

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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PSC GROUP EMPLOYEE FATALITY AT *

THE EXXON MOBIL LUBE PLANT IN *

BEAUMONT, TEXAS ON OCTOBER 28, 2022 * Accident No.: RRD23FR002

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Interview of: BRANDON MOTON, Trainee
PSC Group

Hilton Garden Inn
Beaumont, Texas

Saturday,
October 29, 2022

APPEARANCES:

MICHAEL BACHMEIER, Operations Group Chairman
National Transportation Safety Board

STACY CHAVEZ, Operating Practices Inspector
Federal Railroad Administration (FRA)

BRIAN CAMP, Vice President of Operations
PSC Group

JAMES RITCHIE, Aromatics, Catalyst & Licensing Vice
President
Exxon Mobil

BRYAN BOAZ, Rail Operations and Planning Field
Supervisor
Exxon Mobil

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I N T E R V I E W

(3:22 p.m.)

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2
3 MR. BACHMEIER: Good afternoon. My name is Michael Bachmeier
4 and I am the NTSB group chairman for this accident. We are here
5 today, on October 29th at 3:22 in the Hilton Garden Inn, Beaumont,
6 Texas, to conduct an interview with Brandon Moton, who works for
7 PSC Group. This interview is in conjunction with NTSB's
8 investigation of the accident near Exxon Mobil lube plant in
9 Beaumont, Texas. The NTSB accident reference number is
10 RRD23FR002. The purpose of the investigation is to increase
11 safety, not assign, fault, blame or liability.

12 Before we begin our interview and questions, let's go around
13 the table and introduce ourselves. Please spell your last name,
14 who you're a representative, and your title. I'd like to remind
15 everyone to speak clearly so we can get an accurate recording.
16 I'll start off and then pass it off to my right.

17 Again, my name is Mike Bachmeier. Spelling of my last name
18 is B-a-c-h-m-e-i-e-r, and I am the NTSB ops group chairman for
19 this accident.

20 MR. CAMP: My name is Brian Camp -- last name spelled
21 C-a-m-p -- with PSC Group. I'm the vice president of operations.

22 MR. RITCHIE: James Ritchie, R-i-t-c-h-i-e, with Exxon Mobil.
23 I'm the aromatics, catalyst and licensing vice president.

24 MR. BOAZ: Bryan Boaz, B-o-a-z, with Exxon Mobil. I am the
25 rail operations and planning field supervisor.

1 MR. CHAVEZ: Stacy Chavez, C-h-a-v-e-z. I'm the FRA
2 operating practices inspector, Houston, Texas.

3 MR. MOTON: Brandon Moton, last name M-o-t-o-n, and I'm a
4 switchman trainee with PSC.

5 MR. BACHMEIER: Okay. Thank you.

6 Brandon, do we have your permission to record our
7 conversation with you today?

8 MR. MOTON: Yes.

9 MR. BACHMEIER: Brandon, do you understand the transcripts
10 will be part of the public docket; as such, we cannot guarantee
11 any confidentiality?

12 MR. MOTON: Yeah.

13 MR. BACHMEIER: As we discussed, you could've had a
14 representative with you today; is that correct?

15 MR. MOTON: Yes.

16 MR. BACHMEIER: I'd like everyone to -- ask everyone to
17 clearly announce your name and title before questioning.

18 With that, let's proceed.

19 INTERVIEW OF BRANDON MOTON

20 BY MR. BACHMEIER:

21 Q. Brandon, could you give us a synopsis of your work experience
22 taking us up to your present job?

23 A. My first job, starting with my first job?

24 Q. Yeah, whenever -- yeah.

25 A. I had -- I worked in the cafeteria at Saint Elizabeth when I

1 was in high school for about 2 years just doing simple cafeteria
2 work, delivering food to rooms and stuff like that. After that, I
3 went off to college. When I come back home, I started at Trans
4 Global Solutions. I was a -- I started off as a rack hand doing
5 simple operations work offloading railcars, kind of did a little
6 switching there. I was there for almost 6 years, and then I got
7 laid off with the Covid-19 thing, so I was off work for a few
8 years. I went back to work, I was at Volkswagen of Beaumont. I
9 did lube tech express work on vehicles. I was there a little
10 under a year and then I started with PSC. I've been with PSC
11 about 3 weeks maybe, 4 weeks tops, switching with them, trainee.

12 Q. Okay. So you've been training, and have you worked both days
13 and nights with --

14 A. That was my fourth time working nights, Thursday night. I
15 worked nights Monday, Tuesday, Wednesday, and Thursday. Before
16 that I was training on days.

17 Q. Okay. Perfect. Okay. So what time did you go to work on
18 Thursday?

19 A. Six p.m.

20 Q. Six p.m. What's your normal once you get in there at -- it
21 doesn't matter days, nights. What -- like the beginning of the
22 shift, just kind of what's the normal duties once you get there?
23 What do you do?

24 A. When we first get there we do a job briefing of what we --
25 well, before -- I'm sorry. Before the job briefing we normally go

1 over -- we do a JLA on a safety accident of something that we can
2 come in contact while we're doing the job. So we'll do a JLA on
3 it, and everybody explain the dangers of it, the hazards of it and
4 everything. Then after that, we'll do a job briefing of the task
5 that we have to do that night. And then after that, we outside
6 and we start.

7 Q. Start. And do your job briefings -- if conditions change out
8 there, do you guys reconvene and talk about it or just --

9 A. That --

10 Q. Or is different within the group?

11 A. It happened one time. I've never been in that situation. It
12 happened Thursday to where we kind of got thrown a wrench and then
13 the guys had to come together and find out a different way.
14 Because we had -- we did -- we spotted some cars that Exxon didn't
15 want. I suppose it was the wrong the cars. They had told people
16 before us, but it was the wrong cars. So they had to come
17 together and basically do another job briefing on where are the
18 cars that we needed and what we were going to do to get those
19 cars. So, but other than that, since I've been there, we do the
20 job briefing, that's the job that we do. Now it did happen that
21 Thursday night where it kind of switched on us.

22 Q. Yep. Well, that's good. That's good. That's the way it's
23 supposed to go.

24 Okay. Leading up to the accident that night, can you just
25 kind of describe where you were, what you were doing in the

1 process through the incident?

2 A. Leading up to it, I was the furthest from the incident. I
3 was further up. We -- when we go in to spot the rack, we throw 7
4 switch so 7 switch can send us back into where the cars need to
5 go. So I was at that switch. So when I flipped the switch to
6 make the move, I sent the train from me to -- handed it off to the
7 next guy, who would have been on the crossing. So from that,
8 after that, I go to the next spot, which is for me, which is I'm
9 getting ready for the cars to come out of the rack. So once I
10 throw my switch and then I send the car back and hand it off, I
11 kind of walk up a little bit further up. So I was -- after I
12 handed it off, I was kind of like in a blind spot. So after
13 Travis get it, he gets it, when he clear the crossing, he hand it
14 off to the next guy, which would've been Chico at the end. And
15 after that, they come -- the cars come in and we're supposed to
16 spot them. But after that, you know, that's when the accident
17 started. Well, from what I can hear on the radio, you know,
18 that's when the accident happened or started.

19 Q. Yep. So, and you could hear -- could you hear Travis giving
20 car counts to the engineer?

21 A. Of course. Yes.

22 Q. Could you hear him handing it off to --

23 A. Of course. Yeah.

24 Q. And then you heard Chico --

25 A. Yes.

1 Q. -- and you heard him giving car counts?

2 A. Yes, sir.

3 Q. And do you remember what the last thing you heard him say?

4 A. I don't remember the definite last number, but I remember he
5 made it past -- inside of that rack it's like two breezeways that
6 we have to kind of protect --

7 Q. Yep.

8 A. -- because there could be traffic in there. So I know for a
9 fact that I remember he made it past that first breezeway, that
10 breezeway. After that, I don't know the exact number after that.
11 And from Travis to that breezeway is eight cars.

12 Q. Okay.

13 A. You know, I think it's eight cars.

14 Q. From the road crossing to the first breezeway is eight cars?

15 A. From the road crossing to the first -- so I know that he made
16 it to that point.

17 Q. Yep. Okay.

18 A. Now he did make it past that, but I don't know, you know, how
19 many cars past that he made it.

20 Q. Okay.

21 A. But from what I remember, he made it eight cars past that
22 breezeway.

23 Q. Okay. And I know you're -- so did you hear anything? Did
24 the engineer -- you heard him talking about, asking about -- what
25 was he -- what were you hearing from the engineer?

1 A. When Chico was -- when he was counting down or --

2 Q. Yeah.

3 A. -- what do you mean? When he was repeating it?

4 Q. Yeah.

5 A. He said eight cars, eight, you know, to the breezeway.

6 Q. Yep.

7 A. And four cars, four, you know, to the breezeway.

8 Q. And then once you didn't hear nothing from Chico was he
9 calling out for him or was he -- could you hear him on the radio?

10 A. Yes. He was calling out for him because he didn't -- I'm
11 guessing he didn't hear the count anymore. So, you know, so he
12 tried to get in contact with him. But before that, before he was
13 trying to get in contact with him, a little air blew on the cars.
14 How I don't know. But some air blew and then he threw it in
15 emergency. So after that, that's when he started to call him
16 and -- Chico, come in, come in, and he couldn't get in touch with
17 him, you know. So he told Travis go run down there and see if he
18 okay.

19 Q. Did you hear anything -- static or anything on the radio?

20 A. No.

21 MR. BACHMEIER: Okay. That's all I got.

22 BY MR. CAMP:

23 Q. Brandon, I don't have very much. But just anything unusual
24 you saw when the crew got started? Anyone acting -- was Chico and
25 all, Travis and everybody kind of their usual self, at least

1 from --

2 A. They was their -- from what I've seen, yes, sir.

3 Q. -- how long you've worked with them?

4 A. Yes, sir.

5 Q. Normal day?

6 A. Yes, sir.

7 Q. So nothing kind of stuck out to you?

8 A. Nothing. Nothing -- I mean, nothing unusual. Like it was
9 just, you know, a regular night from my three previous nights.
10 Like I say, that's all the night experience, you know, that I have
11 with it. So --

12 Q. It was a routine night.

13 MR. CAMP: Okay. That's all I really have. I don't have
14 nothing --

15 BY MR. RITCHIE:

16 Q. Brandon, James Ritchie with Exxon Mobil. Radio-wise,
17 anything unusual with that or --

18 A. With the radios, I had a situation with the radio the night
19 before. Now I didn't think that it was, you know, anything
20 because, like I say, I hadn't been there -- I hadn't had any. But
21 that happened to me, to where I was calling cars back -- I forgot
22 who I -- who was training me that night. But I was calling cars
23 back and it kind of went to where I was trying to talk but I was
24 just keying up, boop-boop-boop. This was the night before,
25 Wednesday, not Thursday. So boop-boop. So that happened to me.

1 So come Thursday when I guess Randy was saying that, you
2 know, it could've been a radio issue, I kind of had previous
3 knowledge of that from the day before. But from what guys have
4 told me, that, you know, that's happened with the radio. But I
5 didn't think nothing of it, you know. I -- in my old job at TGS
6 we use kind of similar radios. When we would try to talk, that
7 noise or that action would happen only when somebody else was on
8 the radio. So if somebody was trying to talk and I come over the
9 radio and that -- that would happen. But with working with PSC,
10 they were saying that -- or Randy was telling me that that just
11 happens when they lose signal or when he lose signal that radio
12 lose signal somehow. I don't know. But that's what he was
13 saying.

14 Other than that, with the radio, I mean, that's the only, you
15 know, issue that I've came across with it.

16 Q. And so the prior evening it had -- the same thing --

17 A. It did the same thing to me, boop-boop.

18 Q. But I guess you wouldn't know if, necessarily it was the
19 same --

20 A. No. Because I was thinking that from my previous experience
21 that maybe somebody was trying to come over the radio while I was
22 talking, so I didn't think nothing of it, you know.

23 Q. And that was you trying to -- were you talking --

24 A. I was calling Randy. I was calling some cars back. We
25 actually was going -- I forgot what we was doing, but I was

- 1 calling some cars back and it happened.
- 2 Q. And could you hear any static or anything?
- 3 A. No static.
- 4 Q. It was quiet like it should've worked fine?
- 5 A. Yeah, just like it should've worked fine.
- 6 Q. But you couldn't key in?
- 7 A. But I couldn't key in at all.
- 8 Q. I gotcha. And the -- yeah, just think about it on the radio.
- 9 How about in the -- so that evening, of the flow of the
- 10 communication. From the time of the -- like what -- did you hear,
- 11 I guess, Randy when he was trying to get Chico?
- 12 A. Yes.
- 13 Q. And during that period, could you -- did the radio sound
- 14 different or weird?
- 15 A. No, not to me. Not to my knowledge, it didn't.
- 16 Q. Okay. Would it be like static or (indiscernible) to you
- 17 or --
- 18 A. No.
- 19 Q. Okay.
- 20 A. No, sir.
- 21 Q. Okay. Yours seemed like it was functioning fine?
- 22 A. Yeah. From what I can hear.
- 23 Q. From what you could hear.
- 24 A. You know, I wasn't talking on the radio. I was --
- 25 Q. And did you attempt to key in?

1 A. No, not at all. No. Because like I say, if I do key in,
2 then I would have, you know, that -- where he wouldn't be able to
3 talk if I was trying to -- if it was working properly, if it was
4 working, you know, if I try to key in, then that would happen. So
5 I stayed off when he was calling it.

6 Q. Okay.

7 A. But from what I can hear, he -- I can hear him call, you
8 know, Chico.

9 Q. Okay. You could hear him attempting to get Chico and that
10 was --

11 A. Right.

12 Q. -- and that was it?

13 A. Yeah.

14 MR. RITCHIE: Okay. Okay. Thank you.

15 MR. MOTON: Yes, sir.

16 BY MR. BOAZ:

17 Q. So Bryan Boaz with Exxon Mobil. Thanks again, Brandon --

18 A. Yes, sir.

19 Q. -- for talking with us. Just a quick question about kind of
20 Earlier in the shift before you guys started shoving pig track.
21 You mentioned that the job had to change --

22 A. Yes.

23 Q. -- because it's different cars for 9 track.

24 A. Okay.

25 Q. Yeah. So when that job briefing occurred did all three of

1 you ground guys get together physically and talk about it or how
2 did that work?

3 A. Chico and Travis got together. I was at the move that we
4 were about to make.

5 Q. Okay.

6 A. So I was two cars from them, but I was not with them when
7 that happened.

8 Q. Okay.

9 A. No, I was not with them.

10 Q. So you didn't hear the discussion or anything between them?

11 A. No, I did not.

12 MR. BOAZ: Okay. All right. That's all I have.

13 BY MR. CHAVEZ:

14 Q. Hello, Brandon. Stacy Chavez, FRA. Just to reiterate, like
15 these guys said, thanks for showing up. You know, I know this is
16 a tough situation for you. So please, you know, EAP is available
17 to you. You know, don't hesitate to use them --

18 A. No.

19 Q. -- friends and family, talk about it. Whatever you saw, it
20 doesn't go away. Trust me.

21 So the only couple questions I have is when you -- you know
22 what an emergency application is. You heard it. You heard the
23 (indiscernible), right? How --

24 A. Like -- I'm sorry?

25 Q. When he set the train into emergency, right --

1 A. Okay.

2 Q. -- make (indiscernible), whatever, made a boom, you know,
3 from that point to where the -- what you saw where you were --
4 that car that you were in front of, about what distance do you
5 think that train traveled?

6 A. From the air blowing, the first one? Because it was --
7 because the air blew and then he threw it in emergency after that.
8 So --

9 Q. So you heard air --

10 A. I did hear air.

11 Q. Okay. All right. Okay. So from the emergency, what
12 distance would you say?

13 A. No distance. It didn't move. Because after that air blew,
14 it stopped the train. When that first air popped, and it wasn't
15 loud, but when it -- it stopped. From what I can see the train
16 didn't move at all after that.

17 Q. Okay. So let me just make sure I'm understanding this
18 correctly because (indiscernible) I know exactly what you're
19 talking about, right?

20 A. Um-hum.

21 Q. So with that train, what you're talking -- so you're saying
22 there could've been some type of opening on the angle cock, right,
23 letting out a small amount of air.

24 A. Could have, yeah.

25 Q. And because the angle cock needs to be open to pop, to bust

1 all the way, right?

2 A. Yeah.

3 Q. So you're saying you heard some releasing of air --

4 A. Yeah.

5 Q. -- like a small release, and then you heard a pop. And when
6 you heard the emergency application take place, the train was
7 crawling to a stop immediately, didn't go any more feet?

8 A. Right.

9 MR. CHAVEZ: Okay. All right. Yeah, that's all I got.
10 Thank you so much.

11 MR. BACHMEIER: Brandon, I don't have any questions for you.
12 I'll pass it off. Brian?

13 MR. CAMP: I'm good.

14 BY MR. RITCHIE:

15 Q. Hi. James Ritchie, Exxon Mobil. Just a follow-up to Stacy.
16 Is there a difference in sound between -- just help me understand
17 between air going and an emergency stop? What's the indicator?

18 A. To my knowledge and to my previous -- I thought it was the
19 same. I thought when you throw it in emergency it gives you that
20 same sound, you know, that -- you know, it's the air is blowing.
21 And so -- but I can't remember it being the same in that instance.
22 I just remember the air popping before and then the train just
23 stopping. Now with the emergency thing, I thought that was that,
24 the first one. I thought that was, you know, the emergency when I
25 heard the first sound.

- 1 Q. But you -- then, as you referenced, you heard the air --
- 2 A. Yeah.
- 3 Q. -- and then the emergency?
- 4 A. Right. Because you -- it was -- it's kind of like when he
- 5 put it in emergency, the first noise from when the air was
- 6 blowing, it wasn't as distinctive or it wasn't as loud as the
- 7 second one. So when it blew the first time (makes noise) and then
- 8 it blew again, it was kind of like a little louder. So you can
- 9 tell that the engineer had, you know -- well, I can, could hear
- 10 that. That's why I say he threw it in emergency. Now, you know,
- 11 this is just me saying from having previous experience from that
- 12 happening on a train. And then so I heard the first noise (makes
- 13 noise) -- or it was a little loud (makes noise) like, and then I
- 14 heard it again.
- 15 Q. Okay.
- 16 A. So that's why I say --
- 17 Q. Did it sound like one was much farther away, the first one,
- 18 and the second one was much closer? Or --
- 19 A. They sound the exact same -- like they the same --
- 20 Q. But there were two?
- 21 A. Yes, two.
- 22 Q. Okay. And that's how -- you referred to the one there was an
- 23 air --
- 24 A. Yeah.
- 25 Q. -- and that stopped it.

- 1 A. Right.
- 2 Q. Then there was a second air release --
- 3 A. Right.
- 4 Q. -- after, but it wasn't moving at that point?
- 5 A. Right.
- 6 MR. RITCHIE: Gotcha. Okay. Thank you.
- 7 MR. MOTON: Yes.
- 8 BY MR. CHAVEZ:
- 9 Q. Let me follow up. Stacy Chavez, FRA. Okay. So your train
10 is stopped, right? I'm giving you a little scenario for this --
11 for clarity.
- 12 A. Um-hum.
- 13 Q. When your train is stopped and you got air cars and you start
14 opening the valve a little, you starting opening the angle cock a
15 little bit, you'll start hearing the air, that the train air
16 release, right?
- 17 A. Yeah.
- 18 Q. (Indiscernible) air.
- 19 A. Okay.
- 20 Q. Did you hear that (makes sound) --
- 21 A. No.
- 22 Q. -- and then a pop? Or you're saying you heard two distinct
23 pops?
- 24 A. I heard two distinct quick blows of air, yes.
- 25 Q. And then (makes noise)?

1 A. Yeah.

2 Q. Okay.

3 A. Two distinct quick blows. It wasn't like going to the end of
4 the train, (makes sound).

5 Q. Yeah.

6 A. It wasn't like that. No.

7 Q. Yeah. Like just blowing.

8 A. No.

9 Q. Okay.

10 BY MR. BOAZ:

11 Q. Bryan Boaz, Exxon Mobil. Hoping my last question on that.
12 Kind of like what James asked, if one sounded farther way and
13 closer. Did one sound like it came off the cars and then that
14 second one sounded like it really just kind of came off the engine
15 when the engineer would've maybe thrown it into emergency?

16 A. To my knowledge, when you blow it, it -- I mean, I say they
17 sound the same --

18 Q. I'm just saying like what you kind of heard. Did you hear
19 one kind of like --

20 A. No.

21 Q. -- over there? No?

22 A. It just sounded like, from -- to my -- the car's blew. Some,
23 however, you know -- so if the engineer opened, threw it, or if I
24 go to the car and just open it fast, it'll do -- that's how it
25 sounded, the exact same. I couldn't -- the distance, like, I'm

1 not sure about it. I just heard the noise. I can't --

2 Q. But you heard the same noise two times?

3 A. They was a little different. The first one was a little
4 bit -- a little different from that second noise.

5 Q. What -- can you describe the difference a little bit more?

6 A. A little -- it was (makes sound), and then the next one
7 (makes noise); it was bigger.

8 Q. Okay.

9 A. It was a little bigger.

10 Q. Gotcha. So the first one was a pop sounding but it was just
11 smaller sounding, and then it sounded it much louder. Okay.

12 A. The second one is a little louder, right.

13 Q. Yeah.

14 MR. BOAZ: Okay. Thank you.

15 MR. MOTON: Uh-huh.

16 BY MR. RITCHIE:

17 Q. Just one more follow-up. This is James Ritchie again.

18 A. Yeah.

19 Q. The timeframe between them, the first and the second, just a
20 rough estimate?

21 A. Five seconds maybe. It was not long.

22 Q. Not long?

23 A. Not long at all, no. Five, maybe 8 seconds. Just, you know,
24 off the top of my head.

25 Q. Not more than that. Okay. It wasn't pu-pu?

1 A. No. It wasn't that fast. No, no.

2 Q. Okay.

3 A. But it was, you know, a few seconds in between.

4 MR. RITCHIE: Okay. Thank you.

5 UNIDENTIFIED SPEAKER: I'm good.

6 BY MR. BACHMEIER:

7 Q. Brandon, I have no other questions. Is there anything that
8 you think could've helped prevent this accident?

9 A. Me, personally, and this just can be, you know, my -- I'm new
10 to the job. I think when you're doing that type of job you got, I
11 feel like you should have, you know, somebody with you or somebody
12 close by you. Because, I mean, it's simple to do by yourself if
13 you do it enough, but I feel like having those extra eyes or that
14 extra hand or just for somebody to be with you can help.

15 And another thing is I just feel like, and this just my
16 opinion, just -- the guys just got to, you know, take it serious.
17 Like so when we doing job briefings and stuff like that, we might
18 just be doing other stuff. You know, we might be eating or
19 anything. I just feel like when we are doing a job briefing
20 everybody has to be, you know, intact, in it.

21 Q. Yep. Yep. So when you're talking about two people doing the
22 job, are you talking about spotting cars or are you talking about
23 you as a trainee or what are you referring to?

24 A. Yeah, spotting cars up, doing anything, any -- anything
25 switching-wise. I feel like there should be a guy that at least

1 from me to him or like close to us. But sometimes when you
2 switching like that, you by yourself, you know. Help you -- it
3 can be -- a guy might be 20 cars from you, that might be the next,
4 you know. So that's just my opinion. I feel like it -- now, I'm
5 not saying that will prevent it, but I'm just saying that I just
6 feel like, you know, more eyes the better, more hands the better.

7 Q. Yep. No, I appreciate that.

8 Brandon, if we have any follow-up questions, would you mind
9 if we contacted you?

10 A. No.

11 MR. BACHMEIER: On behalf of the NTSB and our team here,
12 thank you for your time and cooperation, and that ends our
13 interview. Thank you.

14 MR. CAMP: Thank you, Brandon.

15 MR. MOTON: Yes, sir.

16 (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: PSC GROUP EMPLOYEE FATALITY AT
THE EXXON MOBIL LUBE PLANT IN
BEAUMONT, TEXAS ON OCTOBER 28, 2022
Interview of Brandon Moton

ACCIDENT NO.: RRD23FR002

PLACE: Beaumont, Texas

DATE: October 29, 2022

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.



Kay Maurer
Transcriber