



National Transportation Safety Board

Washington, D.C. 20594

Office of Railroad, Pipeline and Hazardous Materials Investigations

Interview Regarding Investigation PLD20LR001

Enbridge Inc. Natural Gas Pipeline Rupture and Fire in Hillsboro, KY on May 4, 2020

Name: Joseph Scott Trusty

Department: Operations Owingsville Station

Title: Mechanic

Date of Interview: 5-11-20

I have reviewed my transcript(s) from the above referenced accident and:

I have no comments to make.

My comments are submitted herewith.

My comments are marked on the attached copy.

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

ENBRIDGE INC. NATURAL GAS *

PIPELINE RUPTURE AND FIRE * Accident No.: PLD20LR001

IN HILLSBORO, KENTUCKY, *

ON MAY 4, 2020 *

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Interview of: SCOTT TRUSTY, Mechanic

Enbridge, Inc.

Via teleconference

Monday,

May 11, 2020

APPEARANCES:

ALEXANDRIA COLLETTI, Investigator in Charge
National Transportation Safety Board

ALVARO RODRIGUEZ, Accident Investigator
Pipeline and Hazardous Materials Safety Administration

THOMAS WOODEN, Vice President
Engineering and Asset Management
Enbridge, Inc.

DANE JAQUES, Attorney
Steptoe and Johnson, LLP

I N D E X

ITEM

PAGE

Interview of Scott Trusty:

By Ms. Colletti

6

By Ms. Rodriguez

12

I N T E R V I E W

(2:07 p.m.)

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2
3 MS. COLLETTI: We're on the record for the Scott Trusty
4 interview. Good afternoon. Today is May 11th, 2020. It is now
5 2:07 p.m. Eastern Time. My name is Alex Colletti. I'm the
6 investigator in charge for this accident for the National
7 Transportation Safety Board in Washington, D.C. We're holding
8 this interview remotely via audio conference call.

9 The interview is being conducted as part of the investigation
10 into the Texas Eastern Transmission natural gas release and fire
11 that occurred on May 4th, 2020, in Fleming County, Kentucky. The
12 NTSB case number for this accident is PLD20LR001.

13 This interview is being recorded and may be transcribed at a
14 later date. A copy of the transcript will be provided to the
15 interviewee for review prior to being entered into the public
16 docket. This is your opportunity to correct things that the
17 transcriber may have incorrectly transcribed; it's not your
18 opportunity to add and elaborate on things. So if you have
19 something that's factual that you'd like to add, during the
20 interview is the best time.

21 You're permitted to have one other person present during the
22 interview. This person is of your choice. It can be an attorney,
23 a spouse, supervisor, a friend, family member, or no one at all.

24 Scott, for the record, please state the spelling of your full
25 name, your job title, and who you have selected to be present with

1 you during the interview.

2 MR. TRUSTY: Scott Trusty, S-c-o-t-t, T-r-u-s-t-y. Dane
3 Jaques will be with me on the interview. Mechanic here at
4 Owingsville station.

5 MS. COLLETTI: Perfect. Great. Now we're going to go around
6 the call, so to speak, introduce ourselves, and we'll start with
7 Alvaro from PHMSA, and then we'll go to Tom from Enbridge, and
8 then Dane. And, again, please spell your name for the
9 transcriber.

10 MR. RODRIGUEZ: Hello. This is Alvaro Rodriguez, Alvaro,
11 A-l-v-a-r-o, Rodriguez, R-o-d-r-i-g-u-e-z. I am an accident
12 investigator with the Accident Investigation Division of PHMSA in
13 Oklahoma City, Oklahoma.

14 MR. WOODEN: Hi. This is Thomas Wooden. T-h-o-m-a-s,
15 W-o-o-d-e-n. Vice President of Engineering and Asset Management
16 for Enbridge and also party coordinator for the investigation.

17 MR. JAQUES: My name is Dane Jaques. That's spelled D-a-n-e,
18 J-a-q-u-e-s, and I'm a partner with the law firm of Steptoe and
19 Johnson.

20 MS. COLLETTI: Okay, great. Thank you, guys.

21 All right. Thank you for agreeing to interview with me
22 today, Scott. I appreciate it. I know it's taking up your time
23 and your time is valuable, so thank you very much. This is an
24 important task we have to collect any information we can get from
25 your memory of that day. I'm going to ask you to provide a lot of

1 details for us, as much as you can remember. Please don't
2 speculate; just provide what you can remember.

3 So if I or anyone else asks you a question, and you don't
4 know the answer or you don't remember, it's fine to say, I don't
5 know. However, the more information you can give us, the better.
6 So the more you provide up front, the less questioning towards the
7 end.

8 INTERVIEW OF SCOTT TRUSTY

9 BY MS. COLLETTI:

10 Q. Before I get into the day of the accident, though, I'd like
11 to talk to you a little bit about your history with the pipeline
12 industry. Did you start off working for Texas Eastern
13 Transmission, or did you work for someone else? Did you start off
14 in your current role, or did you work in a different position
15 before? You know, what's your history and experience?

16 A. Yeah, so I started off as a contract hand here at Owingsville
17 station 2010/2011, which required fixing any pipelines. Moved
18 over there to be a pipeliner, stayed there 8 months, I believe.
19 Moved to Danville at the Danville compressor station, lived there
20 close to 3 years, then moved back to Owingsville as a pipeliner.
21 And been a mechanic here at Owingsville station now for close to
22 5 years.

23 Q. Okay. That's great. So you've got a good history with the
24 company then. I mean, we're talking, what, almost 10 years at
25 this point?

1 A. Yes.

2 Q. That's great. I like talking to folks that know what they're
3 talking about. It certainly helps. Well, great.

4 Well, here's the part where I'm going to ask you to talk for
5 a pretty long stretch. Like I said, take breaks. I'd offer you a
6 glass of water, but unfortunately, I can't. So just walk me
7 through from the moment you first received notification of the
8 rupture to the moment you were relieved of duty for the day.
9 Anything you can remember.

10 You know, if you operated a valve, what kind of valve was it?
11 How did you operate it? How long did it take and who was there?
12 If you received a call, who did you talk to? What were you
13 thinking when you did certain actions? Those are the kind of
14 things we're looking for.

15 So, again, just go into as much detail as possible. If
16 anything struck you as different or odd or unusual, that stood
17 out, that's especially helpful. But just really just your
18 recollection of the night of the accident. And so I'll stop
19 talking, and now it's your turn.

20 A. Okay. So, Bart, the supervisor, called me at 4:47. I was at
21 my house. He said report to Muses Mill, so that's the
22 (indiscernible) the valve ^{site} sat to the north of the incident. He
23 told me that Bryson Price, (indiscernible), is the one that called
24 him. So I leave the house, I called Bryson -- of course, I guess
25 it was speculation at that very moment -- called Bryson and he's

1 like -- it's 4:51. He's like, yeah, I'm pretty sure it's ours.
2 Get on the interstate, go towards Morehead.

3 A actual safety guy from Otis Eastern, he called me and said
4 he thinks our pipeline ruptured. So arrive at Muses Mill valves.
5 Barry Blevins is already there. The stems are coming down on the
6 gate valves, on the block valves, and we -- let me see here. I
7 called Joey Grimes at 4:57 to see if he was at the station because
8 I wanted to see which line was there -- or which line he could
9 see -- if he could see pressure. He wasn't there at the station
10 yet.

11 I get the valves -- the block valves closed 100 percent. We
12 locked the valves out, so they locked the block valve, main block
13 valve at the valve site, locked the crossovers on the south, you
14 know, that'd be the south side, locked those closed so no gas
15 could feed. After we got those locked out, I stayed at the valve
16 site.

17 Talked to Barry Howard at -- supervisor at Danville, at 6:17.
18 He said, more than likely, they're going to open 15 to 25
19 crossover, so it'd be the 15/25 blow-offs on that section of pipe.
20 I told him that I'd have to get the -- cut the locks off because
21 we just locked out and line 15 was isolated (indiscernible)
22 incident.

23 He got back to me at 6:58, said I could cut the locks, so cut
24 the locks off 15/25 crossovers. I went ahead and removed the
25 ~~(indiscernible)~~ caps on top of the blow-off. He told me to wait

1 to -- for him to tell me when to blow it down. I got the call
2 from Barry Howard again, 7:15 -- or I got the call at 7:12. I
3 started blowing down line 15 and 25 and valve section one at 7:15.

4 After Barry Howard called, we was going to keep it at
5 50 pounds in line 15/25. Called me back and said, take it all the
6 way down to zero. Called Joey Grimes, made sure -- and Bart to
7 make sure we was all on the same page. Got it blew down.

8 There was still a small flame at the rupture site, speaking
9 with Bryson and Barry Blevins. That's when Ralph ^{toy} ~~Tory~~ came to
10 assist and we started bleeding ^{bodies} ~~(indiscernible)~~ on line 10 and
11 greasing the valve, the 30-inch block valve. The fire went out
12 some time -- it was late that night.

13 Kept the grease -- we wanted to keep grease down there at the
14 site. We ran out of grease, so about 2:00, I came back to the
15 station, got some grease, filled the grease ^{gun} ~~can~~ back up, and
16 approximately 3:00, I left for my house.

17 Q. Thank you very much for that. I'm going to hop back to a
18 couple of spots and ask for a little bit more detail. I
19 appreciate you walking me through that. It sounds like a long
20 night. So, when you got to Muses Mill, Barry was already there,
21 correct?

22 A. Correct.

23 Q. And he had gone ahead and closed those block valves.

24 A. Correct. He was closing them when I arrived.

25 Q. Okay. But he hadn't locked and tagged them out yet, so that

1 was something you guys did together?

2 A. Yes, ma'am.

3 Q. Okay. And then you worked together to lockout and then
4 tagout the crossovers for line 15 and 25, so --

5 A. We was --

6 Q. Go ahead, please.

7 A. We locked out -- 15 was already locked out. The crossover
8 was already locked out. We locked out line 10 and 25, the
9 crossovers.

10 Q. Okay. That's what I wanted to go back to because I'd written
11 down 15 and 25, so I was confused on that; 10 and 25 makes more
12 sense.

13 Okay. So I want to talk about the blowdown process and, you
14 know, I -- so I worked in measurement, which was chromatographs
15 and water vapor analyzers and pressure transmitters and all that,
16 which is very different than blowing down a main line, right?

17 A. Yeah.

18 Q. So can you walk me through why you would need to open a
19 crossover valve to blowdown, you know? Because it sounds like
20 that was why you had to cut off the lockout/tagout tags, if I'm
21 reading that right.

22 A. So line 15 -- so I call them crossovers, but they have risers
23 on them, so they act as blow-offs as well.

24 Q. Okay. That makes sense to me then. That makes sense. I was
25 trying to visualize it in my head, but I couldn't quite get there.

1 A. Yeah.

2 Q. But they're kind of serving a dual purpose. That makes sense
3 to me. Now, how did you know to go to Muses Mill?

4 A. When I first got the call, my supervisor, Bart, told me to go
5 there.

6 Q. Okay. So that was just straight direction from Bart, then?
7 Okay.

8 A. Yeah.

9 Q. Have you participated in any kind of drills or practice for
10 anything like this before?

11 A. Yes.

12 Q. Okay. Do you remember when the last one was? Can you tell
13 me about it?

14 A. I can't recall the exact date, but we have tabletop
15 simulations every year.

16 Q. Okay. Can you tell me kind of what a tabletop might look
17 like and what kind of activities you might do and all of that?

18 A. We have (indiscernible) CSD safety meeting. A
19 supervisor -- or anybody can, but the supervisor gives a scenario.
20 Sometimes we go to actual sites and look at the -- you know, tell
21 them what we'd do and see what the response time would be.

22 Q. Okay. I think I've got what I need for right -- actually, I
23 take that back. I got one more question for you. About how long
24 does it normally take you to get to Muses Mill from your house?

25 A. I'm going to say 40 minutes.

1 Q. Okay. And did you have any difficulties getting to the site
2 on the day of the accident?

3 A. A little bit of traffic. Right there before you turn on
4 Muses Mill Road, they was repaving a section of road, but not too
5 bad, no.

6 MS. COLLETTI: Okay. Well, that's going to be the end of my
7 first round of questions. I'm going to pass you to Alvaro next.

8 MR. RODRIGUEZ: Thank you, Alex.

9 BY MR. RODRIGUEZ:

10 Q. This is Alvaro Rodriguez. I am with Accident Investigation
11 Division of PHMSA. And my first question -- or, before I go to
12 the question, thank you for your time. Did you have any knowledge
13 or, I would say, if anything that you could have done different?

14 A. Maybe take better notes, but yeah, I feel like I did
15 everything to the best of my ability, I guess you could say.

16 Q. All right. Yeah. Thank you. And did you receive or are you
17 aware of any updates on the integrity of this pipeline or the
18 right-of-way?

19 A. Can you repeat the question?

20 Q. Yeah, definitely. Did you receive any update on the
21 integrity of these pipelines or the right-of-way?

22 A. Are you saying that night or --

23 Q. No, in general. Do you usually receive any updates, any
24 communications, or any emails, anything that tells you about the
25 area where you work at or the pipeline itself?

1 A. No, I don't guess.

2 Q. Okay. And did you have any knowledge of historic damage on
3 this segment before?

4 A. No.

5 MR. RODRIGUEZ: Okay. I don't have any other questions.
6 Thank you.

7 MR. WOODEN: Scott, this is Tom Wooden. I don't have any
8 other questions for you at this time.

9 Alex, I'm going to let you -- if you have some additional
10 questions.

11 MS. COLLETTI: This is Alex Colletti. I have no additional
12 questions.

13 Alvaro, do you have any additional questions?

14 MS. RODRIQUEZ: I don't have anything else right now.

15 MS. COLLETTI: Okay. And, Tom, still no questions for you?

16 MR. WOODEN: Still no questions. I think Scott gave us good
17 details.

18 MS. COLLETTI: Okay, great. Well, in that case, I am going
19 to say thank you very much for your time, Scott. I appreciate it.
20 Thank you for walking us through and taking your time.

21 I will, in about a month, be sending you an email with your
22 transcript from this interview. You'll get kind of a legalese
23 form at the beginning with a couple of checkboxes. If there's no
24 error on the transcript, just check off that you accept it as is.
25 If there are changes that need to be made, you can either mark it

1 up on the transcript itself, or you can send me an email that
2 says, on page 5, line 4, they spelled Bart's name wrong, things
3 like that.

4 Otherwise, if you think of anything else later, feel free to
5 shoot me an email or give me a call at any time. I'm going to be
6 giving Bart my information. So I just want to thank you very much
7 for your time. It's much appreciated.

8 MR. TRUSTY: All right. Thank you.

9 MS. COLLETTI: And it is 2:29 p.m., and this concludes the
10 interview.

11 (Whereupon, at 2:29 p.m., the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: ENBRIDGE INC. NATURAL GAS
PIPELINE RUPTURE AND FIRE
IN HILLSBORO, KENTUCKY,
ON MAY 4, 2020
Interview of Scott Trusty

ACCIDENT NO.: PLD20LR001

PLACE: Via teleconference

DATE: May 11, 2020

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.



Danielle C. Morgan
Transcriber