

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

CSX TRAIN DERAILMENT IN HYNDMAN,
PENNSYLVANIA, AUGUST 2, 2017

* Accident No.: DCA17FR011

*

*

* * * * *

Interview of: MICHAEL J. BOBB

CSXT Terminal Yard
Cumberland, Maryland

Thursday,
August 3, 2017

APPEARANCES:

TOMAS TORRES, Chairman, Operations Group
National Transportation Safety Board

MICHAEL BULL, Operations Inspector
Federal Railroad Administration (FRA)

LARRY ROSS, Operations Inspector
FRA

RICHARD RUPP, Operations Rail Safety Inspector
Pennsylvania Public Utilities Commission

STEVE AMMONS, System Road Foreman
CSX Transportation

ROD LOGAN
CSX Transportation

JARED CASSITY
SMART Transportation Division

RANDY FANNON, Investigator
Brotherhood of Locomotive Engineers and Trainmen (BLET)

MICHAEL LOWERY, Chair, Local 340
SMART Transportation Division
(On behalf of Mr. Bobb)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Michael Bobb:		
By Mr. Torres		5
By Mr. Ammons		10
By Mr. Cassity		13
By Mr. Ross		16
By Mr. Fannon		19
By Mr. Torres		21
By Mr. Ammons		23
By Mr. Cassity		25
By Mr. Ross		25

I N T E R V I E W

1
2 MR. TORRES: Okay. This is an informal NTSB interview. My
3 name is Tomas Torres, T-o-m-a-s, T-o-r-r-e-s. Today's date is
4 August 3rd, 2017. We are at Cumberland, Maryland at CSXT Terminal
5 interviewing the conductor in connection with an accident that
6 occurred at Hyndman, on August the 2nd, 2017. The NTSB accident
7 number is DCA17FR011.

8 The purpose of the investigation is to increase safety, not
9 to assign fault, blame or liability. NTSB cannot offer any
10 guarantee of confidentiality or immunity from legal or certificate
11 actions. A transcript or summary of the interview will go into
12 the public docket.

13 The interviewee can have on representative of the
14 interviewee's choice. You got somebody?

15 MR. BOBB: I don't want to answer that.

16 MR. TORRES: I mean, do you have a representative?

17 MR. BOBB: A representative right here.

18 MR. TORRES: Okay. Thank you.

19 MR. BOBB: Yes.

20 MR. TORRES: Do you understand this interview is being
21 recorded?

22 MR. BOBB: Yes.

23 MR. TORRES: Okay. Please state your name and spell it.

24 MR. BOBB: Michael, M-i-c-h-a-e-l, middle initial J, last
25 name is Bobb, B-o-b-b.

1 MR. AMMONS: Steve Ammons, S-t-e-v-e, A-m-m-o-n-s, CSX system
2 road foreman.

3 MR. CASSITY: Jared Cassity, J-a-r-e-d, C-a-s-s-i-t-y. I'm
4 with SMART Transportation Division.

5 MR. ROSS: Larry Ross, L-a-r-r-y, R-o-s-s, FRA.

6 MR. FANNON: Randy Fannon, R-a-n-d-y, F-a-n-n-o-n, BLET.

7 MR. LOWERY: Michael Lowery, M-i-c-h-a-e-l, L-o-w-e-r-y,
8 SMART Transportation Division, Local Chairman 340.

9 MR. BULL: Mike Bull, M-i-k-e, B-u-l-l, FRA, OP inspector.

10 MR. RUPP: Richard Rupp, R-i-c-h-a-r-d, R-u-p-p, OP rail
11 safety inspector, Pennsylvania Public Utilities Commission.

12 MR. LOGAN: Rod Logan, R-o-d, L-o-g-a-n, CSX.

13 MR. TORRES: Okay. I'm Tomas Torres with NTSB.

14 INTERVIEW OF MICHAEL J. BOBB

15 BY MR. TORRES:

16 Q. If you can please tell us what time you went on duty and the
17 events on that day?

18 A. I went on duty a 2359 on Monday night/Tuesday morning. We
19 came to work about 12:05, 0005. We got call from the dispatcher
20 we were to get a van and ride up to BF205 on the Keystone
21 Subdivision to relieve train 38831 that was having air problems.

22 12:20, 12:30, somewhere in there, a.m., the van showed up.
23 We informed the dispatcher that we'll be en route. Probably took
24 us, I don't know, approximately 45, 50 minutes maybe, to arrive up
25 there because the roads and stuff like that are dirt roads and

1 that to get back into where the train was at. We come in there
2 and relieved the crew. Had a good job briefing with the original
3 crew that was on the train, and they climbed in the van there and
4 went back to Cumberland.

5 And the train was tied down. They had problems with the
6 159th car. The train had airline troubles. The car department --
7 called dispatcher, car department was en route from Cumberland.
8 So it was probably at least 45 minutes, maybe an hour, till they
9 showed up. They went back, fixed the car, and they were in the
10 clear. Called our dispatcher, BB dispatcher and told him we was
11 ready to go and we'd take the train the way it was to the bottom
12 of the hill, Ellerslie, Cooks Mills, and release the handbrakes
13 down there. Which is standard operating procedure if the train
14 was having problems on the hill, we would keep the brakes on in
15 case anything were to happen to the train.

16 We came down the hill. We tried to pull the train. It
17 wouldn't move. So I called dispatcher back said, hey, we got to
18 knock some of these brakes off, maybe at least half the brakes, to
19 at least get the train going.

20 So, we -- meanwhile the engineer had minimum set on so the
21 train wouldn't go anywhere. And went back, I knocked the -- took
22 off 25. The head 25 cars of the train, took the brakes off. Came
23 back to the head end. We informed the dispatcher we are going to
24 try and go again, and we was able to move the train at that point.

25 And the train came down the hill fine. There was no problem

1 we felt whatsoever. Engineer kept it under speed or at speed and
2 we felt no problems with the train coming down the hill.

3 Coming in at Hyndman, it's standard procedure that we make a
4 10-pound reduction, from minimum to 10, to get a good release from
5 the train brakes coming down through the valley the rest of the
6 way to Cumberland. And we were right around the 192 milepost, we
7 put the air on to 10 pounds. And we bailed off or he bailed off
8 or whatever, and we felt a little lunge a few seconds later. Felt
9 a little lunge, and it wasn't no more than a second or two after
10 that, the train went in emergency.

11 So we informed the dispatcher right away, hey, we're in
12 emergency and we're going to, of course, inspect the train like
13 we're supposed to. And, of course, I gathered up my stuff that I
14 needed to come along with me to walk back, and that's when I saw
15 smoke, fire, and told my engineer right away, I says, hey, we got
16 a derailment back here, get -- call dispatcher up.

17 What I did is walk back as far as I could. I didn't want to
18 get too close to the fire or anything like that for my own
19 personal safety. Tied some of the cars down. We had to cut the
20 crossing -- eventually had to cut the crossing there in town so
21 the emergency people could get across the tracks to get up in
22 further to where the accident scene was. And we tied the rest of
23 our train down after we cut those crossings in. And that was
24 pretty much it.

25 Of course, the trainmaster showed up and emergency people and

1 we got into our -- the trainmaster took us into Cumberland. We
2 had to go through required FRA blood/urine test, and pretty much
3 that was it after that. Then we went home. That was the end of
4 the day, about 11:00 a.m.

5 Q. You said when you went to go relieve the train crew --

6 A. Yes.

7 Q. -- the first train crew --

8 A. Yes.

9 Q. -- you said you had a job briefing. Can you describe that
10 job briefing?

11 A. Well, first, they told us what handbrakes were tied down, you
12 know, the first 59 cars, which is 30 percent, what we're required
13 to do on the hill. And they told us what was going on with the
14 train. You know, they had problems with it, I guess, released on
15 twice, and then they had to actually stop it then where they were
16 at. And they practically had very little time left to work. They
17 had to get relieved soon.

18 But they told us what was going on, 159th car on the train
19 had the air or car problem, train line problem, and that was
20 pretty much it right there. They had no problems with the power
21 or anything like that. It was just that bad car that we had to
22 get fixed by the car department.

23 Q. So where the train was secured when you took charge --

24 A. Yes.

25 Q. -- was that like at the beginning of the hill, or --

1 A. No. It was probably 4 -- between 4, 4½ miles from the top of
2 the hill coming down.

3 Q. Is that steep grade?

4 A. Yes, it is. That's just under 2 percent; like 1.5, 1.6,
5 something like that.

6 Q. So when you guys tried to pull out of there, he couldn't
7 initially?

8 A. No. No. We tried a little bit. He's like, nah, this ain't
9 going to work here; I don't want to tear the train up and ran it
10 like that. So I got off and went back and took 25 off and left 30
11 -- I think 30 was -- whatever 25 from 59 -- 34, I guess, on and
12 then we were able to pull the train then with that.

13 Q. And the brakes that you released were behind the locomotive
14 going back?

15 A. Yes.

16 Q. So, as you were coming down the hill --

17 A. We didn't --

18 Q. -- I mean, nothing --

19 A. Nope. We did not feel, we did not feel anything unusual.
20 And not until he put the 10-pound reduction on coming into the
21 town of Hyndman there, and that's when we felt the sudden jolt,
22 jerk or whatever, went in emergency a few seconds later.

23 Q. Can you describe the terrain, the track profile?

24 A. It's pretty much steep grade from the top of the hill, which
25 is right around 209.5 to 210.0. From there, down to approximately

1 202, 202.5, it's steep, and then it kind of levels off a little
2 bit from there to about Fairhope, Pennsylvania. There's a
3 crossing there. And from there east into Hyndman, about the 192,
4 give or take a little, it's steep again, just like 1.6, 1.7,
5 something like that, steep again. And then after that it's kind
6 of -- not flat, but it's just a gradual, you know, small downhill
7 most of the way into --

8 Q. It starts to level off?

9 A. Level off and then maybe angulate just a little bit coming
10 into town there at Cumberland.

11 MR. TORRES: Okay. I'll pass it on to Steve.

12 MR. BOBB: Okay.

13 BY MR. AMMONS:

14 Q. Is it Michael or Mike? What do you go by?

15 A. Mike.

16 Q. Mike? Okay.

17 A. Mike would be better.

18 Q. Okay. All right, Mike. Steve Ammons, CSX Transportation.
19 Just a couple questions here, Mike.

20 A. All right.

21 Q. Tell me a little bit about your experience there as a
22 qualified conductor/certified conductor with CSX. How long have
23 you been out here?

24 A. I've been out here, be 19 years the end of November. I was
25 only -- here just recently -- I was an engineer for 13 years and

1 they -- I had vacation in the first part of July here, and I came
2 back and had to be back as conductor or else I would've had to
3 drive to Connellsville to keep my engineer spot. So I had, you
4 know, go back to conductor in order to hold a job here at
5 Cumberland West so I can stay home. It's either that or I'd have
6 to drive 80 miles to Connellsville to hold a spot as an engineer.
7 So I've been conductor only about 2 weeks here.

8 Q. So you were certified/qualified engineer for 13 years?

9 A. Yeah.

10 Q. In this same location?

11 A. Yes.

12 Q. Across the Keystone Subdivision?

13 A. Yes.

14 Q. Plenty of training across that subdivision?

15 A. What's that?

16 Q. Plenty of training and experience across that subdivision?

17 A. Oh, yes, yes.

18 Q. Operating trains like the one you were on this night?

19 A. Yeah, a few of them that are that big, that are pretty large.

20 Q. Okay. Well, so as a qualified engineer, did you take any
21 exception to Mr. Main's train handling that night, the way he
22 operated the train?

23 A. No. No, he did everything pretty much like I would have
24 done. You know, he done a fairly good job.

25 Q. Did you ever train or qualify under Mr. Main as an engineer

1 trainee?

2 A. No.

3 Q. No?

4 A. No.

5 Q. When you released those first 25 handbrakes --

6 A. Yeah.

7 Q. -- were they unusually hard to release or did they release
8 normally?

9 A. They released normally. Maybe I had difficulty with one or
10 two. I was able to get them off.

11 Q. And they told you that the first 59 cars -- during your job
12 briefing, you were --

13 A. Yeah.

14 Q. -- they told you the first 59 cars?

15 A. Yeah.

16 Q. Did you provide a statement, make a statement, a written
17 statement to the trainmaster at any point?

18 A. Yes. In Hyndman, right before we left the scene to come down
19 to Cumberland for our drug testing and stuff.

20 Q. Do you recall what you said in that statement as far as the
21 number of handbrakes?

22 A. I don't recall.

23 Q. Okay. But you're certain it was 59 cars?

24 A. Yes.

25 Q. Okay.

1 A. Originally, yes.

2 Q. All right. Originally, then you knocked off 25, leaving --

3 A. Yeah.

4 Q. -- the balance of 34?

5 A. Yeah.

6 Q. Okay.

7 A. And we were to take them off down in -- somewhere between
8 Ellerslie and Cooks Mill, where the -- you know, where the
9 territory is a lot flatter or whatever, you can take them off down
10 there.

11 MR. AMMONS: Okay. I don't have any further questions.

12 MR. CASSITY: Jared Cassity with SMART Transportation
13 Division.

14 BY MR. CASSITY:

15 Q. Starting at the beginning of the tour of duty or actually at
16 the re-crew point, when you had your job briefing, was there
17 anything that stood out to you as different or maybe a little more
18 concerning than a usual night, if you will?

19 A. No. No. It was just a usual night.

20 Q. How about the train profile, was there anything in there that
21 concerned you with how the train was built, or made up?

22 A. Yeah. It was quite a few loads the second two-thirds of the
23 train. I mean, that would be a little bit concerning. But other
24 than that, it's pretty much standard, I guess.

25 Q. The majority of the weight, you think, was towards the rear

1 end of that train?

2 A. What's that?

3 Q. The majority of the weight, you feel, was towards the rear
4 end of that train?

5 A. Yeah. Yeah, there's quite a bit of loads there.

6 Q. So a considerable amount?

7 A. Yeah, towards the rear.

8 Q. Well, as a past conductor -- I'll be honest with you, I've
9 never knocked brakes off on a train on the side of a mountain.

10 A. Yeah.

11 Q. But as a past conductor, on some grade, I've noticed that
12 when I'm taking brakes off I can almost feel the weight of the
13 rear of the train still trying to push in. Did you experience any
14 of that when you were doing that?

15 A. No.

16 Q. Okay. Probably because you had the other 34 still behind
17 you?

18 A. Yeah. I remember when I was conductor before I became an
19 engineer, I did that same thing, had to take brakes off on the
20 hill and stuff and, you know, as you would get back further
21 through, you know, you would feel that coming.

22 Q. Right.

23 A. Then once you get closer to getting like the last 10 or
24 whatever off, you could feel -- you know, it comes at you just a
25 little bit, like bunching in just a little bit. Not -- you know,

1 maybe a few feet, maybe.

2 Q. Okay. And then your engineer, do you recall how he ran the
3 train as far a slack action was concerned coming down the hill
4 or --

5 A. He ran it about how I would have ran it.

6 Q. Bunched up?

7 A. Bunched up most of the way except for the area where, like I
8 was telling you, between Glencoe and Fairhope where it levels off
9 some. You got -- most of the time you got to put your train in
10 power there to get it to come through there or you probably --
11 most trains would hang up on you coming through there.

12 Q. Okay. But you didn't have any -- no exception whatsoever as
13 far as the slack was running --

14 A. No.

15 Q. -- going out there?

16 A. We were in dynamic braking then the rest of the way down the
17 hill from Fairhope into Hyndman.

18 Q. Okay. How about maintenance on the track? Have you seen any
19 issues or anything that's out of the ordinary?

20 A. No.

21 Q. Any excess of speed restrictions or anything of that sort?

22 A. No.

23 Q. The size of the train. There's been a lot of changes to CSX
24 recently. A lot of changes.

25 A. Yeah.

1 Q. Is that something that was typical a year ago or has it
2 become more common or --

3 A. I'd say it's a little bit more common now than maybe a year
4 ago. But we have had -- even a year ago, we've had a few trains
5 that were approaching 175, 200, but not almost every day, you
6 know, like kind of like -- kind of getting that way now.

7 Q. Okay. So the bigger trains are far more common?

8 A. Yeah. The freight trains anyways.

9 Q. Have you experienced any -- kind of tricky with your employer
10 in the room, but have you experienced any different pressures or a
11 different environment since the management changes have taken
12 place at CSX?

13 A. I would say maybe a little bit, a little bit of pressure
14 maybe.

15 MR. CASSITY: I don't think I have anything else right now.
16 Thank you.

17 MR. BOBB: All right.

18 MR. ROSS: Mike, Larry Ross, FRA.

19 BY MR. ROSS:

20 Q. Just a couple questions, and I'm going to ask first here
21 about -- we always do a fatigue analysis or analysis of sleep
22 cycles, what type of rest that you get. Do you live in -- you're
23 on a regular job here, the night job?

24 A. I'm on an extra list right now.

25 Q. Oh, you're on the extra list?

1 A. Yeah.

2 Q. Okay. So you catch a variety of shifts or just over there
3 just certain jobs that you --

4 A. A variety.

5 Q. Variety?

6 A. Yeah.

7 Q. And you do live -- you live in the Cumberland area?

8 A. Yeah.

9 Q. How long does it take you to get to work?

10 A. About 15 minutes.

11 Q. Okay. Prior to going on duty this job here, did you -- how
12 much rest did you have? Do you remember?

13 A. I was up probably a good part of the day. Laid down for a
14 little bit, but didn't get a whole lot of sleep. But I was up
15 probably since 8 or 9:00 in the morning.

16 Q. You were up probably 8 or 9:00 for tying up or --

17 A. Yeah. What's that?

18 Q. I said, when did you tie up or how much rest did you have off
19 period and then how much would you -- then how did you sleep?

20 A. Oh, I've had several days off in between there.

21 Q. Oh, okay.

22 A. Yeah.

23 Q. And so, you were kind of in that --

24 A. Yeah.

25 Q. -- okay, do I sleep or do I not sleep, and when am I going to

1 get --

2 A. Yeah, yeah. Exactly. I was --

3 Q. Okay.

4 A. I got up like a normal person, you know, 8, 9:00 in the
5 morning, and I wasn't expecting to go to work till the next day,
6 but then I ended up getting called in for a midnight.

7 Q. Okay. Now what would you call a good sleep, normal for you?
8 You know, where you feel human and good and you went out there and
9 licked the world?

10 A. About 6 or 7 hours.

11 Q. Six or 7 hours?

12 A. A good sleep, yeah.

13 Q. Now do you -- are you a napper?

14 A. What's that?

15 Q. Are you a napper? Do you take naps?

16 A. I do, yes, on occasion.

17 Q. Not regularly?

18 A. No.

19 Q. Some napping. When do you do that napping? When you get
20 home in the morning or before you go to work?

21 A. Yeah. Yeah. I'll lay down for a few hours, then try to go
22 to bed later on that day.

23 Q. Do you have an average nap or do they vary? Short naps, long
24 naps?

25 A. Average nap, maybe 2 to 3 -- about 2 or 3 hour nap, maybe.

1 Q. Two or 3 hours. Okay. You say you --

2 A. Unless I know I'm going to be getting out right away, then
3 I'll lay down for -- I'll actually lay down/lay down for hours.

4 Q. But you didn't think you'd get out -- you said you had been
5 off a couple of days?

6 A. Yeah.

7 Q. Is that because the extra board's slower or just you have
8 scheduled days off?

9 A. I had a scheduled off day. Then I had a scheduled daily
10 vacation day or something in there and I was off a few days.

11 Q. Do you take any prescription medication?

12 A. Yes, I do.

13 Q. Any over-the-counter?

14 A. What's that?

15 Q. Any over-the-counter?

16 A. No. Aspirin, but -- aspirin regimen, but other than that, a
17 couple prescriptions.

18 MR. ROSS: Okay. I think that's all I have.

19 MR. FANNON: Mike, Randy Fannon, BLET. I just have a couple
20 questions.

21 MR. BOBB: All right.

22 BY MR. FANNON:

23 Q. When you came back off -- well, prior to the incident, prior
24 to going in emergency --

25 A. Yes.

1 Q. -- everything to you is normal, correct?

2 A. Yes. Yes.

3 Q. No exceptions to anything?

4 A. No. I didn't feel nothing. You know, since I'm an engineer

5 I can feel different things too like Mr. Main. You know, we've

6 both been engineers for quite a while. You know, we didn't feel

7 anything unusual. If we would have, we definitely would have

8 stopped and checked things out, but we didn't feel nothing. It

9 was like a normal everyday train coming down the hill.

10 Q. And then the conversation between the two of you when you

11 left, you knocked the 25 brakes, got back on the head end --

12 A. Yeah. Yes.

13 Q. -- up until the point, just normal conversation, normal

14 routine, normal activity?

15 A. Yes. Oh, yeah. Yep. Like a normal night on the railroad

16 pretty much.

17 Q. Okay. And then you feel a lunge after he applies the brake.

18 A. Yeah. It was within a matter of seconds, I'd say.

19 Q. Was it a big lunge? Did it throw you out of the seat?

20 A. Oh, it didn't throw us out of the seat, but it -- we felt a

21 pretty good jerk. Didn't throw us out of the seat or nothing.

22 Q. Okay. And then --

23 A. It was maybe a second or two after that is when we went in

24 emergency.

25 Q. Okay. And you walked back, you say you had 34 cars, is what

1 you reached to the end of what you had with you?

2 A. Yes. Yeah, it was about 34. From there on back was the
3 derailment.

4 Q. Can you recall how much of a gap was between the last car
5 that you had and the derailed cars, how -- what the distance was
6 between them could you see, approximately?

7 A. Ask me that again.

8 Q. From the rear car, the 34th car that you had --

9 A. Yeah.

10 Q. -- that you found the 34th car, can you tell what the
11 distance was back from that car to the derailment?

12 A. it was right there, pretty much the first car.

13 Q. Okay.

14 A. Yeah, 35th, 36th car was derailed, from there on back.

15 Q. I mean, there was no gap in --

16 A. No.

17 Q. Okay.

18 A. No. It was pretty much a general pile up.

19 MR. FANNON: All right. I have no further questions.

20 MR. BULL: Mike Bull. No questions at this time. Thank you.

21 MR. BOBB: All right.

22 MR. TORRES: Okay. Tomas Torres with the NTSB.

23 BY MR. TORRES:

24 Q. Do you know your last certification date as a conductor and
25 engineer?

1 A. Last --

2 Q. Last time you got certified?

3 A. For an engineer?

4 Q. Yeah, and conductor and -- both. Both.

5 A. Well, it's been 13 years since I was a conductor. Engineer

6 was, I got -- I'm certified, so it's got to be about -- let's see,

7 it ends in 2018. So it was 2015.

8 Q. Okay. When is the last time a supervisor rode with you or

9 tested you?

10 A. As an engineer?

11 Q. Either craft.

12 A. Oh, it's been -- actually rode on an engine, it's probably at

13 least been a year. Yeah, I had a simulator ride. I had a

14 simulator ride last -- probably when we were doing the PTC

15 training. I had a simulator ride that day too. I think that was

16 back in the wintertime.

17 Q. This year? Last year?

18 A. Yeah, just this past year.

19 Q. Okay. How about efficiency test? When is the last time you

20 got tested?

21 A. No, I don't, I don't recall. It's been a while. Probably a

22 couple months.

23 Q. They spoke to you or how did you find out?

24 A. They -- oh, it was a banner test right here in the yard.

25 And, of course, passed it on our way. That was the last time.

1 Q. Is there anything else you would like to add?

2 A. No, not that I can think of.

3 MR. TORRES: Steve?

4 MR. AMMONS: Steve Ammons, CSX.

5 BY MR. AMMONS:

6 Q. Mike, have you ever heard of ERAD?

7 A. Yes.

8 Q. Can you tell me what ERAD is?

9 A. It watches your trip on the whole time. It will tell you if

10 you had any failures or anything like that, or watches what you

11 do.

12 Q. Have you ever had any communication with a supervisor about

13 ERAD during your trip or ERAD notification on your trip?

14 A. Yeah. It's been a while.

15 Q. Okay. That's fine. I just -- so you're familiar with ERAD,

16 how it works?

17 A. Yes, yes, I am. Yeah.

18 Q. Is it accurate to say it evaluates you every time that you're

19 on a CSX locomotive?

20 A. Yeah.

21 Q. Okay. And managers have spoken with you before about ERAD?

22 A. Oh, yes, yes.

23 Q. And about ERAD performance as far as good or bad --

24 A. Yeah.

25 Q. -- as far as you're concerned?

1 A. Good or bad, yeah.

2 Q. Okay. Going back to when you guys went out there and you had
3 to knock those 25 handbrakes off to get moving.

4 A. Uh-huh.

5 Q. You mentioned earlier you didn't notice any kind of run-in
6 when you knocked those brakes off.

7 A. No.

8 Q. What would the state of the train -- in your professional
9 opinion as a locomotive engineer, what would the state of the
10 train have been on that descending grade right there, when that
11 train was stopped and tied down? Would it have been in a bunched
12 state where the slack was in or slack was out?

13 A. Oh, it was bunched.

14 Q. It was bunched?

15 A. Yes.

16 Q. So you probably wouldn't have expected a run-in when knocking
17 those brakes off?

18 A. No.

19 Q. Okay. And then what was the state of the train in just prior
20 to the emergency? You said you felt a jolt --

21 A. Oh, we were bunched.

22 Q. You were bunched.

23 A. Yeah. We were bunched --

24 Q. So both times you were bunched?

25 A. We were bunched pretty good, yeah, at that point because

1 we're on the steepest part of the grade coming into town there.

2 MR. AMMONS: Okay. That's all I have. Thank you.

3 MR. BOBB: All right.

4 MR. CASSITY: Jared Cassity, SMART Transportation Division.

5 BY MR. CASSITY:

6 Q. Going back to the efficiency test. Typically speaking with
7 the ERAD or anything, when you do anything good are you generally
8 notified of your successes out here when it comes to the ERAD
9 being ran correctly or efficiency test being passed?

10 A. Efficiency test, yeah. Not that I recall, ERAD.

11 Q. They don't typically let you know?

12 A. But if we had like an exception or something like that, I
13 would get notified.

14 Q. Okay.

15 A. Hey, we need to correct this or whatever.

16 Q. So it's more on the failure side of things --

17 A. Yeah.

18 Q. -- rather than the good side of things?

19 A. Yeah.

20 MR. CASSITY: Okay. I don't think I have anything else.

21 That's it. Thank you.

22 MR. ROSS: One question, a follow-up on Steve's question.

23 BY MR. ROSS:

24 Q. When you try to leave there with 59 handbrakes on, he would
25 have attempted to pull those to get started, correct?

1 A. Yes. But --

2 Q. Did he bunch them back up? Because the headend would have
3 stretched out.

4 A. Oh, we didn't even move hardly at all.

5 Q. Okay. So everything was just welded to the ground?

6 A. Yeah. We didn't want to -- we didn't want to take any
7 chances. I mean, we got maybe two or three notches and it just
8 maybe moved a foot or two, and that was about like that.

9 Q. That's what I was trying to get to.

10 A. We don't want to tear it in half again or anything like that.

11 MR. ROSS: Okay. No further questions.

12 MR. BOBB: Yeah.

13 MR. TORRES: I don't have any questions. Anybody else?

14 (No response.)

15 MR. TORRES: Okay. Thank you. This will conclude the
16 interview.

17 MR. BOBB: All right.

18 (Whereupon, the interview was concluded.)

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CSX TRAIN DERAILMENT IN HYNDMAN,
PENNSYLVANIA, AUGUST 2, 2017
Interview of Michael J. Bobb

ACCIDENT NUMBER: DCA17FR011

PLACE: Cumberland, Maryland

DATE: August 3, 2017

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.



Transcriber