

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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RAILROAD EMPLOYEE FATALITY *

IN PRICHARD, ALABAMA *

Accident No.: RRD21LR005

ON NOVEMBER 17, 2020 *

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Interview of: DALLAS MONZIGO, Track Laborer
Continental Rail, Inc.

Via telephone

Friday,
November 20, 2020

APPEARANCES:

ZACHARY ZAGATA, Accident Investigator
National Transportation Safety Board

JOE GORDON, Railroad Investigator
National Transportation Safety Board

LEE DAMRON, Accident Branch Chief
Federal Railroad Administration

DILLON ONDO, Track Safety Specialist
Federal Railroad Administration

BYRL McCOY, Operating Practices Safety Inspector
Federal Railroad Administration

CHRISTOPHER HESTER, Railway Safety Administrator
Alabama Public Service Commission

ROBERT ADAMS, Track Safety Inspector
Federal Railroad Administration

JEREMY MOATS, Track Safety Inspector
Federal Railroad Administration

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I N T E R V I E W

(a.m.)

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3 MR. ZAGATA: -- 2020 to conduct an interview with Dallas
4 Monzigo (ph.) for Continental Rail, Incorporated. This interview
5 is in conjunction with NTSB's investigation of the accident near
6 Prichard. The NTSB Accident Reference Number is RRD21LR005. The
7 purpose of this investigation is to increase safety, not to assign
8 fault, blame, or liability.

9 Just want to let you know, Dallas, as we go along, if you
10 need a break at any point, let us know.

11 MR. MONZIGO: Yes, sir.

12 MR. ZAGATA: With that, I'll turn it back over to Lee.

13 MR. DAMRON: Okay. I have nothing additional other than to
14 reiterate what Zach just stated, that if you need a break or
15 anything, let us know. We'll pause the interview. At this point,
16 I'll turn it back to Jeremy then.

17 MR. MOATS: Okay. Go ahead.

18 MR. ONDO: I'm Dillon Ondo, D-i-l-l-o-n, O-n-d-o. I'm the
19 District 3 Track Safety Specialist. I'm in charge of the track
20 discipline for the southeast region of the United States. Nice to
21 meet you. I appreciate you being here. I've already told you
22 that, but I want you to understand and relax. And this isn't --
23 it isn't as formal as I can see that you're feeling, so just
24 relax. Just let the information flow, brother.

25 MR. MONZIGO: Yes, sir.

1 MR. HESTER: And again, I want to thank you for coming in and
2 speaking with us too. My name is Christopher Hester,
3 C-h-r-i-s-t-o-p-h-e-r, H-e-s-t-e-r, and I'm the Railway Safety
4 Administrator for the Alabama Public Service Commission.

5 MR. McCOY: Byrl McCoy. I am the FRA Operating Practices
6 Safety Inspector based out of Mobile, Alabama. Thank you for
7 coming today.

8 MR. ADAMS: I am Robert Adams. I'm the FRA Track Safety
9 Inspector out of Memphis, Tennessee, and yes, again, thank you for
10 coming in and talking to us today.

11 MR. MONZIGO: Yes, sir.

12 MR. MOATS: And my name is Jeremy Moats, J-e-r-e-m-y, last
13 name Moats, M-o-a-t-s. I'm the FRA Track Inspector out of Mobile
14 -- Safety Inspector out of Mobile, Alabama. Okay. Again, thank
15 you for coming in. And it's already been said a few times, if you
16 need to take a break -- we understand that you sustained some
17 injuries, but if you need to take a break at any time, please let
18 us know.

19 MR. MONZIGO: Yes, sir.

20 MR. MOATS: All right. Thank you.

21 INTERVIEW OF DALLAS MONZIGO

22 BY MR. MOATS:

23 Q. All right. So first, how long have you worked in the
24 railroad industry?

25 A. I've worked here since May.

1 Q. Since May. May of what?

2 A. 2020.

3 Q. May of 2020.

4 A. I worked here previously, too, back in 2018, from the end of
5 April to the beginning of August.

6 Q. So from April to August?

7 A. Yes, sir.

8 Q. In 2018?

9 A. Yes, sir.

10 Q. Okay. Has all your time with the railroad industry been with
11 Continental?

12 A. Yes, sir.

13 Q. Okay. Has all your time in the railroad industry been on
14 maintenance of way?

15 A. Yes, sir.

16 Q. Okay. What all positions have you held when you've been with
17 the railroad industry?

18 A. Just track laborer.

19 Q. A track laborer. Okay. Now, on November 17th, can you
20 describe your day starting at the beginning all the way up to and
21 immediately after the accident?

22 A. Yes, sir. I just pulled out of the shop at 5 a.m. Drove
23 down to Mobile, met at the Alabama State Docks, had the job
24 briefing there, went to -- just over in the state docks, replaced
25 two head blocks, and then we went over and started changing out

1 the crossties by Highway 65. We did 35 that day.

2 We were going down -- on the last two -- I was running the
3 spike gun that day, so I was coming behind while they were setting
4 up. And then, we were on the last two ties, next thing I know is
5 I heard a crash, look back, saw the material truck coming at me,
6 started running out of the way. Pretty sure it clipped me and
7 knocked me away from the track and onto the ground. I was kind of
8 all of a blur.

9 After it happened, I got myself calmed down, propped up on a
10 crosstie. That's when I saw a train coming by. And then, just
11 EMS arrived after they called 9-1-1. I was transported to Spring
12 Hill Medical Center. I went through that, and then my girlfriend
13 picked me up and brought me home.

14 Q. Okay. You've already told us that when you arrived at ALE
15 you were -- can you define -- was it the Alabama Export Railroad,
16 or were you at the Alabama State Dock Railroad?

17 A. It was the Alabama -- ALE.

18 Q. ALE? And that's the Alabama Export Railroad?

19 A. Yes, sir.

20 Q. Not the Alabama State Docks?

21 A. Yes, sir.

22 Q. Okay. Just want to confirm those are two different
23 railroads.

24 A. Yes, sir.

25 Q. All right. Thank you. I appreciate that. Just going

1 forward, ALE is the acronym for Alabama Export Railroad. So when
2 we refer to ALE, if we do not say Alabama Export Railroad, that's
3 what it means. Okay?

4 A. Yes, sir.

5 Q. All right. Thank you. And that's the railroad you were
6 operating on, correct?

7 A. Yes, sir.

8 Q. Okay. All right. You've already said that when you arrived
9 at ALE, Alabama Export Railroad, you had to put some head blocks
10 in.

11 A. Yes, sir.

12 Q. Where was that at?

13 A. It was on one of the switches right up from there, the little
14 shop where they're working the rail cars. It was probably about
15 200, 300 yards from that. Just one of the switches.

16 Q. Okay. Now when you ride on C, do you ride -- you also talked
17 about a job briefing.

18 A. Yes, sir.

19 Q. Okay. Can you elaborate what that job briefing was at that
20 time?

21 A. It was just telling us like -- just telling us we were going
22 to do head blocks, and then the 35 ties.

23 Q. Was anything else covered in that job briefing?

24 A. Yes, sir. Just a track authority on protections.

25 Q. Okay. So he talked about a track authority?

1 A. Yes, sir.

2 Q. Did he talk about anything else?

3 A. No, sir.

4 Q. Okay. All right. Were you present when the Alabama Export
5 Railway Worker in Charge spoke to any other Alabama Export
6 employees about where you're going to be working at and the work
7 you're going to be conducting on November 17th?

8 A. No, sir.

9 Q. You were not?

10 A. No, sir. I think he usually just calls them on the phone.

11 Q. Did you see him or did you know him speaking to anybody?

12 A. Not that I know of. No, sir.

13 Q. Okay. All right. How long have you worked as a contractor
14 on Alabama Export Railroad?

15 A. I've been working down there since probably -- I think it was
16 late September, early October is when I started going down there
17 with them.

18 Q. Okay.

19 MR. MOATS: You need a water or anything? You want me to get
20 you one?

21 MR. MONZIGO: Yes.

22 MR. MOATS: Okay.

23 (Simultaneous speaking.)

24 MR. MOATS: (Indiscernible) --

25 U/M: -- hold one second, and you go and get a water.

1 (Pause.)

2 MR. MOATS: Again, if you need to take a break, let us know.

3 MR. MONZIGO: Yes, sir.

4 BY MR. MOATS:

5 Q. All right. So since September is when you've been working
6 with Alabama Export Railroad, correct?

7 A. Yes, sir.

8 Q. How often would you say you've been down there?

9 A. There was a couple of weeks we were down there every day. I
10 would say probably all but about a month's worth of time down
11 there.

12 Q. So about a month of time. During your time on the Alabama
13 Export Railroad, how many Alabama Export Railway Workers in Charge
14 have you worked with?

15 A. Just Patrick.

16 Q. Just Patrick?

17 A. Yes, sir.

18 Q. Okay. Now, beginning when you arrived at the job site where
19 the accident occurred at on November 17th, can you describe what
20 events occurred?

21 A. Yes, sir. So we stopped at the highway, helped get the
22 material truck on. He went on down to the track, and then we
23 drove down the track. We had two separate work trucks, a crew cab
24 and a single cab. I was driving the single cab. So we went down
25 and then I started helping pull spikes with a spike puller. And

1 then, as we were pulling spikes, started putting in the ties. We
2 just changed out all the ties. And then, as we were getting them
3 put in, Pops and Dominique were setting up, and I was running the
4 spike gun.

5 Q. Okay.

6 A. And then the wreck happened. We had two ties left.

7 Q. Okay. Now, when you said you drove down the track, can you
8 describe what you mean by drove down the track?

9 A. It was a roadbed to the right side.

10 Q. So you drove on the roadbed next to the track --

11 A. Yes, sir.

12 Q. -- is that correct?

13 A. Yes, sir.

14 Q. Okay. Thank you. And you referred to Pops. What is Pops'
15 real name? Do you know?

16 A. Scott Dexter.

17 Q. Scott Dexter.

18 A. Or it's Dexter Scott. I'm sorry.

19 Q. Okay. All right. And Dominique was setting spikes?

20 A. Yes, sir.

21 Q. Okay. All right. Can you recall what was covered in the job
22 briefing and where it was held?

23 A. It was held at ALE.

24 Q. Okay. You had a job briefing at ALE. What was covered in
25 it?

1 A. Just that we were going to be doing the head blocks and 35
2 ties, our track authority, and derails.

3 Q. Okay. Track authority and derails?

4 A. Yes, sir.

5 Q. All right. Was anything else discussed during your job
6 briefing?

7 A. Not that I recall.

8 Q. Did you know who the Railway Worker in Charge was?

9 A. Patrick, I'm assuming.

10 Q. Okay. So you knew who it was? Or were you assuming that's
11 who it was?

12 A. I assumed that it was Patrick.

13 Q. Okay. Was that discussed at all in the job briefing?

14 A. Not that I can recall.

15 Q. Okay. Were any other ALE operating rules or railway workers
16 rules discussed in the job briefing?

17 A. Not that I recall.

18 Q. Okay. Now, where the accident happened at --

19 A. Yes, sir.

20 Q. -- what form of on-track safety was provided for you at the
21 accident site?

22 A. They had derails up.

23 Q. Okay.

24 A. And they had two locks on. One was ours. One was Patrick's.

25 Q. Okay. So you had two locks on?

1 A. Yes, sir.

2 Q. Okay. Was there any other protection afforded to you out
3 there?

4 A. Track authority.

5 Q. Okay. Do you know who applied those derails?

6 A. No, sir. Not exactly. I didn't.

7 Q. Okay. So you do not know?

8 A. No, sir.

9 Q. Okay. Now the derails.

10 A. Yes, sir.

11 Q. Do you know who owns the derails, whose derails you're on?

12 A. I don't.

13 Q. Okay. So do you know if the derails were locked?

14 A. They were locked.

15 Q. You do know they were locked?

16 A. Yes, sir.

17 Q. Okay. All right. Do you know who were the owners of those
18 locks?

19 A. One lock was Patrick's. One lock belonged to us.

20 Q. Now some of these questions do sound repetitive to you,
21 understand that we're just trying to get all the information and
22 get a clear understanding so that we can move forward, okay?

23 A. Yes, sir.

24 Q. All right. Now, in regards to the locks on the derails, who
25 all had keys to the locks?

1 A. I believe it was Patrick and Marvin.

2 Q. Patrick and Marvin?

3 A. Yes, sir.

4 Q. Okay. Now, did anybody else have keys to them?

5 A. Not to my knowledge. We usually just keep keys in the work
6 truck. We have a ring on there.

7 Q. Okay. So other people had access to the keys if needed?

8 A. Yes, sir.

9 Q. Okay. All right. Now, in regards to the locks that were
10 Patrick's or Alabama Export's locks --

11 A. Yes, sir.

12 Q. -- do you know anybody that had the key to that lock?

13 A. No, sir. Not to my knowledge --

14 Q. Not to your knowledge --

15 A. -- other than Patrick.

16 Q. All right. At the accident site, where were the derails
17 placed? And also, how close were they to the nearest man or
18 machine?

19 A. I'm not exactly sure. I just know we had one ahead of us and
20 one behind us.

21 Q. All right. So you had one ahead of you and one behind you.
22 You say you don't roughly know a distance they were away from you
23 guys?

24 A. No, sir.

25 Q. Okay. Do you recall seeing the derails in place?

1 A. No, sir.

2 Q. You don't recall seeing the derails on the rail?

3 A. No, sir.

4 Q. Okay. All right. So, just to clarify, what kind of work
5 were you all doing at the accident scene?

6 A. We were changing out crossties.

7 Q. Changing out crossties?

8 A. Yes, sir.

9 Q. Okay. All right. Now, talking about your duties, what
10 duties were assigned to you at the accident scene?

11 A. That day I helped pull spikes, and then I ran the spike gun.

12 Q. And you ran the spike gun?

13 A. Yes, sir.

14 Q. Okay. Were you aware that the Railway Worker in Charge left
15 the job site?

16 A. Yes, sir.

17 Q. Okay. You were? Was anything discussed prior to the railway
18 worker leaving the job site?

19 A. Not to me. No, sir.

20 Q. You were involved in no discussions?

21 A. No, sir.

22 Q. During your job briefing, at the initial -- because you had
23 the one initial job briefing at the (indiscernible) and that's the
24 only one you had; is that correct?

25 A. Yes, sir.

1 Q. Was his accessibility of how to get in contact with him
2 discussed in that job briefing?

3 A. Not to me personally. No, sir.

4 Q. Okay. All right. When you have worked on ALE, Alabama
5 Export, in the past, is it common that the Railway Worker in
6 Charge leaves the job site?

7 A. Yes, sir.

8 Q. It is common?

9 A. Yes, sir.

10 Q. Do you know -- is it common for him to leave and perform
11 other tasks?

12 A. Yes, sir. He usually goes and just -- he'll check out like
13 other parts of the track to try to get a plan for the next day,
14 maybe.

15 Q. Okay. Were you aware the derails were removed?

16 A. No, sir.

17 Q. You are not aware the derails were removed?

18 A. No, sir. I didn't have anything to do with them.

19 Q. Okay. Just so you were not aware. So if you were not aware,
20 you don't know who removed them or when they were removed, do you?

21 A. No, sir.

22 Q. Okay. Now, you've already spoken about it a little bit, but
23 I would like you to go into a little bit more detail. Where and
24 what were you doing when you became aware of the train?

25 A. I was on the left side of the tracks, (indiscernible) the

1 rail with the spike gun, and the only warning I had to know it was
2 there was when I -- it hit the material truck, and I heard that
3 crash. And that's what drew my attention. I looked back, and I
4 just saw the material truck coming towards me. And I just tried
5 to get out of the way, and I wasn't aware that it was a train
6 until after I had hit the ground. And a few minutes later, I
7 rolled over and I saw a train passing by, and that's when I knew
8 it was a train.

9 Q. Okay. Prior to that, did you hear any noises that you can
10 describe of?

11 A. Not from a train. We had the material truck running. We had
12 a power pack running and the backup running. I did not hear any
13 signs of a train, and I did not hear a horn.

14 Q. Okay. Thank you. Now, can you recall where the other
15 railway workers were at when you became aware of the train?

16 A. Yes, sir. I know Wayne was in the material truck. Peewee
17 was on the backup -- that's Marvin, I'm sorry.

18 Q. All right. That's fine.

19 A. I'm not exactly sure where Dominique or Tommy were. I know
20 they were somewhere to my right. I'm not sure if they were on the
21 track or by the truck. And Dexter was a few ties in front of me
22 setting up the next tie.

23 Q. Okay. So you are not aware of where Tommy was at and
24 Dominique was, right?

25 A. No, sir. Not that I can recall.

1 Q. Okay. But Dexter you were aware of?

2 A. Yes, sir.

3 Q. Okay. And you said he was a couple ties ahead of you?

4 A. Yes, sir.

5 Q. Is that correct?

6 A. Yes, sir.

7 Q. Where was he at in relation to his placement on the track?

8 A. I believe that he was standing both feet on the outside of
9 the track, leaned over the inside to set the inside spike.

10 Q. Do you remember what side of the track he would've been
11 sitting on? And let's do it this way for direction traveled
12 easiness. You had the I-65 road next to you, right?

13 A. Yes, sir.

14 Q. Was he closest to that side of the track, or was he closest
15 to the other side of the track?

16 A. Closest to I-65.

17 Q. He was closest to I-65?

18 A. Yes, sir.

19 Q. To the best of your recollection, both feet were outside the
20 gauge of the track, right?

21 A. Yes, sir.

22 Q. And he was leaning over setting spikes?

23 A. Yes, sir.

24 Q. That's what you recall?

25 A. Yes, sir.

1 Q. Okay. I just want to get clarification on that. Now, what
2 type of equipment was being used?

3 A. I was using -- I believe it's a Stanley spike gun connected
4 to a power pack on the back of the truck. And he was using just a
5 spike maul. And we had the backhoe.

6 Q. And you had the backhoe. What else?

7 A. And the material truck.

8 Q. Okay. Material truck. Now, who's the owner of that
9 equipment?

10 A. I believe it's Continental.

11 Q. Okay. That's what you believe. Now, thinking about all the
12 equipment that was out there, what was the condition of the
13 equipment out there?

14 A. It was in good condition.

15 Q. Good condition?

16 A. Yes, sir.

17 Q. Can you recall anything else about the equipment, what it
18 looked like? Was there anything distinguishing about the
19 equipment?

20 A. No, sir.

21 Q. Do you remember any kind of lights or anything like that?

22 A. No, sir. Not that I can recall.

23 Q. Okay. Now, we talked about the job briefing, right? And
24 were you aware what type of track you were on?

25 A. No, sir.

1 Q. Okay. So, in your job briefing -- so what types of track are
2 you aware of that are out in the railroad industry?

3 A. I'm not really sure.

4 Q. Okay. Was it covered that you were on non-control track or
5 control track in your job briefing?

6 A. Not that I can recall.

7 Q. Not that you can recall? Okay. All right. I'm going to
8 move on to a few other questions, and we'll just keep going. Have
9 you been trained as a railway worker?

10 A. Just pretty much onsite, really.

11 Q. Okay. So you have received training as a railway worker?
12 Now, you just kind of said you had it onsite. Can you explain the
13 type of training you received as a railway worker?

14 A. I just -- I would come into a job site, and if they needed me
15 to do something, they would just teach me how to do that specific
16 task. I just learned more as I went.

17 Q. Okay. Let me explain what I mean by railway worker. When
18 I'm referring to a railway worker, I mean the on-track protection
19 side of the railroad industry, not the maintenance side or the
20 construction side. I mean the safety side as a railway worker.
21 So, in essence, derails, track warrants, lining switches, fouling
22 track, and all of that. Have you received any type of training in
23 regards to that?

24 A. Just that I know that we're supposed to like have them up and
25 make sure that all of that's in place, and we're supposed to be

1 like where we --

2 Q. Okay.

3 A. -- where we're working and stuff.

4 Q. That training where you've learned those skills -- right
5 there, what you just referred to, was that in a classroom setting?
6 Or was it out on the track?

7 A. It was out on the track.

8 Q. Okay. The individuals that went over that, were they ALE
9 Railroad individuals? Or were they -- who gave you that type of
10 training?

11 A. A lot of the information I got was from coworkers, like my
12 crew leaders.

13 Q. Okay. So it was crew leaders and all that?

14 A. Yes, sir.

15 Q. Okay. Now, I know that you said that the training you
16 received as a railway worker -- now again, the clarification, when
17 I will refer to a railway worker, I refer to the safety side of
18 the railroad industry that allows you to operate (indiscernible)
19 of being struck by moving equipment, okay? That's what I'm
20 referring to, okay? Have you ever received training from Alabama
21 Export on their railway worker rules or their operating rules?

22 A. No, sir.

23 Q. You have not? Okay.

24 MR. MOATS: Yes, sir?

25 BY MR. ONDO:

1 Q. While we're on that note, have you ever like -- in a job
2 briefing, have they ever went over the rules that pertain to your
3 prevention from being struck, such as the derails or track
4 warrant, what that means for your safety, specifically on the job
5 briefing?

6 A. I have before this point.

7 Q. Okay. So they had to get -- on this day, did they give you
8 the job briefing and discuss all the rules that pertain on how
9 you're going to be safe as a railway worker?

10 A. Not that I can recall.

11 Q. We call it on-track safety procedures.

12 A. Okay. Not that I can recall. No, sir --

13 Q. Okay.

14 A. -- that I remember.

15 MR. ONDO: All right. Thank you.

16 BY MR. MOATS:

17 Q. Are you a qualified equipment operator?

18 A. No, sir.

19 Q. Okay. Now, with your time in the railroad industry, both
20 times, have you ever heard of the term good faith challenge?

21 A. No, sir.

22 Q. Okay. With the job briefing that was given and the on-track
23 protection that was provided for you, were you ever given the
24 opportunity to ask if you knew what it was?

25 A. No, sir. I --

1 Q. In the job briefing, does he ever ask if you understood what
2 was going on?

3 A. Yes, sir.

4 Q. He did ask if you understood?

5 A. Yes, sir.

6 Q. Okay. And what did you say?

7 A. I would usually just agree because I knew what I was there to
8 do, so I just was trying to go do my task.

9 Q. Okay.

10 MR. MOATS: Chris, do you have anything you want to ask?

11 MR. HESTER: No. I think we've covered any questions I had
12 for this one.

13 MR. MOATS: Okay.

14 Byrl, do you have anything?

15 MR. McCOY: Yeah. I just got a couple of questions.

16 BY MR. McCOY:

17 Q. Do you know roughly what time -- this is Byrl McCoy with the
18 FRA. Do you know roughly what time you arrived in Mobile at the
19 ALE --

20 A. In Mobile?

21 Q. -- site?

22 A. It was between 7 and 7:30, I believe.

23 Q. Okay. Between 7 and 7:30?

24 A. Yes, sir.

25 Q. Okay. And when you arrived there, do you recall where the

1 Railway Worker in Charge, being the ALE representative Patrick,
2 was located at when you arrived there?

3 A. Yes, sir. We come in and we go over all the tracks and go
4 past the little shop they have set up. It's a big open area and
5 that's usually where the backhoe would be parked, and he would
6 just have his truck parked over there. And we would pull in
7 there.

8 Q. Okay. And from that location --

9 A. Yes, sir.

10 Q. From that location, at any time did Patrick leave that area
11 prior to you going to your first site?

12 A. No, sir. Not that I remember.

13 Q. Okay. Do you recall seeing a track authority form or
14 anything like that on the day?

15 A. No, sir.

16 Q. Okay. Do you recall seeing the daily operating bulletin? Or
17 the railroads refer to it as the DOB.

18 A. No, sir.

19 Q. Okay. Do you recall any time during that day the Railway
20 Worker in Charge, Patrick, trying to contact the train crew on the
21 radio?

22 A. No, sir.

23 Q. Okay.

24 MR. McCOY: I have no further questions.

25 MR. ADAMS: Dallas, I have a few questions. This is Bob

1 Adams, FRA.

2 BY MR. ADAMS:

3 Q. So we've talked about a job briefing, and then Jeremy kind of
4 clarified because it seems that you understand a job briefing as
5 like what you're going to physically do as far as your task goes.
6 But did Patrick ever physically talk to all the individuals, or as
7 far as you know, like the placement of the derails? Not just the
8 type of work you're doing. The placement of the derails and that
9 kind of conversation, he never physically spoke to you guys
10 personally? It was done over the phone?

11 A. Not over the phone. Usually, a lot of times we'll just talk
12 to Peewee or Fitz, and they kind of relate it to everybody.

13 Q. So he holds the job briefing with Peewee, and then Peewee
14 then tells you. And does he talk about the derails and where --
15 like for example, with the head block types, did he tell you, hey,
16 the derails are here and here and here, and they're to keep these
17 trains from coming in on us?

18 A. Yes, sir. And we set them up on the head blocks yesterday.

19 Q. And you know why they're being set up? And then Peewee is
20 the one that has those conversations, not Patrick, on this day?

21 A. Patrick and Peewee talk about it, and then when we go over by
22 the head blocks, they're like hey, go set up these derails here.

23 Q. And you guys are all present when Peewee and Patrick are
24 talking?

25 A. Yes, sir.

1 Q. Okay. So a job briefing is done to some degree about the
2 safety --

3 A. Yes, sir.

4 Q. -- as far as the derails? Okay. What was your understanding
5 as far as that goes to go install those 35 ties -- I don't know if
6 you mentioned 35 ties, but in other interviews, it was to go
7 install those ties at that Mile Post 4 or 3.7 or wherever it was.
8 What was the conversation for that part of the job briefing, or
9 was there physically with all of you guys together that
10 participate in the ties?

11 A. I know Wayne went down first, and Peewee went down in the
12 backhoe. And then the other truck went in first, and I drove the
13 single cab, and I think they already were getting the derails by
14 the time I made it down there.

15 Q. Okay. Was there a conversation -- what we call a job
16 briefing, was there a conversation of the safety that was going to
17 be provided at that location?

18 A. Not a separate job briefing --
19 (Simultaneous speaking.)

20 Q. -- not a separate job briefing? Okay. And you talked about
21 your training. I just want to make sure one thing is clear. So
22 no written training? No tests? Nothing of that nature? Just
23 verbal training out on the job as far as -- even the safety part,
24 not your tasks that you're doing, but the safety part, you just
25 get the verbal as far as railway workers safety or the safety

1 that's being provided for you?

2 A. No, sir.

3 Q. Okay. All right.

4 MR. MOATS: You good?

5 MR. ADAMS: Yeah. I'm good.

6 MR. ONDO: All right. I just have one question. This is
7 Dillon Ondo, FRA.

8 BY MR. ONDO:

9 Q. The question I have is do you remember -- you said you heard
10 a supposed impact --

11 A. Yes, sir.

12 Q. -- and you jumped out of the way, ran out of the way -- and
13 then I'll follow up with a few other questions. Do you know what
14 you did at that point after you heard the impact?

15 A. I had the spike gun. I heard the impact, and I looked over
16 my shoulder, and that's when I saw the material truck coming. So
17 I tried running to my left and I just remember impacting my back,
18 and I went flying in the air and landed on the rocks. And I just
19 laid there pretty much still, not moving around. And then, once I
20 got myself calmed down, I rolled over and propped myself up on a
21 crosstie until my EMS got there.

22 Q. Okay. So you do recall that there was an impact and you know
23 what impacted you?

24 A. I'm pretty sure the material truck clipped me, and that's
25 what threw me off the track.

1 Q. Okay. Do you know what impacted your foot?

2 A. No, sir. I don't.

3 Q. Okay. You didn't feel nothing run over it or anything, did
4 you?

5 A. No, sir.

6 Q. Okay.

7 MR. ONDO: That's the only question I have.

8 BY MR. ADAMS:

9 Q. So you said the left-hand side, so that's the Highway 65
10 side, correct?

11 A. Yes, sir.

12 Q. And the gentleman that was setting the spikes, he was on that
13 same side --

14 A. Yes, sir.

15 Q. -- as was stated earlier. And both of you were facing
16 towards the backhoe?

17 A. Yes, sir.

18 Q. With the material truck from behind you? In other words, the
19 direction the train came from, you guys had your back to that
20 direction?

21 A. Yes, sir.

22 Q. Okay. And the other guy?

23 A. (No audible response.)

24 Q. Okay.

25 MR. ADAMS: I just wanted to understand.

1 MR. MOATS: Lee, I will open up to you guys on the phone.

2 MR. DAMRON: Okay. Lee Damron. FRA has no further
3 questions. I'll pass it on to Zach, and then --

4 MR. ZAGATA: Joe Gordon, do you have any additional
5 questions?

6 MR. GORDON: Just a couple. This is Joe Gordon from the
7 NTSB.

8 BY MR. GORDON:

9 Q. Dallas, first off, I want to say, I certainly hope that you
10 recover. That's a tragic thing that you went through, and I'm
11 glad you're able to be here and talk with us today. Just as far
12 as your previous work there with the ALE railroad, when you've
13 been out there previously, do they always put down derails at the
14 work location? Is that the normal thing that you see done?

15 A. Yes, sir.

16 Q. Okay. And, on the day of the accident, out at the place
17 where the train obviously got in contact with the truck, had you
18 guys had to clear the tracks for anything prior to the accident
19 train?

20 A. Sir?

21 Q. Yeah. Were there any trains that came through? Like did you
22 guys have to get in the clear and let any trains come through
23 before the accident actually occurred?

24 A. No, sir. Not where we were working at that day.

25 Q. Okay. How about previous days out on the railroad? Is it

1 normal that you guys have your job briefing, put down derails, and
2 work until completion without having to clear for trains? Or are
3 there times that you guys have to actually get out of the way,
4 take the derails down, get your equipment off of the track, and
5 then let trains go by before you go back to work? What's the
6 normal out there?

7 A. Yes, sir. It just depends. We have had to clear up for a
8 train to come by.

9 Q. Okay. And when you have to clear up for a train, is that
10 information conveyed to you by Patrick? Or how does that
11 communication normally go?

12 A. A lot of times, if he's there, he'll tell us to clear up, but
13 usually whoever the operator is, if it's Fitz or Peewee, he'll
14 call them, and then we'll clear us up, and they'll call him back
15 and tell him when we're all clear, and then the train will come
16 through.

17 Q. Okay. And then do they normally contact him before you guys
18 go back to work?

19 A. Yes, sir. And he'll let us know that we're good to go back
20 on.

21 Q. Okay.

22 MR. GORDON: All right. That's all I've got. And once
23 again, I'm just glad that you're able to be here and speak with us
24 today.

25 MR. MONZIGO: Yes, sir. Thank you.

1 MR. MOATS: Go ahead.

2 MR. ZAGATA: Zach Zagata, NTSB. Just want to double-check,
3 is it okay if we have additional questions to contact you?

4 MR. MONZIGO: Yes, sir.

5 MR. ZAGATA: Okay. And is there anything else you would like
6 to add to this interview?

7 MR. MONZIGO: No, sir.

8 MR. MOATS: We have one more question in here.

9 MR. McCOY: Byrl McCoy with the --

10 MR. ZAGATA: That's all I've got.

11 MR. McCOY: Sorry, Zach. Byrl McCoy with the FRA.

12 BY MR. McCOY:

13 Q. Just to piggy-back off of a question that the NTSB asked, you
14 said previously you have had to remove derails and clear up for
15 trains --

16 A. Yes, sir.

17 Q. -- is that correct?

18 A. Yes, sir.

19 Q. Okay. And you also stated that the train crew would contact
20 Peewee; is that correct?

21 A. Yes, sir. Either Peewee or Fitz. Usually Fitz is our
22 operator.

23 Q. Yeah.

24 A. But Peewee was here this particular day. So usually, whoever
25 the operator is. If Fitz is there, it's usually him they'll

1 contact.

2 Q. Okay. And would that be over the radio or cell phone?

3 A. Typically, cell phones.

4 Q. Typically, cell phones.

5 MR. McCOY: Okay. I have no further questions.

6 MR. ADAMS: One more.

7 BY MR. ADAMS:

8 Q. So when you've had to clear up in the past for these trains,
9 are the derails removed after all the work is done and you're
10 ready to move the equipment? Or are the derails removed before
11 the work is done?

12 A. Usually, while the last few people are finishing up tasks,
13 we'll go ahead and go get them.

14 Q. So you still have people working, doing a task, possibly even
15 with like a power pack -- which a power pack, just to kind of make
16 sure everybody understands, is gas-operated or diesel-operated?

17 A. It's gas-operated.

18 Q. Gas (indiscernible) --

19 (Simultaneous speaking.)

20 A. It has hydraulic (indiscernible) --

21 Q. -- it's on your truck, which is beside there and makes a lot
22 of noise --

23 A. Yes, sir.

24 Q. -- because (indiscernible) not very good. Okay. So you
25 could still be using the power pack and the derails are removed?

1 A. Yes, sir.

2 Q. And these guys are going to the clear? And then that happens
3 sometimes when you're clearing up --

4 A. We usually don't until we're all the way off, but sometimes
5 the derails are removed.

6 Q. And you're not all the way in -- as far as in the clear,
7 meaning within at least four feet of the tracks. Sometimes the
8 derails are removed and you're still on the tracks working?

9 A. Yes, sir.

10 Q. Okay. I just wanted to understand.

11 MR. ADAMS: All right. Everybody good?

12 MR. GORDON: No. Joe Gordon from NTSB. That raises just a
13 technical question for me wanting, I guess, clarification.

14 BY MR. GORDON:

15 Q. On the previous days where you did have to clear the track
16 and let a train come through, is that the train crew that reaches
17 out to the operator, to Peewee or whoever is operating? Or is
18 that the Railway Worker in Charge that reaches out to them?

19 A. It's typically --

20 Q. Or do you know?

21 A. It's typically Patrick, I believe, that will call them.

22 Q. Okay. That answers my question. The other question is
23 regarding -- you said sometimes the derails will come down, you've
24 got a little bit of work to finish up. Is there ever a discussion
25 of -- have you ever heard the term like watchman or a lookout or

1 anything like that? Is that something that you guys use over
2 there?

3 A. Not to my knowledge. No, sir.

4 Q. Okay. All right.

5 MR. GORDON: Those are the only two I had. I'll turn it back
6 over to Jeremy. You there?

7 MR. MOATS: Okay. Thank you. Again, I want to say thank you
8 for coming in. We might be contacting you in the future if we
9 have any more follow-up questions. Before you leave, do you have
10 any questions for us?

11 MR. MONZIGO: No, sir.

12 MR. MOATS: Okay. Again, thank you for coming in. Guys, I'm
13 going to put the phone on mute, and I'll talk to you in a second.

14 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: RAILROAD EMPLOYEE FATALITY
 IN PRICHARD, ALABAMA,
 ON NOVEMBER 17, 2020
 Interview of Dallas Monzigo

ACCIDENT NO.: RRD21LR005

PLACE: Via telephone

DATE: November 20, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

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

Kyle Jenkins
Transcriber