

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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AMTRAK WORKER FATALITY *

BOWIE, MARYLAND * Accident No.: RRD18FR006

APRIL 24, 2018 *

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Interview of: EVAN JAMES TREUT

Bowie, Maryland

Wednesday,
April 25, 2018

APPEARANCES:

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I N T E R V I E W

1
2 MR. PAYAN: Okay. My name is Ruben Payan, P-A-Y-A-N. I'm an
3 investigator with the National Transportation Safety Board. Today
4 is April 25, 2018, and we are in Bowie, Maryland, interviewing a
5 welding foreman in connection with an accident that occurred at
6 milepost 119.2 on April 24, 2018. The NTSB accident number is
7 RRD18FR006. This interview is being recorded and will get
8 transcribed, and you'll have an opportunity to get a copy of the
9 transcription and provide any comments or corrections as you see
10 fit.

11 I'm going to go around the room and have everybody introduce
12 themselves. I'll start with Mr. Stearn here.

13 MR. STEARN: Steve Stearn, Brotherhood of Maintenance of Way
14 Employees, S-T-E-A-R-N.

15 MS. LEESE: Kristin Leese, L-E-E-S-E, Director of Safety for
16 Engineering.

17 MR. PAYAN: Okay. FRA?

18 MR. HURLEY: James Hurley, FRA, H-U-R-L-E-Y.

19 MR. PAYAN: Okay. Dr. Hoepf?

20 DR. HOEPF: Mike Hoepf, H-O-E-P-F, NTSB.

21 MR. PAYAN: Okay.

22 MR. FIELDS: Carl Fields, F-I-E-L-D-S, Brotherhood of
23 Locomotive Engineers and Trainmen.

24 MR. PAYAN: Okay and --

1 MR. NELSON: Tyrone Nelson, N-E-L-S-O-N, Vice Chairman for
2 BMWED.

3 MR. PAYAN: All right. Thank you very much.

4 INTERVIEW OF EVAN JAMES TREUT

5 BY MR. PAYAN:

6 Q. I'd like to start by having you kind of walk us through the
7 day up to the -- leading up to the accident so we can -- start
8 kind of when you, when you got up that morning. And if you have
9 times available that you recall, please provide those.

10 A. Okay.

11 Q. But just kind of step us through the day as best as you can.

12 A. I don't stay. I drive to work every morning. I got to the
13 hotel by probably 5:45. We established with the -- what we were
14 doing for the day. Everybody gets in their vehicles. You know,
15 you go, you know, you go to the store, get your coffee, blah,
16 blah, blah. Then you get to the jobsite. We got to Bowie State.
17 Everybody got off the bus -- buses, vehicles. We did a job
18 briefing. And then you go out and get started.

19 We got the watchmen placed. They get out. When the watchmen
20 were established we went out. I'm sorry, guys, this is kind of
21 tough. We just -- our initial job was to make a saw cut on the
22 rail that we were going to distress because the day before we had
23 issues because it was hot and the rail was running, and so we
24 wanted to do that saw cut first thing in the morning and get that
25 out of the way while the rail was still fairly cool.

1 We made our saw cut. I moved the speed swing and the weld
2 truck north a little bit and pulled the clipper up a little bit
3 because there was a section from yesterday that we didn't get
4 clipped up, simply because the rail heater was parked over the top
5 of it. Started to clip it up and then I was going to work with
6 the speed swing to thread the rail out to change all the pads and
7 then thread the rail in. And in the process of that, I stepped
8 over three track to use the bathroom and then we were being
9 started. Had a southbound train go by and then, you know, he --
10 and we had a bad accident.

11 Q. Okay. Thank you. All right. If we can back up just a
12 little bit? You -- do you stay at the hotel or --

13 A. No, I go home --

14 Q. You go home.

15 A. -- probably 90 percent of the time.

16 Q. Okay. And then at the, at the jobsite, you mentioned the job
17 briefing.

18 A. Yeah.

19 Q. Who held that?

20 A. Chris Gonzalez.

21 Q. Okay, and he held it for everybody?

22 A. Yeah.

23 Q. Okay.

24 A. Everybody that was with us in that location, yes

25 Q. Okay. And then were you part of the decision on how many

1 watchmen were required for that area?

2 A. No. No, I wasn't part of that decision.

3 Q. Do you know how they came up with the, the four watchmen?

4 A. Well, yeah. You know, if you set a guy on that platform he
5 can see south, so basically, like, this is south. And then you
6 stagger them out until, you know, until we were the northernmost
7 group, workgroup. We had guys working with us south, so within
8 that section of watchmen is where we were working.

9 Q. Okay.

10 A. And on the north end where we were at this tangent track.

11 Q. Okay. And now, well, did you have a lookout specifically
12 assigned to your, your gang?

13 A. Yes.

14 Q. Okay. And when your welding gang went out, were they -- did
15 they move around or were they at one place the whole time?

16 A. They were stationery because we hadn't moved.

17 Q. Okay. And where about were you located within the, within
18 the whole gang?

19 A. On the north end.

20 Q. The north end?

21 A. Yeah.

22 Q. Okay.

23 A. Right at 119.2.

24 Q. Okay, that's -- that was the north end of the --

25 A. Yeah.

1 Q. -- work zone?

2 A. Yeah.

3 Q. Okay. And did you, did you happen to see where, where Mr.
4 Luke was positioned, your watchman?

5 A. Yes.

6 Q. And can you describe that?

7 A. Yeah, he was on the field side of one track adjacent to the
8 back end of the welding truck where we made the saw cut.

9 Q. Okay. Was he directly across from, from your work zone?

10 A. Yes.

11 Q. Or was he a little bit staggered or?

12 A. He was directly across.

13 Q. Okay. And did you happen to notice where he was located? I
14 mean --

15 A. On the field side of one, I mean, that's where he was placed.

16 Q. Okay. That's so he could see. And during, and during --
17 after you got out there for the work zone, once you, once you got
18 positioned, where -- can you recall or an estimated how many
19 trains went by before the accident?

20 A. I can't.

21 Q. Were there other trains?

22 A. Yeah, I would imagine, yeah.

23 Q. Okay.

24 A. Yeah.

25 Q. Okay. I'm going to go around the room here for a little bit

1 and open it up. FRA?

2 BY MR. HURLEY:

3 Q. Did you hear the northbound train blow?

4 A. No, I did not. I did hear a southbound train. I was on
5 three track so I knew to look, you know, and I did hear -- I did
6 hear an audible from that southbound train.

7 MR. HURLEY: Okay. That's all I have.

8 MR. PAYAN: Okay. And Amtrak?

9 BY MS. LEESE:

10 Q. So at the time, so when the southbound train was coming you
11 were still on the field side?

12 A. Of three.

13 Q. Of three.

14 A. Yeah.

15 Q. Okay. Have you been with this group the last week or two
16 since they'd been working at Bowie?

17 A. Yes.

18 Q. Okay. Is the watchmen that were out, there was four, is that
19 pretty much standard for how you guys have been doing the
20 protection?

21 A. In that area yes. Yeah. You -- with the equipment noise,
22 yeah, four is sufficient. Yeah. Yeah, so we can go on with four.
23 I mean, sometimes it changes, like, if you scoot outside of the
24 advance watchman you'll throw another one out. Once you back up
25 you can drop him, get him to start working. But yeah, primarily

1 four.

2 Q. Okay. And do you recall if Luke had been watching prior to
3 that day, so like Monday or last week at all?

4 A. Yeah, he watched Monday for me.

5 Q. Okay. So he's familiar with --

6 A. Yes.

7 Q. -- the duties and everything? Do you know of any issue for
8 the guys watching that are standing on one track side? You know,
9 obviously he got up into the fallow of the track, but as far as
10 placement and a safe place to stand, I know, I mean, it was --

11 A. You know, it's never easy.

12 Q. Yeah.

13 A. You know? No, it hasn't been, no, not that I know of.

14 Q. No one's brought any issues up or?

15 A. No.

16 Q. Okay, thank you.

17 MR. PAYAN: Okay Okay, Mr. Stearn?

18 BY MR. STEARN:

19 Q. Steve Stearn, Maintenance of Way Employees. Evan, thanks for
20 coming in. Luke's in your gang, Y222A?

21 A. He's in the rail gang. I'm in the welding gang. We're 242.

22 Q. Oh.

23 A. But no, on paper no, he's not in my gang, but we've been
24 supporting the rail gang. We pretty much work hand-in-hand, you
25 know what I mean? They work up to us and if we're not doing

1 something at the time we fill in with those guys and vice versa.

2 Q. It's a co-mingling. We're getting the work done.

3 A. Right.

4 Q. And you guys are filling out the work, aren't you?

5 A. Try to.

6 Q. So Luke's out there as a watchman for your group and there's
7 three other watchmen out there, and we know that Robert Albrecht
8 was the watchman to Luke's south. Do we understand who the
9 watchman was on the Bowie Platform?

10 A. I don't.

11 Q. No idea?

12 A. No.

13 Q. How about the watchman, the advance watchman to the far
14 north?

15 A. I believe that was Kenny Hannon.

16 Q. Chris Gonzalez gave the contract. If you're the welding
17 foreman you don't give your guys a separate briefing?

18 A. Not if we're on the same -- not if we're working in the same
19 location. It all falls under the same characteristics.

20 Q. You've given briefings before though?

21 A. Yeah.

22 Q. A lot, a lot of times, many times?

23 A. Yeah.

24 Q. Many times? And you've posted watchmen before. Did you take
25 any exception with the way yesterday's watchmen were posted?

1 A. No.

2 Q. You, you felt comfortable with that watchman protection?

3 A. Yes.

4 Q. How long have you been -- prior to being a welding foreman
5 you were a track foreman?

6 A. Yes.

7 Q. And how did you get to be a track foreman?

8 A. I bid the MW-1000, got awarded, you know the deal, Steve.

9 Q. I do, but we've got to go through this, brother.

10 A. You know, you go through training, you find a position, you
11 get awarded. You hold the job for six months. You either stick
12 it out or go somewhere else.

13 Q. And in that training are you trained on how to place
14 watchmen?

15 A. No.

16 Q. So how do we learn how to place watchmen?

17 A. You learn characteristics, you know, your RWP and, you know,
18 their whistle test when the noise is fired up, all the noisy
19 equipment. You just go from there.

20 Q. Have you ever been a watchman?

21 A. Yes.

22 Q. Do you have to be qualified to be a watchman?

23 A. Yes.

24 MR. STEARN: Okay. That's all.

25 MR. PAYAN: Okay. Mr. Fields?

1 BY MR. FIELDS:

2 Q. Evan, do you recall a double bubble scenario taking place
3 yesterday before the incident?

4 A. During the incident or just --

5 Q. No, prior to.

6 A. No, I don't.

7 Q. Do you recall a double bubble incident occurring on Monday?

8 A. Yeah, usually you'll see one a day or you can have a couple a
9 day. You do see a lot of double bubbles, yes.

10 Q. And Luke was the watchman on Monday?

11 A. Monday, yes. Not all day. Around the afternoon time I
12 needed him to go back. Like I said before, when we started moving
13 north a little bit you might have to throw a watchman out. You
14 know, he doesn't have to be out there the whole time. When we
15 drop back into the regular confines of a work zone, you can drop
16 him. But in that process I did have to put him out.

17 MR. FIELDS: Okay. That's all I have, thank you.

18 MR. PAYAN: All right, thanks. Dr. Hoepf?

19 BY DR. HOEPF:

20 Q. Thanks, Ruben. Can you help me to understand a little bit
21 about, so Chris holds the job briefing for everybody, which makes
22 sense because you're in the same area, so --

23 A. Right.

24 Q. -- it would be redundant to do that.

25 A. Right.

1 Q. But just can you kind of walk me through, you know, what your
2 role is then. You know, I mean, that, you know, you're still a
3 foreman.

4 A. Yeah, so when protection is established you're -- you fall
5 under his protection, but there's still a job at hand that needs
6 to be accomplished. So my job would be to make sure the work is
7 getting done properly. You know what I mean?

8 Q. Um-hum.

9 A. So that's where I fall under as a foreman. You know, I make
10 sure my guys are doing the proper job and procedure that we have
11 to, you know, follow as far as guidelines for work, not
12 necessarily to establish a protection. Now, if I see something
13 out of line, if they had a watchman, I could do that, you know
14 what I mean? But my job was to make sure the work got done
15 successfully.

16 Q. Right. So Chris was the -- in charge of the on-track
17 protection then?

18 A. Yes.

19 Q. You know, he had the track out of service and all that.

20 A. Well, well --

21 Q. (Indiscernible)?

22 A. -- Warren Brooks had the track out of service.

23 Q. Warren Brooks had the -- okay. What's the -- so what's he do
24 exactly?

25 A. Warren Brooks?

1 Q. Yeah.

2 A. In a unit you have multiple work anted up. You have the
3 surfacing gang. You have the undercutter unit. You know, you
4 have the rail gang, you have the welding gang. You can't have a
5 foreman take track out from, you know, Carrollton to 119, you know
6 what I mean? You have to take a block out. So you've taken
7 Carrollton north of Bowie. And in that process you have, you
8 know, EIC had a track and then you've got multiple foreman working
9 inside the service limits.

10 Q. Okay.

11 A. So that's what we do. If, like, say, I have track out of
12 service I talk to multiple foreman that are going to work in my
13 out of service. You know, it gets documented and all that and
14 then they go about their business and provide protection in that
15 limits of the outer service.

16 Q. Okay.

17 A. So that's where we fell under, yeah.

18 Q. Okay. So neither you or Chris was in charge -- was in charge
19 of the on-track protection?

20 A. Right.

21 Q. It was -- okay. Okay, I got you. So you're more focused on,
22 you know, just your welding crew?

23 A. Yes.

24 Q. In terms of making sure they're, you know --

25 A. Yes.

1 Q. -- doing their job and -- okay. Got you. So I mean, as far
2 as the watchmen go then, you know, is that -- are they still kind
3 of under your umbrella or are they --

4 A. Yeah. Yeah, I -- yeah. They can be, yeah.

5 Q. I mean, are -- like, are you -- I'm sorry. You probably -- I
6 think I missed this, but did you physically place Luke, like,
7 "Hey, stand here?"

8 A. Yes.

9 Q. Okay.

10 A. Yes.

11 Q. So you -- okay, so you found it. All right. And so I'm just
12 wondering, you know, I know that the work here has, has just kind
13 of started yesterday but, you know, as far as, you know, the day
14 before you said he was watching for a while?

15 A. Yes.

16 Q. I mean, are you interacting with your watchmen very often or
17 are they just kind of like they're over there?

18 A. They're pretty stationary.

19 Q. Okay.

20 A. You know, because if you're working, like I said, in a small
21 area of track you set them up within that area.

22 Q. Right.

23 A. You know, and then that's it. They're there. They're
24 stationary --

25 Q. Yeah.

1 A. -- unless you leave that area.

2 Q. Right.

3 A. -- or you're going to throw another one up.

4 Q. Right. So I mean, do you, like, walk over there once an hour
5 and check in with them or I mean, could they just -- would he just
6 be standing out there potentially for four hours without anybody
7 talking to him?

8 A. If -- yeah. If we have to, yeah.

9 Q. Yeah. I mean, I'm not, I'm not trying to paint that in a bad
10 picture. I'm just trying to --

11 A. Yeah, that's just how --

12 Q. -- get an idea.

13 A. -- that's just the nature of the beast if he has to be out
14 there he will be out there. Yeah.

15 Q. Right, so he's just --

16 A. I mean, we try to get him relief, but sometimes it never
17 works out that way.

18 Q. Right, right. But he's not really -- and again, I'm just
19 trying to get an idea of, like, the work tempo, you know, like,
20 are you --

21 A. Yeah.

22 Q. -- you know, or is there, like, a regular need to check in
23 with them? Or could he potentially be, you know, out there just
24 for long chunks of time? I mean, so it was yesterday, you know,
25 you gave him, "Hey, stand here, watch for trains." Did you talk

1 to him again after that at all?

2 A. No.

3 Q. Okay.

4 A. No.

5 Q. Okay, I got you. So I mean, were, were you paying attention
6 at all to where he was standing?

7 A. No.

8 Q. Okay. So it's when you give somebody a place to stand is it,
9 like, stay in this general proximity between, you know, this cat
10 pole and this cat pole? Or is it, like --

11 A. Yeah.

12 Q. -- stand right here (indiscernible)? Yeah.

13 A. Working on the back of the truck you -- there's a lot of
14 noise. You need someone, you know, adjacent to where the truck's
15 at. That's where I placed him yesterday.

16 Q. So, you know, I mean, I'm just trying to get an idea of, you
17 know, what's, you know, is he standing in an area this big, you
18 know? Or is he, like -- I mean, what kind of freedom does he have
19 to roam to --

20 A. Not a lot of freedom. You know, it's a small area.

21 Q. Okay.

22 A. It's a small area, yeah.

23 Q. Okay.

24 A. Can't, can't have a watchman wander off when you've got a lot
25 of noise.

1 Q. Right, right. Okay. I'm just -- and you probably get what
2 I'm getting at here, you know?

3 A. Yeah, he --

4 Q. Again, it's all --

5 A. It's he's pretty much confined to the same spot. I mean, he
6 has room to, like, run free, but he's -- no, he's in a general
7 area, one location --

8 Q. Right.

9 A. -- one spot.

10 Q. And I take it you would have said something to him if you
11 would have seen him out of position, right? And I think you've
12 already said, so you didn't take any exception to where he was
13 standing at any point, you know --

14 A. I didn't.

15 Q. -- that you've been working with him? There was nothing.
16 You didn't notice anything odd about where he was standing or what
17 he was doing or anything like that?

18 A. Correct.

19 Q. Okay, okay. And you had no -- I mean, did you have any
20 concerns at all about Luke? I mean, did he seem like, you know,
21 he didn't (indiscernible), like, a phone call or anything like
22 that, I mean, any personal problems or anything that you were
23 aware of?

24 A. No.

25 DR. HOEPF: Okay, okay. All right. Thank you, Ruben.

1 MR. PAYAN: Okay, thank you. You doing okay? You need a
2 break?

3 MR. TREUT: Yeah, I'm all right. I'm good.

4 MR. PAYAN: Okay.

5 MR. TREUT: Yep.

6 BY MR. PAYAN:

7 Q. Just some follow-up questions. You mentioned you placed Luke
8 at his location. Did you place the other watchmen also or?

9 A. No.

10 Q. Okay. And then so when you placed Luke the watchman, were
11 the other watchmen already in place?

12 A. Yes.

13 Q. Okay. And did they, did they have to readjust themselves for
14 Luke?

15 A. No.

16 Q. So he just fit into --

17 A. Yeah.

18 Q. -- where they were at?

19 A. Yeah, yep.

20 Q. So before, if I understand this correctly, before Luke was
21 placed the three watchmen that were in place should have been
22 positioned for them to be able to hear you -- hear and communicate
23 with each other?

24 A. Yes.

25 Q. And then, and then Luke just kind of fit in between them?

1 A. Yeah, he was basically just assigned to the welding truck for
2 the day --

3 Q. Okay, got you.

4 A. -- because of all the noise.

5 Q. Got you. So Luke wasn't a part of the watchmen to provide
6 protection for the whole gang, just the welding?

7 A. Yeah. It's like, yeah, when there's -- you know, in a normal
8 case when you have separation between watchmen if there's no noise
9 that's fine. But with where -- with the job we're doing there's
10 just so much noise you've got to add that additional watchman.

11 So --

12 Q. Okay.

13 A. -- he we would have been with us.

14 MR. PAYAN: Okay. That, that helps a lot. FRA, any follow-
15 up questions?

16 MR. HURLEY: No, thank you.

17 MR. PAYAN: No? Okay. Amtrak?

18 BY MS. LEESE:

19 Q. I do have one. So you said that he was, he was watching the
20 day before --

21 A. Yes.

22 Q. -- as well?

23 A. Yes.

24 Q. Do you recall was he also assigned to the welding group?

25 A. No. Actually because of, you know, the work conditions

1 changing, it was more or less there's ten guys standing there.

2 You pick one, and I just happened to pick him at random. So

3 that's why I picked him. You know, he was just there.

4 Q. But I -- you're saying the day before?

5 A. Yeah. Yeah.

6 Q. But I mean, like, was he on -- yesterday he was assigned to

7 you guys as your gang watchman?

8 A. Yes.

9 Q. Was he kind of working in the same vicinity --

10 A. Yes.

11 Q. -- on Monday --

12 A. Yes, I believe --

13 Q. -- give or take?

14 A. -- so. I'm trying to think. Yeah.

15 Q. Versus being, like, back on the platform or --

16 A. Yeah. Yeah, it would be in the same -- yeah, yeah.

17 Q. Okay. So he --

18 A. Yeah.

19 Q. -- was familiar with the trains coming, you know, kind of the

20 track.

21 A. Yes.

22 Q. And just, I -- in his capacity in the past did he ever voice

23 any concerns with questions --

24 A. Not that I know of.

25 Q. -- about watching or anything?

1 A. No.

2 MS. LEESE: That's all we have, thank you.

3 MR. PAYAN: Okay. Mr. Stearn?

4 BY MR. STEARN:

5 Q. Whistle test?

6 A. Yes.

7 Q. We do them.

8 A. We're very adamant about that.

9 Q. Even with the noise of the grinders --

10 A. Yeah.

11 Q. -- and saws were good?

12 A. Yeah. That's why he's been assigned to us for that single
13 reason, you know?

14 Q. We put an additional watchman assigned to, like, the back of
15 the welding truck because of the noise they make --

16 A. Yeah.

17 Q. -- to shorten up --

18 A. Yeah.

19 Q. -- the hearing, the range of hearing.

20 A. Yeah.

21 Q. Okay.

22 MR. PAYAN: All right, thank you. Mr. Fields?

23 MR. FIELDS: I have no questions, thank you.

24 MR. PAYAN: Okay. Okay, Dr. Hoepf?

25 DR. HOEPF: Thanks, Ruben.

1 BY DR. HOEPF:

2 Q. Just a couple this and that sort of questions to shore up a
3 couple things. So would you expect -- would you have been of
4 expecting -- would you have been expecting Luke to be looking
5 north, looking south or looking both north and south equally?

6 A. I would say looking both ways equally.

7 Q. Okay.

8 A. Yeah.

9 Q. In terms of, we talked about -- we've been talking about kind
10 of the noise of just, you know, the equipment, you know, being a
11 loud environment. Do you wear hearing protection when you're out
12 there?

13 A. Yes.

14 Q. Okay. Does that present any problems for you for
15 communicating with your --

16 A. No.

17 Q. -- voids or hearing horns or anything?

18 A. No.

19 Q. Okay. We've heard -- we talked about, like, a double bubble
20 where you've got a train going both ways. And I mean, are there
21 any special procedures or protocol you're supposed to have?

22 A. No, because, you know, when a train's approaching you clear
23 all tracks. You know, you go to your designated spot to clear,
24 whether it's a northbound, southbound, north and southbound.

25 Q. Right.

1 A. And that's just what you do, so --

2 Q. Right.

3 A. -- whether it's both or one or, you know, in each direction
4 you just -- doesn't matter, you know?

5 Q. Yeah, yeah. No, I get it. I get what you're saying, yeah.
6 And then, you know, really I mean, as far as just, you know, this
7 last speech is kind of what we ask everybody. You know, I mean,
8 do you have any suggestions for, you know, safety improvements? I
9 mean, that's all we're really trying to do here today is, you
10 know, whether it's slowing speeds down or some other kind of
11 alternative warning or training? Or, you know, I mean --

12 A. I wish I did. I don't. I wish I did. I don't.

13 Q. Okay.

14 MR. PAYAN: All right. Well, thanks.

15 BY MR. PAYAN:

16 Q. Just kind of going off what Mike was saying, as a watchman
17 you say you were, you were a lookout watchman and your experience
18 out there, when there is a double bubble the first train comes
19 through, you hear the watchman blow and they raise their paddles.
20 Is there anything that they do either informally or trained when
21 the second train shows up to kind of give you a head's up?

22 A. Well, it's when you hear the audible you see the banner go
23 up.

24 Q. Um-hum.

25 A. You know, if the banner's up work stops, you know? So no,

1 there's nothing that changes whether it's two, one. If the
2 banner's up work stops. Now, you'll hear people scream double
3 bubble, you know, double bubble, double bubble. You know, it's
4 just an added, you know, protection, I guess.

5 Q. Um-hum, okay.

6 A. But no.

7 Q. Okay. Any other follow-ups? No? Okay. Before we, before
8 we leave I just need to get some information from you --

9 A. Okay.

10 Q. -- for the record. Can you please state your full name and
11 spell your last name?

12 A. Full name is Evan James Treut. Last name is spelled
13 T-R-E-U-T.

14 Q. Okay. And your, your current employer is?

15 A. Amtrak.

16 Q. Amtrak. And your current position?

17 A. Welding foreman for the undercutter.

18 Q. Okay. And from your date of hire can you kind of just give
19 us a brief history of your employment, the positions you've held
20 up to your current position?

21 A. Yes. I got hired in as a trackman. For a brief period of
22 time I took a truck driver job. Got bumped out of that and went
23 back to a trackman. I got awarded a Equipment in Perryville and
24 then I got qualified on multiple pieces of equipment. And I went
25 to crane school. I got the cranes.

1 I went to the welding gang in Perryville as a welder. Went
2 to foreman school, was a foreman for a while. Went back to
3 running equipment, back to a foreman in Perryville as a welding
4 foreman. And then I came to the undercutter as a gang or a
5 welding foreman.

6 Q. Okay, thank you. And in your current position, can you list
7 the railroad certifications that you're required to hold and if
8 they are up-to-date?

9 A. Yeah. I got BARDOPN (ph.), AMT-2, NORAC, MW-1000, and then
10 you've got to be butane thermally qualified. And that's annual,
11 yeah, and everything's up-to-date.

12 Q. Everything's up-to-date?

13 A. Yeah.

14 MR. PAYAN: Okay. That's all we have. Thank you for coming
15 in. I'm going to go off the record, and I'll ask for some contact
16 information so we can get the transcript to you.

17 MR. TREUT: Okay.

18 MR. PAYAN: I'll give you my business card and if, if at any
19 time you think you can help us out, any suggestions are
20 appreciated.

21 MR. TREUT: Yeah.

22 MR. PAYAN: Please feel free to contact me.

23 MR. TREUT: Roger that.

24 MR. PAYAN: And it's 4:20 and we're off the record.

25 (Whereupon, at 4:20 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: AMTRAK WORKER FATALITY
 BOWIE, MARYLAND
 APRIL 24, 2018
 Interview of

ACCIDENT NO.: PLD18FR002

PLACE: Bowie, Maryland

DATE: April 25, 2018

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.

A black rectangular redaction box covering the signature of the transcriber.

Teresa Holevas
Transcriber