

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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UNION PACIFIC EMPLOYEE *

FATALITY IN SAN ANTONIO, * Accident No.: RRD21LR016

TEXAS ON SEPTEMBER 22, 2021 *

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Interview of: TRAVIS DAVIS, Displaced Bridge Foreman
Union Pacific

San Antonio, Texas

Friday,
September 24, 2021

APPEARANCES:

TROY LLOYD, Investigator
National Transportation Safety Board

ANDREW MOLGREN, Safety Inspector
Federal Railroad Administration

DARRIUS MACK, District 5 Track Specialist
Federal Railroad Administration

DAVID LUCERO, Accident Investigation Chief
Federal Railroad Administration

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I N T E R V I E W

1
2 MR. LLOYD: We are on the record. We're located at 1711
3 Quintana Road, San, San Antonio, Texas at the UP office. Today,
4 we're interviewing Travis Davis, who is a -- who was the UP bridge
5 foreman but was bumped that day by Seth Sparkman.

6 My name is Troy Lloyd with the NTSB. Today is September
7 24th, 2021, and we are conducting an interview with Travis Davis.
8 We are interviewing Mr. Davis, who works for the UP railroad as a,
9 as a bridge foreman.

10 This interview is in conjunction with an accident that
11 occurred on September 22nd, 2022 [sic] where a WT Byler equipment
12 operator was fatally injured when he was transporting a load of
13 steel walking plates with a tie crane. The steel walking plates
14 had to be removed prior to the ties being replaced on an open deck
15 bridge. The accident occurred in Castroville, Texas on UP's Del
16 Rio subdivision. The NTSB accident reference number is
17 RRD21LR016.

18 The purpose of this is -- the purpose of this investigation
19 is to increase safety and not to assign blame, fault, or
20 liability. We're just here to find out, you know, what happened
21 and what we can do to prevent it, Travis.

22 NTSB cannot guarantee any confidentiality or immunity from a
23 legal or certificate actions (verbatim). A transcript or this
24 summary, like I told you, it's one that we place in a public
25 docket once everything's said and done. Do you have anybody you

1 want to have sitting here with you? A UP rep with you? You okay
2 by yourself?

3 MR. DAVIS: No, Kevin Brantley (ph.) already left, but I'm
4 going to ask Russell if any of them want to come in.

5 MR. LLOYD: What's that?

6 MR. DAVIS: Unless Russell wants to come in here.

7 MR. LLOYD: That's -- he can, he can -- you can have a, a
8 representative sitting with you. The -- he can't answer any
9 questions for you, but he's there for, you know -- if you, if you
10 want to take a timeout, discuss something, whatever. It's up to
11 you.

12 MR. DAVIS: Let's, let's just continue.

13 MR. LLOYD: You good?

14 MR. DAVIS: Yeah.

15 MR. LLOYD: All right, so Mr. Davis is not accepting a
16 representative to sit with him. You, you understand the
17 interview's going to be recorded, so I'm tell everybody again, the
18 normal -- speak clearly, speak loudly, say your name before you
19 ask a question, who you're with.

20 I'm going to start with myself. We'll go around the table,
21 introduce ourselves. My name is Troy Lloyd. The spelling of my
22 last name is L-l-o-y-d. And I'm from the National Transportation
23 Safety Board, and I'm the Investigator in charge.

24 MR. MOLGREN: Andrew Molgren, M-o-l-g-r-e-n. Safety
25 Inspector with the Federal Railroad Administration out of San

1 Antonio, District 5.

2 MR. MACK: Darrius Mack, M-a-c-k. Federal Railroad
3 Administration. Track Specialist, District 5.

4 MR. LUCERO: David Lucero, L-u-c-e-r-o. Accident
5 Investigation Chief for the Hazardous Material Division.

6 MR. DAVIS: Travis Davis, UP Railroad.

7 MR. LLOYD: All right, Travis. Let's get started.

8 INTERVIEW OF TRAVIS DAVIS

9 BY MR. LLOYD:

10 Q. So Travis, tell me about your railroad career with UP. How'd
11 you get started? They -- first positions you held. How'd you
12 work your way up to be a bridge foreman.

13 A. I started in 2015, and I worked my way up from there. I
14 started my foreman rights on Tuesday the 21st and ended my foreman
15 rights on Wednesday the 22nd. Been a welder most of the time
16 outside of that.

17 Q. Okay. What did you do prior to becoming a -- you said you
18 worked -- so you worked -- you got hired in the bridge?

19 A. Yes.

20 Q. B&B (ph.), stayed there the whole entire career? So as a
21 mechanic going out doing bridgework.

22 A. Yes, just basically bridge maintenance work --

23 Q. Yep, held various jobs. Other -- what jobs, what jobs have
24 you held?

25 A. I've held machine operator rights and bridgeman rights and

1 welding rights.

2 Q. Okay. Good for you, and you got UP for how long?

3 A. Six years.

4 Q. Six years. Like it?

5 A. Yeah, it's all right.

6 Q. So let's get back in the nitty gritty, so, so that day --
7 you're, you're coming to work. You don't know you're going to be
8 bumped.

9 A. No, I, I knew prior to that day I was going to be bumped.
10 Seth came the day before and then let us -- let everybody know
11 that he was bumping me that morning.

12 Q. Okay. So, so normally, you would be leading up this crew
13 that was out here working on this bridge, correct? As a foreman?

14 A. Yeah, if I wouldn't have been bumped.

15 Q. Yeah, and how many days did you work with this -- on this
16 bridge project?

17 A. One.

18 Q. One day.

19 (Pause)

20 Q. So tell me, on that particular day you had, tell me how your
21 day went? Did they -- I'm talking about from the time you got up,
22 what you did, you, you come here, you get your truck, you go to
23 the job site, I want to hear all that until you got out there at
24 that location.

25 A. Well, to start with, I got up, went to work, got to the

1 Conex, 7:00 we had a job briefing with me and everyone else on the
2 gang. Seth was the foreman, the two welders -- three welders, and
3 then, me. I'm riding extra (ph.).

4 We all participated in a job briefing. There's no one person
5 that gives a job briefing. We all, you know -- hey, what's a good
6 rule, or, you know, what, what are you going to today, what do we
7 need to do, what -- what's the objective goal that we all talked
8 about everything and made our job briefing that way.

9 I went to the store and got ice, went to the bridge. The two
10 labor Byler guys were there. Angel and me had a brief verbal job
11 briefing, and then, we went to the top of the bridge and took off
12 all the walkway cables.

13 And once we took off those walkway cables, by the time we got
14 that done, rolled up the cable, got everything down to the ground,
15 my job task was done that I was given, and I went and sat in my
16 truck.

17 Scott and DJ pulled off the rest of the walkway cable posts,
18 and then, DJ, Angel, and the other Byler guy pulled the lags for
19 the walkway grating. And then, once that was done, everybody got
20 off of the bridge, went below the bridge, we sat in our trucks,
21 and the grapple truck moved material back and forth. And I just
22 stayed in my truck for the rest of the day.

23 Vargas come out on the machine and was pulling the walkway
24 up, staging it at the end of the bridge on the west side, which
25 from where we had our trucks parked, you can't see the end of that

1 bridge. So we -- in between all of that, of course, we passed
2 trains and whatnot. So --

3 I don't remember what time it was. It was around 2:40 or so.
4 Seth decided that we were all going to run around the corner to
5 the Conex to prep tools for the next day for changing ties.

6 When we got around to the Conex, they were asking where
7 Vargas was, and somebody stuck their head out, looked down the
8 track, and seen the machine in the state that it was in. That's
9 basically the sum of the day, and then -- and they said that their
10 grating looked like it was through the window.

11 I immediately, you know, seen -- kicked in, I run down there
12 to make sure he was okay, and the machine was on, running wide
13 open. Boom was in the air, and the walkway grating was laying
14 directly out in front of the machine, coming up into the cab.

15 I killed the main power disconnect on the side of the
16 machine, and the machine didn't cut off. Then, I proceeded to
17 climb up on the backside of the machine and climbed in the window
18 to turn the key off to kill the machine. That time, I got around
19 the grating and around Vargas and turned the key off on the
20 machine to, to shut the power off.

21 Q. So but -- did -- that morning when you get there -- so you
22 had -- so how many -- so meet there at the job -- so how many
23 people were there at the meeting location where you --

24 A. Which, which location?

25 Q. I guess, underneath the bridge when everybody first met.

1 A. It was the UP gang and the two laborers.

2 Q. Okay. So the UP gang, the ones that was up underneath with
3 the boom unload --

4 A. It was foreman, me, and the three loaders.

5 Q. Okay.

6 A. And then the two Byler laborers, Angel and -- I forget the
7 other guy's --

8 MR. MACK: Right.

9 MR. LLOYD: And that's seven people.

10 MR. MACK: Right, yeah.

11 MR. LLOYD: Okay.

12 MR. DAVIS: That was it.

13 MR. LLOYD: Okay.

14 BY MR. LLOYD:

15 Q. So help me through the process, so when it -- when they, when
16 they get on the site WT Byler's there and you guys show up. Did
17 you, did you -- did they do -- they take the track out of service,
18 so they can --

19 A. Well, we have a Form B, it's not out of service.

20 Q. Okay.

21 A. Form B allows for passage of trains, and we work in between
22 trains.

23 Q. Right, so they can go up there and work, and they --

24 A. Yeah.

25 Q. -- trains (indiscernible), then they clear, and then they do

1 the work. So who would -- talk to me about the, the job safety
2 briefing. So I know we had the two laborers that was going up.
3 They were tasked -- I think there were only two up on the bridge
4 at one time. You had some people up underneath --

5 A. Yeah.

6 Q. -- unlagging (ph.) some stuff. So you've got these two
7 laborers from WT Byler, they're up there unlagging these steel
8 walk plates. Tell me about the job safety briefing. Was the job
9 safety briefing conducted with, with the group so they knew -- it
10 -- what the safety hazard --

11 A. I can't answer that.

12 Q. What's up on the track? You know, this is how we're
13 protecting ourself, things of that nature.

14 A. I can't answer that.

15 Q. Okay.

16 A. I don't know.

17 Q. So did you do a --

18 A. No.

19 Q. -- job safety briefing?

20 A. That would have been on the foreman.

21 Q. That would have been the foreman? Okay.

22 A. I had a verbal job briefing with Angel and told him, you
23 know, we have to get our harness, we're going to go up here, and
24 take off the walkway cables. We worked together, and we came back
25 down.

1 Q. Okay. So there was -- so you, formally, didn't have the, the
2 get-together job safety briefing with the guys -- okay. This is
3 what's going to be done today, this is how we're going to do it.

4 A. That was -- I, I don't know. That, that wasn't me. I
5 don't --

6 Q. So do we know what was it -- or who did it or --

7 A. I don't know. I had -- my job briefing was given to me at
8 the Conex.

9 Q. A job safe -- a job briefing was given --

10 A. My job briefing was given to me at the Conex.

11 Q. Okay. And who gave your job briefing?

12 A. We are -- all of us as the gang do a job briefing together.

13 Q. Together, but who's the leader of that pack that --

14 A. It's always the foreman.

15 Q. -- that gives it? And who was that?

16 A. What do you mean?

17 Q. Who was the foreman that gave that briefing?

18 A. There -- that -- there wasn't end -- one individual person
19 that gave the briefing, everybody pitches into a briefing.

20 Q. Okay.

21 A. There has a --

22 Q. So -- what's that?

23 A. I'd only been there two days.

24 MR. MACK: There had to be a RWIC, somebody who got there,
25 throw it in, who was running the Form B --

1 MR. DAVIS: That's the foreman.

2 MR. MACK: That's what he's --

3 MR. DAVIS: Seth.

4 MR. MACK: -- asking you, what the --

5 MR. DAVIS: Well, I mean the -- that's -- he -- I don't
6 understand what he's asking.

7 BY MR. LLOYD:

8 Q. Who would give these guys the working limits?

9 A. The foreman.

10 Q. The foreman, and that -- I'm trying to --

11 A. That's Seth.

12 Q. Okay. Seth, and the -- okay. So he gave the, the briefing
13 to these guys that -- where they're working, what they're going to
14 be doing, and all that stuff --

15 A. I assume so.

16 Q. Okay.

17 (Pause)

18 MR. MOLGREN: Okay. Andrew Molgren.

19 BY MR. MOLGREN:

20 Q. So Travis, just to clarify, you're initial job briefing at
21 0700 at the Conex, that is not at the same location as where the
22 work was being performed. Is that correct?

23 A. Correct.

24 Q. Okay. And at that job briefing, who all was present?

25 A. All the UP guys.

1 Q. All the UP guys. Were any of the Byler employees present?

2 A. No.

3 Q. Okay. So to, to Mr. Lloyd's point, I guess, I, I have some
4 additional questions -- so if there's a roadway worker in charge,
5 and we've established that that was foreman --

6 A. Seth.

7 UNIDENTIFIED SPEAKER: It's Sparkman.

8 MR. MOLGREN: Sparkman.

9 BY MR. MOLGREN:

10 Q. All roadway workers are responsible for ensuring that the
11 proper on-track safety is in place, and its incumbent upon the
12 roadway worker in charge, Mr. Sparkman, to let everybody in the
13 workgroup know what the on-track safety is, correct?

14 A. Correct.

15 Q. So do you recall being in any job briefing that day where Mr.
16 Sparkman informed all the roadway workers what the on-track safety
17 was going to be for the work being performed?

18 A. Yes, it was in our initial job briefing at the Conex.

19 Q. Okay --

20 A. That's when we got our Form B number, mile post to mile post,
21 time, dispatcher okay --

22 Q. Okay.

23 A. So on and so forth.

24 Q. Understood, and you can't speak to whether or not either of
25 the Byler employees received that information at the actual job

1 site later on that morning, is that correct?

2 A. Can't speak to that.

3 Q. Okay.

4 A. I don't have an answer for that. I was getting my tools,
5 hardhat, safety harness, doing my job.

6 MR. LLOYD: So you were going to be a worker that day?

7 MR. DAVIS: I -- yes, sir. That's how it works out. I spent
8 most of the day in the harness, all day.

9 MR. LLOYD: Gotcha, gotcha.

10 MR. DAVIS: And I can't, I can't say if what any radio
11 communications or whatever because the truck only seats so many,
12 and I drove my personal truck to the bridge. And I don't have a
13 company radio in my personal truck, of course, so any radio
14 communications of -- between him and anybody, whether they were up
15 on the bridge or wherever, I can't speak on that either. Unless
16 we got out of the truck and directly talked to me.

17 MR. LLOYD: What do you got, Darrius?

18 BY MR. MACK:

19 Q. The day before, I guess, you were the foreman at the, the
20 previous day, right?

21 A. The day before, yes.

22 Q. And what did that work include? I mean, was it doing the
23 same thing --

24 A. It was our first day there. First day for me being a
25 foreman. Most of the day was spent -- me just trying to figure

1 out what is going on here --

2 Q. Right.

3 A. What the bridge is, find my blueprints, talk to everybody,
4 find out, you know, what are we going to do --

5 Q. Right.

6 A. I mean, the first day is basically a prep day, like --

7 Q. (Indiscernible) --

8 A. -- to get everybody's gatherings around, get your head in the
9 game. Of course, it was my first day being a foreman as well.

10 MY. LLOYD: And that was Tuesday, right?

11 MR. DAVIS: Yes, sir.

12 BY MR. MACK:

13 Q. And so you've been -- you enter a moving walkway that day --

14 A. We didn't, we didn't do anything that day.

15 MR. LLOYD: Did you get on the track that day?

16 MR. DAVIS: They had a Form B. I -- well, we had a curfew
17 actually, so I, I had a Form B and a curfew. Once they gave us
18 the curfew -- Enrique had helped me with that -- basically, all
19 that was done that day was the grapple truck sat there and
20 shuffled ties because there's 152 ties. Brought our ties down to
21 the bridge, brought our toolboxes down to the bridge, brought, you
22 know, just shuffled material all day.

23 I mean, we're only there 10 hours, so in between
24 (indiscernible), it was just moving material. And it didn't even,
25 like, get all the material moved that day anyway --

1 MR. LLOYD: Right, right.

2 BY MR. MACK:

3 Q. So that previous day I'm talking about, where you were the
4 foreman -- were those two Byler laborers there too? The same two
5 guys?

6 A. Man, I can't remember.

7 Q. Okay.

8 A. It's been a rough week. I can't remember.

9 Q. I understand.

10 A. I want to say I don't think they were.

11 Q. Okay.

12 A. I think that I -- they weren't working with us, but I think
13 they had came by, and it's at, you know, high -- I don't think
14 they were actually down it -- the other bridge working I think. I
15 don't know.

16 Q. Okay.

17 A. They -- were they there with us all day? No. Did they stop
18 by briefly, for a minute? I do recall seeing one of them, but not
19 Angel.

20 Q. Okay.

21 A. I can't forget the other guy's name.

22 MR. LLOYD: Brandon.

23 MR. MACK: Brandon.

24 MR. DAVIS: Brandon.

25 MR. MACK: Okay.

1 BY MR. MACK:

2 Q. So that was the two laborers and, and Vargas was not there
3 (indiscernible)?

4 A. No, if he was, I didn't see him.

5 Q. Got it. Okay.

6 MR. LUCERO: Lucero.

7 BY MR. LUCERO:

8 Q. Question. That was your first day as a, as a foreman, and
9 you normally worked as a welder. With that same gang or --

10 A. No, I, I haven't been in bridge department in two years.

11 Q. Okay. All right.

12 A. Well, maybe not two years.

13 Q. Yeah, yeah.

14 A. I mean, we, we could call it --

15 Q. Right.

16 A. Two years. I actually left bridge department in 2019 when my
17 son was born, and I worked, I worked the yard to -- track yard in
18 Houston. I stayed home with him -- the baby and all this stuff,
19 so I --

20 Q. Right.

21 A. -- out of the traveling, and I'm going to the house.

22 Q. All right, so were you familiar with any of these guys? I
23 mean --

24 A. I've worked with Seth, Rudy, and DJ and them before but not
25 on the gang with them --

1 Q. Yeah.

2 A. As another gang coming to help another gang, but I've never
3 officially been on the gang with them before.

4 Q. Okay. I don't know, talk to me about the job briefings.
5 Normally, in the job briefing -- in a normal job briefing and a
6 normal every single day is the way the load going to be secured --
7 is it covered in the job briefing --

8 Q. Do you normally talk about it?

9 A. I can't testify that because I don't run a machine. That
10 would be up to the machine operator to decide that based off his
11 load charts and how he wanted to rig it. That's at the operators
12 -- that does -- I mean, that's part of your inspection and, and
13 procedures for running a machine. No, so the way UP -- I mean, if
14 UP were to come out there with a crane, a crane operator would
15 tell you this is how we're going to do it.

16 Q. But you would --

17 A. The operator would --

18 Q. But you would have a job briefing on that.

19 A. Yes.

20 Q. That's what I'm trying to ask.

21 A. Yes, the operator would tell you because they have to look up
22 all their stuff in the manuals, on the window, on the charts, come
23 up with their conclusion of how something should be lifted or
24 moved. Because, I mean, if you were a bridgeman, and you were to
25 show up out there and try to tell a machine operator how to pick

1 something up, but you've never ran a machine, you see what I'm
2 saying?

3 Q. Right, right. Thank you for clarifying that.

4 MR. LUCERO: I think that's all I've got.

5 BY MR. LLOYD:

6 Q. So -- okay so that Tuesday, when you said you were the
7 foreman, that, that one day --

8 A. A whole nine hours.

9 Q. What's that?

10 A. A whole nine hours.

11 Q. A whole nine hours, so it, it was mostly -- you said it was
12 logistically -- logistical stuff, moving toolboxes, moving that
13 stuff.

14 A. They got a curfew. Enrique was in between both gangs. We
15 had another gang five miles down the road, so they got a curfew
16 for the track, which had a Form B. So I didn't have to clear any
17 trains.

18 I had a curfew there, and the grapple truck -- just one
19 grapple truck moved ties all day and moved toolboxes. You know,
20 it takes -- I don't know. It's a little over (indiscernible)
21 maybe a half a mile from the bridge to the crossing. The grapple
22 truck probably didn't get there 'til mid-morning because they have
23 to come all the way from San Antone (ph.).

24 And yeah, it was just a logistical -- just setting those ties
25 out on that (indiscernible), and I don't know if you all went and

1 looked at the bridge where all the ties were set in their bundles
2 on the north end, toolboxes. That -- that's when --

3 Q. You mean by where the Conex Box stuff was or --

4 A. No, no at the bridge. Did you all go to the bridge and look?

5 Q. Yeah.

6 A. All right, did you all see on the east end of the bridge all
7 the ties and toolboxes laid down the side of the track?

8 MR. LLOYD: No, we were on the west end.

9 MR. DAVIS: Okay.

10 MR. LLOYD: We stayed on the west end.

11 MR. LUCERO: Didn't see none of that.

12 MR. DAVIS: It's all there. 159 ties, three job boxes, it
13 was just logistical stuff, just moving it down there. That was
14 it.

15 MR. LLOYD: I didn't see any -- did you see any boxes? I
16 didn't see anything because we walked from that crossing up to the
17 bridge.

18 MR. DAVIS: Okay. Yeah, well, that -- you didn't see it.

19 MR. LLOYD: Yeah, we were on the west end of that bridge,
20 so --

21 MR. DAVIS: Yeah, if you didn't go across the bridge or not,
22 you'd see.

23 MR. LLOYD: Okay. Because you can see a good ways because
24 you can see one track's broken --

25 MR. DAVIS: Well --

1 MR. LLOYD: You can see --

2 MR. DAVIS: -- the bank -- the bank's, kind of --

3 MR. LLOYD: I gotcha. Okay.

4 MR. DAVIS: You know, I mean, you can see the bank coming up
5 to that bridge off the west end. It's real low, so when you're
6 setting them out here like this you're not going to see them. So
7 -- unless you all went across the bridge, you're not going to see
8 them.

9 MR. LLOYD: Okay, okay.

10 BY MR. LLOYD:

11 Q. So that was mostly UP guys that day, putting everything out.
12 WT Byler didn't have anything to do with staging equipment or
13 anything like that that day -- that Tuesday?

14 A. Not to my knowledge.

15 Q. Okay. It was, it was just the UP guys --

16 A. It was just shuffling stuff.

17 Q. Okay, okay.

18 MR. LLOYD: Darrius?

19 MR. MACK: All right again.

20 MR. LLOYD: Andrew?

21 MR. MOLGREN: (No audible response).

22 MR. LLOYD: Chief?

23 MR. LUCERO: All clear.

24 MR. LLOYD: That's it, Travis. Let me ask -- you know, I
25 like to -- I've done with everybody that we interviewed. If we

1 can turn back the hands of time, I know it's -- and I do want to
2 ask you -- so you've worked these, kind of, bridge ties
3 -- gangs before, correct? They're going in, replacing ties, and
4 all that stuff, you've done that before, right?

5 MR. DAVIS: Yeah.

6 MR. LLOYD: Is using a tie crane -- is that normal business?
7 That's --

8 MR. DAVIS: They do it a lot.

9 MR. LLOYD: Hmm?

10 MR. DAVIS: It's been done a lot, I guess.

11 MR. LLOYD: How would you -- how would the UP division -- if
12 it was just you and the UP guys out there, and you're moving these
13 plates out -- what -- how would you all move them and stage them
14 and all that stuff?

15 MR. DAVIS: Every foreman would be different. I can't
16 speculate to that.

17 MR. LLOYD: How would, how would Travis do it? Let's
18 speculate to that.

19 MR. DAVIS: Probably would have just picked it up and set
20 them at the dump and left them. I wouldn't have carried them all
21 the way to the crossing. Why that happened, I don't know.

22 MR. LLOYD: All right.

23 MR. DAVIS: And if you were going to carry them to the
24 crossing, why were they being carried the way they were carried?
25 Like, this instead of like this.

1 MR. LLOYD: Or being carried at all. All right, all right.
2 That's -- anybody have anything?

3 UNIDENTIFIED SPEAKER: No.

4 MR. MACK: No, sir.

5 MR. LLOYD: You got any? Travis, you got any questions for
6 us, man?

7 MR. DAVIS: No, man. I'm good, yeah.

8 MR. LLOYD: You're good?

9 MR. DAVIS: Yeah.

10 MR. LLOYD: All right, we're off the record.

11 (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: UNION PACIFIC EMPLOYEE
 FATALITY IN SAN ANTONIO, TEXAS
 ON SEPTEMBER 22, 2021
 Interview of Travis Davis

ACCIDENT NO.: RRD21LR016

PLACE: San Antonio, Texas

DATE: September 24, 2021

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.



Kali Haney
Transcriber