

DCA09FR008  
Lake Buena Vista, Florida  
July 5, 2009

Walt Disney World  
Pink Train Driver Interview  
July 9, 2009

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

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WALT DISNEY WORLD COLLISION  
LAKE BUENA VIST, FLORIDA,  
JULY 5, 2009

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\* Docket No.: DCA-09-FR-007

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Interview of: ALAN RUBINO

Walt Disney World Security Facility  
Lake Buena Vista, Florida

Thursday  
July 9, 2009

The above-captioned matter convened, pursuant to notice.

BEFORE: TED T. TURPIN,  
Investigator in Charge

## APPEARANCES:

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I N T E R V I E W

1  
2 MR. TURPIN: This is Ted Turpin lead investigator with  
3 the NTSB, and we're investigating a collision of the monorail  
4 trains at Disney World that occurred July 5, 2009. Today is July  
5 9, 2009, and the accident number is DCA08FR007 [sic], and we're  
6 interviewing the driver of one of the monorail trains, Alan  
7 Rubino.

8 And if you would, please, Alan, first you understand  
9 that this is being recorded?

10 MR. RUBINO: Yes, sir.

11 MR. TURPIN: All right, and we'll start around the room  
12 and everybody will introduce who they are and spell their names,  
13 starting with Alan.

14 MR. RUBINO: Alan Rubino, A-l-a-n R-u-b-i-n-o.

15 MR. TURPIN: Okay.

16 MR. PICKERING: Dennis Pickering, D-e-n-n-i-s P-i-c-k-e-  
17 r-i-n-g.

18 MR. SLUDER: Randall Sluder, R-a-n-d-a-l-l S-l-u-d-e-r.

19 MR. ANDREE: Richard Andree, A-n-d-r-e-e, with OSHA.

20 MR. BELL: Mike Bell, B-e-l-l, with Walt Disney World  
21 Safety and Health.

22 MR. VILLELLA: Bryan Villella. Last name spelled V-i-l-  
23 l-e-l-l-a. With the Orange County Sheriff's Office.

24 MR. TURPIN: All right. We'll just start. Alan, just  
25 tell us what happened.

1           MR. RUBINO: I was to take a train to shop from the  
2 Epcot Line, which means I got to go to Pylon 30 which is past  
3 switch 9. So then they were able to switch the switch and hold  
4 there and notify Central. And, from there, what's going to happen  
5 is I'm going to take that onto Spur Line to Base. He told me to  
6 go through Base and to hold at the Grand Floridian switch ends.  
7 And that was my instructions up until then. So I did the 30.

8           I called Central, and I tell them I'm holding at 30. He  
9 called me back and says 23 radio, which means wait for his  
10 instructions. And then I hear the communication over the radio  
11 where he contacts shop and tells them to move the switch from the  
12 Main Line to the Spur Line, switches 9 and 8.

13           And a little while later shop comes back and they  
14 acknowledge to switch beams 8 and 9 back to -- I mean to Spur Line  
15 with power -- then he calls me, Central, he gives me instructions  
16 in reverse to MAPO override through 9 and 8 to Base to the Grand  
17 Floridian and switch ends.

18           I repeat the order, and from there that's when I, you  
19 know, engage, MAPO override, and start my reverse back through  
20 Base to go to the Grand Floridian. And it's 15 miles an hour.  
21 It's all you're able to go in this, and I'm going like this. I'm  
22 in reverse, and visual is blurry because of the windshields, and  
23 I'm sure you're going to hear all about that stuff and everything.  
24 You don't see much. You're just trusting everything is, you know,  
25 fine. And you're getting the visual as you're going backwards.

1           You feel like, you feel the switch, and then you're  
2 waiting for -- I look in the rear view mirror to see Base. That  
3 gives me my indication I'm getting close there, and I usually slow  
4 down because there's a hill that you go down a little hill, and  
5 you go little faster, and I didn't want to get an over speed.

6           So I always do that. And I'm going about 13, and I'm  
7 ready to make my call that I'm off the Epcot Line, I'm off the  
8 Spur Line, and I'm on the Base Line. Just as I made the call to  
9 do all that and I said 10 8 to base is when the impact occurred.  
10 I felt the boom, and I just, I was -- I didn't know what happened  
11 at first. I had no idea whatsoever.

12           And I actually got -- opened the door, got out of the  
13 train, and I saw some commotion going on down the end, and at  
14 first I thought possibly a door came off. I thought maybe a door  
15 came off and I hit something with the door, and then about just a  
16 few seconds after that, my train started to go back again.

17           So I instinctively jumped back in the train to make sure  
18 that, you know, it didn't run away or whatever it would do I would  
19 be in the train. And, again, it goes all the way out to where my  
20 train is basically out of the station. So all the gauges, all the  
21 malfunctions are beeping. Everything is going off. No radio  
22 contact. No nothing.

23           So I tried to contact, and nothing happened. And just a  
24 couple of minutes later, I did get a contact from Central that  
25 came through the radio, and I acknowledged it. He said -- he



1 Q. So, Alan, how long have you operated the trains?

2 A. It will be two years at end of this month.

3 Q. So that would have been 7 of '07?

4 A. Yeah, seven.

5 Q. When did you start with Disney?

6 A. At that time. That was -- I started right with  
7 monorails at that time.

8 Q. Okay.

9 A. Yeah, I'm running the monorails.

10 Q. So what was the first thing you did when you started?

11 A. Running the monorails. I started --

12 Q. You were operating the trains?

13 A. Yeah. Well, you started at the platform, and then you  
14 learned on that, and then you get trained on the train.

15 Q. Oh. How long did you have to work the platform?

16 A. It varied, but I was there like a couple of months, and  
17 then they give you a time to -- you get like five days. Is it  
18 five days? Five or six days to -- of training. Then you have  
19 what they call a check-out, where you have to, you know, pass this  
20 kind of a test thing, and then --

21 Q. Okay. The five or six days of training on the  
22 monorail --

23 A. Yes.

24 Q. -- do you run it?

25 A. Yes. You actually drive the train and --

1 Q. With somebody in the cabin?

2 A. Yes, exactly, the trainer.

3 Q. And those trainers, where do they come from?

4 A. They're monorail trainers. They come from the monorail  
5 system and they just --

6 Q. Current operators?

7 A. -- yeah. They apply for that position, and they have to  
8 go actually through a training process themselves to become  
9 trainers.

10 Q. Okay. Are they current operators some of them?

11 A. Oh, sure, sure. Some of them are, yeah, uh-huh.

12 Q. Any of them supervisors?

13 A. I don't think supervisors. No. They're not  
14 supervisors.

15 Q. Okay. So July, August, September, probably in the fall  
16 of '07.

17 A. Yeah.

18 Q. Since the fall of '07.

19 A. Yeah.

20 Q. You've been continuously operating. Okay. Now is it --  
21 the only thing you do now is operate trains?

22 A. Well, you do the trains, and you work the platform, and  
23 you switch around, and then they kind of deploy you, you know,  
24 where to put you now. You could be operating a train. You could  
25 be, you know, loading people at Base or they could put you

1 anywhere.

2 Q. Okay.

3 A. And that's the system they're under now.

4 Q. Okay.

5 A. Deployment system.

6 Q. So what's your work shift?

7 A. I'm at night. I'm on nightshift. Anywhere from like 2  
8 or 3 in the afternoon to that late at night, 2 or 3 in the  
9 morning.

10 Q. And -- oh, okay.

11 A. Yeah. It's like a 12-hour window kind of a thing where  
12 they can put you in there and they use you --

13 Q. So you don't have a set time? They call you and tell  
14 you what time?

15 A. No. It's at night. It's just that it's going to be  
16 between like 2 in the afternoon to like 2 or 3 in the morning.

17 Q. Okay. So --

18 A. They had that variant --

19 Q. So two is the start time?

20 A. Yeah, two or three, but it's a -- it's questionable when  
21 they can do it. They could be at four in the afternoon. It could  
22 be one in the afternoon.

23 Q. How do you know?

24 A. Well, they -- there's a schedule that's put out.

25 Q. Oh, okay.

1 A. Yeah. So you know that week.

2 Q. For a week?

3 A. Yeah.

4 Q. Week --

5 A. Actually two weeks, right? There's a two-week schedule  
6 that's put out.

7 Q. Okay.

8 A. You know. You know what you're doing.

9 Q. How many days a week?

10 A. I'm working five.

11 Q. And this week, what did you work?

12 A. Well, that -- I've been given off this week so.

13 Q. I meant last week.

14 A. It was -- that was my Friday actually, that Saturday  
15 night into Sunday morning. That was my fifth day.

16 Q. Okay. Bear with me for a second. This is going to be  
17 harder for recollection, I guarantee. So your Monday was  
18 Tuesday --

19 A. That's correct.

20 Q. Which was the last day of June. Okay. Well, since that  
21 starts a block of time, let's see if we can go back to Tuesday.  
22 What time did you go on duty?

23 A. That's a good question. Probably -- I was doing 10 10  
24 10. So it would probably be like around 2:30 or 3, something like  
25 that.

1 Q. Okay. When you say 10 10 10 that was for the --

2 A. I mean 10 hours. I was working -- I remember working  
3 Tuesday, Wednesday and Thursday for 10 hours. Then Friday and  
4 Saturday were I believe nine, and then the Saturday was like  
5 eight. I went in from 7:30 until 4 on that Sunday -- or that  
6 Saturday. I'm sorry. That's Saturday night.

7 Q. You got a pretty late start then --

8 A. Yes.

9 Q. -- Saturday.

10 A. That was a late -- that was one of the latest starts  
11 I've ever had.

12 Q. 7:30 to 4. And what did you say, Friday you were down  
13 to nine hours?

14 A. Yeah. I think it was like a nine-hour shift. Maybe  
15 nine and a half, so that would have been something like 3 or 4 to  
16 maybe 2:30, something like that.

17 Q. Okay.

18 A. Or maybe 3 to 1:30. Maybe 3 to 1:30. That might have  
19 been it.

20 Q. Okay. And then Thursday, 10-hour --

21 A. Yeah. There were two 10 -- three 10-hour shifts. So  
22 something in the range of maybe again 3 to 1:30, maybe 3:45 to 2  
23 somewhere in that range.

24 Q. Okay. So they change the start time even --

25 A. Yeah.

1 Q. -- within the five days.

2 A. Oh, yeah, oh, yeah. You could work -- yeah, they --

3 Q. How much variance? Right now you're indicating it could  
4 go all the way to 7:30, but --

5 A. That's very unusual.

6 Q. Okay.

7 A. It's usually these here. It's usually 2 or 3 or 4.

8 Q. I get you.

9 A. No more than that.

10 Q. Okay. All right. So let's go back to Thursday,  
11 actually Wednesday. Wednesday you go to work, and then let's say  
12 you work until 1:30 in the morning. What's your normal routine?  
13 What do you do?

14 A. It could be, it can very depending. You might close a  
15 Base or you could take a train to shop.

16 Q. Okay.

17 A. It's usually one or the other.

18 Q. Okay.

19 A. Or you could just be ending on the platform, like  
20 unloading. And then when the shift is up, you go home.

21 Q. Okay. When you go home, what do you do?

22 A. I just go straight home and then I'm home for a couple  
23 of hours, watch TV, and have little bite to eat, and I'm usually  
24 asleep by two hours after I get home.

25 Q. Okay. So we're going to do estimates here. Let's say

1 Thursday you were off in the middle of the night, you went to bed  
2 3:30 or 4.

3 A. Probably around 3, 3:30, 4. Something like that.

4 Q. Okay.

5 A. That's the usual.

6 Q. How long do you sleep?

7 A. I usually sleep until about 11, sometimes 12.

8 Q. Okay. And this is kind of hard. July 2nd on Thursday  
9 before you went to work that night after sleeping do you recall  
10 anything significant or different in your life?

11 A. Not really. It's been pretty routine.

12 Q. So what would you normally have done after you got up?

13 A. Again, have some coffee, little breakfast. Depending on  
14 when I'm going in, maybe I'll watch a little TV or maybe just take  
15 it easy, read the papers or whatever, but just to be getting ready  
16 for the day.

17 Q. Okay.

18 A. Nothing special.

19 Q. All right. Friday, we'll assume that it's a similar  
20 routine.

21 A. Same routine, yeah. Just get up and, you know, see what  
22 time I'm ready have to go. Usually I like to give myself an hour  
23 to get ready and an hour to leave to get to work. So it's like  
24 that there's like a two-hour thing.

25 Q. Okay. And so that was Friday.

1 A. Uh-huh.

2 Q. Saturday morning, knowing you're going to work --

3 A. Right.

4 Q. -- not work until 7:30.

5 A. Right, yeah, I --

6 Q. Did you change anything?

7 A. I didn't change much. I got up again maybe around  
8 11:30, 12. I did watch a little more TV because there was some  
9 sports on. I think it was -- yeah, there was some golf on, which  
10 I enjoy, so I did get a chance to see some of that. And I  
11 actually went in a little early because I -- sometimes I would get  
12 in early, if I have like a 7 or 8-hour shift, I would go to the  
13 Disney property where the golf course is, and I like to just fool  
14 around with some puts and fool around there and just kill an hour  
15 or so before I have to go in, which I enjoy to do. And I did  
16 that. I was in there about 5 o'clock. I got there little after  
17 five, probably. Putted a little bit, watched a little bit of the  
18 tournament, and I went about quarter after 6, got into the parking  
19 lot, maybe 6:30, something like that.

20 Q. Okay. Did you feel rested?

21 A. Oh, yeah. I felt great.

22 Q. And did you feel any fatigue during the shift at all?

23 A. No.

24 Q. How long have you been doing this kind of cycle?

25 A. Pretty much since I started because it was -- I did work

1 a little day shift in the beginning, but that was only for a  
2 couple or three months. Once I went on nights, it was just  
3 strictly that. I just do the same thing basically all the time.

4 Q. How much do you change your sleep cycle on your days  
5 off?

6 A. On my days off, let's see. I would get up, say if I'm  
7 getting up Sunday morning, I would gotta be getting up like around  
8 11, 11:30, and then I would go right through, try to stay up  
9 exact. So I would hopefully sometimes if I try to do something on  
10 Monday, which is my other day off, I could get up. You know what  
11 I mean? Maybe like go to bed, but it never used to work. I used  
12 to still stay up until like around 2, 2:30. Then again get up  
13 around 10:30, 11 or 12, something like that. So it never used to  
14 work too much for me, unless I had a golf, you know, golf day or  
15 something like that.

16 Q. So you basically try to keep the same sleep cycle, close  
17 to it?

18 A. Well, I, yeah. Usually that's what I get anyway. I  
19 don't know if I can try to do it, but that's what happens with me,  
20 I --

21 Q. Okay.

22 A. Yeah.

23 Q. Have you ever been diagnosed with a sleep disorder or  
24 sleep apnea or --

25 A. No.

1 Q. -- anything like that?

2 A. No.

3 Q. You take any prescription drugs?

4 A. No, sir. I take Aleve once in awhile, you know, the old  
5 bones. That's about it.

6 Q. Over-the-counter?

7 A. Yeah. Aleve.

8 Q. Good. Your general health, you feel good?

9 A. Pretty good, pretty good, yeah.

10 Q. Okay. What's your commute from work to home?

11 A. About 20 minutes.

12 Q. Yeah, while we're on this subject, I didn't do this  
13 entire form. I got close to getting everything I need here.  
14 We'll just walk around the room see if anybody has any follow-up  
15 in this area.

16 BY MR. PICKERING: [Mr. Rubino - replace with BY Mr.  
17 VILLELLA]

18 Q. Yeah. You mentioned earlier that you were on  
19 deployment. Before deployment, was there a certain section or a  
20 certain station you used to work?

21 A. Well, yeah. They would -- the way they had it was when  
22 you went into work, they showed you where you were going to be for  
23 that entire day. You worked that area, whatever, you would be  
24 doing, you would be doing at that place for the entire day. They  
25 wouldn't move you around.

1 Q. Was that by beam or by station?

2 A. It could be beam, could be beam, station. Well,  
3 station. It's usually station. And you're either at Epcot or  
4 you're at the Base or the Resort too, I guess. Yeah.

5 Q. So you would be at pretty much on the same beam all day?

6 A. You would be in that area the whole day, yeah, you  
7 wouldn't move around.

8 Q. And then since deployment, now you're --

9 A. You can go anywhere. Anywhere from Base to Base Resort  
10 to Epcot.

11 Q. So --

12 A. They can move you around whenever they see breaks  
13 coming, somebody has to take a break, they could send you out  
14 there for an hour or two and then bring you back. That's the kind  
15 of system.

16 Q. And so under the old system you felt more comfortable  
17 because you were in more of a routine doing the same --

18 A. I did. I don't know about everybody else. I mean, I  
19 think they would say the same, but I mean, yeah, I felt -- well,  
20 you knew when your breaks were. You knew what you were going to  
21 do. You knew where you were going to be, and it was -- I enjoyed  
22 that better than you know.

23 Q. Did you feel it was a safer system?

24 A. I don't know about safer. I don't know about safer.

25 Q. Okay.

1           A.    It was better for the individual feeling.  I mean, you  
2 know, you knew, you know, where am I going to be now, where am I  
3 going.  Then, you know, sometimes they forget about you and you  
4 overstay some places and things like that.  But I don't know about  
5 safer.

6           Q.    Okay.

7           MR. TURPIN:  Richard.

8           BY MR. ANDREE:

9           Q.    What's the kill pack for?

10          A.    The kill pack will kill power on the beam.

11          Q.    Just in that one section?

12          A.    It will -- yeah.  It will kill the power inside from  
13 about so far out to so far out in the station.

14          Q.    What were the employees trained to do for that, the kill  
15 pack?  Any kind of emergency or?

16          A.    Oh, absolutely.  Anything that even resembled somebody  
17 or something happening, yeah.  Like the person that would even be  
18 close to like a gate or something the train is pulling in, they're  
19 -- that they should be hitting that kill pack.

20          Q.    So they're trained in all types of emergencies?

21          A.    Anything.  Anything unusual.

22          Q.    Just out of curiosity, how did you get out?  What did  
23 you get off the --

24          A.    The fire truck, the ladder.

25          Q.    Okay.  How often does the windows fog up?  Is it almost

1 every day?

2 A. It's been from my experience right now it's been pretty  
3 bad.

4 Q. Inside windows too?

5 A. Basically everything. You have -- the peripheral is  
6 very limited, your peripheral vision. Yeah. I mean, you could  
7 look out, you know, and see things, but when you're driving, you  
8 know, you're doing something like that, you're just looking  
9 peripherally at what's happening, and that's what's obscured.

10 Q. Uh-huh. Is there -- in the front is there a small  
11 section?

12 A. There could be -- yes. I did actually have a small  
13 section -- put it on. There's three settings. There's a cool.  
14 There's a defog, cool defog and actual defog, which is heat, and  
15 that would be too unbearable. But the cool defog helps a little  
16 bit, and it gives you kind of like at least a kind of an opening  
17 through the middle of at least that. But I guess because of  
18 humidity and the condensation and whatever, it's been pretty bad.

19 Q. When you're doing this procedure, is there supposed to  
20 be a control person in the station, in the tower?

21 A. I don't know about that. I don't know the actual  
22 procedure on that. There usually is. I mean, I don't know if  
23 that's a, you know, mandatory thing.

24 Q. That was one of the positions that you did as a  
25 coordinator?

1 A. As a coordinator, they are usually in the tower.

2 UNIDENTIFIED SPEAKER: He's not a train coordinator.

3 MR. RUBINO: I'm not a -- yeah, I'm --

4 MR. ANDREE: Oh, he doesn't do coordinating?

5 MR. RUBINO: No.

6 UNIDENTIFIED SPEAKER: That's a separate --

7 MR. RUBINO: Yeah, it's a separate issue. But they  
8 usually are in the tower.

9 MR. ANDREE: Okay.

10 BY MR. TURPIN:

11 Q. The -- your schedule that we've covered, your schedule  
12 week, on those dates were you primarily a driver on each of those  
13 days or did you have some platform time or is it mixed?

14 A. It's mixed. You could be platform, driver. Just  
15 depending on what they need to do, the coordinator, he coordinates  
16 putting people in different places for their breaks. In other  
17 words, they have a break coming up. He'll get you out of the  
18 train and put somebody else in the train. He'll send you to  
19 break. You come back on the platform, you can work the platform.  
20 It's just how they want to, you know, how they're setting up where  
21 the people should be.

22 Q. Working your schedule backwards --

23 A. Uh-huh.

24 Q. -- beginning with July 4th, what was your job  
25 responsibilities throughout the day, to the best of your

1 recollection?

2 A. It was mixed. It was doing a lot of platform. I did go  
3 to Epcot. I don't --

4 Q. Do you have any timelines? Estimates?

5 A. Well, I got in 7:30.

6 Q. Break or lunch or --

7 A. Yeah, got in 7:30.

8 Q. You started your day at 7:30?

9 A. 7:30. Yeah. It was a late one, very unusual. That's  
10 -- that was -- I think it's the latest I've ever come in actually.

11 Q. And that's consistent with park closing hours, and is  
12 that why --

13 A. I think so. I think because it was closing so late,  
14 they brought people in, you know, for that reason. Got in  
15 probably -- trying to think. I think -- I don't know if I went to  
16 Base first or Concourse. That's the usual procedure. They put  
17 you at Base and you load or you go to Concourse and you load or  
18 they'll send you to Epcot.

19 Q. That's platform duties as opposed to driving duties?

20 A. Exactly.

21 Q. Okay.

22 A. I think I did that at first, and then I think they put  
23 me in a train maybe an hour later. And then after that about an  
24 hour, I rode for about an hour so then my break came up. I had a  
25 lunch, which is 30 minutes, and a break, which is 15, that I was

1 due in that 8-hour period. And I think I took my lunch first, I  
2 believe. I think I took the lunch first. Got back around 8:30.  
3 No, I'm sorry, about 9:30, and then again went to either the  
4 platforms, one of the platforms and loaded people or and unloaded.  
5 And up until my next break.

6 I think I did a little more driving after that, and he  
7 actually wanted me to take a break earlier so I could take this  
8 train to shop. So he asked me if I -- I said, sure, you know,  
9 that's no problem, and that's actually what I did. I got in the  
10 train I think sometime around 1:30 or 1:40, and I broke someone  
11 who needed a break. So that's when I got in the train. And  
12 that's what he tells you to stay in the train, you're going to  
13 take it to shop.

14 Q. Okay. So directing your attention to July 4th.

15 A. Uh-huh.

16 Q. The total seat time so to speak is --

17 A. In the train?

18 Q. Right. Maybe three hours prior to the incident.

19 A. Yeah, two, two and a half to three. Something like  
20 that. Usually you're in the train only about an hour. They don't  
21 usually like to keep you in too long because keep it flowing and,  
22 you know, keep everybody -- people want to drive so they keep them  
23 all happy, you know. So it's usually about an hour, which is  
24 three laps on the Epcot beam, because it takes 20 --

25 Q. Three laps is about one hour?

1           A.    Yeah, because it's 20 minutes, 20-minute roundtrip. So  
2 usually three laps is -- they don't like to put you in there too  
3 long.

4           Q.    Okay. And then backing up to July 3rd.

5           A.    Uh-huh.

6           Q.    What type of schedule would be consistent with that or  
7 mixed up?

8           A.    Yeah, it's very, I don't know how to describe it --

9           Q.    Sporadic.

10          A.    It is. Yeah. Sometimes you'll drive three or four  
11 hours, sometimes you'll drive an hour. Just how the coordinator  
12 is coordinating that day, you know, you just -- actually some  
13 drivers --

14          Q.    But you don't drive an eight-hour window?

15          A.    No. No. You drive --

16          Q.    With breaks --

17          A.    -- drive maybe what, two hours, three hours a day maybe.  
18 Yeah. Something like that. For me, that's anyway for me yes.

19          Q.    Okay.

20          A.    Yeah, you don't -- it's not an all the time.

21          Q.    I don't know if you were going to ask this question or  
22 not, but reference here to your visit to Celebration Hospital.

23          A.    Yes, sir.

24          Q.    Was there any blood or urine taken from you or any test  
25 performed?

1 A. Yes. I gave a urine sample.

2 Q. Gave a urine sample there. Would you have any  
3 objections to providing us access to that if I --

4 A. No, not at all. I think the hospital has that. I mean,  
5 I think --

6 Q. They would have to have a release from us.

7 A. Oh, sure, sure.

8 Q. With your signature to allow us access to that.

9 A. Absolutely.

10 MR. TURPIN: That's all I have.

11 MR. SLUDER: I was going to follow-up on the breaks and  
12 how they decide on the breaks.

13 BY MR. SLUDER:

14 Q. Is there --

15 A. It's --

16 Q. -- minimum things or --

17 A. It's just how the coordinator -- he has a sheet, and it  
18 has their times that he likes to send them, but he -- it could  
19 vary, whatever, you know, however things are going.

20 Q. Right.

21 A. If people aren't showing up or this happens, they can do  
22 different things, you know, to --

23 Q. And he's monitoring all three?

24 A. He's monitoring all, he's monitoring Base, which is  
25 including Epcot and Resort, and he has maybe 12 or 15 people.

1 Q. Okay.

2 A. So he's just maneuvering them all around, in and out.

3 Q. So you could be relieved at Epcot just as easily as --

4 A. Absolutely.

5 Q. -- on Concourse?

6 A. That's the way it works. He'll tell you to notify  
7 Epcot, and you do, and just say, well, to let Bob in the train and  
8 you work the platform.

9 Q. Okay.

10 A. Something like that. And that's how he coordinates.

11 Q. Can you ask for breaks?

12 A. You can ask for when your break is coming or -- yeah, I  
13 guess you could.

14 Q. Nobody's ever --

15 A. No. I mean, because they -- everybody understands it's  
16 usually about an hour or two, boom, it's coming, and they know  
17 it's coming.

18 Q. Yeah.

19 A. If it gets later than that is when they get a little  
20 worried, and they'll say, hey, could I have -- is my break due or  
21 --

22 Q. Do they let you know before you're going to get on the  
23 train so you can maybe go to the restroom or something?

24 A. You pretty much know, yeah. You pretty much know.

25 Q. Okay.

1           A.    If you do you could tell them that, I mean, I'm sure you  
2 would --

3           Q.    Uh-huh.  Back to the kill switch, you know, obviously  
4 it's when there's pending danger.  Do you think people actually  
5 think in terms of the train as well?  I mean --

6           A.    Oh, I --

7           Q.    -- were danger to --

8           A.    -- would assume anything.  I've never even thought about  
9 that tell you the truth.  This is the first time you've actually  
10 brought that up to me, but, yeah.  It would be any, anything at  
11 all.  I mean, that's like that's your failsafe.  That's your  
12 thing, you know, anything.  Like a little kid, if he's even near  
13 the gate, you've got to hit that switch or --

14          Q.    Right.

15          A.    -- so yeah, everybody knows that.

16               MR. TURPIN:  We covered the windows.  Richard talked  
17 about the fogginess of the windows.

18               BY MR. TURPIN:

19          Q.    And you use that alternate defog and air conditioning.

20          A.    Yeah.  Gets you a little bit of a help.

21          Q.    We noted last night actually physically there are little  
22 sections --

23          A.    Yeah.

24          Q.    -- one's heat, one's cold --

25          A.    Yeah, exactly.

1 Q. -- so you get little spots.

2 A. Yes. Exactly.

3 Q. And you recall that night that the windows were --

4 A. Actually, I was mentioning to Dennis, I was relieving  
5 the train and the driver as he was coming in, and I looked at the  
6 train coming in, I says, man, I mean, how does he even see out of  
7 that? You know what I mean? It was kind of like a thing that I  
8 said, Buster, how do you even see out of that? He goes, well, I  
9 just close my eyes, and I just let it roll. And he was -- he's  
10 kind of a funny guy, you know. I says, but man, I says -- I was a  
11 little -- so that's why I switched it to the different -- he had  
12 it on cool. I went to the defog, and it didn't help too much, but  
13 at least like he said, I had that little, I've got a little bit of  
14 a window to see a little bit out there.

15 Q. So you had to change it from AC to AC --

16 A. Yeah. It was on AC forget it -- if it was on the AC you  
17 just, you get nothing. You'll just get a completely fogged --  
18 it's condensed frozen kind of a window.

19 Q. I kind of missed this. How many loops do you think you  
20 took before --

21 A. I think I took two. Might have been three, but I think  
22 it was two. There was a 1:40, 2. Could have been the second loop  
23 I was coming in where he wanted me to go off the beam. It was  
24 either the second or the third.

25 Q. Okay. When you started to -- we'll go down to 30, when

1 you got to 30.

2 A. Uh-huh.

3 Q. You already said you could hear all the radio  
4 communication.

5 A. Yeah.

6 Q. You heard the coordinator --

7 A. You hear everything, you hear everything. Because  
8 that's what you want to hear. You want to hear, hey, you know,  
9 the switch is being switched. You hear that, and Central  
10 acknowledging, and back and forth. Then he comes to me and tells  
11 me, okay, now you're ready, you're clear to go backwards and all  
12 that. I repeat it. So that takes like about a minute or so for a  
13 couple of minutes for all that to happen. You know what I mean?

14 Q. Right.

15 A. For all that communication. Everybody's hearing it.  
16 And from 30 --

17 Q. Within the last week to five days, how often did you  
18 make that move? Did you bring trains in every night?

19 A. I was mentioning to David -- I mean, not David, Dennis,  
20 that the night before I did the same thing. I went from 30  
21 through Base to the Grand Floridian and switched ends, same exact  
22 thing.

23 Q. Okay. How about the night before?

24 A. The night before, I don't know if I took a train to shop  
25 the night before. I'm not sure. But I do remember the other.

1 Because I was saying to myself, oh, I'm doing the same thing  
2 tonight, you know.

3 Q. Yeah.

4 A. To myself. You know what I mean? But the other nights,  
5 it might have been one or three of the other nights I took a train  
6 to shop because I remember closing one time, closing Base. And  
7 I'm not sure of the other night. So I think one night we might  
8 have parked. Sometimes you just park them right out on the beam,  
9 you know, in the station.

10 Q. So when you're, when you're backing, I noticed you  
11 actually did a little physical thing. You looked at the right  
12 mirror --

13 A. Yeah. Well, that gives me the indication of when to  
14 start, you know, putting it back in neutral because I -- because  
15 the hill's coming. Gives me a like an indication, a reference  
16 point of, okay, there's the lights, take it easy, slow down. You  
17 know what I mean? Just put it in neutral.

18 Q. So you're looking for the platform lights.

19 A. That's it, looking for the platform lights. You know,  
20 it gives you an idea that, okay, you're getting ready to go in,  
21 something like that. And that's when I put it in neutral and I  
22 can even -- I'm watching my speed, and I see it go down to 13,  
23 which is where I like it. Because when you go down the hill,  
24 you're going to speed up a little bit, maybe mile or two. So I  
25 didn't want to, you know, over speed -- stops the train or

1 whatever. And that's when I started my spiel, because I was off  
2 Epcot, I was off the Spur, and I'm coming into the, coming into  
3 the Base. And again, right after I made my last spiel is when I  
4 felt the impact.

5 MR. TURPIN: All right. Randall.

6 BY MR. SLUDER:

7 Q. I know you said that when you got into the cab it was  
8 fogged up because it was -- the AC unit was on full. Do you  
9 recall any external weather conditions?

10 A. No. It wasn't raining or anything.

11 Q. Was there --

12 A. It was like one of them hot, humid nights.

13 Q. Okay.

14 A. Yeah.

15 Q. Was there any excess firework smoke?

16 A. Oh, no.

17 Q. No?

18 A. Because this was too late.

19 Q. Cleared?

20 A. Yeah.

21 Q. Okay. Okay, that's all I have then.

22 A. Yeah.

23 BY MR. ANDREE:

24 Q. Do you recall if purple -- I know that the cab was  
25 smashed up, but if the purple had fog on it?

1 A. I don't know.

2 Q. On here there's an unknown --

3 MR. TURPIN: Excuse me. These are transcripts from the  
4 radio. So all the conversations that were done on the radio have  
5 been typed out, and we're now looking at the typed out  
6 description. Richard wants to point out several comments.

7 BY MR. ANDREE:

8 Q. There's -- and these are the speakers.

9 A. Uh-huh.

10 Q. And it's -- there's a person that says is Express beam  
11 at Base supposed to be at zero volts?

12 A. You know, I heard that. I heard that twice. Now the  
13 first time I heard it, it's okay, because that means that they're  
14 switching, and they kill power to make the switch. So that really  
15 didn't bother me, you know, like it didn't seem anything like a  
16 big deal. I think it was Arnold actually. And then for some  
17 reason I heard it again, but he never got acknowledged. Was there  
18 acknowledgement to that?

19 Q. No. It doesn't appear to be.

20 A. Yeah. It was never like an acknowledgment.

21 BY MR. TURPIN:

22 Q. Who did you think said it?

23 BY MR. BELL:

24 Q. Who did you think said it?

25 A. Arnold.

1 Q. Arnold? On which station?

2 A. Arnold at Base. He would be at Base, I would assume.  
3 He said at base?

4 BY MR. BELL:

5 Q. Do you know Arnold's last name by any chance?

6 A. Arnold. What's Arnold's last name?

7 MR. PICKERING: Bernal. B-e-r --

8 MR. RUBINO: Oh, yeah, Bernal, B-e-r-n-a-l? But that  
9 for some reason stuck in my head a couple of times. I'm saying  
10 well why aren't they acknowledging that, you know, somebody say  
11 something. And they went -- did he say it twice? I think he says  
12 it twice, doesn't he?

13 MR. ANDREE: No. It doesn't say twice.

14 MR. RUBINO: He only says it once?

15 MR. ANDREE: Says it once.

16 BY MR. ANDREE:

17 Q. Now is --

18 A. I thought he said it twice, but the first time I says,  
19 you know, okay, that must mean --

20 MR. TURPIN: Hold on.

21 MR. ANDREE: Sure. I'm sorry. He may have said it  
22 twice, but we only are starting at --

23 MR. RUBINO: Oh.

24 MR. ANDREE: -- my transcript starts at 1:49.

25 MR. RUBINO: Okay.

1 MR. ANDREE: So he may have started it before 1:49.

2 MR. RUBINO: Yeah. I just for some reason, I think he  
3 said it twice.

4 BY MR. TURPIN:

5 Q. Do you know where you were, your train?

6 A. I was still at 30.

7 Q. You were at 30 when you heard it?

8 A. I was still waiting, yeah. I was still waiting. But,  
9 again, I figured that was for the switch, to kill power. But for  
10 nobody to answer that, I -- it did seem a little strange to me at  
11 the time, but I mean I just figured, you know, okay --

12 Q. Is that --

13 A. -- they're killing the power.

14 Q. Is that what a host would do if they see that  
15 indication, they'd call? Is he trying to call Central? Is he  
16 trying to call --

17 A. Well, again, that was my point to myself. I says, well,  
18 who are you calling and why isn't somebody answering him? You  
19 know what I mean? I didn't -- he said something like is there  
20 supposed to be 600 or zero volts --

21 Q. Zero volts, uh-huh.

22 A. Yeah. Says -- oh, I figured, yeah, it should be.  
23 They're making a switch. So again, that was one thing that I was  
24 thinking of later in my head that I was hearing is after the fact  
25 that why was he saying that and what happened?

1 Q. You never heard that sentence --

2 A. I never heard a response.

3 Q. No. You never heard that sentence before?

4 A. No. I did hear that. I --

5 Q. Before today, before that day?

6 A. Well, you would hear zero volts, but they would come  
7 back and tell you why. Yes. Zero volts, the switch is being  
8 -- something. They would answer him, if somebody would say  
9 something. So you would know, okay -- but never heard that -- the  
10 no response. I just didn't understand that.

11 Q. This guy Alan was where?

12 A. Arnold.

13 Q. Arnold.

14 A. I -- well, he said it at Base, right? He said he was at  
15 Base, 600 volts at Base? I mean zero volts. Are there supposed  
16 to be 600 --

17 Q. At Base.

18 A. Well he should have been at Base then.

19 Q. Where is Base?

20 A. Right there. Right --

21 Q. At the center track?

22 A. Exactly.

23 Q. Okay.

24 BY MR. VILLELLA:

25 Q. Do you know who he would typically be trying to

1 communicate that to?

2 A. Yeah, because I -- he just, he didn't say for somebody.  
3 He just said it.

4 Q. Right.

5 A. Is there supposed to be zero volts? He didn't say  
6 Central or --

7 Q. Right.

8 A. -- he didn't call anybody. He just said it. So I just  
9 -- I assumed he was calling Central or maybe shop or.

10 Q. Okay.

11 A. Just struck me a little strange, that's all.

12 Q. And that has nothing to do -- that sentence has nothing  
13 to do with the Silver driver, Blue driver or the Red driver? Has  
14 nothing to do with them? They're on different --

15 A. They're on -- I think they were on Resorts.

16 Q. Okay.

17 A. I would assume they were on Resorts. Because I think  
18 everything was off. Everything was off by then.

19 Q. Silver was actually going into the maintenance shop, if  
20 you recall.

21 A. Yeah. I think they were all basically out.

22 Q. Uh-huh.

23 A. I mean, that sounded like Arnold. I'm not saying it was  
24 Arnold.

25 Q. Sure.

1 A. Just sounded like him.

2 Q. Uh-huh. What does shop panel ops actually say in the  
3 procedure?

4 A. The procedure would be Central would call shop and shop  
5 would say by and he would say switch beams 8 and 9 to Spur Line  
6 with power and he would repeat that.

7 Q. And then --

8 A. And then they would wait until -- shop would wait until  
9 they did it. Call Central back and tell them switch beam 8 and 9  
10 Spur Line with power. And that's when I would get my instructions  
11 to do what I'm supposed to do.

12 Q. So switch beam 8 and 9 with power means that --

13 A. Spur Line with power. Yes.

14 Q. Okay. What is nose light out mean?

15 A. Well, that's when you go in the shop, the nose light it  
16 would blind them.

17 Q. Okay, that's all I have.

18 MR. TURPIN: Mike.

19 BY MR. BELL:

20 Q. At the time of impact, you indicated initially that you  
21 were in neutral going downhill --

22 A. Yes.

23 Q. -- to TTC.

24 A. Yes.

25 Q. At the time of impact, did you power it back up again or

1 were you still --

2 A. Huh-uh.

3 Q. -- in neutral?

4 A. I was still in neutral because I was just doing my  
5 conversation. I don't like to be in a power when I'm talking on  
6 the radio basically. I'll -- I can do it better that way. So I  
7 was still in neutral when I was doing my spiel about telling him I  
8 was off the Epcot, off the Spur and on the Base Line, and then  
9 boom, just about a second or two later. So I never did anything  
10 with the (indiscernible), whatever that is.

11 Q. And when you first went into neutral, you were traveling  
12 a speed, backward speed of approximately --

13 A. 15.

14 Q. -- you said you were reducing --

15 A. And then it went down to 13. I actually saw -- I like  
16 that because that gives me a couple hours -- miles.

17 Q. That's your comfort zone.

18 A. Comfort zone, so I, I'm below speed.

19 Q. And then you -- as you continued back through the  
20 station, what would it reduce to? If you were at 13 at the  
21 beginning of that station.

22 A. Like I say, it would speed up. I think it stayed around  
23 13. Because like I said, I was spieling, and then the impact. So  
24 I didn't get back to the actual speed, looking at the actual  
25 speed, but it must have just stayed around 13. It might have went

1 to 14, maybe.

2 Q. Okay. So slight increase as --

3 A. Might have --

4 Q. -- you go --

5 A. -- been a slight --

6 Q. -- hill.

7 A. Because, yeah. I like to account for that. I like to

8 keep it under the --

9 Q. So you would estimate anywhere between 13 to maximum --

10 A. 13 to --

11 Q. -- of 15?

12 A. -- maximum 15. I don't think it would have went to 15.

13 Q. At impact?

14 A. At impact, yeah.

15 Q. I had another question. I don't remember it. Go on.

16 BY MR. TURPIN:

17 Q. I think I only have one right now. It's about the

18 green, amber, red --

19 A. Uh-huh.

20 Q. -- indicators. If you noted anything that night,

21 anything different with the light indications --

22 A. No.

23 Q. -- and the control?

24 A. No. I was just like I say, I was just focused on, you

25 know, this -- I never liked going backwards to begin with. Never

1 did. Never -- just never liked it. Always felt funny. You know  
2 what I mean? So I was just totally concentrating on, you know,  
3 making sure that I was, you know, back in MAPO override, watching  
4 my speed. There was -- at no time did I ever think that I wasn't  
5 on the proper place, just no time. And nothing, there was no  
6 indications that, you know, that appeared to me that were any  
7 difference than any time I did it before. And just seemed just  
8 all natural, all just the way it was before.

9 Q. And like you said earlier, your focus in the mirror was  
10 to look for the station --

11 A. Yeah, I just -- that gives me a clue. Okay, I'm getting  
12 near it. So now put it in neutral, you know, what I mean? And  
13 everything's bouncing anyway so you don't see, you don't see  
14 anything really great, but you see the Base. And so I said okay,  
15 so I could power it down little bit, and that's --

16 Q. And that visual as you look in that mirror, you -- that  
17 would be pretty much the same whether you --

18 A. Absolutely.

19 Q. -- would have the --

20 A. Exactly, because you're on that angle, looking at it on  
21 an angle. I mean, you know, I mean, I just -- you see a bunch of  
22 lights and, you know, great I'm getting close.

23 Q. Okay. What would have been your plan when you got to  
24 Base?

25 A. Well, again, after I made my spiel, and then I would

1 have just been going, coasting through, then I would have probably  
2 put it back to, you know, in run P1 15, then just go right out of  
3 the station right backwards, maybe put it in P2, and it goes 20  
4 miles an hour because I don't go fast. You know you can go 25 or  
5 30 or 40 even. I never do that, you know. So I would just coast  
6 it through the station 20 miles an hour to the Grand Floridian,  
7 stop there and got out and switched ends.

8 Q. Grand Floridian --

9 A. It's the --

10 Q. -- almost halfway --

11 A. -- second one.

12 Q. -- up the loop, right?

13 A. Yeah. It's the second one in, second station. There's  
14 the Polynesian. I would have went past that, and then into the  
15 Grand Floridian.

16 Q. Through a station?

17 A. Through a station. Yes.

18 Q. Why do you think they wait until there to change --

19 A. I don't know. That was -- that's always been a question  
20 of mine, and I just wished -- if I was to stop at Base, I'd have  
21 been going three miles an hour. You know what I mean? There  
22 would have been no, nothing happen. You know what I mean? But,  
23 no, he gave me the orders to go -- and I did it like I said the  
24 night before I didn't stop. They just said continue through Base  
25 right to the Grand Floridian to switch --

1 Q. And then what would have done once you -- Grand  
2 Floridian?

3 A. I shut the train down, switch ends, turn the train on  
4 the other end and go that way. I'd be going forward.

5 Q. All the way back through Base?

6 A. No. I'd be going forward to shop.

7 Q. Oh.

8 A. Instead of going in reverse.

9 Q. I got you.

10 A. Yeah.

11 Q. I got you.

12 A. Sometimes you stop. Sometimes you're stopping at Base.  
13 Sometimes you're not. It's just -- I don't know how they  
14 determine that or why they do that. I don't know.

15 Q. Okay.

16 MR. TURPIN: Anybody have any more questions?

17 MR. ANDREE: Just one more.

18 BY MR. ANDREE:

19 Q. Have there ever been any issues or for lack of better  
20 term, screw-ups with the shop ops people?

21 A. Not that I've been -- since I've been here. They've  
22 been, they've been spot on.

23 Q. Spot on.

24 A. Perfect. I mean --

25 Q. Even with the new people?

1           A.    I didn't even know if there were new people, but it's  
2 just -- it's always been -- I didn't hear anything from any of the  
3 other drivers either.  Everything is very professional.

4           Q.    And there's been no stinks with the switches or  
5 something like that?

6           A.    Not that I know of.  Not that I know, not since I've  
7 been here.

8                   BY MR. BELL:

9           Q.    I heard you mention that when you were going through TTC  
10 and the -- you thought you were on the Magic Kingdom Line and you  
11 were in neutral or about 13, and you said you were in neutral, you  
12 were giving your -- yeah, you were radioing to control that you  
13 were at Base --

14          A.    Into the monorail units.  They all like to hear that  
15 because they -- now they get to know where the train is.

16          Q.    Oh, yeah.  I was just clarifying because you --

17          A.    I'm not --

18                   (Simultaneous comments.)

19          Q.    I mean --

20          A.    Oh, yeah --

21                   (Simultaneous comments.)

22          Q.    So I just wanted to clarify that that's what you meant.

23          A.    They kind of like to hear that you're off one beam, on  
24 another, whatever.

25          Q.    Right.  Yeah.

1 A. Just get more of a flow.

2 Q. I just wanted to clarify so --

3 A. Right, right.

4 Q. -- everyone knew that you weren't --

5 A. Right.

6 Q. -- talking about passengers, so.

7 A. Right.

8 BY MR. TURPIN:

9 Q. Back to -- similar question to Richard's. Talk to me a  
10 little bit about your trust level. You say when you're in the  
11 monorail backing up, you're using your mirrors to look at the  
12 platform. Are you ensuring that there's no people in the area?  
13 Are you trusting the people that are already there?

14 A. Well --

15 Q. And the same lines talk to me about your coordinator.  
16 He's sending you locations and he's telling you where to go. Is  
17 trust level -- is there some type of checks and balances on your  
18 part that you do personally to ensure that --

19 A. Yes.

20 Q. -- things look right?

21 A. Yes. There are certain things that you can do, but  
22 you're basically being -- you're clear. There's a, there's your  
23 -- there's two ways to look at it. If you're cleared to a  
24 station, they're telling you that you -- there is no problems, you  
25 go there. No matter what, you're -- there's nothing there, you

1 can go there. And the other one is normal visual where then  
2 you're, you know, you have to see certain things and wait. But if  
3 you're going into a station -- say if I was to stop at Base, then  
4 again, yeah, you're using your visuals. You know, you're seeing  
5 everything nice and relaxed -- because you're going slower.  
6 You're going, you know, five miles an hour, or six, four, three  
7 and you can look and say, okay, I'm -- here's this thing here.  
8 But when you're going through a station, you're basically trusting  
9 that what, you know, what he's telling you that you're cleared to,  
10 you're fine. Like if I went to the Polynesian, I'm going through  
11 the Polynesian 25 miles an hour. I'm -- you know, you're going to  
12 be flying by that station. It's all a trust thing when you're  
13 going in reverse. So I never like going in reverse because I  
14 always have that sick feeling sometimes. You know what I mean?  
15 Of something, you know. But that clear to, just you're all right,  
16 just go. And that's basically how you feel. At least me.

17 Q. Balance that with your operation of the train --

18 A. Yes.

19 Q. -- do you feel that you're responsible for the movement  
20 of the train or you're just pressing the gas because someone told  
21 you to?

22 A. Exactly how I feel. I'm --

23 Q. Which of the two?

24 A. The second one. I'm told in reverse clear to, which  
25 means, okay, they know you can't see nothing basically. You just,

1 you --

2 Q. Just go.

3 A. -- just go. And that's why they, you know, you very  
4 rarely see them tell you to go too far in reverse. Because I  
5 think, you know, maybe -- I -- sometimes they here -- say go from  
6 here all the way to Magic Kingdom. That's three stations you're  
7 going to go through, you know. So they don't usually do that, but  
8 you're basically flying, you know, flying blind so to speak. You  
9 know what I mean? You're just hoping that they know everything's  
10 clear, just go there. And that's how I always felt. That's why I  
11 never like going in reverse, and fast for that matter.

12 Q. And when you're going forward how does that --

13 A. Oh, forward is a much --

14 Q. -- as --

15 A. Oh, forward it's you. Forward, you know, it's all on  
16 you. If you're going forward, sure, I mean, you know. And  
17 they'll even say clear to in forward. But, again you're -- you've  
18 got your visuals. I mean you can, you know, you can actually see  
19 where you're going.

20 Q. More responsive to what's in front of you?

21 A. Yeah, exactly.

22 Q. Okay. That's all I have.

23 I just have one more. It's your turn. Anything you can  
24 think of might contribute to improve safety on the monorail or a  
25 list of things or whatever? Open to you.

1           A.    I would think about that.  Probably be a good idea not  
2 to go in reverse 15 -- see that's the only beam where you can go  
3 15 miles an hour in an override, to 8 and 9, you can go 15 miles  
4 an hour.  I would reduce that.  I would never have anybody do  
5 that.  Maybe a walking speed, just like any beam, any switch.  I  
6 don't know.  Maybe that would be good enough.  I don't know.

7           Q.    I believe they've changed the procedures.

8           A.    Have they?

9           Q.    So they'd actually change ends at Concourse.

10          A.    Right.

11          Q.    Before you even back out.

12          A.    Well, they, yeah, they have done that.

13          Q.    And then go --

14          A.    That's --

15          Q.    -- head in through the Spur.

16          A.    I have done it that way too.  Again, they -- for why  
17 they do different ways, I don't know, but I have done that.

18          Q.    What do you think of that process?

19          A.    Yes, absolutely, absolutely.  That's a safer way any  
20 way.

21               MR. TURPIN:  I thank you very much, Alan.

22               MR. RUBINO:  Thank you.

23               MR. TURPIN:  Really appreciate you coming in.

24               (Whereupon, the interview of Alan Rubino 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:           Walt Disney World Collision,  
                                  Lake Buena Vista, Florida  
                                  July 5, 2009  
                                  Interview of Alan Rubino

DOCKET NUMBER:           DCA-09-FR-007

PLACE:                     Lake Buena Vista, Florida

DATE:                      July 9, 2009

was held according to the record, and that this is the  
original, complete, true and accurate transcript which has been  
compared to the recording accomplished at the hearing.

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Katherine Motley  
Transcriber