

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

COLLISION OF AMTRAK SPECIAL TRAIN \*

P0923 31 AT THE HIGHWAY-RAIL GRADE \*

CROSSING AT LANETOWN ROAD IN \*

Accident No.: HWY18MH005

CROZET, VIRGINIA, JANUARY 31, 2018 \*

\*

\* \* \* \* \*

Interview of: Assistant Conductors and  
Lead Service Attendants

Omni Hotel  
Charlottesville, Virginia

Friday,  
February 2, 2018

## APPEARANCES:

GEORGETTA GREGORY, Operations Group Chairman  
National Transportation Safety Board

DENNIS COLLINS, Human Performance Group Chairman  
National Transportation Safety Board

ENSAR BECIC, Ph.D., Human Performance Investigator  
National Transportation Safety Board

JULIE KANG, Ph.D., Accident Investigator  
National Transportation Safety Board

JOHN RANSCHAERT, Operating Practices Inspector  
Federal Railroad Administration, Region II

BILL MITCHEM, Superintendent of Operations  
Buckingham Branch Railroad

THERESA IMPASTATO, Deputy Chief Safety Officer  
Amtrak

WILLIAM BATES  
SMART National Transportation Safety Team

RANDY FANNON, Safety Task Force  
Brotherhood of Locomotive Engineers and Trainmen (BLET)

CHRIS NOSHER, Attorney  
Outside Counsel for Amtrak and  
Representative for Employees

INTERVIEWEES

SHANNON SHANEE JEFFERSON, Assistant Conductor  
JONATHAN CHARLES DOCHEMETZ, Assistant Conductor  
KOKOE EKOUE-HAGBONON, Lead Service Attendant  
SHERVAH TYSON, Lead Service Attendant  
CLINTON BOYEA, Lead Service Attendant

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Assistant Conductors and Lead Service Attendants:	
By Ms. Gregory	7
By Mr. Ranschaert	16
By Mr. Mitchem	19
By Ms. Impastato	20
By Mr. Ranschaert	22
By Ms. Gregory	24

I N T E R V I E W

(3:55 p.m.)

MS. GREGORY: Okay. We're going to get started now. It is February 2nd at 3:55 p.m.

My name is Georgetta Gregory. I am the NTSB Operations Group Chairman, and to clarify, that's Railroad Operations, for this accident.

We are here today on February 2nd, 2018, at the Omni Hotel in Charlottesville, Virginia, to conduct an interview with Clinton Boyea, Kokoe --

MS. EKOUE-HAGBONON: Kokoe.

MS. GREGORY: -- Kokoe Ekoue-Hagbonon, Shervah Tyson --

MR. TYSON: Shervah.

MS. GREGORY: -- and Jonathan --

MR. DOCHEMETZ: Dochemetz.

MS. GREGORY: -- Dochemetz.

This interview is in conjunction with the NTSB's investigation where an Amtrak train struck a garbage truck at the highway rail grade crossing at Long Arm Road in Crozet, Virginia, on January 31st, 2018. The NTSB accident reference number is HWY18MH005.

The purpose of the investigation is to increase safety, not to assign fault, blame or liability.

Before we begin our interview and questions, let's go around the table and introduce ourselves. Please spell your last name,

1 who you are representing and your title. I would like to remind  
2 everybody to speak clearly so we can get an accurate recording.  
3 I'll start off and then pass off to my right.

4 Again, my name is Georgetta Gregory. The spelling of my last  
5 name is G-r-e-g-o-r-y, and I am the Operations Group Chairman for  
6 this accident.

7 MR. BATES: My name is William Bates, B-a-t-e-s, SMART  
8 National Transportation Safety Team.

9 MR. MITCHEM: Bill Mitchem, M-i-t-c-h-e-m. I'm  
10 Superintendent of Operations, Buckingham Branch Railroad.

11 MS. IMPASTATO: Theresa Impastato, I-m-p-a-s-t-a-t-o, Deputy  
12 Chief Safety Officer with Amtrak.

13 DR. BECIC: Ensar Becic, NTSB, B-e-c-i-c.

14 DR. KANG: Julie Kang, NTSB, K-a-n-g.

15 MR. FANNON: Randy Fannon, F-a-n-n-o-n, BLET.

16 MR. RANSCHAERT: John Ranschaert, Federal Railroad  
17 Administration, Operating Practices Inspector. Last name spelled  
18 R-a-n-s-c-h-a-e-r-t.

19 MR. COLLINS: Dennis Collins, C-o-l-l-i-n-s, NTSB, Office of  
20 Highway Safety, Human Performance.

21 MS. GREGORY: Okay. Thank you. Do I have your permission to  
22 record our discussion today?

23 MR. BOYEA: Yes.

24 MS. EKOUE-HAGBONON: Yes.

25 MR. DOCHEMETZ: Yes.

1 MR. TYSON: Yes.

2 MS. GREGORY: And you understand that the transcript will be  
3 a part of the public docket?

4 ALL: Yes.

5 MS. GREGORY: Do you wish to have a representative with you  
6 at this interview?

7 ALL: Yes.

8 MS. GREGORY: And that representative is? Can I get you to  
9 introduce yourself and spell your name for the record?

10 MR. NOSHER: Hello. My name is Chris Nosher, N-o-s-h-e-r.  
11 I'm outside counsel for Amtrak and I'm here as representative to  
12 the employees.

13 MS. GREGORY: Okay. And then if we could start with you, and  
14 get you to give us your full name and spell your last name for the  
15 record, and these are the five witnesses that are speaking now.

16 MS. JEFFERSON: I'm Shannon Jefferson, J-e-f-f-e-r-s-o-n,  
17 assistant conductor.

18 MS. EKOUE-HAGBONON: Kokoe Ekoue-Hagbonon, E-k-o-u-e-dash-H-  
19 a-g-b-o-n-o-n, Amtrak lead service attendant.

20 MR. DOCHEMETZ: Jonathan Dochemetz, D-o-c-h-e-m-e-t-z,  
21 assistant conductor, Amtrak.

22 MR. TYSON: Shervah Tyson, T-y-s-o-n, LSA, onboard services.

23 MR. BOYEA: Clinton Boyea, B-o-y-e-a, LSA, Amtrak, D.C.

24 MS. GREGORY: And what was your title, sir?

25 MR. BOYEA: Last name is Boyea, B-o-y-e-a. I'm a LSA, lead

1 service attendant.

2 MS. GREGORY: Lead service attendant. Thank you.

3 Thank you all very much.

4 So I'm going to start off and I'm going to ask the same  
5 questions, but I'll have you answer individually, okay? And I may  
6 get confused with names so bear with me.

7 INTERVIEW OF SHANNON SHANEE JEFFERSON,  
8 JONATHAN CHARLES DOCHEMETZ, KOKOE EKOUE-HAGBONON,  
9 SHERVAH TYSON and CLINTON BOYEA

10 MS. GREGORY: Shannon, may I call you Shannon?

11 MS. JEFFERSON: Yes.

12 MS. GREGORY: Where were you positioned at the time of the  
13 accident?

14 MS. JEFFERSON: I was in the café car, the second café car,  
15 car number 8, standing up.

16 MS. GREGORY: Okay. And if you could kind of run me through  
17 your background with Amtrak, how you started, the position you  
18 started in, up until the day of the accident.

19 MS. JEFFERSON: I started in May 2015, when I went to  
20 Wilmington. Well, I went to Wilmington the beginning of June for  
21 training, and then I started working on the railroad with Amtrak  
22 after training was over in October of 2015. And I was an  
23 assistant conductor and then I went to conductor promo, became a  
24 qualified conductor in Zone 5, Washington, D.C., and -- I work  
25 various jobs in Washington, D.C., Zone 5, and then the day of the

1 accident, I was on special duty as an assistant conductor for the  
2 train.

3 MS. GREGORY: Okay. Thank you. And you said you were in car  
4 number?

5 MS. JEFFERSON: Eight.

6 MS. GREGORY: Car Number 8. Were there any passengers in  
7 that car that you saw injured?

8 MS. JEFFERSON: Injured, no.

9 MS. GREGORY: Okay. So if you could just walk us through the  
10 morning of the accident, how things started off, up until the time  
11 of the accident.

12 MS. JEFFERSON: Okay. When I got there, into the crew base,  
13 I got there around 6:30. We met up in the crew room with the  
14 conductor out of Zone 5, the engineer out of Zone 5, myself and  
15 the other AC, assistant conductor. We got our paperwork ready and  
16 then we walked over to a conference room where we had the job  
17 briefing with the managers and the onboard service members and --  
18 yeah. So once we had the briefing with everyone, we went down to  
19 the train. We got the train ready to depart, we boarded the  
20 members and we left the station. So that was in the morning of  
21 it. What else would you like to know?

22 MS. GREGORY: Okay. And so you were scheduled to stay on the  
23 train all the way from Washington, D.C. to -- where would you --

24 MS. JEFFERSON: White Sulfur Springs, West Virginia.

25 MS. GREGORY: So you would have gone all the way --

1 MS. JEFFERSON: Yes.

2 MS. GREGORY: -- to the resort, basically?

3 MS. JEFFERSON: And then come back with the train to  
4 Washington.

5 MS. GREGORY: Okay. And so at the time of the accident, did  
6 you feel anything unusual? Were you aware that there was an  
7 accident?

8 MS. JEFFERSON: I was aware something was wrong. The train  
9 jumped forward, the HEP went out, the lighting, the lights on the  
10 train, power on the train, and then I immediately went to go see  
11 what was wrong.

12 MS. GREGORY: Okay. And then after the train came to a stop,  
13 what did you do?

14 MS. GREGORY: I looked around, I went to go check on  
15 passengers to make sure everyone was okay, looked out the window,  
16 and at that point I was aware there was an accident, saw the, you  
17 know, trash, the dump truck and the trash in the grass. And then  
18 I just walked the train to make sure everybody on the train was  
19 okay, and I made my way forward to the conductor.

20 MS. GREGORY: Okay. Thank you, Shannon.

21 And, Kokoe, if you could give us your title and a little bit  
22 of your background with Amtrak.

23 MS. EKOUE-HAGBONON: Okay. I started 2012 with Amtrak as a  
24 lead service attendant in Washington, D.C. So I work on board the  
25 train in the café car.

1 MS. GREGORY: Could you tell us a little bit about what your  
2 duties include?

3 MS. EKOUE-HAGBONON: Yeah. To serve the customer with the  
4 food. I'm the one that serve the food on the train in the café  
5 car, yes.

6 MS. GREGORY: And you weren't -- you said you were not  
7 injured during the accident?

8 MS. EKOUE-HAGBONON: No, ma'am.

9 MS. GREGORY: Did you see any passengers that were injured?

10 MS. EKOUE-HAGBONON: Not in the café.

11 MS. GREGORY: Not in the café car, you didn't see any?

12 MS. EKOUE-HAGBONON: No. I didn't see any.

13 MS. GREGORY: Okay. And could you describe your day to us on  
14 the day of the accident?

15 MS. EKOUE-HAGBONON: We -- I report at 4 a.m. that day. So  
16 we -- I came on the train. I was in the center café. So the  
17 (indiscernible) were there. So I pulled them away and get the car  
18 set up for the departure. And then at 7 a.m., we met downstairs  
19 to have a safety briefing. And then after the safety briefing, I  
20 went back to the train.

21 MS. GREGORY: Okay. And during the trip was there anything  
22 uneventful that -- or was it just a normal trip?

23 MS. EKOUE-HAGBONON: Just a normal trip.

24 MS. GREGORY: Okay. And did you notice anything unusual when  
25 the train stopped at the time of the accident?

1 MS. EKOUE-HAGBONON: When the train stopped, the only thing I  
2 notice is we didn't have power, yeah.

3 MS. GREGORY: Okay. Kokoe, thank you very much for that.

4 And, Jonathan, pretty much the same questions for you. If  
5 you could just give me your background with Amtrak.

6 MR. DOCHEMETZ: My background with Amtrak started in May of  
7 2017. I trained in Wilmington through July and then came to  
8 Washington, D.C. crew base, and I've been on extra board,  
9 assistant conductor, pretty much the whole time until now.

10 MS. GREGORY: Okay. And we have two assistant conductors.  
11 Could you tell us what an assistant conductor does on Amtrak?

12 MR. DOCHEMETZ: Assistant conductor backs up the conductor on  
13 the train, helps with collecting revenue and making sure  
14 passengers get on and off safely, and just basically the general  
15 safety and operation of the train.

16 MS. GREGORY: Okay. And so on the day of the accident, could  
17 you just walk us through your day?

18 MR. DOCHEMETZ: I got to the station probably around 6,  
19 helped Cliff Anderson, the conductor, collect paperwork, and we  
20 went over and had a brief with the superintendent and managers,  
21 and then went out to the train, boarded everybody, and proceeded  
22 on our way to Charlottesville for a crew change.

23 MS. GREGORY: And where were you located at the time of the  
24 accident?

25 MR. DOCHEMETZ: I was two cars from the rear engine. At the

1 impact, power went out. It was a pretty nice jostle. I saw two  
2 people in front of me lurch forward, but nobody -- I didn't see  
3 anybody hit the ground. Everybody kind of recovered pretty  
4 quickly, but we did lose power and then we came to a stop after  
5 that.

6 MS. GREGORY: Was there anyone that you noticed in that car  
7 injured?

8 MR. DOCHEMETZ: I didn't notice any injuries in the car, no.

9 MS. GREGORY: Okay. Very good.

10 So we'll move on down to -- Clinton?

11 MR. TYSON: Shervah.

12 UNIDENTIFIED SPEAKER: Shervah.

13 MS. GREGORY: I'm sorry? Oh, Shervah.

14 UNIDENTIFIED SPEAKER: Sorry. I had them backwards.

15 MS. GREGORY: Sorry. Shervah. And same questions, if you  
16 could give us your history with Amtrak.

17 MR. TYSON: I started with Amtrak November of 2015. I  
18 originally started with the auto train. I worked on auto train  
19 for a year and transferred to Washington, D.C. crew base January  
20 of 2016. I've been working as an LSA, extra board, for the past  
21 year, and that's it for that.

22 MS. GREGORY: Okay. Just for clarity, for the record, could  
23 you tell us what the auto train is?

24 MR. DOCHEMETZ: The auto train is a service that we have that  
25 leaves out of Lorton, Virginia and goes to Sanford, Florida,

1 Central Florida. What we do is we transport not only passengers  
2 but we transport the passengers' vehicles along with them. So we  
3 carry the passengers' cars along with the passengers from Lorton,  
4 Virginia to Sanford, Florida.

5 MS. GREGORY: Thank you for that. Shervah, where were you  
6 located at the time of the accident?

7 MR. DOCHEMETZ: I was located in the first café, three cars  
8 -- fourth car from the engine. I was -- at the time of the  
9 accident or the collision, I was behind the counter in the café.  
10 I noticed the collision due to the jolt in the train and the loud  
11 crash and bang. So that's when I figured out that, okay, we hit  
12 something or something like that. And then our whole bodies were  
13 like just jolted. I never hit the ground. I didn't witness  
14 anyone who was standing in front of the café going to the floor  
15 either.

16 MS. GREGORY: Okay. Can you give us an estimate of how many  
17 people were in the café car?

18 MR. DOCHEMETZ: Estimation of maybe four or five in front of  
19 the café. In the café in the whole, it could have been  
20 approximately 20 to 25 people in there.

21 MS. GREGORY: So the rest were seated at the --

22 MR. DOCHEMETZ: Yes. Because you have the café area where  
23 the -- where we serve the people, and then you have the seating to  
24 the left and the right of the café.

25 MS. GREGORY: Okay. Thank you, Shervah.

1           And Clinton?

2           MR. BOYEA: Yes, ma'am. I've been with Amtrak since '06,  
3 almost 11 years. August -- I usually remember August. That is  
4 the time that I usually get a pay raise. So I would say August.  
5 I don't remember the time I went to class, but I'll say August. I  
6 believe that's when I came on the road.

7           Came in about 4:00. Usually we have to report early because  
8 we do set up the train, the LSAs. Came in early about 4:00. We  
9 went on the train, set up, got everything done. Then we went back  
10 to the meeting, like Kokoe said, at about 7:00, a safety meeting  
11 and briefing. Then we went back to the train. Everything was  
12 normal, just like a regular day that we would work.

13           And nothing was wrong, everything was good. I was in the  
14 café, the back café, behind the counter serving someone and, you  
15 know, as Shervah said, it felt like a jolt. Because I'm more  
16 focused on taking care of people because that's what we're  
17 supposed to do, and we felt the jolt and then the train came to a  
18 stop. Everybody in the café was okay. I can't give an estimate  
19 of how many people were in there because it was a lot. Some  
20 people were sitting, talking, you know, having conversations on  
21 the phone. So I can't really give an estimation of how many  
22 people were in there, but nobody was hurt from my recollection.  
23 Nobody was hurt at all in the café.

24           MS. GREGORY: Okay. Clinton, each of the service attendants  
25 have mentioned setting up the train.

1 MR. BOYEA: Um-hum.

2 MS. GREGORY: Can you describe that process for us?

3 MR. BOYEA: Setting up the train, (indiscernible), when it  
4 comes to the train, make sure it's in -- supposed to be in the  
5 right temperature, the food, whatever food we're serving, supposed  
6 to be the right temperature. Then you set up your train. You  
7 have your display. You're going to set up your chips. Whatever  
8 it is you have to set up, you make sure you set it up with  
9 whatever you're supposed to do, put away in the refrigerator, and  
10 just make it look nice for the people. You have to have a good  
11 display, make it nice, make it look something people would want to  
12 eat or want to have. That's basically it.

13 It usually takes -- it depends on what train you're working.  
14 That day we did have a lot of food because there was about 400  
15 passengers, about that, there was a lot of people. So we --  
16 usually we've got to get in early because, you know, when you do  
17 have a lot of people, you got to get in early to make sure  
18 everything is done and done correctly. That's about it. As I  
19 say, it wasn't nothing special. That's what we always do, as I  
20 would say. Get in early, make sure everything is done right, done  
21 correctly, and that's about it.

22 MS. GREGORY: Okay. Thank you, Clinton.

23 And that's all the questions I have for this round. So we're  
24 going to jump out of order here and go down to Dennis Collins and  
25 let him go next.

1 MR. COLLINS: I don't have any questions.

2 MS. GREGORY: No questions for Dennis.

3 And John Ranschaert with the FRA?

4 MR. RANSCHAERT: Give me one second here. So I just want to  
5 clarify that none of the five of you saw any -- the accident  
6 happen or never saw anything until after what appeared to be the  
7 jolt. Were you able to see -- after the train came to a stop,  
8 were you able to see any of the victims or the injured off to the  
9 side of the train?

10 MR. DOCHEMETZ: I got partial view of one of the gentleman  
11 laying next to the truck -- yeah.

12 MR. RANSCHAERT: So you got down off of the train or just was  
13 it --

14 MR. DOCHEMETZ: From where I -- my vantage from the back of  
15 the last car before the engine, I was looking out the window.

16 MS. GREGORY: And that's Jonathan answering that question.

17 MR. RANSCHAERT: Okay. Were any of the five of you -- did  
18 any of the five of you get off of the train to do an inspection of  
19 the train?

20 MS. JEFFERSON: When --

21 MR. RANSCHAERT: Can you state your name?

22 MS. JEFFERSON: Shannon Jefferson. Okay. So initially I was  
23 in the café car with -- like the part without the windows. So  
24 then when I made my way forward to the -- to get off the train, I  
25 went all the way to the front to the first car, got off the train,

1 and then I was at the engine, when I was up there, and walked  
2 towards the rear of the train. And to answer your last question,  
3 at that point, that's when I seen one of the members that were in  
4 the dump truck.

5 MR. RANSCHAERT: Okay.

6 MS. JEFFERSON: The EMS was there at that point also and they  
7 were administering first aid.

8 MR. RANSCHAERT: Okay. So were you -- is that -- when you  
9 exited the train to inspect the train, was that something that was  
10 ordered by someone for you to do or is that a natural progression  
11 that you automatically take upon yourself is, hey, when we stop, I  
12 have to inspect the train or what's the normal operating procedure  
13 for that?

14 MS. JEFFERSON: That is normal.

15 MR. RANSCHAERT: Okay.

16 MS. JEFFERSON: But like I said, I was in car 8. So I made  
17 my way up to the front to talk to the conductor, and the conductor  
18 was doing that, so I got off with him. This was after -- I was --  
19 we were in the front of the train. [REDACTED]

20 [REDACTED]

21 [REDACTED]

22 [REDACTED]

23 [REDACTED]

24 MR. RANSCHAERT: All right. And so you started -- from the  
25 first car, you walked forward on the engine to the front?

1 MS. JEFFERSON: It was more so I -- it was like -- the  
2 engineers were up there as well. So we were like checking the  
3 engineers.

4 MR. RANSCHAERT: Okay.

5 MS. JEFFERSON: And then I was looking at the train and then  
6 -- it was checking the train, checking the passengers. It was --

7 MR. RANSCHAERT: A lot going on.

8 MS. JEFFERSON: Yeah, a lot going on.

9 MR. RANSCHAERT: A lot going on. Okay. So to actually drill  
10 down on what you were doing, you can't really say because there  
11 was so much --

12 MS. JEFFERSON: Yes.

13 MR. RANSCHAERT: Is that correct?

14 MS. JEFFERSON: Yes.

15 MR. RANSCHAERT: Okay. All right. Do you recall the weather  
16 conditions?

17 MS. JEFFERSON: It was sunny.

18 MR. RANSCHAERT: Sunny. Do you know if it was cold, hot?

19 MS. JEFFERSON: I had on my jacket. It wasn't freezing. I  
20 can tell you that.

21 MR. RANSCHAERT: Okay.

22 MS. JEFFERSON: And it wasn't hot either. I didn't -- it was  
23 comfortable weather.

24 MR. RANSCHAERT: Okay. Do you recall the -- do you happen to  
25 know how fast the train was going? Do you have any idea? No?

1 MS. JEFFERSON: No.

2 MR. RANSCHAERT: Are you aware, was there any mechanical  
3 issues with the train that you're aware of, since you rode from  
4 D.C. to the point of impact?

5 MS. JEFFERSON: We did get a hot box detector before we got  
6 to Charlottesville. We had mechanical on the train and we checked  
7 that out, and nothing was wrong with it. So once we left  
8 Charlottesville, there was no mechanical issues.

9 MR. RANSCHAERT: Okay. I believe that's all the questions I  
10 have for now. Thank you very much.

11 MS. GREGORY: Did you have any for any of the other  
12 interviewees, John?

13 MR. RANSCHAERT: No.

14 MS. GREGORY: So we'll move to my right. Willie Bates?

15 MR. BATES: No questions.

16 MR. MITCHEM: Bill Mitchem with the Buckingham Branch  
17 Railroad.

18 Do any of the LSAs or assistant conductors, do you guys carry  
19 radios, both or just one?

20 MS. EKOUE-HAGBONON: No.

21 MR. BOYEA: No.

22 MS. JEFFERSON: Assistant conductors.

23 MR. DOCHEMETZ: Assistant conductors.

24 MR. MITCHEM: Okay.

25 MS. GREGORY: If we can get them to answer individually and

1 say who they are for the record.

2 MS. MITCHEM: Okay.

3 MS. JEFFERSON: Shannon Jefferson, assistant conductor, and  
4 yes, I carried a radio.

5 MR. DOCHEMETZ: Jonathan Dochemetz, assistant conductor, yes,  
6 I carry a radio.

7 MR. MITCHEM: Okay. After you felt the jolt and the train  
8 stopped and the lights go out, come back on, was there any radio  
9 communication with the head end as to what was going on or did you  
10 hear any radio communication between the head end and the  
11 conductor?

12 MR. DOCHEMETZ: I heard "Emergency, emergency, emergency," a  
13 few -- I guess it was a few seconds later. Like I couldn't pin it  
14 down exactly, but I heard that call come out.

15 MR. MITCHEM: Okay.

16 MS. JEFFERSON: I heard the emergency transmission as well.

17 MR. MITCHEM: Okay.

18 MS. GREGORY: And that first answer was from Jonathan and the  
19 second one was from --

20 MS. JEFFERSON: Shannon Jefferson.

21 MS. GREGORY: -- Shannon.

22 MR. MITCHEM: All right. I have no further questions.

23 MS. IMPASTATO: Theresa Impastato with Amtrak.

24 If we can move through the line, can you tell me whether or  
25 not you've had any training on emergency response?

1 MS. JEFFERSON: Shannon Jefferson, assistant conductor. At  
2 Amtrak, we get preparedness every 2 years. So I've had that  
3 training, yes.

4 MS. IMPASTATO: When was the last time you had that training?

5 MS. JEFFERSON: Within a year and a half. We get it every 2  
6 years. So within the last year, year and a half.

7 MS. IMPASTATO: Kokoe.

8 MS. EKOUE-HAGBONON: Yes. Yeah, I got that training, too.

9 MS. IMPASTATO: When was the last time you had that training?

10 MS. EKOUE-HAGBONON: It was to be 2 years or 3 years, yeah.  
11 Two years ago, yes, when we go to block training, yes.

12 MR. DOCHEMETZ: Jonathan Dochemetz. The last training I  
13 remember was the emergency response training we got in Wilmington  
14 at assistant conductor school.

15 MR. TYSON: Shervah Tyson. Yes, the last time I had  
16 emergency training was just before I left the auto train, so  
17 approximately a year and a half ago.

18 MR. BOYEA: Clinton Boyea, mine would have to be about 2  
19 years. That's the last time I recall.

20 MS. IMPASTATO: Okay. And the follow-up question I have is  
21 could you describe what's covered in the training?

22 MS. JEFFERSON: We -- in the training, it's how to evacuate  
23 passengers, and once we evacuate, where to meet up outside of the  
24 train and do a count for the passengers. Just the procedure to  
25 evacuate.

1 MS. IMPASTATO: Thank you. I have no further questions.

2 DR. BECIC: Ensar Becic. I don't have any questions.

3 MR. FANNON: No questions.

4 MS. GREGORY: Okay. At this time I have no further questions  
5 either. So we'll go back to Dennis if he has any follow-up.

6 MR. COLLINS: No questions.

7 MR. RANSCHAERT: John Ranschaert, FRA, again.

8 Something that you mentioned, how to evacuate persons and  
9 have accountability, Shannon, what determines if you evacuate the  
10 train? Is that something the conductor makes a decision on or, in  
11 this case, you know, was everybody told to stay on the train by  
12 the conductor or is that something that was dictated to you by the  
13 passengers that were on the train, or how did that all work out  
14 that everybody just stayed on the train or didn't stay on the  
15 train? And how did you determine like if there was any injuries  
16 who left and how that played out?

17 MS. JEFFERSON: [REDACTED]

18 [REDACTED]

19 [REDACTED]

20 [REDACTED]

21 [REDACTED]

22 [REDACTED]

23 [REDACTED]

24 [REDACTED] I just yelled throughout the cars to make sure everyone was  
25 okay. And there were some doctors on board. The ones with the

1 injuries, the doctors on board were checking them out. And then I  
2 made my way to the front of the train, and at that point, in the  
3 front of the train, [REDACTED]

4 [REDACTED] And then I was with the conductor and then we got  
5 off the train. And so the decision for the people to stay on --  
6 they just stayed where they were while we checked the train out.  
7 It was just what happened.

8 MR. RANSCHAERT: So there were injuries on the train?

9 MS. JEFFERSON: Okay. So there was two congressmen that were  
10 taken to the hospital. I don't have their names at this time, but  
11 they reported injuries a little bit after the EMS arrived. When I  
12 walked through the cars, there was a passenger, he reported  
13 injuries and a doctor went to go look at him, and then I walked to  
14 the next car. I repeated my same question, was there any  
15 injuries, and most of the cars, everyone said no, except for that  
16 one car, I think it was car 5. And it was a doctor in there, and  
17 that doctor looked at that passenger and I continued moving  
18 forward.

19 MR. RANSCHAERT: Was there any passengers that were injured  
20 that were taken off the train and sent to the hospital that you're  
21 aware of?

22 MS. JEFFERSON: Yes.

23 MR. RANSCHAERT: Do you know how many?

24 MS. JEFFERSON: Two.

25 MR. RANSCHAERT: Two. Do you know what the extent of their

1 injuries were?

2 MS. JEFFERSON: Not at this time. They were speaking to EMS  
3 about their injuries.

4 MR. RANSCHAERT: Any visible signs that you saw, blood or --

5 MS. JEFFERSON: Not that I saw on board the train, no.

6 MR. RANSCHAERT: Okay. I think at this time that's all I  
7 have. Thank you. Appreciate it.

8 MR. BATES: I don't have anything.

9 MR. MITCHEM: No further questions.

10 MS. IMPASTATO: Nothing.

11 MR. COLLINS: No questions.

12 MS. GREGORY: I did have one more, Shannon. The two  
13 injuries, do you recall what coach they were in?

14 MS. JEFFERSON: I don't know what coach they were in but they  
15 got off of the train at the café car. Was it car 5 or 6? Not at  
16 this time, no.

17 MS. GREGORY: Okay. Are there any other questions?

18 Do any of you have anything you'd like to add, something we  
19 may have missed, something that could help our investigation?  
20 We'll start with Shannon and go down the table.

21 MS. JEFFERSON: Shannon Jefferson, and no, I have no further  
22 questions.

23 MS. GREGORY: Kokoe.

24 MS. EKOUE-HAGBONON: Kokoe Ekoue-Hagbonon. No, I have no  
25 further questions.

1 MR. DOCHEMETZ: Jonathan Dochemetz. Nothing further to add.

2 MR. TYSON: Shervah Tyson. No, I don't.

3 MR. BOYEA: Clinton Boyea. No, everything in my car seemed  
4 okay.

5 MS. GREGORY: Well, this does conclude our investigation and,  
6 again, I want to thank you on behalf of the NTSB for cooperating  
7 in this investigation and taking time out of your day and coming  
8 back down here to Charlottesville. I appreciate your willingness  
9 to participate. Thank you very much.

10 (Whereupon, the interview was concluded.)

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

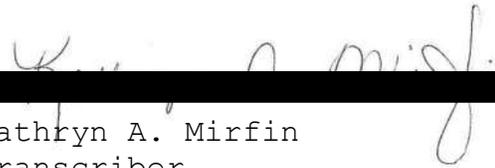
IN THE MATTER OF: COLLISION OF AMTRAK SPECIAL TRAIN  
P0923 31 AT THE HIGHWAY-RAIL GRADE  
CROSSING AT LANETOWN ROAD IN  
CROZET, VIRGINIA, JANUARY 31, 2018  
Interview of Assistant Conductors and  
Lead Service Attendants

ACCIDENT NO.: HWY18MH005

PLACE: Charlottesville, Virginia

DATE: February 2, 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.

  
[Redacted signature line]  
Kathryn A. Mirfin  
Transcriber