heavy wrecker with  
3 the -- the heavy wrecker to remove the bus from the -- to lift and  
4 pull the bus off the MTA bus. So while we were waiting for that  
5 to occur, Baltimore Police had done -- had taken care of their  
6 photography of the scene, and then we worked with the coroner's  
7 office -- the medical examiner's office on -- they photographed  
8 the victims and then we removed the victims from the bus. And I  
9 believe we started with the people that were just laying on the  
10 floor that were just simple slide onto the backboard and remove  
11 from the bus.

12 The -- we had to cut -- we -- they -- Rescue 1 had cut one  
13 part of a bar where a gentleman was still in the seat. Without a  
14 picture, I couldn't point to where we were. They had cut a bar  
15 but it was just because it wasn't, it wasn't attached to anything  
16 but it was just --

17 Q. In the way.

18 A. -- there was wires hanging from the front of the bus that --  
19 and they just clipped that so the seat would slide out easier to  
20 remove the person, and then they had to cut a seat just to get --  
21 gain access to the next person.

22 The one lady laying in the aisleway, she was fairly simple to  
23 slide out through the opening that the yellow bus took care of,  
24 and then went around to the lady in the back. She slid right out  
25 the back door. As we released the hydraulics, she came right out

1 the back door. And then the gentleman that was still in -- still  
2 upright in his seat, he -- I believe it was the box that's -- sits  
3 right behind the driver --

4 Q. Yeah.

5 A. -- all that mess was in front of him.

6 Q. Okay.

7 A. You were there and you saw the pictures. You were there.

8 Q. I was there.

9 A. Yeah, so he -- that was a pretty simple, just removing a seat  
10 from that -- on the driver's side out of the way and he kind of  
11 slid out of the seat onto the backboard and they slid him out.  
12 And then as far as the driver, she was still immobilized with the  
13 seatbelt and -- but she was slumped over because the seat was all  
14 over.

15 Q. Um-hum.

16 A. The -- pretty much the seatbelt was holding her in the, in  
17 the seat, and -- but she did have a minor foot entrapment where it  
18 would -- it was actually where the steering wheel -- where you  
19 would visualize the steering wheel still being. It was -- her  
20 foot was -- she kind of twisted with her foot up in the air in  
21 there, and it was just a little spread -- to spread some metal to  
22 release their foot and then she -- we cut the seatbelt and she,  
23 she slid right on out. So --

24 Q. Okay.

25 A. But that's -- that was the order. I just managed the guys

1 doing it. I didn't actually physically do the cutting, but I just  
2 managed the team and helped them. So --

3 Q. Yeah.

4 A. I don't know if that helps you at all.

5 Q. Oh, yeah. No, you gave me a good description of what was  
6 going on with the MTA bus, which I was -- I've heard a lot about,  
7 you know, what happened with the extrication of the school bus,  
8 but I was looking to get some --

9 A. Yeah, so I spent a lot of time saying, okay, we're going to  
10 do this person first, the next person. That's -- that was my job  
11 was just to manage those assets and getting them moving.

12 Q. Okay.

13 A. So hopefully that helps. I do know --

14 Q. It does.

15 A. -- so if this helps you with -- further with your interview.  
16 You already interviewed Rescue 1. They were -- Eric Aldenhoff, he  
17 was already in here. He did -- he was inside the bus doing most  
18 of the -- in the MTA bus doing most of the cutting along with Adam  
19 Freet. You already talked to him.

20 Q. Um-hum.

21 A. And then there's Squad 26 that's here and there's two members  
22 here that were there. Jeff McCarthy was inside the bus as well  
23 assisting with that, and then the pump operator, Paul Anthony, you  
24 probably want to get him in here. And then --

25 Q. For the school bus or for the MTA bus?

1 A. The MTA bus.

2 Q. Okay.

3 A. Because they got here -- they were called as relief --

4 Q. Okay.

5 A. -- for Squad 40. So you had the one member from Squad 40.

6 They left pretty early on, you know, were relieved by Squad 26.

7 Q. Okay. Yeah, those couple guys, if you can --

8 A. Yeah, we'll get them in here and --

9 Q. Okay.

10 A. -- if you don't have any more questions for me --

11 Q. Yeah, I'm good.

12 A. -- I'm good to go or --

13 Q. Good to go.

14 MR. KAMINSKI: That concludes our interview here at 8:57.

15 (Whereupon, at 8:57 a.m., the interview was concluded.)

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CERTIFICATE

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NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           SCHOOL BUS/COMMUTER BUS CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Patrick Campbell

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.

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Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: ADAM FREET

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore



I N D E X

ITEM

PAGE

Interview of Adam Freet

By Mr. Kaminski

4

I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. My name is  
3 Ronald Kaminski. I'm here at Engine 8, Truck 10 at 1503 West  
4 Lafayette. Also here is Amy Beth Leasure, who is an attorney with  
5 Baltimore -- the City of Baltimore, and we'll be talking with  
6 Firefighter Adam Freet, F-r-e-e-t, who's on Rescue 1.

## INTERVIEW OF ADAM FREET

7  
8 BY MR. KAMINSKI:

9 Q. So, sir, give me a description of what you saw, what you did  
10 when you got the call and arrived on scene?

11 A. Okay. We pulled up. We were advised to start working on a  
12 -- the school bus. When we got there, it was two buses involved.  
13 The school bus was into the MTA bus. We directly went into the  
14 school bus. I went into the rear of the school bus, and with  
15 Squad 40, we started removing some seats around the driver. We  
16 found the driver in the bus, and started removing seats around him  
17 so we could get him out of the bus.

18 Q. Okay. And was it two -- one row -- was it just one row of  
19 seats on both sides? Do you recall?

20 A. Yeah, it was -- it was the two left seats that we removed.

21 Q. Okay. Right behind the driver then.

22 A. Yeah, right behind the driver. Right behind the driver and  
23 then I cut his seat to lay him back.

24 Q. The seat back?

25 A. Yeah, I cut underneath the frame of his seat so we could get

1 him back and then we used the rams to lift the dash up off of his  
2 leg.

3 Q. Okay.

4 A. So I used a ram and put it underneath the dash so we could  
5 get his other leg out.

6 Q. So how many guys were on there at the time?

7 A. On the school bus?

8 Q. Yeah, how many, how many of the firefighters were on there?

9 A. Three, and then there was three from Squad 40. So there was  
10 six of us total. I had three guys from Squad 40 behind me. There  
11 was a captain behind me and then my officer and then Eric  
12 Aldenhoff, which is my first acting guy who was on the rescue or  
13 -- three of us -- the three rescue guys were up front and then the  
14 three squad guys was behind us --

15 Q. Okay.

16 A. -- in there. We were passing the seats and stuff out while  
17 we were inside.

18 Q. Okay. And after you -- well, you didn't remove the driver,  
19 but after you freed him, what did you do next?

20 A. We were told to stop because the medics had pronounced him  
21 and, you know, that was it from there. We, we just -- they said  
22 to leave it there because they needed to take pictures and  
23 everything else and it's considered a, you know, crime scene  
24 investigation at this time. Don't touch anything else once we had  
25 gotten him free.

1 Q. Okay. And then -- was that -- had that completed your work  
2 on scene there or did you go over and help out with -- on the MTA?

3 A. No, at that point in time, we had stopped, you know, we had  
4 left all our tools at that point in time. We were, you know,  
5 advised that, you know, like I said, it was a crime scene and they  
6 needed to take photos and everything else. At that point in time,  
7 all viable patients had been removed from the vehicles.

8 Q. Okay. Okay. That should be it.

9 A. Okay.

10 Q. I appreciate your time.

11 A. Thank you.

12 MR. KAMINSKI: The time is 8:35.

13 (Whereupon, at 8:35 a.m., the interview was concluded.)

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                                  NOVEMBER 1, 2016  
                                  Interview of Adam Freet

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Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: KEITH GREENE

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

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PAGE

Interview of Keith Greene:

By Mr. Kaminski

4



I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is November 3rd. My name is  
3 Ronald Kaminski with the National Transportation Safety Board.  
4 I'm here at Engine 8, Truck 10, 1503 West Lafayette in Baltimore,  
5 Maryland. Along with me in the room is Amy Beth Leasure,  
6 Baltimore City attorney, and we're going to be talking to LT.  
7 Keith Greene, G-r-e-e-n.

8 MR. GREENE: E.

9 MR. KAMINSKI: E-e-n-e -- G-r-e-e-n-e, of Engine 53.

## INTERVIEW OF KEITH GREENE

10  
11 BY MR. KAMINSKI:

12 Q. Okay. Lieutenant, why don't you just give me a brief  
13 description of what you remember or what all you did when you got  
14 the call and you got out there.

15 A. Okay. Yeah. We got the call approximately I want to say  
16 6:30, 6:40. Proceeded -- well, we got the call as auto accident,  
17 I believe, and we came from the west side of Frederick Road. We  
18 encountered I believe the Mustang originally, and I know we had  
19 heard something that was stated as mass casualty incident and we  
20 thought that when we hit the Mustang, we were trying to figure  
21 out, you know, where that was -- I mean, the mass casualty. And  
22 then we looked further down, and we did see the commotion, you  
23 know, going on east on Frederick Road. It looks -- it looked like  
24 the incident with the Mustang, that had been stabilized. I  
25 believe police were already there. I'm not sure. But we

1 proceeded to the incident. We were the first company on the west  
2 side of the incident --

3 Q. Okay.

4 A. -- Frederick Road. At that time, we angled in such so to  
5 block traffic. My PO led off with our trash line as protocol with  
6 any type of accident, just in case something might have flared up,  
7 you know --

8 Q. Um-hum.

9 A. -- you know, we laid off -- laid out a line, inch and three-  
10 quarter, up to the scene where the two vehicles had collided. At  
11 that time, my other -- my other guys, we proceeded to just assist  
12 in, you know, the extrication of, you know -- well, not even  
13 extrication at that point. I guess the first was just trying to  
14 stabilize what was already -- had been established outside of the  
15 bus area.

16 Q. Um-hum.

17 A. You know, I think it was -- I would say maybe eight or nine,  
18 approximately eight or nine people already sitting out --

19 Q. Okay.

20 A. -- on the door side of the MTA bus. They were sitting on the  
21 grass.

22 Q. Okay. Um-hum.

23 A. And they had already sustained injuries and whatnot. So  
24 after stabilizing them at that point, and I think additional medic  
25 units were summoned at that time as well and, you know, like I

1 said, once that situation had gotten stabled, then we -- even  
2 during the midst of that, they had other -- they had other members  
3 already inside the bus, I think checking to make sure there were  
4 no more live victims at large, which I don't believe there were.  
5 I believe that everybody that was alive was already outside of the  
6 units.

7 Q. Okay.

8 A. Okay. After that, they just began a process of trying to cut  
9 away different, you know, pieces of metal, you know, to extricate  
10 at that point. I don't believe -- while we were there, I think  
11 that process might have been curtailed because -- I know when we  
12 left, the bodies were still inside, you know what I mean. After  
13 the situation had, you know, been calmed down then, you know, they  
14 released the companies for the CISM, the critical incident stress  
15 management. So we went down to Truck 8 for that.

16 But I mean for the most part, it was just basically, you  
17 know, stabilizing the situation once we got there for the victims  
18 that were alive medically and then just assisting with, you know,  
19 trying to -- initially trying to get to the bodies that were kind  
20 of entangled in the rubble.

21 Q. Okay. Now you said you -- afterwards, I heard other guys  
22 mention -- I hadn't followed up on this, but the critical incident  
23 -- what did you call it -- critical incident stress --

24 A. Yeah, CISM they call it. Critical incident stress  
25 management.

1 Q. Okay. Right.

2 A. And that was -- like I said, that was after the whole -- you  
3 know, he started, the chief started dispatching -- you know, it  
4 was staggered, you know, for that. You know, that's as per  
5 protocol, and actually when you have something like that, you  
6 know, some type of mass casualty incident, that's in place for the  
7 members if they -- usually after everything is kind of calmed  
8 down. That's for our benefit in case you want to vent or --

9 Q. Sure.

10 A. -- you know, if you're not --

11 Q. Well, you're seeing a lot of --

12 A. Oh, yeah, yeah, yeah. I mean, we're just -- fortunately,  
13 there weren't any kids, because if it were kids -- I mean, when  
14 they had --

15 Q. It's a whole different story.

16 A. Yes, it's a whole different ballgame.

17 Q. Yeah.

18 A. So I think we were pretty much okay and we conveyed that to  
19 the stress management team that we're, you know -- but they said,  
20 it could flare up later on which, you know, then when you kind of  
21 see a bus, a MTA bus and MT -- I mean a yellow bus -- even right  
22 now, it just brings the thought back. So it's just something --

23 Q. Sure.

24 A. -- that we deal with, you know what I mean. We have a  
25 mechanism for coping and --

1 Q. Well, I think that's great you have it on scene.

2 A. Yeah.

3 Q. I've heard of them doing it --

4 A. Yeah.

5 Q. -- a couple of days later --

6 A. Yeah.

7 Q. -- but having it right on scene --

8 A. Yeah, that was great. Actually that was because that's when  
9 it's needed, right at that point, you know what I mean.

10 Q. Right.

11 A. So I was thankful for that. But for the most part, my guys  
12 were okay but, you know, they encouraged all of us to just look  
13 out for each other, you know, make sure you don't see anything  
14 that may have resulted some, you know, alternative behavior or  
15 something or whatnot.

16 Q. Right.

17 A. And I haven't, you know, I haven't seen anything such as that  
18 so far, you know, so -- you know, not to say that it couldn't come  
19 up because our body is a funny thing, you know. You know, it's  
20 just so much when you deal with that, you know, when you deal with  
21 that kind of trauma and how the mind reacts to it, it could -- it  
22 could happen now and, you know, when I got home, my wife said,  
23 well -- now she said she noticed that I was different --

24 Q. Um-hum.

25 A. -- you know, kind of withdrawn a little bit. And that's

1 good, you know, that they can notice that and kind of give you  
2 some space just for a minute, you know what I mean, because you  
3 really do have to kind of deprogram. And you say you're okay, but  
4 subconsciously you may not be. You know, your actions are  
5 different, you know.

6 I know one, one incident -- one description they were saying,  
7 you know, I think he was saying that if you're not -- if you don't  
8 show any symptoms now, you may when you go home now. He used a  
9 poor analogy. He said you may go home and slap the wife or slap  
10 the husband which, you know, I would want to hug mine --

11 Q. Right.

12 A. -- you know what I mean. But that's just a mechanism that,  
13 you know, we can -- we can get kind of callous, you know what I  
14 mean, the fire department. So, you know --

15 Q. You get used to it. You see a lot of it.

16 A. Yeah, yeah. So you've got to use some kind of mechanism and  
17 it was meant to be a joke. We understood it. Nobody was offended  
18 or anything --

19 Q. Right.

20 A. -- but, you know. But, no, I think everybody overall handled  
21 it well. We're just so thankful, you know, that once again there  
22 were no kids, because that puts it into a whole different arena  
23 and I think we all needed the stress management team for that, you  
24 know what I mean.

25 Q. Okay.

1 A. But other than that, I think it all went well as could be  
2 expected and everybody performed their job in a professional  
3 manner.

4 Q. Right. Okay. Did you -- you didn't deal -- you didn't do  
5 any triage or anything like that?

6 A. Well, triage, yeah. I mean, that's all -- that's part of the  
7 whole stability process, to make sure -- I'm trying to recall what  
8 I saw as far as -- I mean, they -- I don't want to say minor  
9 injuries because they're all minor when it's not your injury, you  
10 know what I mean. But they all were pretty much -- nothing was --  
11 the ones that were already out, I don't believe had any life  
12 threatening injuries.

13 Q. Um-hum.

14 A. Okay. So that's what I mean by minor per se. But, yeah,  
15 they all -- you know, once the medics get dispatched, they kind of  
16 go into the triage mode and that's what we do even when we have  
17 medical assist. We kind of stabilize the incident until a medic  
18 gets there if there, if there are none available. So we went into  
19 that same type of mode, you know, take a pulse, take a blood  
20 pressure, take a pulsox, any difficulty breathing, how you  
21 feeling, you know, just, you know, stabilization --

22 Q. Sure, sure.

23 A. -- pretty much, you know.

24 Q. So you guys were the first engine out there then.

25 A. First engine, yeah.

1 Q. And you came from the west.

2 A. We came from the west side, correct.

3 Q. Okay.

4 A. Yeah.

5 Q. And so you came up upon the Mustang first.

6 A. Yes.

7 Q. And then once you got a little bit past that, you could see  
8 downstream because of the LED lights and all that --

9 A. Right.

10 Q. -- the police and --

11 A. Right, right. And we were on alert because it was called in  
12 as some type of mass casualty. So now our antennas are up. Okay.  
13 So it must be something. And once you got to the Mustang, you  
14 know, naturally we're looking for -- we come across, because  
15 that's what it come out as, I believe as some type of motor  
16 vehicle accident. I can't remember exactly how it came out. So  
17 when we saw this, that's what we focused in on --

18 Q. Okay.

19 A. -- you know, and then -- because from the Mustang, you could  
20 see, it wasn't that far from that vehicle, that you could see that  
21 you had a lot more than what we had anticipated.

22 Q. Right. Now do you happen to know who called the MCI? Was  
23 that -- could that have been Lieutenant Kaszak?

24 A. I think so.

25 Q. Okay.



1 A. I think so.

2 Q. Is he still out there?

3 A. Yes, yes.

4 Q. Okay.

5 A. Yeah. Well, he was out there -- they may have left since  
6 because you guys were done with their company.

7 Q. Right, right.

8 A. Yeah.

9 Q. So, okay.

10 MR. KAMINSKI: That concludes our interview here. It's  
11 approximately 10:55.

12 (Whereupon, at 10:55 a.m., the interview was concluded.)  
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                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Keith Greene

DOCKET NUMBER:            HWY17MH007

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Kathryn A. Mirfin  
Transcriber

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  
ON NOVEMBER 1, 2016

Accident No.: HWY17MH007

\* \* \* \* \*

Interview of: MARVIN THROWER

Engine 8, Truck 10  
1503 West Lafayette  
Baltimore, Maryland

Thursday,  
November 3, 2016

## APPEARANCES:

RONALD KAMINSKI, Survival Factors Investigator  
National Transportation Safety Board

AMY BETH LEASURE, Attorney  
City of Baltimore

I N D E X

ITEM

PAGE

Interview of Marvin Thrower

By Mr. Kaminski

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I N T E R V I E W

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2 MR. KAMINSKI: Today's date is November 3rd. I'm Ronald  
3 Kaminski. I'm here at Engine 8, Truck 10, 1503 West Lafayette in  
4 Baltimore. With me is Amy Beth Leasure, Baltimore City attorney,  
5 as well as EMT/firefighter, Marvin Thrower, T-h-r-o-w-e-r, on  
6 Squad 40, C Shift.

INTERVIEW OF MARVIN THROWER

7  
8 BY MR. KAMINSKI:

9 Q. So, Mr. Thrower, why don't you just give me a brief  
10 description of what you saw and what you did when you arrived on  
11 scene.

12 A. We arrived right behind the rescue but was unable to position  
13 our wagon close enough to pull out rescue tools and use the tools  
14 we have. We can use either importable motor or directly from the  
15 rear of our wagon.

16 Q. Right.

17 A. But we were unable to be close enough.

18 Q. Okay.

19 A. So we jumped off. We all started grabbing equipment. I  
20 grabbed the portable generator and spreader tools, and then  
21 another member grabbed the cutter tools, and we immediately went  
22 up and walked around the -- I guess it would be the door side of  
23 the school bus and went in between both the school bus and the MTA  
24 bus.

25 Q. Okay.

1 A. And we set up there because we were -- at the time, we were  
2 just setting up in a position that we thought would be where, if  
3 we needed to assist on the MTA bus or the school bus.

4 Q. Okay.

5 A. So we were in sort of like a V.

6 Q. Right, right.

7 A. We set up right there. Got our -- got our generator started  
8 and the equipment hooked up, cutters and spreaders and initially I  
9 saw that they were -- it was companies already in. I'm not -- I  
10 don't remember exactly what company. I think it was a Truck 8  
11 member. I remember -- I think I remember seeing a Truck 8 member.  
12 That's the only one that really comes to memory inside which they  
13 were working to get a member free, I mean a patient free.

14 Q. Okay. Was that in the school bus or --

15 A. That was in the MTA bus --

16 Q. The MTA, okay.

17 A. -- which would be to my left. Then we -- as they got him  
18 free, the stretcher came up and I just assisted with bringing him  
19 from that point, you know, to the stretcher, and then we  
20 immediately went to the back of the school bus and got the -- our  
21 cutters and spreaders through a window and we went up and Rescue 1  
22 members, I remember seeing two Rescue 1 members already at the  
23 driver's seat of the driver of the school bus.

24 Q. Okay.

25 A. And then I just same in and started assisting with them.

1 They were pretty much -- had started, you know, getting things  
2 moved from around him as best they can and then we just assisted  
3 with cutting the seats behind to give more room --

4 Q. Okay.

5 A. -- to make more room and removing debris -- removing the  
6 seats and things and other debris that we could move and get  
7 better room to help extricate the --

8 Q. Sure.

9 A. -- driver.

10 Q. Okay. The passenger removed -- I've gotten a lot of  
11 information on, on the extrication with the school bus. Did you  
12 -- other than that, how much extrication was involved with the  
13 passenger you said with the MTA bus?

14 A. I never made it inside the MTA bus. So I was working from  
15 the outside. So once -- because I came up and asked, it was  
16 several members in front of me on the outside, and I came up with  
17 tools and asked, you know, where do you need this at or whatever,  
18 and they pretty much had what they needed to cut with --

19 Q. Okay.

20 A. -- there. So they said we're coming out with one. So I put  
21 my tools down and that's when I just assisted with transferring  
22 that patient from out from that position inside --

23 Q. Um-hum.

24 A. -- transferring them over and then one of the members making  
25 sure, yeah, just make sure you're holding his head, keeping his



1 head up, you know what I mean. And as we transferred to the -- so  
2 I'm not sure exactly. I never made it inside to see, you know,  
3 what they had to do inside. Only from what I could see from the  
4 outside standing, you know, through the window --

5 Q. Right.

6 A. -- which was the biggest part of the gapping hole --

7 Q. Right.

8 A. -- of the side of the bus.

9 Q. Yeah. There were no windows.

10 A. No. So I mean it was basically like a can opener that just  
11 ripped all that open and to remind you, it was still dark then.  
12 So it wasn't a whole lot of light and with the members in front of  
13 me, basically I could just see once they cleared away the -- so it  
14 wasn't a whole lot. I didn't get a whole lot of vision of how  
15 much I guess wreckage and everything was there, and just I got  
16 more of an outside view of the MTA bus.

17 Q. Now when you guys arrive on a scene like that and it's dark,  
18 do you set up lights? Do you have lights with you?

19 A. Yes, we do but when we came up with the tools and got  
20 everything started, and inside the school bus, they had already  
21 had lights. We have hand lights and then you have some people  
22 that were -- if you didn't have your hands full with tools, there  
23 were other people that were holding lights. So -- but still,  
24 you're talking about with a hand light, it's more of a stream than  
25 like a flood light.

1 Q. Right. Right.

2 A. So that's -- that's the difference you're working with, when  
3 you get them to focus on a spot that you're working on, like if  
4 you're cutting -- like if I was cutting this leg, hey, hold it  
5 right there for me, you know what I mean. So even when we got  
6 inside -- even when I got inside the school bus, you know, that  
7 was pretty much, we came up and assisted them with holding the  
8 light or -- or -- and then realizing that we needed to start  
9 cutting seats.

10 Q. Okay.

11 A. So -- and then they had their tools and we brought our tools  
12 in and then the PO, he went and got, you know, a few other crews  
13 and then they talking about they wanted the ram. So he was going  
14 back and forth, myself and Captain Bloom (ph.) was still assisting  
15 with Rescue 1.

16 Q. Okay. And then at that point, you just --

17 A. There was a medic -- there was a medic in there that briefly  
18 -- he did an assessment to see if there were any vital signs and  
19 they were flat line on the monitor. So at that point, that's when  
20 I heard the decision to now be a recover instead of an active  
21 rescue.

22 Q. Right. Okay. And then at that point, did you help out with  
23 anything else with the MTA bus or were you pretty much --

24 A. I pretty much stayed with the school bus --

25 Q. Okay.

1 A. -- once we were, you know, were in there operating, and even  
2 at the times when I looked out the window, they were still enough  
3 members out there that we just stayed focused on the school bus.

4 Q. Okay.

5 A. And I think the farthest we got as -- we got to the point  
6 where I think they were ready to come out because we had asked one  
7 of the medics to bring -- we brought in a backboard, but then they  
8 -- they -- I think somebody else said stop at that point.

9 Q. Let the ME come in --

10 A. Let the ME come in --

11 Q. -- and do their thing.

12 A. -- and let them do their thing.

13 Q. Okay.

14 A. So -- but we had gotten to the point where he -- the driver  
15 was actually loose. We had gotten the seat and everything down.  
16 So --

17 Q. Okay.

18 A. -- and we got the backboard in but we never -- I know I  
19 didn't assist putting him on the backboard. So at that point it  
20 was just, you know, come on out and get equipment and stuff  
21 together.

22 Q. Right. Okay. That pretty much does it.

23 MR. KAMINSKI: So that concludes our interview here at 8:50  
24 a.m.

25 (Whereupon, at 8:50 a.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           SCHOOL BUS/COMMUTER BUS CRASH IN  
                                  BALTIMORE, MARYLAND ON  
                                  NOVEMBER 1, 2016  
                                  Interview of Marvin Thrower

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.

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Kathryn A. Mirfin  
Transcriber