

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

BNSF FATAL RAIL ACCIDENT *
IN LOUISIANA, MISSOURI, *
ON APRIL 7, 2021 *

Accident No.: RRD21LR009

* * * * *

Interview of: ERIC SCHUTTE, Brakeman
BNSF Railway

Holiday Inn Express
120 Shinn Lane
Hannibal, Missouri

Friday,
April 9, 2021

APPEARANCES:

ZACHARY ZAGATA, Investigator in Charge
National Transportation Safety Board

JOSEPH CIEMNY, Investigator
SMART Transportation Division

PATRICK SCOTT, Operating Practices Inspector
Federal Railroad Administration

BOB PELLETIER, Investigator in Charge
Federal Railroad Administration

DAVID MOULDON, Operating Practices Supervisor
Federal Railroad Administration

RON SIMPSON, District 6 Grade Crossing and Operating
Practices Inspector
Federal Railroad Administration

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

RYAN RINGELMAN, System Safety
BNSF Railway

AARON RATLEDGE, General Director of Operating Practices
and Rules
BNSF Railway

JEFF WILLIS, Local Chairman 219
SMART Transportation Division

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Eric Schutte:	
By Mr. Zagata	5
By Mr. Ratledge	8
By Mr. Dumey	15
By Mr. Simpson	17
By Mr. Ciemny	18
By Mr. Zagata	21
By Mr. Ratledge	22
By Mr. Dumey	24

I N T E R V I E W

(10:15 a.m.)

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2
3 MR. ZAGATA: All right. Good afternoon. My name is Zach
4 Zagata. I am the NTSB IIC for this accident. We're here today on
5 April 9th at 10:15 to conduct an interview with Eric Schutte who
6 works for BNSF. This interview is in conjunction with NTSB's
7 investigation of employee fatality. The NTSB accident reference
8 number is RRD21LR009. The purpose of the investigation to
9 increase safety and not assign fault or blame or liability.

10 Before beginning our interviews and questions, let's go
11 around the table and introduce ourselves. Please spell your last
12 name and who you're representing and your title. I would like to
13 remind everybody to speak clearly so that we can get an accurate
14 recording. I'll start off and then pass it off to my right.
15 Again, my name is Zach Zagata, and that's Z-a-g-a-t-a, and I'm the
16 NTSB IIC.

17 MR. CIEMNY: Joseph Ciemny, spelled C-i-e-m-n-y, investigator
18 with SMART Transportation Division.

19 MR. SCOTT: Patrick Scott, S-c-o-t-t, FRA operating practice
20 inspector.

21 MR. PELLETIER: Bob Pelletier, spelled P-e-l-l-e-t-i-e-r, FRA
22 IIC.

23 MR. MOULDON: David Mouldon, M-o-u-l-d-o-n, FRA operating
24 practices supervisor.

25 MR. SIMPSON: Ron Simpson, S-i-m-p-s-o-n, FRA District 6

1 grade crossing and OP inspector.

2 MR. DUMEY: Randy Dumey, D-u-m-e-y, BLET investigator.

3 MR. RINGELMAN: Ryan Ringelman, R-i-n-g-e-l-m-a-n, BNSF
4 system safety.

5 MR. RATLEDGE: Aaron Ratledge, R-a-t-l-e-d-g-e, general
6 director of operating practices and rules, BNSF Railway.

7 MR. WILLIS: Jeff Willis, W-i-l-l-i-s, SMART Transportation
8 Division, Local Chairman 219.

9 MR. SCHUTTE: Eric Schutte, S-c-h-u-t-t-e, witness/brakeman.

10 MR. ZAGATA: Okay. Thank you.

11 INTERVIEW OF ERIC SCHUTTE

12 BY MR. ZAGATA:

13 Q. And do we have your permission to record our discussion
14 today?

15 A. Yes, sir, you do.

16 Q. Okay. You understand the transcript's going to be part of
17 the public docket, and as such, we cannot guarantee
18 confidentiality?

19 A. Yes, sir, I do.

20 Q. Thank you. So, as we discussed earlier, if you could, just
21 kind of walk us through your day up until the time of the
22 accident.

23 A. All right. I was working in West Quincy, Missouri, on the
24 837 local. Upon coming to work, the conductor, Buddy Strieker, he
25 handed me the switch list, the cars that we were going to be

1 taking down to Cosgrove. Had a brief job briefing. There wasn't
2 a terrible amount of work to do. We were going to go to basically
3 two different parts of the facility, and I've worked this job with
4 Buddy numerous times over the past 5 years, so looking at the
5 switch list, there's -- we pretty much understand where we're
6 going to need to be. So, once we were on duty, we hopped on the
7 power, gathered our cut of cars, air tested them, and then
8 proceeded down towards the signal, tone up the dispatcher, and
9 basically got our place in line to head down to Cosgrove.

10 On duty at 11 o'clock, we were in Louisiana, Missouri, which
11 is, oh, Mile Post 95 from 137. At about 1345 in the afternoon, at
12 Louisiana, we have to cut away from the cut of cars and go through
13 the siding, put the power on the opposite end, and then we shove
14 to Cosgrove, which is roughly Mile Post 93, and that's the way we
15 spot the cars to give the -- to have everything in position, we
16 need to put the power on the opposite end of the way that we were
17 traveling. In Louisiana, once we cut the power off, put it on the
18 other end, I hopped on the shove platform with the conductor, and
19 we proceeded towards Cosgrove mainline switch.

20 At the mainline switch at Cosgrove, we stopped. I, the
21 brakeman, hopped off and lined the mainline switch at Cosgrove in
22 the reverse position. After I did that, the conductor, who was
23 still on the shove platform, took the cut of cars and the engines
24 back another five, which we have a split derail that he hopped off
25 and took the derail off and then got back on the cut of cars and

1 shoved up towards Dyno Global, which is the chemical plant where
2 we were going to be switching at. And we had roughly a whole
3 load, about 21 cars if I'm thinking correctly.

4 So he shoves up, and from my best guess, he had the road
5 crossing occupied, and the engineer always stops once he gets past
6 the derail, and at that time, the brakeman, myself, I lined the
7 mainline switch back for main track movement and restored the
8 derail. At that time, the engineer tones up the dispatcher to let
9 him know that everything's restored, and then they can run
10 mainline traffic again. Once I was on the engine, the conductor
11 had announced that he had took the derail off at Dyno Global and
12 that -- and from what I announced, that I was on the power, so he
13 could feel free to move the train.

14 And at that time, he would've had to line -- because we came
15 out of 6 track the day before, and he would've had to line two
16 switches before initiating the next movement. And what I do is,
17 since I knew we were going to be switching in 13 track, I like to
18 go from the engine, if we're stopped, and walk another couple of
19 cars just so when we do finally stop and get ready to do switching
20 movements, it's less of a walk for me, and we can get started with
21 it. So he did announce conductor on the ground protecting back 20
22 cars, and at that time, I believe I was about seven to eight cards
23 behind the second engine, hanging on the side, just waiting for
24 him to stop the movement, and then I would see where we were at
25 and where I needed to be.

1 So, once he said back 20 cars, we started the movement, and
2 I'm just hanging on the side, and as we're going, I notice that we
3 started to slow down. He hadn't heard -- the engineer hadn't
4 heard anything from the conductor, so he was slowing. The train
5 was coming to a stop. The dispatcher came in at the same time.
6 As we're slowing to a stop, I'm kind of looking around the body of
7 the car to see if I see the conductor, and as we're coming to a
8 stop, I see the conductor lying prone on the ground, and that's
9 when I announced emergency on the radio. Went across the platform
10 on the car and got down and saw that he was laying on the ground,
11 and I shouted -- because the dispatcher was there on the radio. I
12 announced that we needed to get EMS personnel here.

13 And so I went and I started to shake him to see if there was
14 any response, and then looking at him, you could tell that his
15 neck had been broken. And from there, people that worked at Dyno
16 started to come by, and we kind of all came to the conclusion that
17 he was -- he had passed away. And that's pretty much the incident
18 from my perspective, until EMS and more management got on scene.

19 MR. ZAGATA: Appreciate it.

20 MR. SCHUTTE: Um-hum.

21 MR. ZAGATA: We'll start off with questions around the room,
22 start on my right, work our way around. So if you'd like to
23 start.

24 MR. RATLEDGE: Okay.

25 BY MR. RATLEDGE:

1 Q. So this is Aaron Ratledge, R-a-t-l-e-d-g-e. Mr. Schutte, I'd
2 just like to start out and tell you thank you for coming in and
3 talking with us, and, again, I know it's tough to have to relive
4 this, and thoughts and prayers are with you as you had to witness
5 this tragic incident.

6 Just a couple of quick questions. You'd talked about how
7 you'd restored the mainline switch and the derail and Buddy had
8 gotten off also to get the second derail, which was the Dyno
9 derail --

10 A. Yes, sir.

11 Q. -- into their facility. So you took that off, but you said
12 the previous day, you came out of 6 track, and I know we don't
13 have schematic here before us, but --

14 A. I can explain a little bit better. They have the derail that
15 he was at, the next switch goes straight, and that would take you
16 up to Calumet, which is also a chemical facility at that plant.
17 He was going to need to line that switch, which would take us over
18 towards the Dyno Global plant, would take us to the left. Instead
19 of going right or straight, he'd have to line that one to go
20 towards the left. And then there's another switch, which we were
21 at the previous day. He was going to have to line that one as
22 well.

23 Q. Is that the one that goes towards the 2 track spot?

24 A. Yeah.

25 Q. Okay.

1 A. It goes up the hill. And then he would be in position to
2 where he was watching the 20-car shove, which would be the
3 basement track or 13 track, which is where they store cars.

4 Q. Okay. Thank you for that. So it's your belief that he
5 would've had to have lined two switches.

6 A. Yes, sir.

7 Q. One to go into Calumet and then also the other one that leads
8 to the 2 track spot.

9 A. To go away from Calumet and then away from the 2 track and
10 down into the storage, where the train is resting now.

11 Q. Okay. So that would explain the reason why he didn't ride
12 the shove car movement after lining the Dyno derail.

13 A. Correct.

14 Q. Okay. So, as he was making that 10-car shove from the Dyno
15 derail, he was walking to get those two switches.

16 A. Correct.

17 Q. What I'm going to call the 12 and 13 track switch, do you
18 know what I mean by that?

19 A. Yes, sir.

20 Q. Okay. I had heard some other information throughout this
21 investigation that the previous day, you guys may have come out of
22 13 track?

23 A. That is correct.

24 Q. And so that -- he would not had to have lined the 12 and 13
25 track switch; it would've already been previously lined based upon

1 what you came out of the day before.

2 A. Yes, sir.

3 Q. Any reason in your mind that you can think of as to why Buddy
4 would've stopped the equipment right there at that 12 and 13 track
5 switch, before making the final 20-car shove?

6 A. Maybe he was getting in a better position. Because, I mean,
7 it's a curve, and I don't know exactly -- I was on the engine, or
8 I was a few cars back, so --

9 Q. Right, on the opposite side.

10 A. I could -- I would imagine he was probably trying to get in a
11 better position to see, because, I mean, you can see for quite a
12 ways depending on where you're at.

13 Q. Right.

14 A. So that's the only thing I can imagine is just a better
15 position to get a better look at it.

16 Q. Okay.

17 A. Or to review his list and just make sure, okay, you know
18 what, I'm going to have to set this many cars over, and then this
19 many are going into this track.

20 Q. Right. Okay. That's very helpful. During the shove from
21 Louisiana to the Dyno switch to the Cosgrove switch --

22 A. Yes.

23 Q. -- what were your conversations like during that shove? Or
24 what was said between you guys, to the best of your recollection?

25 A. There wasn't much said. He enjoyed smoking cigarettes and

1 did --

2 Q. We've heard that a lot.

3 A. Well, no, I mean, I used to smoke. Used to be fun.

4 Q. Yeah.

5 A. But you have to give it up eventually. But there wasn't much
6 said.

7 Q. Okay.

8 A. I mean, it was kind of understood what we were going to be
9 doing. Bench on platform, it rattles a lot, and, I mean, in order
10 to talk to people, you have to shout, and we didn't need to have
11 that much of interaction. He knew where I was going to be going.

12 Q. Right.

13 A. He knew as soon as he stopped the movement, I'd be on the
14 ground, I'd be lining the switch, he'd take it back to the derail.
15 I have more discussions with newer employees that have not worked
16 there.

17 Q. Right.

18 A. It was more of -- it's exactly -- it was more we knew where
19 each of us was going to be.

20 Q. Okay. Just a couple more questions --

21 A. Sure.

22 Q. -- and I'll pass. Any idea, based upon the switch list that
23 you had -- I mean, I noticed you had a car for 2 track that was
24 closer towards the shove car, then you had a 2 track car that was
25 really I think next to your locomotive. Those are the tank cars,

1 right? For 2 track?

2 A. Yeah, yeah.

3 Q. Do you have any -- I mean, when Buddy was making that 20 --
4 the final 20-car shove --

5 A. Right.

6 Q. -- any idea in your mind what the next move for Buddy
7 would've been? I mean, would -- I mean, not trying to get --

8 A. No, no.

9 Q. -- here, but was the next move going to be setting out that
10 head car over towards 2 track so that you could start switching on
11 some other stuff, or do you think it was to shove everything in
12 the -- in I think what you called the storage tracks, and then --

13 A. Right.

14 Q. -- something else?

15 A. Well, what I imagine we were going to be doing is, since the
16 -- I believe it was the head five cars, I imagine he was just
17 going to have me line the crossovers. There was plenty of room
18 down there where we could just set those over to the side and then
19 go in to the track, because there was one car in 13 that we put
20 there the previous day, tie the rest of them on, and then just
21 make one good, solid shove to the end of the track, that way if
22 they had anything that had to go there for the rest of the week,
23 you could just take and tie it on, that way you wouldn't have to
24 worry about constantly just moving it back and whatnot.

25 Q. Did it -- I mean, did it surprise you that Buddy stayed where

1 he was at during that 20-car shove?

2 A. If I was doing the movement, if I was the conductor that day,
3 I would've probably rode it down in there, but everyone does
4 things differently.

5 Q. Understood. Yeah. So now, I'm just trying to get
6 understanding in my head as to what Buddy's next move would've
7 been, you know, when he made that -- you know, when he was there
8 at the -- close to the switch where he was found --

9 A. Right.

10 Q. -- what was his next intention? That's -- and you've helped
11 me. It's just really unclear as to what it was. I mean, you can
12 speculate, but you thought the switching moves were going to occur
13 down at the crossover, deeper in the storage tracks.

14 A. Well, that's where I imagined, and he could've been shoving
15 it back till we cleared the road crossing and then -- because he
16 knew that I constantly was -- every time we stopped that I would
17 move closer to where he was.

18 Q. And that's --

19 A. So, once --

20 Q. You've done that in the past?

21 A. Yeah.

22 Q. Okay.

23 A. So, when he would stop once he cleared the road crossing,
24 normally, I'd be right there and it'd be like -- then we'd have
25 another job briefing. Even though we knew what we were going to

1 do, we'd just go over it one more time. Hey, go line those, I'm
2 going to set those over, and then, you know what, I'll send it
3 back to you to tie onto that other car, and then just ride it to
4 the end of the track.

5 Q. But, from your perspective, you were getting into position to
6 start switching out the cut of cars that you brought from West
7 Quincy.

8 A. Correct.

9 Q. And getting them further lined up to be able to spot into the
10 industry --

11 A. Correct.

12 Q. -- as accordingly.

13 A. Correct.

14 MR. RATLEDGE: Okay. I think that's all I have at the
15 moment.

16 MR. ZAGATA: Go ahead.

17 UNIDENTIFIED SPEAKER: Pass.

18 MR. ZAGATA: Randy -- yeah, just -- here, I'll put this chair
19 out here for you if you want to come sit up here.

20 BY MR. DUMEY:

21 Q. Yeah. Thanks for being here. I (indiscernible). Where he
22 got off, had he done that before previously, or did he normally
23 ride that shove in?

24 A. I've worked the job with him numerous times, and he does
25 things a little bit different. I mean, it's all variations of

1 doing the same thing. Sometimes, you know, maybe his arm -- maybe
2 he's tired and he doesn't feel like hanging on the equipment, so
3 it'd be easier just to shove it down, and then just take a nice
4 walk down there, take your time.

5 Q. Right.

6 A. So it all depend on if he's feeling tired or not, so I --
7 I've seen him do it both ways.

8 MR. ZAGATA: Can you state your name and --

9 MR. DUMEY: Oh, Randy Dumey, BLET investigator.

10 MR. ZAGATA: Thanks.

11 BY MR. DUMEY:

12 Q. When you come in and run around your train there at
13 Louisiana --

14 A. Yes, sir.

15 Q. -- I'm assuming, since he (indiscernible) the head end in, he
16 ties the train down from that end?

17 A. That is correct.

18 Q. And then, once you run around it, then he knocked them off,
19 the hand brakes off?

20 A. That is correct.

21 Q. Okay.

22 A. I always stay at one end of Louisiana when we stop the train
23 so I can operate the derail and the mainline switch once they pull
24 the entire train past, and then he ties it down on the west end,
25 and then he lines the switch and the derail, restores those, and I

1 take it out, I tie it back onto the train. Once we tie it back
2 onto the train, he knocks the brake off, does the set and release
3 on the rear car, and then normally pulls up to grab me, because
4 I've also taken the ETD off, that way we have everything we need
5 once we get in the plant.

6 MR. DUMEY: That's all I've got right now. Thank you.

7 MR. SCHUTTE: Yes, sir.

8 BY MR. SIMPSON:

9 Q. Ron Simpson, S-i-m-p-s-o-n, FRA inspector. Eric, just a
10 couple quick questions. Was there anything unusual with Buddy's
11 demeanor at all you can think of?

12 A. No, sir. Generally quiet, kept to himself. I mean, nothing
13 out of the ordinary.

14 Q. Okay, nothing noticeable. Was he on time for work that day?

15 A. Buddy's usually about an hour and a half early every day,
16 so --

17 Q. And I knew that, so --

18 A. Yeah.

19 Q. So nothing different there?

20 A. I couldn't speak to how early he was. I'm usually about 20
21 minutes early, and he'd already had all his paperwork together,
22 had everything downloaded on the tablet, so it's obvious that he'd
23 been there for a minute.

24 Q. Okay. And the last question I have for you, Eric, is when
25 there was no communication, and the engineer started coming to a

1 stop, typically, you'll hear something to the effect of, how we
2 looking back there? Buddy, how we doing? You know, was that --
3 did -- was there any communication at that point between the
4 engineer and Buddy, or was he kind of also stopping because the
5 dispatcher had come in? Was there any communication there?

6 A. Not to my -- as soon as we started to slow, the RLJ, the
7 dispatcher came in, and at that time, since I believe we were
8 clear of the road crossing, he just brought it to a complete stop,
9 that way the dispatcher, the conductor weren't stepping on each
10 other on the radio.

11 Q. Right.

12 A. So he just brought it to a complete stop, and around that
13 time's when I saw him on the ground.

14 MR. SIMPSON: Okay, okay. I think that's all I have.
15 Appreciate your time. Thank you.

16 BY MR. CIEMNY:

17 Q. Eric, Joe Ciemny again with SMART Transportation Division.
18 C-i-e-m-n-y for the record. Just had a couple questions here for
19 you. I'm trying to -- this industry that you were switching with
20 are different commodities of cars that you switched out?

21 A. Yes, sir. Dyno Global deals with hydrochloric acid,
22 oxidizers, prone solution, and then Calumet, which is also on the
23 same property, makes industrial lubricants. So, I mean, it's
24 almost all tank and hoppers, but, I mean, with various materials
25 in them.

1 Q. Was your train blocked by commodity, or were you going to
2 start putting it in order when you --

3 A. It was roughly -- it was pretty much blocked. We had a large
4 cut of cars that were going into storage at that facility, and
5 then there was about five that were all going up to be switched
6 out further in the plant where we actually would pick -- do pick
7 ups and whatnot. But, I mean, for the most part, it was pretty
8 much blocked, so, I mean, there was minimal switching to do on it.

9 Q. All right. And then talk to me about the walking conditions
10 at the industry. Are they -- is it sound footing everywhere? Is
11 there obstacles that need to be traversed?

12 A. It -- that place, especially the storage tracks where the 12
13 and 13 switch are, there's also trenches for drainage, which
14 partially look manmade and partially look like the water and
15 erosion have done a lot of work to it. The walking conditions,
16 especially near the 12 and 13 switch, are very narrow, and the
17 practice I've always done is -- and it's a little bit of a leap,
18 but if you go to the north of where the 12/13 switch is, you have
19 a nice green, grassy field, which is a little spongy, but it's --
20 that's where I always watch anything that's there. I never stand
21 on that rock, because you're just too close to the equipment.

22 Q. And what about the ballast (ph.) in the location next to the
23 walkway?

24 A. I mean, it's your standard -- it would probably be considered
25 a little bit bigger than what you would want for walking, which, I

1 mean, obviously the stuff on the mainline's great big rock, but if
2 you're going to be walking on it on a day-to-day basis, probably
3 smaller rock would be decent. But I never had a real problem
4 there, but I was also very mindful of where I was walking at all
5 times.

6 Q. And that leads me to my last question here: have you or
7 anybody that you know of reported any unsafe conditions at that
8 location?

9 A. We've -- I know there's been SIRPs there.

10 Q. That's -- for the record, what's a SIRP?

11 A. It's BNSF's safety policy, so you fill out a SIRP form, so it
12 -- a record is made of it.

13 Q. Okay.

14 A. Something that can be followed, and then they will address
15 safety of an issue and try to put a timeframe associated with it
16 in order to address that given issue.

17 Q. So you said the SIRP team was out there or a SIRP form was
18 filled out?

19 A. There has been. I don't know when the last one was, but
20 they've dealt with the lead. But in the plant, it gets to one of
21 those issues over who's responsible for the track: is it BNSF's
22 responsibility, or is it Dyno Global's responsibility to maintain
23 that track and walking conditions?

24 MR. CIEMNY: That's all I got for you, Eric. I appreciate
25 your time.

1 BY MR. ZAGATA:

2 Q. Zach Zagata, NTSB. Just to kind of piggyback on his comments
3 there, who did you turn that SIRP into? Do you remember?

4 A. I have not turned a SIRP in.

5 Q. Okay. Do you know who you would normally turn one into if
6 you --

7 A. Your local manager, so that'd be either the trainmaster or
8 the road foreman.

9 Q. All right. And the other question I got is, as far as
10 something that can be done out there -- I know this is a difficult
11 question.

12 A. Right.

13 Q. Can you think of anything that can be done that could prevent
14 something like this from happening again?

15 A. I mean, the long and the -- the short answer would be, before
16 you initiate any movement, think about where you're at and how
17 close -- even if I'm not standing on the tie butts, is it -- is
18 the track curved to where a longer car would jut out just a little
19 bit further to where it could clip me or knock me off balance?
20 And then, like I was saying, I always hop across the ravine and
21 just stand off in the grass to watch things, or I go to the other
22 side, the other track, to where, if I'm standing on the other
23 side, on the other track, and the cars are going here, and I'm a
24 car or two in, I'm not worried about getting struck. So, I mean,
25 it's more of just being aware of your surroundings.

1 MR. ZAGATA: I appreciate it.

2 With that, does anybody else have any additional questions?

3 MR. RATLEDGE: Yeah, I've got a couple follow-ups.

4 MR. ZAGATA: Okay.

5 MR. RATLEDGE: If that's all right.

6 MR. ZAGATA: Yeah, go ahead.

7 BY MR. RATLEDGE:

8 Q. This is Aaron Ratledge, R-a-t-l-e-d-g-e. Again, Eric, you've
9 been very helpful in answering the questions. Was it typical for
10 Buddy to stand on that side whenever he was working this position?
11 Would he typically stand over there on that narrow area that you
12 described?

13 A. To be -- I've seen him do things different ways at different
14 times. Would that be out of the ordinary, no.

15 Q. Okay. You've seen it both ways.

16 A. Yes.

17 Q. Back to the SIRPs, the safety issue resolution process that
18 you --

19 A. Yes.

20 Q. -- described that BNSF has in place to --

21 A. Yes.

22 Q. -- for employees to be able to identify safety issues, for
23 those to be filled out and turned in to their supervisors
24 accordingly, you didn't know of any active SIRPs that were in
25 place at Dyno -- or Dyno -- no, is it Dyno Global or Dyno Nobel?

1 MR. WILLIS: Dyno Nobel, N-o-b-e-l.

2 MR. RATLEDGE: It is Dyno Nobel.

3 MR. SCHUTTE: So I've been saying it wrong the whole time.

4 MR. RATLEDGE: No, I just want to make sure I didn't have it
5 wrong, Eric, so --

6 MR. SCHUTTE: No, that's fine.

7 BY MR. RATLEDGE:

8 Q. But was it your understanding that there was any active SIRPs
9 that were in place that you gentlemen have been trying to get
10 addressed for a period of time, or had you been -- had Buddy been
11 talking to Dyno -- I'm going to be calling it Global from now on,
12 so I apologize -- and do you know if there was anything that you'd
13 been talking to actively about trying to get something fixed that
14 was just going unnoticed?

15 A. To the best of my recollection, the answer's no. The last
16 thing I can remember truly being addressed was there were numerous
17 on the lead itself.

18 Q. Not this location where Buddy was?

19 A. No.

20 Q. Okay.

21 A. The last SIRP I can remember was on the lead where it had not
22 been sprayed to keep the weeds and the trees and everything from
23 growing.

24 Q. And was that the lead between the Dyno derail and --

25 A. Our mainline.

1 Q. Okay, your main -- okay.

2 A. Yeah.

3 Q. So it's really from the Dyno derail, which would be north,
4 timetable north, towards the Cosgrove switch.

5 A. Yeah. Yeah, yeah, yeah.

6 MR. RATLEDGE: Okay. That's all I have.

7 Randy?

8 MR. DUMEY: Yeah.

9 BY MR. DUMEY:

10 Q. Randy Dumey, BLET. You mentioned about the curve and long
11 cars. How long is this shove platform?

12 A. Shove platform, if I had to place a rough guess, is
13 approximately 60 feet, so it'd be about -- 60 or 70 feet. I mean,
14 it's a flat car, so -- I mean, normally those cars are used to
15 haul large plates of steel, but we retrofitted it to haul crew
16 members, so --

17 Q. Well, I haven't seen the car. That's why I'm --

18 A. Oh, that's fine.

19 Q. Is it -- and I don't even know what side he was on and all
20 that, but is it possible that what you mentioned about a long car
21 coming around there could've struck him?

22 A. I'm sure it's possible. I --

23 Q. Was he on the inside of the curve or the outside?

24 A. He would've been on the outside.

25 Q. Where the car could've come around and possibly struck him?

1 A. It -- that sounds reasonable.

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

3 MR. ZAGATA: Does anybody else have additional questions?

4 UNIDENTIFIED SPEAKER 1: No, sir.

5 UNIDENTIFIED SPEAKER 2: No, sir.

6 MR. ZAGATA: Do you have any?

7 UNIDENTIFIED SPEAKER 3: No.

8 MR. ZAGATA: All right. With that, do you have anything else
9 you'd like to add or --

10 MR. SCHUTTE: No, sir.

11 MR. ZAGATA: Okay. All right. And once again, I appreciate
12 you coming and talking with us, so --

13 MR. SCHUTTE: You're welcome.

14 MR. ZAGATA: We'll end the recording.

15 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

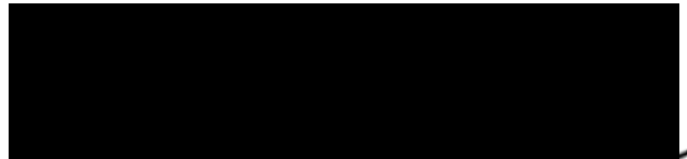
IN THE MATTER OF: BNSF FATAL RAIL ACCIDENT
 IN LOUISIANA, MISSOURI,
 ON APRIL 7, 2021
 Interview of Eric Schutte

ACCIDENT NO.: RRD21LR009

PLACE: Hannibal, Missouri

DATE: April 9, 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.



Autumn Weslow
Transcriber