

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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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 *

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Interview of: LEONARD L. CLAYTOR

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

JOE MORRIS, Superintendent of Operations
Amtrak, Central Region

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

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I N T E R V I E W

(4:55 p.m.)

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2
3 MS. GREGORY: Good afternoon. My name is Georgetta Gregory,
4 and I'm the NTSB Railroad Operations Group Chairman for this
5 accident.

6 We are here today on February 2, 2018, at the Omni Hotel in
7 Charlottesville, Virginia, to conduct an interview with Conductor
8 Leonard L. Claytor, who works for Amtrak. It is 5:55 --

9 UNIDENTIFIED SPEAKER: 4:55.

10 MS. GREGORY: -- 4:55 p.m. Eastern Standard Time.

11 This interview is in conjunction with the NTSB's
12 investigation for an Amtrak train that struck a refuge truck at
13 the highway rail grade crossing at Long Arm Road in Crozet,
14 Virginia, on January 31, 2018. The NTSB accident reference number
15 is HWY18MH005.

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

18 Before we begin our interview and questions, let's go around
19 the table and introduce ourselves. Please spell your last name,
20 who you are representing, and include your title. I would like to
21 remind everyone to speak clearly so that we can get an accurate
22 recording. I'll start off and then pass off to my right.

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

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

3 MR. MITCHEM: Bill Mitchem, M-i-t-c-h-e-m, Superintendent of
4 Operations, Buckingham Branch Railroad.

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

7 DR. BECIC: Ensar Becic, B-e-c-i-c, Office of Highway Safety
8 with NTSB.

9 DR. KANG: Julie Kang, spelled K-a-n-g, Highway -- the
10 highway group, with NTSB.

11 MR. FANNON: Randy Fannon, F-a-n-n-o-n. I'm with the
12 Brotherhood of Locomotive Engineers and Trainmen, Safety Task
13 Force.

14 MR. MORRIS: Joe Morris, M-o-r-r-i-s, Superintendent of
15 Operations for Amtrak.

16 MR. CLAYTOR: Conductor L.L. Claytor, C-l-a-y-t-o-r,
17 conductor for Amtrak.

18 MR. NOSHER: Chris Noshier, N-o-s-h-e-r, outside counsel for
19 Amtrak and here as a representative to Mr. Claytor.

20 MR. COLLINS: Dennis Collins, C-o-l-l-i-n-s, NTSB, Senior
21 Accident Investigation for Human Performance.

22 MR. RANSCHAERT: John Ranschaert, FRA, Operating Practices
23 Inspector, Region II. Last name spelled R-a-n-s-c-h-a-e-r-t.

24 MS. GREGORY: Okay. Thank you.

25 Do we have your permission to record our discussion today,

1 Mr. Claytor?

2 MR. CLAYTOR: Yes, ma'am.

3 MS. GREGORY: And you do understand that the transcripts will
4 be a part of the public docket?

5 MR. CLAYTOR: I do understand.

6 MS. GREGORY: And I understand you wish to have
7 representation?

8 MR. CLAYTOR: Yes, ma'am, I do.

9 MS. GREGORY: And your representative is?

10 MR. NOSHER: Chris Nosher.

11 MS. GREGORY: Again, I want to remind everybody to speak
12 clearly and announce your name and title before questioning, and
13 speak loud. This is kind of a large room, so that we get a good
14 transcript.

15 I'm going to start off with a few questions, and then we'll
16 have Dennis Collins with the NTSB, our FRA representative, and
17 then we'll start down this side of the room.

18 INTERVIEW OF LEONARD L. CLAYTOR

19 BY MS. GREGORY:

20 Q. And you prefer to be called L.L.?

21 A. That'll be fine, if you wish.

22 Q. Okay, L.L. Very good. So we'll get started. If you could
23 just give me a little bit of your background, when you started
24 with Amtrak, what position you started in, and walk me through
25 your career at Amtrak.

1 A. I started back in 1969 working freight in St. Albans, West
2 Virginia. I came to Amtrak in 1985 as a loaner from CSX. I came
3 on permanent with Amtrak in 2001 up to the present.

4 Q. And have you been a conductor this entire time, L.L.?

5 A. I've been a conductor the whole entire time.

6 Q. Can you describe for the record what a conductor does for
7 Amtrak?

8 A. Well, for Amtrak, the conductor, first you start out having a
9 job briefing with his crew. Then after we all understand the job
10 briefing, we go out and we perform our services, which I am the
11 conductor. I collect tickets, keep order, and make sure the whole
12 crew understands what the movement of the train is.

13 Q. Now how do you make sure that the whole crew understands the
14 movement of the train?

15 A. We have the job briefing, as I said, before we start out. If
16 there is a change in the operation of our job, then we stop, we
17 call for a job briefing, and then we call the crew together and we
18 have a job briefing.

19 Q. Can you walk us through the day of the accident starting with
20 just how your day started off and then progress all the way up to
21 the accident for us?

22 A. Yes, ma'am. It started out, that was on a Wednesday morning,
23 which would have been January 31st, 2018. I woke up approximately
24 around 7, 7:30, started doing my normal routines, shower and
25 shaving, what have you, and things of that nature. I was at the

1 Amtrak station at approximately 9:30 a.m. on the -- January 31st.
2 I waited there until Road Foreman Steve Kenney came and Engineer
3 R.S. or -- excuse me -- Shaun Young came.

4 Then we set and we waited, and then at the time we were
5 waiting, we got our orders and before -- and when we got orders,
6 we started to discussing our orders. [REDACTED]

7 [REDACTED] We set. We had
8 an in-depth job briefing. We went over the whole entire orders
9 that we had, and we all were in accordance with what our job
10 description and what we should be doing once we get on the train.

11 [REDACTED]

12 [REDACTED]

13 [REDACTED]

14 Q. Okay. And when did you go on duty, L.L.?

15 A. Charlottesville, Virginia, Amtrak Station.

16 Q. Okay. And so you had your job briefing and you're on the
17 train at Charlottesville. Do you remember what time you departed
18 Charlottesville?

19 A. We departed Charlottesville at 10:57 a.m.

20 Q. Okay. And then your trip from Charlottesville up to Long Arm
21 Road in Crozet, was there anything unusual?

22 A. Nothing unusual, just normal.

23 Q. What kind of signals did you have?

24 A. We had all clear signals, to my knowledge, from the time we
25 left out of Charlottesville until the impact of the incident.

1 Q. Okay. Where were you positioned in the train at the time of
2 the accident?

3 A. I was in the first coach sitting in the business class car.
4 There's a business class with leather seats. Then on the front
5 side, there's just regular tables. I was sitting in the leather
6 seat side.

7 Q. So the business class car, and help me understand -- and it
8 sounds like a different configuration than I've seen.

9 A. It's separate. It's like a first class where the passengers
10 sit and then on the other side you have something like what they
11 call a lounge like --

12 Q. Café car?

13 A. Café car.

14 Q. Okay.

15 A. There are tables in the café car.

16 Q. Okay. Two separate cars. Okay.

17 A. Two separate cars. One connection but two separate cars.

18 Q. So you had the lead locomotive and then the café car?

19 A. [REDACTED]

20 [REDACTED]

21 [REDACTED]

22 Q. Okay. In that café car?

23 A. In the café car.

24 Q. Okay. Very good. Thank you for that clarification. That
25 was kind of fuzzy in my mind.

1 A. Okay. Thank you.

2 Q. So you were in the business class car behind the café car?

3 A. Yes, I was.

4 Q. Were you aware that there was a collision at the time? What
5 did you experience?

6 A. I was sitting there. I had my orders in front of me because
7 we had a speed restriction coming up at 204, and this happened I
8 believe at 195.85. When I was getting ready to call for the speed
9 restriction, at that time the impact hit. And once the impact
10 hit, it lifted me up out of the seat, hit my head on the ceiling,
11 and went down and hit my knees.

12 And then after I got myself together, I immediately called to
13 the head end. I did not get an answer. So I waited a few
14 minutes, so it passed, then I called again. I did not get an
15 answer.

16 So I waited and time passed again, and at that time I heard
17 "Emergency, emergency, emergency." And then at that time I heard
18 my road foreman, who was Steve Kenney, come over the radio and he
19 was saying I'm going down to walk the train and inspect it. █

20

21

22

23

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25

1

2 And then we waited right there on the scene. They conducted
3 everything they had to conduct. I stayed there and waited until
4 everything was clear to pull the train, which I got instructions
5 to pull the train at 1:06 p.m.

6

Q. So you were on the ground. If you could just help me
7 understand what you actually did. Did you inspect the train to
8 make sure --

9

A. The train was inspected already by our road foreman. I
10 stayed with them. I did not go around the train.

11

Q. Okay.

12

A. I stayed on the side where all the garbage and all,
13 everything. I stayed right there, stayed with them. Wherever
14 they went, I walked up and down that way to make sure, because we
15 had a lot of people off the train. So I stayed right there with
16 them to make sure their safety was at hand.

17

Q. You mentioned that you bounced up from your seat and hit
18 the --

19

A. Yes.

20

Q. -- headliner underneath the top of the car. L.L., were you
21 injured?

22

A. I was just shaken up a little bit but, just for the record,
23 no, I was not injured.

24

Q. So were you transported for any kind of treatment?

25

A. No, ma'am, I was not.

1 Q. Okay. Thank goodness for that.

2 A. Yes.

3 Q. And you're feeling okay today?

4 A. I'm fine, yes.

5 Q. Okay. Were there any other passengers in that coach with
6 you?

7 A. [REDACTED]

8 [REDACTED]

9 [REDACTED]

10 [REDACTED]

11 [REDACTED]

12 Q. [REDACTED]

13 A. [REDACTED]

14 [REDACTED]

15 Q. Did you notice any of them being injured or --

16 A. No, I did not. No.

17 MS. GREGORY: Okay. I think I'm going to stop there for now.
18 I'll have another opportunity. We do this several times, L.L.

19 MR. CLAYTOR: Okay.

20 MS. GREGORY: And so I'm going to hand it off to Dennis
21 Collins to give him an opportunity to ask some questions.

22 MR. COLLINS: Dennis Collins with the NTSB, which is spelled
23 C-o-l-l-i-n-s, because I didn't spell it the first time.

24 BY MR. COLLINS:

25 Q. You said you began your day or you went on duty at

1 Charlottesville?

2 A. Yes.

3 Q. Where were you located when you woke up? Where did you begin
4 your day?

5 A. They put us up in the Fifth Street Holiday Inn.

6 Q. And where are you normally based out of? Where do you
7 reside?

8 A. Huntington, West Virginia.

9 Q. And how were you feeling on that morning?

10 A. Great. I was feeling fine.

11 Q. And in your briefings with the engineer, how would you
12 describe him on that morning?

13 A. We were all in good sane mind.

14 MR. COLLINS: Okay. I think that's all I have right now.

15 MS. GREGORY: Okay.

16 MR. RANSCHAERT: John Ranschaert, FRA.

17 BY MR. RANSCHAERT:

18 Q. Do you recall the weather that day, sir?

19 A. The weather was a little chilly.

20 Q. A little chilly.

21 A. A little chilly and bright.

22 Q. Bright, as in clear?

23 A. Clear. Very clear. Um-hum.

24 Q. Do you know how fast the train was going?

25 A. To my knowledge, the train should have been going 60 miles an

1 hour.

2 Q. Okay. Are you aware of any mechanical issues with the train?

3 A. None.

4 Q. No mechanical issues. You gave a pretty clear explanation of
5 your day. I thank you for that.

6 A. Thank you.

7 Q. You pretty much eliminated all my questions that I had for
8 this go-around. I appreciate it.

9 MR. RANSCHAERT: I'm going to pass off to the right here.

10 MR. BATES: No questions.

11 MR. MITCHEM: No questions.

12 MS. IMPASTATO: No questions.

13 MR. FANNON: No questions.

14 DR. KANG: No questions.

15 MR. MORRIS: No questions.

16 MR. NOSHER: I don't have any questions.

17 BY MS. GREGORY:

18 Q. Wow. You did an excellent job --

19 A. Thank you.

20 Q. -- in giving us your narrative. I want to thank you for
21 that, and it pretty well chucked out all our normal questions, our
22 normal line of questions.

23 A. Okay.

24 Q. You had two assistant conductors on the train?

25 A. Yes, ma'am.

1 Q. What was your interaction with those assistant conductors?

2 A. Would you clarify that?

3 Q. For the trip between Charlottesville and then till the time
4 of the accident, did you have any communications with them?

5 A. Yes, ma'am, we did. We had a job briefing when I first got
6 on the train. They came over, Shannon Jefferies and I can't
7 remember the other gentleman's name. They were both two assistant
8 conductors out of Washington, D.C. We sit down in the car that we
9 called the armor car, and we had a job briefing. And I asked them
10 to make sure, you know, before anything take place, they contact
11 me, and they did that very, very well. And right before the
12 impact, we had sat down and we were talking. Then at the time of
13 the impact, they did come to me. We got a good job briefing.
14 They knew to go through the cars, hold all doors, do not let
15 anyone off until we got the okay to let off.

16 Q. Okay. Thank you for that.

17 A. Um-hum.

18 MS. GREGORY: That was the last question I had.

19 Dennis?

20 MR. COLLINS: Dennis Collins.

21 BY MR. COLLINS:

22 Q. Between the time you departed Charlottesville and the crash
23 in Crozet, did you have occasion to speak to the engineer or go
24 into the locomotive?

25 A. No, I did not go into the locomotive. I did speak to the

1 engineer calling signals.

2 Q. Okay. And in your communication with him, how would you --
3 between Charlottesville and the accident, how would you describe
4 that?

5 A. It was great. Yeah, we had good communication.

6 Q. And after the incident at the crossing, do you have any
7 recollection of when emergency personnel started to respond,
8 started to arrive on the scene, be they police, fire, EMS?

9 A. When I did get on the ground, I did notice that there were
10 EMS on the scene. They had taped the area off.

11 Q. And how -- estimate for me if you can, the time between the
12 jolt and the train coming to a stop and when you were able to get
13 on the ground?

14 A. It had to be at least 10 minutes.

15 Q. Okay. And when you first walked us through the scenario, you
16 said there was the jolt of the incident, then you called up to the
17 head of the train two times, and then you heard the emergency
18 call?

19 A. That is correct.

20 Q. How much time would you say elapsed between --

21 A. At least a couple of minutes elapsed between the time that I
22 called the first time, then I called the second time.

23 Q. And then on to emergency?

24 A. Yes.

25 Q. How much time, say, maybe from the incident until --

1 A. No more than, no more than 5 minutes.

2 Q. Five minutes. Okay. Max of 5.

3 MR. COLLINS: That's all I have for this round.

4 MS. GREGORY: Thank you.

5 MR. RANSCHAERT: John Ranschaert, FRA.

6 BY MR. RANSCHAERT:

7 Q. Do you happen to know who was in the controlling locomotive
8 manpower-wise? The engineer or anybody that was up there?

9 A. To my knowledge, it would have been Engineer R.S. Young; Road
10 Foreman of Engines, Stephen Kenney; [REDACTED]

11 [REDACTED]

12 Q. [REDACTED]

13 A. [REDACTED]

14 Q. And other than that, you don't know of anyone else?

15 A. No, sir.

16 Q. All right. Once you got up out of your -- you said it threw
17 you forward and you bumped your head and then you fell to your
18 knees. Did you notice anything, I mean, out the windows or --

19 A. I thought -- yes, sir. I thought we had hit a chicken truck
20 or a turkey truck because I seen nothing but white.

21 Q. Okay. And out of left or right?

22 A. Out of the -- it would be the left-hand side.

23 Q. On the left-hand side?

24 A. Yes, sir.

25 Q. Okay. Were you able to see, was there -- I mean, could you

1 tell, other than the white, I mean, was it -- could you tell if it
2 was a vehicle or if it was a --

3 A. I could not tell if it was anything.

4 Q. Okay.

5 A. No, sir.

6 MR. COLLINS: At this point I don't have any further
7 questions. Thank you.

8 MR. CLAYTOR: Thank you.

9 MR. BATES: No questions.

10 MR. MITCHEM: No further questions.

11 MS. IMPASTATO: Theresa Impastato with Amtrak.

12 BY MS. IMPASTATO:

13 Q. L.L., did you receive any training on responding to an
14 emergency?

15 A. Say that again please.

16 Q. Did you receive any training on responding to an emergency?

17 A. Clarification. In what way are you speaking?

18 Q. As an Amtrak employee were you given any training on what to
19 do if there's an accident?

20 A. When we go to block training, we get evacuation training. We
21 get response training. We get that in block training.

22 Q. When was the last time you took that training?

23 A. Last year.

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

25 MR. CLAYTOR: Thank you.

1 Mr. FANNON: No questions.

2 DR. KANG: One question. Julie Kang.

3 BY DR. KANG:

4 Q. Did you receive any special briefing or instructions given
5 that you had -- given the passengers that were riding that day?

6 A. I don't quite understand what that was.

7 Q. So --

8 MS. GREGORY: Julie, could you speak up a little bit.

9 DR. KANG: Sure.

10 MS. GREGORY: And identify yourself please.

11 DR. KANG: This is Julie Kang, NTSB.

12 BY DR. KANG:

13 Q. [REDACTED]

14 [REDACTED]

15 [REDACTED]

16 [REDACTED]

17 A. [REDACTED]

18 [REDACTED]

19 [REDACTED]

20 DR. KANG: No further questions.

21 MR. MORRIS: Joe Morris, Amtrak.

22 BY MR. MORRIS:

23 Q. L.L., you indicated that the train should have been going 60
24 miles per hour, and you indicated that you had communication with
25 the engineer on signal indications. Do you recall the last signal

1 indication that he called out?

2 A. No, I do not.

3 Q. Okay.

4 MS. GREGORY: Just a couple of more. This is Georgetta
5 Gregory.

6 BY MS. GREGORY:

7 Q. You said you heard the "Emergency, emergency, emergency"
8 broadcast.

9 A. Yes, ma'am.

10 Q. Did you hear the dispatcher respond?

11 A. I did not hear the dispatcher. No, I did not.

12 Q. And can you tell me what -- where you were positioned inside
13 that coach?

14 A. Right at the rear of the coach, right before the door.

15 Q. And on which side?

16 A. I was on the left side in the seat. Left side going west.
17 It would be on the left-hand side, fireman's side.

18 Q. Very good. You responded to Ms. Impastato about your
19 training, you mentioned block training.

20 A. Yes, ma'am.

21 Q. For the record, can you explain what block training is?

22 A. Block training is when conductors, engineers, and all that is
23 linked to that, go to a 1 year, 4-day or 5-day session, to where
24 we receive all the training on CSX Buckingham operating rules; we
25 receive CPR if our CPR card is out, and we look at all kinds of

1 videos.

2 Q. And so do you take a rules exam as well?

3 A. Oh, excuse me. I'm sorry. Yes, ma'am, we take a rules exam.

4 Q. And this suffices for your conductor recertification?

5 A. We do recert. We do CSX. We do Buckingham.

6 Q. And do you recall the date of your last certification?

7 A. I want to say March.

8 Q. Okay.

9 A. It might not be accurate, but I'm saying March.

10 Q. Very good.

11 MS. GREGORY: And that's all for me.

12 MR. COLLINS: Dennis Collins, NTSB.

13 BY MR. COLLINS:

14 Q. L.L., you said that the block training takes place annually?

15 A. Yes.

16 Q. And does -- every year, does it include the emergency
17 procedures and emergency evacuation training or does that occur on
18 a different time schedule?

19 A. That normally comes every year.

20 Q. Every year?

21 A. Yes.

22 Q. Okay. And to switch gears slightly, you said you hit your
23 head, and I believe it was stated or you agreed that that had been
24 on the headliner?

25 A. The overhead luggage rack, we'd call it.

1 Q. So when the jolt happened, you hit your head on the luggage
2 rack?

3 A. Yeah, the luggage rack. I went up.

4 Q. Okay. And you also said you hit your knee. Do you know what
5 you hit your knee on?

6 A. It was going like forward into the back of the seats.

7 Q. Okay. Thank you.

8 MR. COLLINS: That's it for me for this round.

9 MR. RANSCHAERT: I have no questions this go-around. Thank
10 you.

11 MR. CLAYTOR: Thank you.

12 MR. BATES: No questions.

13 MR. MITCHEM: No questions.

14 MS. IMPASTATO: Nothing further.

15 DR. BECIC: Ensar Becic. I just have one question.

16 BY DR. BECIC:

17 Q. Did you see any passengers injured after the impact?

18 A. Did I see any passengers?

19 Q. Yes.

20 A. I saw the passengers when they were being taken off the train
21 by EMS. I had no communication with them.

22 DR. KANG: No questions.

23 MR. FANNON: No questions.

24 MS. GREGORY: Georgetta Gregory again.

25 BY MS. GREGORY:

1 Q. You say you saw them take -- the EMS taking passengers off
2 the train. Did you happen to notice which coach they were coming
3 out of?

4 A. No, ma'am. We had 10 coaches.

5 Q. I understand. And just one last question for me. Do you
6 recall any track bulletins, if you had any speed restrictions or
7 other track bulletins?

8 A. We had a speed restriction getting ready to come up beyond
9 the impact.

10 Q. Okay.

11 A. Besides that, we didn't have any up to the impact.

12 Q. So you were good for 60 miles an hour --

13 A. Yes, ma'am.

14 Q. -- from Charlottesville to destination?

15 A. Yes, ma'am.

16 MS. GREGORY: Okay. That's it for me. Dennis?

17 MR. COLLINS: No, ma'am, no questions.

18 MR. RANSCHAERT: Just give me one second. I'm just making
19 sure I have no further questions. I have no further questions.

20 Thank you, sir.

21 MR. CLAYTOR: Thank you, sir.

22 MR. MITCHEM: Bill Mitchem, Buckingham Branch Railroad.

23 BY MR. MITCHEM:

24 Q. I just want to clarify one thing. So the question previous
25 that was asked you were about restrictions on your bulletins. Are

1 there permanent speed restrictions between Charlottesville and
2 Lanetown Road crossing?

3 A. The permanent would be coming out past the -- coming out of
4 the station at Charlottesville, you got a permanent there, and
5 then there are speed restrictions on the Buckingham Branch.

6 Q. Okay. That's what I wanted to clarify.

7 A. Yes, sir.

8 Q. There were permanent speed restrictions --

9 A. Yes.

10 Q. -- at those locations.

11 A. Yes, sir.

12 Q. But nothing on bulletin as a temporary speed restriction?

13 A. That's correct.

14 MR. MITCHEM: Okay. Thank you.

15 UNIDENTIFIED SPEAKER: No questions.

16 MS. IMPASTATO: No further questions.

17 MR. FANNON: No questions.

18 MS. GREGORY: I have no further questions. Are there any
19 other questions at the table?

20 BY MS. GREGORY:

21 Q. L.L., is there anything you would like to add to the record?

22 A. Just thank you all. Appreciate it.

23 Q. I want to thank you on behalf of the NTSB, the FRA, the
24 Buckingham Branch Railroad and Amtrak for agreeing and helping us
25 collect the factual information for this accident.

1 A. Okay. Glad to be of help.

2 Q. Thank you very much.

3 A. Thank you all.

4 MS. GREGORY: And with that, that concludes this interview at

5 4 --

6 UNIDENTIFIED SPEAKER: 5.

7 MS. GREGORY: -- 5:23 p.m.

8 (Whereupon, at 5:23 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: COLLISION OF AMTRAK SPECIAL TRAIN
P0923 31 AT THE HIGHWAY-RAIL GRADE
CROSSING AT LANETOWN ROAD IN
CROZET, VIRGINIA, JANUARY 31, 2018
Interview of Leonard L. Claytor

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.



Kathryn A. Mirrin
Transcriber