

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COLLISION OF AMTRAK TRAIN 280  
WITH MAINTENANCE-OF-WAY EMPLOYEE  
ON OCTOBER 29, 2014 IN  
COLUMBIA COUNTY, NEW YORK

Docket No.: DCA-15-FR-003

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Interview of: ANDREW LUNDBERG

Rensselaer, New York

Thursday,  
October 30, 2014

The above-captioned matter convened, pursuant to notice.

BEFORE: RICHARD HIPSKIND  
Investigator-in-Charge

## APPEARANCES:

RICHARD HIPSKIND, Investigator-in-Charge  
Railroad Accident Investigator  
National Transportation Safety Board

STEPHEN JENNER, Ph.D., Human Performance Investigator  
National Transportation Safety Board

TOM HEBERT, Safety Task Force  
Brotherhood of Locomotive Engineers and Trainmen (BLET)

JIM FINNEGAN, Grand Lodge Representative  
Brotherhood of Railroad Signalmen

MATTHEW PORTO, Director of Safety  
Amtrak

WILLIAM COLLINS, Signal and Train Control Inspector  
Inspector-in-Charge  
Federal Railroad Administration (FRA)

PAUL HRASKA, Operating Practices Inspector  
Federal Railroad Administration

ROBERT WINSTEL, Signal and Train Control Specialist  
Federal Railroad Administration

DAN TOTH, Operating Practices Inspector  
New York State Department of Transportation

GEORGE GERNON, Investigator  
Amtrak Police Department

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I N T E R V I E W

1  
2 MR. HIPSKIND: Good afternoon, gentlemen. My name is  
3 Richard Hipskind. We are here today, on October 30, 2014, at the  
4 Albany Amtrak Station in Rensselaer, New York to conduct an  
5 interview with Mr. Andrew Lundberg, who works for the National  
6 Railroad Passenger Corporation for Amtrak. This interview is in  
7 conjunction with NTSB's investigation of a collision of Amtrak  
8 train 280 with an Amtrak employee on Amtrak's Hudson line near  
9 milepost 109 in Clermont, New York, Columbia County, on October  
10 29, 2014. The NTSB accident reference number is DCA-15-FR-003.

11 Before we begin our interview and questions, let's go  
12 around the table and introduce ourselves. Please spell your last  
13 name. Please identify who you are representing and your title. I  
14 would remind everybody to speak clearly so we can get an accurate  
15 recording. I'll lead off and then pass off to my right.

16 Again, my name is Richard Hipskind. The spelling of my  
17 last name is H-i-p-s-k-i-n-d. I am a railroad accident  
18 investigator and Investigator in Charge for NTSB for this  
19 accident.

20 DR. JENNER: Stephen Jenner, S-t-e-p-h-e-n, J-e-n-n-e-r  
21 with the NTSB. I'm a Human Performance Investigator.

22 MR. TOTH: Dan Toth, T-o-t-h. I'm a New York State  
23 Department of Transportation Operating Practices inspector.

24 MR. FINNEGAN: Jim Finnegan, F-i-n-n-e-g-a-n, Grand  
25 Lodge representative, Brotherhood of Railroad Signalmen.

1           MR. COLLINS: William Collins, C-o-l-l-i-n-s. Federal  
2 Railroad Administration, Signal Track Control Inspector, inspector  
3 in charge of the incident.

4           MR. GERONON: George Gernon, G-e-r-n-o-n. I'm an  
5 investigator with the Amtrak Police Department.

6           MR. WINSTEL: Robert Winstel, W-i-n-s-t-e-l, Signal and  
7 Train Control Specialist, Federal Railroad Administration.

8           MR. HRASKA: Paul Hraska, H-r-a-s-k-a, Operating  
9 Practices Safety Inspector, Federal Railroad Administration.

10          MR. PORTO: Matthew Porto, P-o-r-t-o, Director of  
11 Safety, Amtrak.

12          MR. HEBERT: Tom Hebert, H-e-b-e-r-t, BLET Safety Task  
13 Force.

14          MR. HIPSKIND: Okay. Thank you, gentlemen.

15                           INTERVIEW OF ANDREW LUNDBERG

16          BY MR. HIPSKIND:

17          Q. And Andrew, let's have you introduce yourself, title and  
18 spell your last name and all that?

19          A. My name is Andrew Lundberg, L-u-n-d-b-e-r-g. I'm an  
20 engineer for Amtrak.

21          Q. Okay. And Andrew, can we be on a first name basis --

22          A. Yes.

23          Q. -- for our discussion? Thank you. I've got a couple of  
24 questions to ask you. Do we have your permission to record our  
25 discussion, our interview with you today?

1 A. Yes.

2 Q. And Andrew, do you wish to have a representative with  
3 you at this interview?

4 A. Yes.

5 MR. HIPSKIND: And sir, would you please introduce  
6 yourself again?

7 MR. KROSS: Joseph H. Kross, K-r-o-s-s, Local Chairman,  
8 BLET Division 752.

9 MR. HIPSKIND: Thank you. Let's proceed.

10 BY MR. HIPSKIND:

11 Q. Andrew, how about just give us kind of a synopsis of  
12 your work experience. I don't need exact dates, but when you  
13 hired out and if you were, received promotions or whatever or what  
14 your status is?

15 A. I was hired in March, 2003 as an assistant conductor. I  
16 took the conductor promotion approximately a year later. And  
17 2004, 2005, I worked as a special duty train master in New York  
18 terminal. I was hired as a student engineer in July of 2005, and  
19 approximately July 2007, I was marked up as a qualified engineer.  
20 I was working in Zone 2 in New York, New York to Washington, and I  
21 have just recently transferred to Zone 3 Albany, where I am now a  
22 qualifying engineer.

23 Q. Explain that term qualifying engineer to me, would you  
24 please?

25 A. I am an engineer qualified on the territory in Zone 2

1 New York. I do not have the qualifications yet to run the train  
2 in Zone 3 Albany, so I'm a student engineer learning the physical  
3 characteristics of the territory right now.

4 Q. Okay. And that's, like, I think that's consistent with  
5 some FRA regulation about knowing and understanding the  
6 characteristics, right?

7 A. Correct.

8 Q. Okay. So you go through a period of that for so many  
9 rides or whenever, and then somebody comes by and does a check  
10 ride with you and then you become qualified?

11 A. Correct.

12 Q. Is that -- I mean, that's --

13 A. General idea, right.

14 Q. -- that's what's happened in other territories?

15 A. Right.

16 Q. Okay. All right. Okay. We talked with Mr. Hart  
17 earlier, the engineer who was operating that day, and we  
18 understand that -- did the crew report at 9:06? Is that what you  
19 recall?

20 A. Yes.

21 Q. And one question I forgot to ask him, and you can kind  
22 of help us with this. I get it that you and he were up on the  
23 head end of the locomotive, right? One locomotive, about five  
24 passenger cars?

25 A. Yes.

1 Q. Just characterize for me, what was -- what was the  
2 makeup of the other crew that was back in the cars? Was there a  
3 conductor or assistant conductor?

4 A. Yes. Conductor, assistant conductor.

5 Q. And that's the sum of it right there?

6 A. Well, I guess there was a café attendant, but I don't  
7 know.

8 Q. Okay. All right. And had all of you kind of job  
9 briefed and gone over the paperwork prior to departing?

10 A. Yes.

11 Q. All right. And he mentioned something about fueling.  
12 After the fueling, you're up on the Albany end of things, right?

13 A. Right.

14 Q. And so you're headed to New York?

15 A. Correct.

16 Q. Anything that we need to know or understand between  
17 departing Albany and getting down near or around the accident  
18 curve?

19 A. Any occurrences in --

20 Q. Correct.

21 A. -- that timeframe?

22 Q. Anything that's notable that we need to understand?

23 A. The only occurrence that I can recall that was I  
24 wouldn't say out of the ordinary, but I would say was not, was a  
25 little different, we heard on the radio a northbound train talking

1 with dispatch.

2 Q. Okay.

3 A. I believe it was Train 69. And we had heard from  
4 dispatch that they wanted to reverse them back into Hudson. And  
5 then they canceled that move. So we had received downward signals  
6 prior to that happening, in the cab, and then they canceled the  
7 move and then our signals came back up and we proceeded straight  
8 into Hudson. Other than that, everything was business as usual.

9 Q. Okay. Let me go back over that. You and I know what  
10 you just said.

11 A. Right.

12 Q. But we need to kind of unpack that --

13 A. Oh, sure.

14 Q. -- and decode that for --

15 A. Okay.

16 Q. -- the uninitiated. When we say that you heard the  
17 northbound and you're curious about that, talking to the  
18 dispatcher, and you mentioned the term reverse. Kind of, I know  
19 that there's two tracks out there, 1 main, 2 main.

20 A. Right.

21 Q. So kind of put that in some different context for us?

22 A. Well, we were on 2 track. We had -- I do not know what  
23 track the other train was on. I only recall them saying, the  
24 dispatcher saying we need reverse you, which -- back into Hudson.  
25 So we were under the understanding that they had already been

1 north of Hudson --

2 Q. Okay.

3 A. -- and that dispatch wanted them to go south back into  
4 Hudson. So our signals indicated that we were going to stop short  
5 of Hudson and we knew or I know, as a student engineer I know that  
6 I was thinking, well, they'll probably stop us at the CP-115, and  
7 that whatever business they have with the other train they'll do  
8 first. And then they said proceed north and then after that our  
9 signals came up. We did see the train pass us. We did pass them,  
10 so they were on visual observance. They were on 1 track.

11 Q. Okay. And in a normal course of things, let's say there  
12 is nobody out there working maintenance way wise, nobody alongside  
13 the track. When you depart Albany like you did that morning, is  
14 it fair to say that you generally go down to New York  
15 predominantly on one track or the other and, if so, which main  
16 track do you generally --

17 A. I have not seen a pattern like that.

18 Q. Okay.

19 A. As a student engineer, I did not observe any patterns  
20 that any one track was dominant southbound or northbound.

21 Q. Okay.

22 A. We were, we have switched back and forth at any given  
23 point and any time.

24 Q. Is it fair to say there was an ample number of  
25 interlockings where you, where the dispatcher can cross you over

1 from one main track to the other --

2 A. Yes.

3 Q. -- and vice versa?

4 A. Yes.

5 Q. Regardless of whether you're going southbound or  
6 northbound, he has the latitude to do that?

7 A. Right.

8 Q. Okay. Do you and the, do you, meaning the trains, the  
9 train crews, do you talk about that or is that simply a function  
10 of watch your signals, obey the signals and the signals are going  
11 to tell you whether to slow down, speed up or whether you're going  
12 to cross over?

13 A. We do talk about that. As a student engineer, I will  
14 ask is this normal? Is this something we normally do? The  
15 response may be, well, there's another train coming, like, I don't  
16 know. I'm not familiar enough to say, oh, there is Train 69's  
17 coming, so maybe that's why we're crossing this, so I couldn't  
18 say. I do know, through my own personal experience, that I could  
19 at any interlocking be crossed over for whatever reason dispatch  
20 chooses. But I can only speculate. I don't have the facts when  
21 that happens.

22 Q. Okay. So on the day of the incident, you're southbound,  
23 you come by Hudson and did you get crossed over there?

24 A. Yes.

25 Q. And from what track to what track?

1           A.    We crossed from 2 track to 1 track.

2           Q.    Okay.  You didn't think anything about that, right?

3           A.    No, I did not.  I can't recall if we've done it before,  
4 but I believe we've done it before.  I don't recall that being a  
5 special case where it was unique.  I observed it as dispatch's,  
6 dispatch's authority and they had their agenda and we were just  
7 doing a normal crossover.

8           Q.    Okay.  So let's, if there's nothing to add between the  
9 accident curve and Albany, let's talk about coming around the  
10 curve there where the incident took place.  And I just want to  
11 know three fundamental things.  In your own words, when you came  
12 around the curve, I want you to tell me where you were sitting in  
13 the locomotive and tell me what you saw, what you did and why you  
14 did it, okay?

15          A.    Okay.  Well, I was in the fireman's seat, which is the  
16 front left seat.  There's three seats in the engine.  There's the  
17 right, engineer's consul and there's a middle seat.  I was in the  
18 left seat, the fireman's seat.

19                As we came around the curve, I observed or actually  
20 heard Todd blowing the horn.  So I was -- then I focused my  
21 attention forward and I saw a person in the gauge walking  
22 southbound.  Did not know at the time it was a woman.  I saw an  
23 orange -- I thought it was an orange sweatshirt, the hood was up  
24 -- walking away from us.  And I was focused on the person in the  
25 gauge.  I was hearing the engineer blowing the horn.  I heard him

1 put it into full service. I heard him put it into emergency. At  
2 that point, I had made a statement, a very quick statement just  
3 saying he's gone, and then we hit the person.

4 Q. All this happens in a matter of seconds?

5 A. Correct.

6 Q. Okay. So in your case, when you say you're on the left-  
7 hand, left side, just in terms farthest away from the river?

8 A. Yes. Correct. I was on the landside.

9 Q. Okay.

10 A. Right.

11 Q. And normally speaking, this is, for engineers, this is  
12 what we might term as a right-hand running, right? He sits on the  
13 right-hand side of the locomotive.

14 A. Okay. Right.

15 Q. Okay.

16 A. Right.

17 Q. All right. So I don't want to drag you through this,  
18 but in your recollection of the person in the track, was that  
19 person's back to you the whole time?

20 A. Yes.

21 Q. And did you see any arm movement?

22 A. I did not.

23 Q. Okay.

24 A. I was focused on the person's head.

25 Q. Okay. How about did you notice whether there was

1 another employee in and around that area or did you happen to see  
2 anything else?

3 A. Only in recall.

4 Q. Okay.

5 A. I, in recall, seem to remember out of the corner of my  
6 eye something to the window to the left. But I didn't, I -- I  
7 only briefly saw something that looked orange.

8 Q. Okay. And I assume the train came to a stop? You put  
9 it in emergency?

10 A. Yes.

11 Q. Somebody, either you or Todd, called out to dispatcher  
12 and emergency personnel arrived?

13 A. Todd called emergency, emergency, emergency.

14 Q. Okay.

15 A. And he called, I believe, twice. It might've been three  
16 times. I don't recall getting an immediate response. We did get  
17 a response and then we were informed to stay where we were. And  
18 that's what we did. We stayed in our seats. I put on the parking  
19 brake, put on the markers and I took the reverser out, put it in  
20 neutral and took it out and sat back down and had a water.

21 Q. Essentially parked the train?

22 A. Yes. Yes. It was already in emergency. It was in  
23 full, full emergency, and we were stopped.

24 Q. Okay. And then after all this, when emergency response  
25 personnel show up, eventually you guys are relieved and another

1 crew comes onto the train?

2 A. Right. I did not talk to the relieving crew. I saw two  
3 crew members, but I don't recall seeing the engineer.

4 Q. Okay. I'm guessing that with all the people that  
5 responded, probably somebody may have asked you and Todd to  
6 provide a statement or something?

7 A. Yes.

8 Q. And you did?

9 A. There was two police officers who came on the equipment,  
10 along with a road foreman. And we were asked if we would provide  
11 a statement and we, well, I agreed. I won't speak for Todd, but I  
12 agreed.

13 Q. Okay. Those are all the questions I have for now. So  
14 thank you for having this part of the discussion. I know Dr.  
15 Jenner's got some other questions and we'll see what the other  
16 gentlemen have too, okay?

17 A. Okay.

18 BY DR. JENNER:

19 Q. Great. Thank you. This is Steven Jenner. Need a break  
20 or you're --

21 A. I, you know, I'll just grab a water --

22 Q. Great.

23 A. -- actually. That'd be fine. Thank you.

24 Q. Okay. And just a few details. I just didn't hear where  
25 you crossed over from track 2 to 1?

1 A. It was at CP-114.

2 Q. Okay. In terms of your experience, you were getting  
3 qualified over the territory. How long have you been doing this  
4 and, over the territory, and for how many trips do you think  
5 you've taken?

6 A. It's been 3, 3½ weeks, I believe. I've been with Todd,  
7 I would say, maybe six or eight round trips. I have been with  
8 other engineers, but on that day Todd was the regular engineer  
9 that I was schedule to work with. So it's -- I had worked with  
10 him before.

11 Q. Okay. So during this time, I imagine you've seen other  
12 maintenance of way workers --

13 A. Yes.

14 Q. -- maintenance going on? Okay.

15 A. Yes. There was track work that I, between Albany Train  
16 Station and on track 1 coming out of the station we saw track work  
17 and it was a regular work, so we, you know, we had observed, prior  
18 to the incident, yes, there was track work on a regular basis,  
19 yes.

20 Q. Okay. Is it practice when you see workers for you to  
21 blow the horn and --

22 A. Yes.

23 Q. Okay. Either on this territory or others in your  
24 experience as an engineer, when you do that and someone's walking  
25 similar situation to the day of the accident, walking on a track

1 that's out of service, is there a type of acknowledgement you  
2 typically see from them?

3 A. I don't see a typical acknowledgement, no.

4 Q. Okay.

5 A. Every case has been always a little different. Depend  
6 if it's either an employee or a trespasser, I've never noticed any  
7 patterns that have been that regular. Every one seems a little  
8 different.

9 Q. So what may an employee do? How would they acknowledge  
10 your presence or would they acknowledge?

11 A. I have noticed when an employee, as I'm passing an  
12 employee, many times we wave to each other. We'll have as close  
13 as you can say to an eye contact and a wave. That I can say I've  
14 seen. I have observed portable whistle boards in the past and  
15 they will wave their whistle board as we pass.

16 Q. In this situation, what you had described, the person  
17 was walking away from you and had not turned around to  
18 acknowledge.

19 A. No.

20 Q. Have you seen that type of behavior before? And again,  
21 for someone who's walking on a out of service track?

22 A. I have never seen anyone walking in the gauge away from  
23 me who has not acknowledged my presence. It is the first time  
24 I've ever observed something like that.

25 Q. And again, by acknowledge -- if you can just recount

1 some type of acknowledgements? Is it a wave? Is it turning  
2 around and stopping? Is it standing, you know, out of the gauge?  
3 What are some typical acknowledgements?

4 A. If I've seen somebody in the gauge?

5 Q. Yes?

6 A. I've seen them jump out of the gauge. That would, I  
7 guess, be my closest description of an acknowledgement.

8 Q. And again, this is jumping out, but they're walking at a  
9 out of service track is what I'm trying to --

10 A. I'm describing what I would call trespassers.

11 Q. Okay.

12 A. I have never seen --

13 Q. Someone who's walking on your --

14 A. -- an employee in the gauge. I've never --

15 Q. -- your track?

16 A. -- seen an employee in the gauge, not facing -- and then  
17 I've never seen an employee in the gauge in front of me on the  
18 track.

19 Q. Okay.

20 A. Not that I can recall. I've seen trespassers walking in  
21 the gauge and when I've blown the horn, they have jumped.

22 Q. Okay. Now, if -- I'm sorry for --

23 A. Right.

24 Q. -- confusing this. If someone were walking on an out of  
25 service track away from you, how might they --

1 A. Oh.

2 Q. -- acknowledge that?

3 A. Okay. If an employee was walking in an out of service  
4 track and I was approaching the out of service on my in service  
5 portion?

6 Q. Yes?

7 A. What I have seen is the employee turn, face me and wave.  
8 Not always, but I've, I have had observed that --

9 Q. Is it's --

10 A. -- as a pattern.

11 Q. Okay.

12 A. Yeah.

13 Q. Okay. Thank you.

14 A. Um-hum.

15 Q. Okay. Good. That's helpful. We're changing topics  
16 here. Were you asked to provide specimens for post-accident  
17 testing?

18 A. Yes, I was.

19 Q. Where did that occur and when, about?

20 A. Well, I'm a little unfamiliar with the area. They moved  
21 us around a lot last night. There was a clinic.

22 Q. Okay.

23 A. I was under the impression that it was where Amtrak has  
24 their annual physicals. And that's where we had our, we had urine  
25 and blood samples there.

1 Q. Do you recall about what time that occurred?

2 A. I think it was between 7:00 and 8:00, I think.

3 Q. 7:00 through 8:00 p.m.?

4 A. Yeah.

5 Q. Okay. Any complications with getting specimens or the  
6 people understanding what needed to be done?

7 A. No. No, I thought the woman who treated me did a  
8 wonderful job.

9 Q. Great. Did you also have to give a breath test?

10 A. No.

11 Q. Okay. Okay. Let me get a little, if I can get a little  
12 just your work history here?

13 A. Um-hum.

14 Q. This accident happened on Wednesday a little before  
15 noon?

16 A. Um-hum.

17 Q. Did you work the previous day? That would be Tuesday?

18 A. Yes. Yes, I worked with Todd on Tuesday. Same job,  
19 280, 291.

20 Q. So that's about a 9:04 on duty?

21 A. 9:06.

22 Q. 9:06?

23 A. Yes. Off duty approximately 6:00.

24 Q. Okay. And what did you do after you went off duty?

25 A. I went to -- well, I'm living with my in-laws right now.

- 1 Q. Um-hum?
- 2 A. So I went home.
- 3 Q. All right. How far is your commute home?
- 4 A. It's approximately 53 miles.
- 5 Q. So long does that take?
- 6 A. Between an hour and 5 and an hour and 15 minutes.
- 7 Q. Okay. And did you eat dinner after that?
- 8 A. Yes.
- 9 Q. Okay. And what time did you go to bed and fall asleep?
- 10 A. I went to bed approximately 11:00.
- 11 Q. Okay.
- 12 A. I probably was asleep before midnight.
- 13 Q. Okay. And you sleep through the night?
- 14 A. I have a baby.
- 15 Q. Oh. So the answer's no?
- 16 A. Yeah. She woke up. She wakes me up at 4:00 a.m. --
- 17 Q. Okay.
- 18 A. -- on the, on -- as clockwork. She's my alarm. She
- 19 woke me up at 4:00.
- 20 Q. Okay.
- 21 A. And my wife takes care of the baby and then I go back to
- 22 bed.
- 23 Q. Okay. What time did you wake up for good?
- 24 A. Seven.
- 25 Q. All right. How'd you feel at the start of your shift?

1 Did you feel alert? Did you feel tired?

2 A. Wednesday I felt good.

3 Q. Okay. Okay. Now, I'll back you up one more day until  
4 Monday. Did you work Monday?

5 A. No.

6 Q. Okay. Scheduled off duty?

7 A. Sunday, Monday.

8 Q. All right. Okay. Thank you for that. I have standard  
9 questions about your overall health. You look good. How is your  
10 overall health?

11 A. I think it's excellent.

12 Q. Great. I see you're wearing glasses. Do you wear  
13 contacts?

14 A. Yes, I do.

15 Q. For, for distance vision?

16 A. I'm nearsighted.

17 Q. Okay. During your last physical, did your hearing and  
18 corrected vision come up normal?

19 A. Yes.

20 Q. Okay. Do you have any chronic type conditions, medical  
21 conditions that you have to take medication for?

22 A. No, I don't.

23 Q. Okay. You taking any over-the-counter --

24 A. No.

25 Q. -- prescription medications now?

1 A. No.

2 Q. Okay. Okay. Thank you for that.

3 MR. TOTH: Dan Toth. No questions.

4 MR. FINNEGAN: Jim Finnegan. No questions.

5 MR. HIPSKIND: Bill?

6 MR. COLLINS: Bill Collins. No questions.

7 MR. GERNON: George Gernon. No questions.

8 MR. WINSTEL: Bob Winstel. No questions.

9 MR. HRASKA: Paul Hraska. No questions.

10 MR. PORTO: Matt Porto. No questions.

11 BY MR. HEBERT:

12 Q. Tom Hebert. I actually have just one question. Andrew,  
13 when we were out there this morning, I had noticed in the general  
14 vicinity, I can't remember if it was northbound or southbound  
15 traffic, is there a defect detector in that location of where the  
16 accident happened, track defect detector? Which I know you're  
17 qualifying but --

18 A. I do know there was one south of there at Tivoli.

19 Q. Okay. So it's south of --

20 A. Right.

21 Q. Okay. All right. Okay. That's all I have.

22 A. Okay.

23 MR. HIPSKIND: Let me ask just one question and then  
24 I'll ask Mr. Kross if he's got anything he wants to add.

25 BY MR. HIPSKIND:

1 Q. Andrew, I want to have just a little conversation with  
2 you about -- you're kind of new to this territory, is that fair --

3 A. Yes.

4 Q. -- to say?

5 A. Yes.

6 Q. And you're qualifying?

7 A. Right.

8 Q. All right. How does things run over here, compared to  
9 some of the other places that you've run? Is it all the same? Is  
10 it different? Better, worse?

11 A. I came up here because I have family.

12 Q. Okay.

13 A. It was definitely a personal move. But I also have -- I  
14 don't work with the other engineers, but when I worked in New  
15 York, I worked in the yard and I've relieved engineers face-to-  
16 face from Albany and I've found all of them to be very  
17 professional and I felt very comfortable coming up here because I  
18 did believe there was a very professional environment here in  
19 Albany.

20 Q. Okay. And the other topic I want to discuss briefly  
21 with you is, and we've had a dialog about this earlier today,  
22 about you -- and I took it to mean you were saying I know and  
23 understand that as I move up and down between New York and Albany,  
24 the dispatcher can move me from track to track?

25 A. Correct.

1 Q. And if he moves me from 2 to 1 and then 1 back to 2, he  
2 -- it's not my reason to question why. I just follow the signals  
3 and I know where I'm likely to cross over?

4 A. I sometimes, I sometimes take that approach, but not  
5 always.

6 Q. Okay.

7 A. Sometimes I will guess on what's happening. I try to, I  
8 try to be aware of my future environment and so if I do see us  
9 crossing over, I try to become aware of what is happening in  
10 advance and I will try to listen to the radio to see if I can  
11 observe anything. But I don't, I do not try to speculate on what  
12 I think is actually happening because I could make an incorrect  
13 speculation.

14 Q. Okay.

15 A. So I try to use that opportunity for any changes in my  
16 environment to become aware, but not to project.

17 Q. Good. The last thing, and then I want to invite Mr.  
18 Kross's comments. Tell me your thoughts about maintenance of way  
19 signalmen, production work, whoever might be out there from time  
20 to time, different times of the year in the places that you've  
21 worked? How do you know where they're at or are there times when  
22 you don't know where they're at?

23 A. There are both times where I do and both times that I  
24 don't. I did know on Wednesday that there was track work from the  
25 Albany station, approximately to CP-124 on track 1. I was aware

1 of that. It had been a regular occurrence. We have seen the  
2 track work and we have visually observed it in the station. So I  
3 knew that. We were crossing, so we were single-tracking in and  
4 out of Albany, so yes, I was very aware. But another, on other  
5 occasions during the trip, something may, there may be sudden  
6 track work. In the case of the incident, I was not aware that  
7 there was anybody on the other side of that curve.

8 Q. Okay. I may want to come back and visit that real  
9 briefly.

10 MR. HIPSKIND: But Mr. Kross, anything that you need to  
11 clarify or bring to our attention?

12 MR. KROSS: No. We're all good. Well said. Thank you.

13 MR. HIPSKIND: All right.

14 Steve, let me back to you, anything?

15 DR. JENNER: Nothing else.

16 MR. HIPSKIND: And Dan?

17 MR. TOTH: Nothing else.

18 MR. HIPSKIND: Jim?

19 Bill?

20 MR. COLLINS: No.

21 MR. HIPSKIND: George?

22 MR. GERNON: No.

23 MR. HIPSKIND: Bob?

24 MR. WINSTEL: No.

25 MR. HIPSKIND: Paul?

1 MR. HRASKA: No.

2 MR. PORTO: No.

3 MR. HIPSKIND: Matt?

4 MR. PORTO: No.

5 MR. HIPSKIND: Okay.

6 BY MR. HIPSKIND:

7 Q. I think that's all we've got. We basically wanted to  
8 know and understand what you saw when you came around the curve  
9 and we want to thank you for taking the time and coming in here  
10 and adding some value to our investigation.

11 A. Glad I could help.

12 Q. It's -- I know it's all difficult for you and it's  
13 difficult for everybody.

14 MR. HIPSKIND: But again, if there are no questions,  
15 gentlemen, I will thank you.

16 BY MR. HIPSKIND:

17 Q. I've got one other thing. You have our, you have my  
18 business card?

19 A. Yes, I do.

20 Q. And you know some of the gentlemen around the table. So  
21 and I know this is all hitting you pretty rapidly, but if you  
22 think of things that might enhance safety, improve safety out  
23 here, don't hesitate to reach out and let us know what's on your  
24 mind.

25 A. Okay.

1           Q.    We always want to hear things from people in the real  
2 world who see and do things and we greatly appreciate you being  
3 here today.

4           A.    Okay.  Thank you.

5                   MR. HIPSKIND:  And with that, if there's nobody else has  
6 anything, we'll close the interview.

7                   Thanks again.

8                   MR. LUNDBERG:  Thank you.

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:            COLLISION OF AMTRAK TRAIN 280  
                                      WITH MAINTENANCE-OF-WAY EMPLOYEE  
                                      ON OCTOBER 29, 2014 IN  
                                      COLUMBIA COUNTY, NEW YORK  
                                      Interview of Andrew Lundberg

DOCKET NUMBER:            DCA-15-FR-003

PLACE:                        Rensselaer, NY

DATE:                         October 30, 2014

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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Karen Stockhausen  
Transcriber