



**Survival Factors Attachment-  
Emergency Response Interviews**

**Reed, PA  
RRD22LR003**

(25 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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NATIONAL SALVAGE & SERVICES  
EMPLOYEE FATALITY IN DAUPHIN,  
PENNSYLVANIA, ON DECEMBER 8, 2021

Accident No.: RRD22LR003

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Interview of: TIMOTHY NEITER, Fire Chief  
Halifax Volunteer Fire Department, Station 29

Halifax, Pennsylvania

Monday,  
December 13, 2021

APPEARANCES:

SHERYL HARLEY, Investigator  
National Transportation Safety Board

I N D E X

ITEM

PAGE

Interview of Timothy Neiter:

By Ms. Harley

4

I N T E R V I E W

(11:56 a.m. EST)

1  
2  
3 MS. HARLEY: Okay. So for the record, my name is Sheryl  
4 Harley. I am the investigator in charge with the National  
5 Transportation Safety Board. And we are here at the Halifax  
6 Volunteer Fire Department. Is that correct, Station 29 in  
7 Halifax, Pennsylvania?

8 This is in regards to the NTSB investigation of the worker  
9 fatality that occurred in -- my understanding, it's actually Reed  
10 Township. It's down where the tracks were. Okay. So the  
11 accident occurred on December the 8th of 2021 at about 11:20 a.m.  
12 And today's date is December the 13th of 2021. And it's now 11:56  
13 a.m., and I'm here with, can you identify yourself for the  
14 recording, sir, please?

15 MR. NEITER: Sure. My name is Tim Neiter. N-E-I-T-E-R. I'm  
16 the Chief of the Halifax Fire Department.

## INTERVIEW OF TIMOTHY NEITER

BY MS. HARLEY:

18  
19 Q. Okay. And Chief, as I explained a little bit earlier, so  
20 what I would like you to do for me, sir, if you don't mind, is to  
21 once -- just walk me through what happened. Once you were  
22 notified, how you got down there, the scene, and the emergency  
23 response.

24 A. Okay. So we were dispatched for a traumatic injury of the --  
25 and I happened to be at the station. I went responding in the

1 utility, and on route, I was advised that it was a entrapment of a  
2 worker under a piece of railroad equipment. So at that point in  
3 time, I had them dispatch a heavy rescue from Susquehanna Township  
4 and continued my response. I was also notified that there was an  
5 EMS unit, I believe it was Williamstown 24, that was in the area  
6 and was going to respond as well. So I arrived on the scene and  
7 the -- I was directed into the access road by a worker and  
8 proceeded along the tracks north to the point of the incident.

9 And when I got out of my vehicle, I went over to where they  
10 had hooked a crane, which I believe was owned by the railroad, to  
11 the piece of equipment, and was in the process of lifting it off  
12 of the patient. I was probably on the scene for a minute. I'd  
13 done my initial recognizance that I typically do to get a scene  
14 size-up. And in the process of doing that, evaluating the  
15 situation, they had lifted the crane off of the individual and had  
16 pulled him from under the equipment, probably ten feet. And then  
17 they let the piece of equipment back down with the crane and then  
18 by that time, the ambulance was there and there was a chief from  
19 13, his name is Scott Paul (ph.). He was there as well, and they  
20 had started CPR.

21 So I was on the scene probably for a minute, two minutes  
22 before they had the equipment off of the patient.

23 Q. Okay. When the equipment was lifted off of the individual,  
24 can you give me a sense of his position, how he looked to you?

25 A. Sure. So when I was doing my scene size-up, I had looked

1 under the piece of equipment from the ground and he was -- he  
2 wasn't in a total ball, but he was kind of balled up underneath,  
3 probably four to five feet back from the end of the piece of  
4 equipment, like facedown at the track.

5 Q. Okay. And at the time you saw him, can you tell me what he  
6 was wearing?

7 A. I remember he had a pair of boots on after we pulled him out.  
8 There're a pair of boots on. I believe he had a vest on. He had  
9 an emergency vest on. I believe there was a helmet lying at the  
10 point where his paint cans were lying. They weren't on -- that  
11 wasn't on him anymore.

12 Q. Okay. So when you say an emergency vest, are you just  
13 talking about like the --

14 A. Reflective vest.

15 Q. He had a reflective vest on.

16 A. I'm fairly certain. When I went back over, they'd cut his  
17 stuff off of him and it was just lying there.

18 Q. Okay.

19 A. I don't recall now that you say that.

20 Q. Okay. Do you know that when you saw underneath the  
21 equipment, did he have a backpack on by any chance?

22 A. He had a tool belt on.

23 Q. Okay.

24 A. I don't recall seeing a backpack.

25 Q. Okay. So again, you said that he was basically curled up in

1 a ball and he was facedown, was --

2 A. The tracks.

3 Q. Between the tracks. Was his head to the north, to the south?

4 Do you know?

5 A. I want to say his head was to the north. I think I saw his  
6 back end.

7 Q. Okay. And could you see his legs?

8 A. No. No, he was just kind of in a ball. I think I saw his  
9 back.

10 Q. Okay. So if you're looking at the piece of equipment on the  
11 track, and knowing the direction, which direction were you facing  
12 when you actually viewed him?

13 A. I came from the south.

14 Q. Okay.

15 A. So I was looking at him from the south-end of the train.

16 Q. From the south-end. Thanks.

17 A. (Indiscernible) piece of equipment.

18 Q. So you were looking at it directly. Okay. And when they  
19 pulled him out, they pulled him further south?

20 A. Correct.

21 Q. Okay.

22 A. They lifted up what I think is the front-end of the  
23 equipment --

24 Q. Okay.

25 A. -- because of the flatter end.



- 1 Q. Um-hmm.
- 2 A. And that was facing south, and they pulled him south.
- 3 Q. Okay. So they pulled him past the front-end to the south.
- 4 A. Yeah, after they got (indiscernible) lifted up about three  
5 to -- two, three feet, maybe.
- 6 Q. Okay. All right. Can you give me an idea of the type of  
7 injuries that you saw?
- 8 A. Sure. I saw that he had head trauma. He was on his back  
9 after they pulled him out and saw that they'd started on CPR. He  
10 had head trauma to the top of his head and his left leg looked  
11 like it had trauma.
- 12 Q. Okay. Was he pronounced on the scene?
- 13 A. He was.
- 14 Q. Okay. Who pronounced him?
- 15 A. The medic from LifeTeam is the one who called the  
16 (indiscernible).
- 17 Q. Okay.
- 18 A. His name is Steve Stilo junior. S-T-I-L-O.
- 19 Q. S-T-I-L-O. Okay. So he's the paramedic from --
- 20 A. LifeTeam.
- 21 Q. LifeTeam. Okay. What unit was he on? j
- 22 A. Specifically, I don't know --
- 23 Q. Okay.
- 24 A. I think he was with One -- Medic One.
- 25 Q. Okay.

1 A. They operate two medics, One and Six, but I believe he was  
2 with Medic One. He's a supervisor there, I believe.

3 Q. Okay. So give me a sense of how the emergency 911 works  
4 here.

5 A. Sure. So we operate through a paging system. So our pagers  
6 will get activated by Dauphin County, the 911 center, and then we  
7 respond through the radio system.

8 Q. In addition to yourself, just to verify, I did go to 911  
9 center. What other piece of apparatus left here?

10 A. So I went responding with utility because I was here at the  
11 station by myself.

12 Q. Okay.

13 A. Engine 291 which is our rescue engine was second. And we  
14 also -- our utility 291 went responding to a system traffic  
15 control.

16 Q. Okay.

17 A. We also had fire police on the scene, which is typical for  
18 any incident --

19 Q. Are the fire police out of this house? Okay.

20 A. We don't have many but the ones we have we appreciate.

21 Q. Yep. I understand. Okay. And -- so he was pronounced on  
22 the scene and the victim was left there until the --

23 A. Coroner.

24 Q. -- until the coroner. Okay.

25 A. And all the other investigating authorities.

1 Q. Did you happen to speak to anyone, any of the supervisors or  
2 any representatives from the railroad?

3 A. I did. I spoke with the initial supervisor who was -- and  
4 I'm not sure what his title is, but he was in charge of the crew  
5 that was working and was very brief. I asked him how long he had  
6 been there, and he told me it was 15 minutes.

7 Q. I'm sorry, 15 minutes before?

8 A. Fifteen minutes before my arrival. He just said 15 minutes.

9 Q. Oh, he just said 15 minutes.

10 A. Yeah.

11 Q. Okay.

12 A. So I can get you time of dispatch and our response if you  
13 wish.

14 Q. Yeah. I think I actually have --

15 (Crosstalk)

16 Q. Yeah. So we'll go through these just to make sure I  
17 understand how that -- did you speak to anyone else?

18 A. No, not in relation to the incident. I mean, I asked the  
19 federal railroad guy when he was in his car after the incident was  
20 over, but I didn't speak to anyone else except from my units and  
21 my staff.

22 Q. Okay. Were you there when the state police arrived?

23 A. Yes.

24 Q. Okay. Okay. Did the state police interview you or any of  
25 your crew?

- 1 A. We spoke to them, but I wouldn't consider that an interview.
- 2 Q. Okay.
- 3 A. No.
- 4 Q. Okay. Did anybody give you any kind of narrative or an  
5 explanation as to what happened?
- 6 A. No.
- 7 Q. Okay. Okay. So I went to the 911 center and I'm just  
8 wanting to verify a few things.
- 9 A. Sure.
- 10 Q. So I have here -- so I'm assuming CH 29 means Chief 29?
- 11 A. Um-hmm.
- 12 Q. Is that you?
- 13 A. Um-hmm.
- 14 Q. Chief 37 is who?
- 15 A. His name is Marv Reese (ph.).
- 16 Q. Marv?
- 17 A. Yeah. Well, I don't know his first name --
- 18 Q. Okay.
- 19 A. -- but we call him (indiscernible) Harry, Harry Reese Junior  
20 (ph.) --
- 21 Q. Reese.
- 22 A. (Indiscernible) Chief 37.
- 23 Q. Okay. And so this is the rescue engine 2-9-1?
- 24 A. Correct.
- 25 Q. P-29?

1 A. So that's -- (indiscernible) with a little bit of an  
2 explanation. So P stands for personnel. So what happens is if  
3 they dispatch it that a unit's not assigned to it in their system,  
4 it automatically goes out as Personnel 29.

5 Q. Okay.

6 A. When this came in as a traumatic injury call, it's a medical  
7 call per se, on their medical side, so it comes in as P-29.

8 Q. Got it. Okay.

9 A. That's why that's on there.

10 Q. All right. So is R rescue 37? Is that the heavy rescue you  
11 were talking about?

12 A. Yes.

13 Q. And that's from Susquehanna?

14 A. Yes.

15 Q. Okay. And these are your utilities, Utility 29 and Utility  
16 29-1.

17 A. Yes.

18 Q. Okay. All right. So here I have 1-20.

19 A. That would've been -- I don't know who that is.

20 Q. Okay. Is that -- that's a person or is that a unit?

21 A. I don't know.

22 Q. Okay.

23 A. I'm assuming that's a person --

24 Q. Okay.

25 A. -- because no one from Millersburg was there.

- 1 Q. Okay.
- 2 A. But Millersburg's just late, you know, Millersburg's Company  
3 20.
- 4 Q. Okay.
- 5 A. But nobody from 20 was there, so I'm assuming that's a  
6 person. That's a medic.
- 7 Q. Okay.
- 8 A. I'm assuming that Medic 1-20.
- 9 Q. Okay.
- 10 A. So I'm assuming when you figure that out, that's probably  
11 going to be Steve Stilo.
- 12 Q. Okay.
- 13 A. That's probably his number.
- 14 Q. Right.
- 15 A. So I'll recant and say that's probably 1-20, Medic 1-20.
- 16 Q. Right. Okay. And 13-2.
- 17 A. That is a -- that's the ambulatory from Halifax.
- 18 Q. Okay. So that's the Halifax ambulance.
- 19 A. Correct.
- 20 Q. Okay. Is that (indiscernible) out of this station?
- 21 A. No --
- 22 Q. No.
- 23 A. -- it's close. It's a mile past (indiscernible).
- 24 Q. It's a mile, what, for the north.
- 25 A. It's kind of northeast.

- 1 Q. Northeast.
- 2 A. Do you know Route 225 going to Elizabethville?
- 3 Q. Elizabethville. Yeah, I know.
- 4 A. So when you come out of town going to 225 North, it's right  
5 on the right-hand side, next to Bunker Hill Road.
- 6 Q. Okay. Got it.
- 7 A. Yeah.
- 8 Q. All right. Six --
- 9 A. Twenty-four --
- 10 Q. Twenty-four two --
- 11 A. -- two is Williamstown's ambulance that just --
- 12 Q. Okay.
- 13 A. -- happened to be in the area and went responding.
- 14 Q. Okay. That's Williamstown ambulance. Six-four.
- 15 A. That's the medic from Upper Dauphin County. So Medic 6,  
16 which is also LifeTeam.
- 17 Q. Okay. Upper Dauphin, it's also LifeTeam.
- 18 A. Yeah.
- 19 Q. Okay. And --
- 20 A. Two-thirteen A is Scott Paul. He's the Chief of the Halifax  
21 ambulance.
- 22 Q. Okay.
- 23 A. And I don't know who Chief 1-C is. I'm assuming that's a  
24 chief for LifeTeam.
- 25 Q. Okay.

1 A. And 1-20 actually might be a unit. That actually might be  
2 their medic unit now that I look at it.

3 Q. Okay. (Indiscernible) for the LifeTeam.

4 A. That's my guess.

5 Q. Okay. Great. Okay. All right. So the last question I  
6 wanted to talk about is emergency responder training.

7 Specifically, have you or any of the local responders that you  
8 know of ever receive any training from the railroad as to how to  
9 respond to emergency on the rail?

10 A. We do have (indiscernible) of attendance does trainings. I  
11 attended -- I'm going to go off record (indiscernible) that one  
12 quite a few years ago, but I haven't attended one since I've been  
13 the chief or even the assistant chief. It's quite a few years  
14 since I attended one.

15 Q. Okay.

16 A. But I do know they're available.

17 Q. Okay. Did you actually do it online or did you actually go  
18 somewhere, do you know --

19 A. That was quite a long time ago. I'm pretty sure that was  
20 here at the station. We had had a representative come up and talk  
21 to us about it.

22 Q. Okay. All right. In recent times, have the -- has anybody  
23 or representative of the -- or any from the railroad actually  
24 offer to come back to do any kind of recurrent training?



1 A. Not direct from the railroad. Most of that comes from our  
2 county.

3 Q. From the county.

4 A. Most of those training notifications come from the county, so  
5 they either coordinate and organize or --

6 Q. Okay.

7 A. -- somebody else will.

8 Q. All right. All right. Okay. So when you were down on the  
9 scene, did the -- did you have someone from the railroad that was  
10 with you, anyone who advised you of any hazards that might've been  
11 there, or anyone that kind of explained how --

12 A. No.

13 Q. And when you arrived, do you have some sense of approximately  
14 how many railroad, I mean, sorry -- how many railroad employees  
15 were on the scene.

16 A. At least a dozen.

17 Q. At least a dozen.

18 A. Well, I don't know if they're directly railroad employees or  
19 if they were contract employees but --

20 Q. Okay.

21 A. There's quite a few working to get him out.

22 Q. Okay. And do you have any sense of how many pieces of  
23 equipment that you saw, that was there, that was involved in this?

24 A. There're two that were directly involved. It was the piece  
25 that was on the person and the crane that was lifting him off.

1 Q. Okay.

2 A. I recall there was, I believe a vehicle right before that on  
3 the track. And I believe there's some down further down the track  
4 --

5 Q. Okay.

6 A. -- but I don't recall how many.

7 Q. Okay. Out of curiosity, have you ever had to respond into  
8 that area before?

9 A. Not for a train related incident, but yes, we've had several  
10 accidents there at that corner.

11 Q. Okay.

12 A. Did you come up along around the mountain?

13 Q. Yeah. Okay.

14 A. (Indiscernible) a lot of accidents.

15 Q. Okay. So the highway but not down in that area where --

16 A. The only time we --

17 Q. -- track.

18 A. -- were down in that -- what, no that -- so we had a truck  
19 that went off the rails, I'm sorry, truck that went off the road -  
20 -

21 Q. Oh.

22 A. -- and went down over that bank.

23 Q. Okay.

24 A. It was full of cattle. Yeah. So we were on cattle roundup  
25 and trying to cut the truck open to get the rest of the cattle out

1 and things like that. The driver wasn't hurt in that one that I  
2 recall. That was more of a cattle roundup but that was probably  
3 12 years ago, 10, 12 years ago.

4 Q. Okay.

5 A. That was interesting. We were chasing cows through the road.

6 Q. Wow.

7 A. Yeah, but other than -- we had no railroad incidents that I  
8 recall down there.

9 Q. No railroad incidents --

10 A. Not that I can recall.

11 Q. Okay. Looking back on the incident, did you find that there  
12 was any -- you had any significant problems with the emergency  
13 response, either you couldn't get cooperation from the railroad or  
14 there was an extrication issue or anything like that.

15 A. No, not at all.

16 Q. All right. Is there anything you think I should have asked  
17 you and I failed to ask you?

18 A. I can't think of any.

19 Q. Okay. So what I --

20 A. -- my report if you'd like to --

21 Q. Oh, that's the other thing is that I was wondering if I could  
22 get a copy of your report. Well, that just makes life easy for  
23 me. What I always tell people is just that if you think of  
24 something later on, please feel free to give me a call.

25 A. Yeah.

1 Q. Oh, and you've got a picture.

2 A. I took a picture of the vehicles that were (indiscernible).

3 Q. Very good. Thank you.

4 A. Yep.

5 MS. HARLEY: That is perfect. Okay. So again, thank you  
6 very much. I appreciate this and I will just end this. And it  
7 is, let's see what it is now timewise. It is 12:18.

8 MR. NEITER: Twelve-eighteen --

9 MS. HARLEY: Okay. 12:18.

10 (Whereupon, at 12:18 p.m. EST, 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: NATIONAL SALVAGE & SERVICE  
EMPLOYEE FATALITY IN DAUPHIN,  
PENNSYLVANIA ON DECEMBER 8, 2021  
Interview of Timothy Neiter

ACCIDENT NO.: RRD22LR003

PLACE: Halifax, Pennsylvania

DATE: December 13, 2021

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.

  
Janet Deal Mendizabal  
Transcriber



# NTSB RECORD OF CONVERSATION

**Investigator name: Sheryl Harley, Investigator, Survival Factors Group**

**Mode: Rail**

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**Date: December 23, 2021, at 5:59 p.m. (EST)**

**Adam Koppenhaver, EMT Williamston EMS**

**NTSB Accident Number: RRD22LR003**

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**Narrative:** On Thursday, December 23, 2021, EMT Adam Koppenhaver from the Williamston EMS returned the investigator's call regarding his response to the scene of the injured worker on December 8, 2021, at about 11:24 a.m. (EST) in Reed, PA.

## **Interviewed: Adam Koppenhaver**

Mr. Koppenhaver advised that he was the EMT onboard the Williamston ambulance 24-2. He advised that his unit was returning to the station when they monitored the call for the injured worker. They were approximately 5-7 minutes away from the scene and would have passed by the location to get back to quarters. The ambulance dispatched to the call was farther away, so the Williamston unit responded to the scene. The EMT advised that they arrived just after the Halifax Fire Department Utility vehicle, estimating their arrival as one minute after the Halifax unit. When they arrived, they were met by a railroad worker who flagged them into the scene and directed them down the access road adjacent to the tracks. The EMT advised that when they arrived a crane had already lifted the equipment and the worker was dragged out from underneath. It was obvious to him that the worker was deceased. He had sustained extensive head and abdominal injuries. The Halifax EMS chief decided to start CPR. It was believed that the decision was based on the presence of the victim's coworkers not on the viability of the victim. The EMS chief, Mr. Scott Paul, had arrived on the scene in his (POV) just after the ambulance. **(In response to the investigator's question, The EMT identified Mr. Paul's callsign on the CAD as chief 13-A)** Eventually, the heart monitor leads were attached to the victim, and he was pronounced approximately 10-15 minutes after the ambulance arrived on the scene.

The EMT advised that while on the scene he spoke to the supervisor of the railroad crew. The supervisor advised that the worker had been down (not breathing) for approximately 15 minutes before the arrival of the emergency responders.



## NTSB RECORD OF CONVERSATION

He advised the EMT that he had observed the victim taking several breaths before breathing stopped. Additional observation by the EMT included that the victim appeared to have been dragged a distance (farther than removing the individual from underneath the equipment).

**(Question from the investigator regarding the victim's clothing)**

Mr. Koppenhaver advised that he thought the victim was wearing a green vest or perhaps yellow. He remembered a radio was located underneath him. He was also wearing long bulky pants that the responders had difficulty cutting off him. He had an outer coat but was unsure of the color. He remembered that the victim's coat was unzipped, and the shirt was underneath because he was the individual that cut the shirt to attach the heart monitor leads to the chest of the victim. He was "99% sure that the yellow shirt or maybe a vest was underneath the coat."

**(Question from the investigator about the dispatch location of the event)**

The EMT advised that he believed that the event location dispatched was Mountain Road and South River Road. He remembered that upon arrival, the ambulance crew had difficulty getting to the scene on the service access road due to the terrain and the large rocks that the ambulance had difficulty driving over. The crew had to place the ambulance in four-wheel drive and still it was difficult for them to travel on the access road. Trying to traverse that road, delayed their arrival to the scene. He noted that the ambulance arrived on scene quickly. Using the main roadway, South River Road, would have provided easier to access the scene though it would have required the responders to climb down the side of the hill.

**(Question from the investigator about the meteorological conditions on the day of the accident)**

The EMT advised that it was a clear and unusually mild day, given the time of year. It was sunny with no clouds. The visibility was good and there was no fog.

Interview terminated at 6:20 p.m. (EST)

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**End of Summary**



# NTSB RECORD OF CONVERSATION

**Investigator name: Sheryl Harley, Investigator, Survival Factors Group**

**Mode: Rail**

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**Date: December 9, 2021**

**Dr. Graham Hetrick, Dauphin County Coroner**

**NTSB Accident Number: RRD22LR003**

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**Narrative:** On December 9, 2021, Investigator Harley with the NTSB traveled to the Dauphin County Coroner's Office and spoke to Dr. Graham Hetrick regarding the autopsy findings on the deceased worker. The investigator was able to view the crime scene photographs, the autopsy photographs, speak with the medicolegal investigator that responded to the scene and examine the clothing worn by the worker at the time of the accident which was transported to the coroner's office with the decedent. Photographs taken of the worker's PPE.

## **Interviewed: Dr. Graham Hetrick**

- The worker was found to be 70 inches in height and 230 pounds. There were no obvious signs of disease or any other chronic medical condition.
- The worker sustained non-life-threatening injuries to the head to include a skull fracture, a three-inch incision into the scalp and frontal lobe depression on the left side of the head. Examination of the rear of the worker's head revealed that he sustained another injury to the rear left side that showed signs of bleeding and evidence of hair loss (torn out) due to the impact with an unknown object.
- During the autopsy, petechia was noted in both worker's eyes suggesting asphyxiation. The worker's hyoid bone was removed, examined, and found intact. The worker sustained a severe compression of the chest which resulted in the flattening of the breast plate and fractures to ribs, 1-10 on the left side and 2-4 and 7-10 on the right side. The coroner advised that the asphyxiation was likely due to the severe compression of the chest which prevented the victim from being able to draw air into his lungs. The coroner advised that death would not have occurred immediately.

**End of Summary**





# NTSB RECORD OF CONVERSATION

**Investigator name: Sheryl Harley, Investigator, Survival Factors Group**

**Mode: Rail**

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**Date: December 13, 2021**

**Mr. Jeffrey Enders, Director Dauphin County Emergency Communications Center (PSAP)**

**NTSB Accident Number: RRD22LR003**

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**Narrative:** On Monday, December 13, 2021, at approximately 10:00 a.m., the director of the Dauphin County ECC was interviewed by the NTSB investigator. Mr. Enders permitted the investigator to hear the 911 calls placed to the communications center and provided a printout of the CAD Incident report. The director also provided information regarding the emergency response to the incident.

## **Interviewed: Director Jeffrey Enders**

- Director Enders advised that the first 911 call was “picked up” by the 911 call taker at 11:20:38. The call taker had difficulty in determining the exact location of the accident due to inaccurate information provided by the caller that was not recognized by the CAD system database. Eventually, additional information was received, the location confirmed and uploaded into the CAD system so that the call event could be generated for dispatch. The time of the generated call event for dispatch was about 11:24 a.m.
- An additional call was received by the 911 call center which provided additional information regarding the location, the nature of the incident and the condition of the victim. It was at this time that the 911 call taker was advised that the victim was unresponsive and still trapped.

**End of Summary**