

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

PSC GROUP EMPLOYEE FATALITY AT *

THE EXXON MOBIL LUBE PLANT IN *

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

*

* * * * *

Interview of: RANDY GORE, Engineer
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

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Randy Gore:	
By Mr. Bachmeier	6
By Mr. Camp	13
By Mr. Ritchie	16
By Mr. Boaz	21
By Mr. Chavez	24
By Mr. Bachmeier	25
By Mr. Ritchie	25
By Mr. Bachmeier	26

I N T E R V I E W

(11:36 a.m.)

1
2
3 MR. BACHMEIER: Good morning. My name is Michael Bachmeier
4 and I am the NTSB ops group chairman for this accident. We are
5 here today, on October 29th at 11:36 a.m. in the Holiday Inn --
6 Garden Inn, Beaumont, Texas, to conduct an interview with Randy
7 Gore, who works for -- Randy Gore, locomotive engineer, who works
8 for PSC Group. This interview is in conjunction with NTSB's
9 investigation of the accident near Beaumont, Texas, Exxon Mobil
10 lube plant. The NTSB accident reference number is RRD23FR002.
11 The purpose of the investigation is to increase safety, not to
12 assign, fault, blame or liability.

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

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

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

23 MR. RITCHIE: I'm James Ritchie. I'm representing -- that's
24 R-i-t-c-h-i-e. I'm representing Exxon Mobil and I'm the
25 aromatics, catalyst and licensing vice president.

1 MR. BOAZ: Bryan Boaz, last name is spelled B-o-a-z, and
2 representing Exxon Mobil, and I am the rail operations and
3 planning field supervisor.

4 MR. CHAVEZ: Stacy Chavez. I'm representing -- Chavez, last
5 name C-h-a-v-e-z. I'm representing the Federal Railroad
6 Administration. I'm the operating practices inspector for state
7 of Texas out of Houston.

8 MR. GORE: My name is Randy Gore. You spell it G-o-r-e. I
9 work for PSC at Exxon Mobil.

10 MR. BACHMEIER: Okay. Thank you.

11 Randy, do we have your permission to record our discussion
12 with you today?

13 MR. GORE: Yes, you do.

14 MR. BACHMEIER: Do you understand the transcripts will be
15 part of the public docket; as such, we cannot guarantee any
16 confidentiality?

17 MR. GORE: Yes.

18 MR. BACHMEIER: As we discussed earlier, you had a chance for
19 a representative and we have no representative; is that correct?

20 MR. GORE: Don't have one. Didn't know I needed one.

21 MR. BACHMEIER: Okay. I'd like everyone to clearly announce
22 your name and title before questioning. With that --

23 MR. GORE: Say that again.

24 MR. BACHMEIER: I'd like everyone to announce their name
25 before they question.

1 With that, Randy, are you ready to proceed?

2 MR. GORE: I'm ready. I'm ready.

3 INTERVIEW OF RANDY GORE

4 BY MR. BACHMEIER:

5 Q. Okay. Could you give me a synopsis of your work experience?

6 A. Work experience?

7 Q. Yep.

8 A. I've been at Exxon Mobil for 4, 5 years.

9 Q. Okay.

10 A. Prior to that I was at Huntsman for 12, locomotive engineer.

11 Prior to that I was in -- I worked for rail center before TGS took

12 over at Huntsman. Prior to that, I worked at BASF on West Port

13 Arthur Road as a process operator, done the switching inside that

14 plant there. Prior to that, worked for Santa Fe Railroad for 8

15 years. That's my story.

16 Q. Okay. So pretty much most of your career has been in --

17 A. Some kind of rail work. Always been on the trains.

18 Q. Okay. So take me up to your current position. You've been

19 here 4 to 5 --

20 A. Four, 5 years, something like that.

21 Q. Okay. So on Friday night, what time did you start?

22 A. Started the C shift. That's the shift I work on. It goes to

23 work at 6 p.m. We work 12-hour shift. I get off at 6 a.m.

24 Q. So 1800 to 0600, right?

25 A. Um-hum.

1 Q. And is -- what is your normal schedule? Is it --

2 A. It's a 12-hour shift. It's the old Dupont schedule. That's
3 where you get them 7½ days off in a row, you know? The most I'm
4 going to work is either 4 or 3. In between there I'm either going
5 out 1½ days off, I'm either going to have 3 days off, or I'm going
6 to have 7½ days off.

7 Q. For that schedule?

8 A. Yeah.

9 Q. Okay. Okay, so on this night was this at the start of your
10 shift or was it at the end of your --

11 A. This would have been my -- Tuesday night, Wednesday night,
12 Thursday night, and I would have went off Friday morning, been off
13 Saturday and --

14 Q. So once you got off this shift, you would've --

15 A. Once I work -- if I'd have worked the whole shift, I would've
16 got off Friday morning at 6 a.m. I would have started my days off
17 Friday day, Saturday, and Sunday, and then I would've been going
18 back to work on my 4 days in a row, on days, Monday.

19 Q. Okay. Monday you would've went to --

20 A. I would've started my 4 working days. And at the end of that
21 I would've started my 7½ days off.

22 Q. Okay. So this would've been your Friday going into 3 rest
23 days.

24 A. Right. Yeah.

25 Q. Okay. Gotcha. Okay. So like when you show up at 1800, can

1 you just kind of go through what you and your crew -- a normal
2 crew, how many crew members do you usually have?

3 A. Yeah. We had a guy they just hired. They were still
4 training and they fixing to turn him loose. So we had four guys
5 working.

6 Q. Okay. And how many normally?

7 A. Three.

8 Q. Okay. So on that night you had four employees on your crew?

9 A. That night we did.

10 Q. Okay. And normally it's three.

11 A. Right.

12 Q. Okay. So what -- when you show up at 1800, what do you guys
13 do?

14 A. We make relief with -- I make a relief with the engineer and
15 crew leader makes a relief with the crew leader that's fixing to
16 go off. They communicate. We communicate with one another what's
17 going on.

18 Q. Yep.

19 A. The crew leader gets on the computer. He figures out what's
20 in store for us for our 12 hours.

21 Q. Okay. And that's normally with someone from Exxon Mobil --

22 A. Then we sit down --

23 Q. Yep.

24 A. After that, we sit down and do two (indiscernible). He gets
25 us -- at the table there and he gets to switch this out. Then we

1 make a plan how we going to get started.

2 Q. Okay. So like on a typical night you work a 12-hour shift,
3 what time do you usually -- how long are you in the office, you
4 know, doing your --

5 A. It -- now that time there will vary because he's got -- the
6 crew leader's got to figure out, you know, where we going first
7 and getting started and what we going to do next, you know, kind
8 of give us a rundown of we got to do this, do this, do that. But
9 this particular day we couldn't work over at BP on account track
10 maintenance was working on some rail. So we couldn't do B&P, so
11 we took -- do you want me to keep going?

12 Q. Yep.

13 A. All right. We took them -- the cars that we had to get rid
14 of to the refinery. That's where we stage cars. It's kind of
15 like a holding yard.

16 Q. Yep.

17 A. So crew leader said we going to take them cars over there.
18 Then we had a switch to do at Mobil Chem. So we took off over
19 yonder, put them cars away, got our cars that we needed to take to
20 Mobil Chem. We took off down to Mobil Chem and we switched out
21 them racks down there.

22 Q. Yep.

23 A. Got through that. We left there, got permission from Santa
24 Fe so we come up at main, you know. Got to have that permission.
25 So we got that permission, but as we come up to south plant

1 crossing, Roger, our night supervisor, told us, hey, pull the
2 train up there. And he also -- well, we have a night supervisor,
3 Roger Pharris (ph.). So we pulled up there and stopped. We had
4 to stop. We had to wait on a clearance before we could go back to
5 work. We sit there I don't know how long, but finally we got
6 clearance and took off again. Went to -- back to the refinery.
7 Yeah. Yeah, got rid of them cars. Then we pulled back to B&P.

8 By then, 8 and 9 racks all ready. We got to switch them out.
9 But we had so many cars over at BP, we -- now we did have a BP
10 delay. That's also -- I didn't put in there, but that was only --
11 that happened after we pulled the cars. We couldn't do BP, so we
12 done the cars -- we pulled the cars out of pig track. But as I
13 was stretching out, UP was out there on main. So pulled up there
14 to the crossing, Sycamore (indiscernible) on spot. But we was
15 only there 7 minutes.

16 After that delay, we started switching cars, them pig cars
17 out, lining everything up, you know, getting rid of the ones we
18 didn't want and getting our -- lining up and getting it blocked
19 in. Then we go down to pig track, spot up.

20 The trainee guy, he backed me up, stopped me. He lined the
21 switch, gave me POD. Shoved down to Travis down there at the
22 crossing. He's at the crossing. So when -- around a curve, when
23 Travis saw the cars, he took over the move.

24 Q. Okay.

25 A. Took over the move. He told me to come on down.

- 1 Q. And who's Travis? Is he the switchman?
- 2 A. He's the switchman.
- 3 Q. Okay.
- 4 A. He don't normally work our shift usually, but he was working
5 extra that night.
- 6 Q. Okay.
- 7 A. So Travis brings me on down to the crossing.
- 8 Q. Yep.
- 9 A. Chico somewhere down there -- I don't know exactly, but he's
10 somewhere down there on the other end down there. You know, he's
11 going to take the move soon as Travis got him through the
12 crossing.
- 13 Q. Yep.
- 14 A. Okay. Travis said, Chico, your train. Chico took over the
15 train, started giving me car counts to come down there. Got down
16 there. You know, coming down there like normal, you know, and --
17 yeah, got me, got me down there and --
- 18 Q. Now how fast is the speed limit inside your plant there?
- 19 A. Well, it's 8 miles an hour.
- 20 Q. That's the speed limit, 8 mph?
- 21 A. Yeah, we can't go no faster than 8 miles an hour. That's
22 what they say, don't go past 8 mile an hour.
- 23 Q. Okay. That's a good speed.
- 24 A. Yeah, it is. Yeah. Eight track over at BP, it -- Miss T
25 don't like us to go over the point, you know. So 9 track you can

1 go a little faster, but you don't go past 8 miles an hour.

2 Q. Okay.

3 A. Okay. How fast we going? You're probably going to ask how
4 fast was I going. I don't know how fast I was going. I wasn't
5 paying no attention to how fast I was going. I wasn't running no
6 8 mile an hour. I'm going to tell you that right now.

7 Q. Yep.

8 A. And I wasn't running no 6 or 7.

9 Q. Yep.

10 A. So we get on down there. At one point there I lose radio
11 communication with Chico. Now as an engineer, if you ain't
12 getting no car count, you kind of edgy in your seat.

13 Q. Yes.

14 A. I'm getting kind of edgy. I'm kind of edgy. Chico, Chico,
15 come in. Chico is not responding to the call. He's not
16 responding. I'm still listening. He's not --

17 Q. He's not responding. Yep.

18 A. He's not -- after I shouted out to him, you know. So I bring
19 the train to a stop and realize that the radio on the engine done
20 tripped the fireman's breaker. I lost radio communication. So I
21 reset the switch. It's right there at the -- it's right there on
22 the (indiscernible), turn the switch back on.

23 Q. Yep.

24 A. Chico, Chico. No response. Travis, go check on Chico, see
25 what's going on down there. Travis goes over to the trainee and

1 start doing something with the air. I don't know what he was
2 doing. I still ain't got that one figured out. He was trying to
3 get the air to come back. I said, get down there and check on
4 Chico.

5 Q. Yeah.

6 A. So he goes down there. He finds him, too. And he comes back
7 up. He said, we got a fatality down here, Randy. What -- I'm on
8 the -- it's Chico.

9 Q. Yeah.

10 A. I was like (indiscernible) the brakeman, I come up there at
11 that crossing. I get up at the crossing, by then there were some
12 people there. You all stay right here, you all stay right here.
13 And I said okay.

14 Q. Yeah. You okay?

15 A. About like I was yesterday. Woke up again, Chico still dead.

16 Q. Do you want to take a minute? Let's pause it.

17 MR. BACHMEIER: We're going to pause it.

18 (Off the record.)

19 (On the record.)

20 MR. BACHMEIER: Okay. Back on the record 11:55.

21 Randy, I have no further questions for you. I'm going to
22 pass you off to -- okay.

23 BY MR. CAMP:

24 Q. Yep. This is Brian Camp asking. I only have a couple for
25 you, Randy. But how long -- you are at PSC 4, 5 years. How long

- 1 did you work with Chico?
- 2 A. Chico, at this site here?
- 3 Q. Yeah.
- 4 A. You know, people, you know, get sick and, you know, Miss T.
5 has to take, you know, on their guy's off day to fill positions.
6 So off and on.
- 7 Q. Off and on.
- 8 A. Chico, I don't know how many years Chico's been there, but
9 off and on.
- 10 Q. How long were you on the same shift? You all were both on
11 the same shift.
- 12 A. Yeah. We just got together on that shift there -- I'm not
13 exactly on that, how long we been together, but we've been teamed
14 up for a little spell there. I don't know exactly how --
- 15 Q. Thinking months or weeks?
- 16 A. No, no, months.
- 17 Q. Months?
- 18 A. Yeah. Yeah.
- 19 Q. And then did you all work together at a previous employer as
20 well?
- 21 A. Yes.
- 22 Q. Is it TGS or --
- 23 A. It was TGS with -- at the Huntsman site.
- 24 Q. Huntsman. How long was that?
- 25 A. They do the same thing over there, you know --

1 Q. With different shifts and --

2 A. Yeah.

3 Q. Okay.

4 A. People get sick, take vacations, and swap people around, you
5 know.

6 Q. Okay. On the day -- this was the night shift the day of the
7 event. But do you recall anything different that day before you
8 went on shift? Anything unusual happening?

9 A. Other than, you know, when they relieved the track, we had
10 problems, we had to wait on it. But other than that, it was like
11 a normal --

12 Q. So from 6 p.m. when you started --

13 A. Which -- that rail, it set everything back, you know. Even
14 on the guys working days, they couldn't do their whole thing
15 because they had problems, so it set everything back. So we
16 was -- you know, well, we got a big workload now and we got to
17 play catch up, you know. So --

18 Q. Did it change anything in your opinion? Did you feel like
19 you were rushed or under pressure or was it just --

20 A. No.

21 Q. -- getting the work done, it's just --

22 A. It's normal.

23 Q. -- we got (indiscernible)?

24 A. It's normal. You know, it's normal. They get behind, we
25 catch up. You know, we wasn't -- you know, we wasn't breaking no

1 speed and any rules trying to catch up. We were just keeping the
2 wheels rolling, you know? Instead of taking our little breaks
3 that we normally take in between, we ain't -- we wasn't taking no
4 little breaks in between switches, you know. We had to keep the
5 wheels moving. We knew 8 and 9 was going to be ready when they
6 fixed that rail, so -- they finally got it fixed, so we was
7 planning on, you know, doing pig track, then going over there
8 switching out 8 and 9.

9 Q. And then all --

10 A. And there was some other work that we had to do, too, like
11 with (indiscernible) track and 10 track, but we never get up to
12 it.

13 Q. But all those moves you're talking about and everything that
14 was needed on that shift, is that every shift? It's routine?

15 A. Yes.

16 Q. It's routine work? Nothing besides the outage was probably
17 different that shift --

18 A. Yeah.

19 Q. -- than any other shift?

20 A. Yeah.

21 MR. CAMP: Okay. I don't have any other questions.

22 BY MR. RITCHIE:

23 Q. James Ritchie with Exxon Mobil. Randy, thank you for taking
24 the time. I know it's very difficult.

25 How did you know the radio was tripped?

1 A. How did I know the radio was tripped? When I'm sitting up
2 there in that seat and that dude ain't answering, you know, when
3 I'm calling him and he's not responding, something -- it's time to
4 do something, stop the train. Once I realized it -- okay, what
5 signaled me to stop that train was when Chico wasn't communicating
6 to me.

7 Q. Got it.

8 A. After I stopped and tried to call him, he did not answer. I
9 had no warning that the radio tripped that breaker. I didn't find
10 that out till after I tried to call Chico and he wasn't answering.
11 Then I -- then, you know, he wasn't answering, I said, this
12 happened to me before. I said, damn breaker's tripped. So I
13 reset that breaker. Chico, Chico. No Chico. Travis, get down
14 there and find out what's wrong with Chico. I said I had to reset
15 the daggone breaker on this daggone radio.

16 Q. And when you were talking to Travis was that on the radio or
17 were you yelling out?

18 A. This was after -- no, it was on the radio after I reset it.

19 Q. After you did the breaker? Yeah, okay.

20 A. I got radio communication, you know.

21 Q. And you were fully -- you stopped before you had done the
22 breaker on the radio and --

23 A. I stopped.

24 Q. Yeah.

25 A. I stopped. Yeah.

1 Q. And so the -- what is the process? So when you lose
2 communication, what is the process for from the moment you've
3 identified I've lost communication --

4 A. I've lost --

5 Q. -- and then --

6 A. Once I realize -- if I'm still rolling and I lose -- I'm
7 going to bring that train to a stop. I'm going to bring her to a
8 stop and I'm going to find out why I ain't getting no radio
9 communication.

10 Q. Is there a target time that you work toward? Like from right
11 after you hear -- there's a period of time I haven't had
12 communication and I have --

13 A. I get my -- well, I get my radio back on, talk to everybody,
14 make sure everybody's got communication, then we continue on
15 working.

16 Q. How about if you're moving and like Chico's talking to you,
17 he's counting you down, if you went from the last number heard --
18 like what was the last number --

19 A. You're talking about -- you talking about -- I don't recall
20 that last number there, but the rule says if you got five cars,
21 after you go two and a half and you don't hear nobody, that train
22 stops.

23 Q. And is that emergency stop that you go for at that point or
24 is it a train (indiscernible) stop?

25 A. It's on how I'm feeling up there. If I -- you know, I may,

1 if I'm not going very fast, I can (indiscernible). But if I'm
2 real antsy and, you know, and I'm thinking shit's happening down
3 there, I'm going to blow the air.

4 Q. Gotcha. Okay. And that --

5 A. Put the train in emergency.

6 Q. Then you got to -- as you feel in that time what you need to
7 do to get it to a stop. Okay. And I guess in this case, you had
8 heard -- when you didn't hear from Chico, you thought -- as you
9 thought you had lost radio communication, you stopped and then you
10 hit your breaker.

11 A. Chico, Chico, come in, come in. Chico. I stopped.

12 Q. Then you stopped. Okay. And then you did the breaker and --

13 A. Got the breaker back online, got radio communication. Still
14 calling Chico and he still ain't answering.

15 Q. Okay.

16 A. I tell Travis get (indiscernible) down there and see what's
17 going on.

18 Q. Okay. And you had called Travis on the radio and he had
19 radio communication?

20 A. Sorry?

21 Q. Travis had radio communication?

22 A. Yeah, after I threw that breaker. Yeah, after I tripped that
23 breaker, we was talking. Yeah.

24 Q. Okay.

25 A. You know, I knew something was going on down there. Get down

1 there, check on him.

2 Q. Gotcha. Yeah, because you weren't hearing anyone on the
3 radio, right? At the the time you tripped the breaker and you
4 (indiscernible)?

5 A. When that happens, when I get on my radio, all them guys
6 working ground with the handhelds, they can hear me.

7 Q. I gotcha.

8 A. But I ain't hearing them.

9 Q. Oh, okay.

10 A. I ain't hearing him.

11 Q. They heard you yelling Chico.

12 A. When that breaker was tripped, I'm not hearing them guys
13 talk, but they hear me call, Chico, Chico.

14 Q. Okay. You just weren't getting feedback --

15 A. Right.

16 Q. -- couldn't hear anybody else. But was anyone on trying to
17 send back? Like was Travis or Brandon trying to reply to you or
18 you were just listening for Chico?

19 A. I couldn't -- when that breaker was tripped, I couldn't hear
20 nobody.

21 Q. Okay.

22 A. They could hear me. I couldn't hear nobody until after I
23 tripped that breaker back on.

24 Q. Then you could?

25 A. Then I had communication with Travis.

- 1 Q. Okay.
- 2 A. No Chico.
- 3 Q. Okay. And the -- yes, we talked to the last counts. Can
4 you, like from your vantage point in the locomotive are you able
5 to visually see Chico or --
- 6 A. No.
- 7 Q. -- down that line? So you're always on comms and --
- 8 A. No, I had ahold of 19 cars.
- 9 Q. And so you can see Travis, right, but --
- 10 A. Now if they was -- if he was, you know, a little -- you know,
11 four, five, I could probably see him. But that far down, no.
- 12 Q. They're always just radio --
- 13 A. He's behind. He's down yonder. It's all radio.
- 14 Q. Okay.
- 15 A. Wherever he wants me to stop at, that's --
- 16 MR. RITCHIE: Gotcha. Okay. Then I've -- nothing. Thank
17 you. I appreciate.
- 18 MR. BACHMEIER: Bryan?
- 19 BY MR. BOAZ:
- 20 Q. This is Bryan Boaz with Exxon Mobil. Randy, once again
21 (indiscernible), I appreciate you talking to us. I don't want to
22 beat on the radio thing too much more, but I do have just a couple
23 kind of engineer type questions for you.
- 24 A. Sure.
- 25 Q. So when you said the radio went out, did -- you know, does

1 the radio on you-all's locomotive have like a screen on it shows
2 you what channel you're on or anything? Is there some kind of
3 screen on it of any kind?

4 A. You know, I don't recall. There probably is, but --

5 Q. Okay. So when --

6 A. There's a red light. Now when that thing done trip that
7 breaker, that red light is -- I don't know if it goes off or -- I
8 think it might stay on. I'm not real sure on that.

9 Q. So when you opened up the cabinet to get the breaker --

10 A. Yes, sir.

11 Q. -- was it in the up position or down position, the radio
12 breaker that you flipped?

13 A. I don't know, I don't know if it was down or not. I know --
14 at that point I knew that breaker tripped. I knew that breaker
15 tripped.

16 Q. Right.

17 A. Now whether I pushed it down and then pulled it back up, I
18 don't recall. But I know I had to reset that breaker.

19 Q. Okay.

20 A. And, you know, I don't know if I pushed it down and brought
21 it back up or just flipped it up.

22 Q. Right.

23 A. If I recall, I just flipped it up.

24 Q. Okay.

25 A. I could be wrong on that, but I know I had to reset it, which

- 1 I did.
- 2 Q. Right.
- 3 A. And I got radio communication with Travis.
- 4 Q. Right. But you said like even though like before you reset
5 it, that all the talking you were trying to do to Travis, he could
6 hear you but you couldn't hear him until you reset the breaker.
- 7 A. I couldn't hear him talk to me till after I reset that
8 breaker.
- 9 Q. Okay. But you're not certain like if --
- 10 A. Which way the position of that little --
- 11 Q. Yeah. The little breaker --
- 12 A. Was it up or down?
- 13 Q. Yes.
- 14 A. I don't recall. But I knew I had to reset it. And I might
15 have pushed it down and pushed it back up or I might have just
16 flipped it back up.
- 17 Q. Right. Right. And then on the radio itself, like before you
18 messed with the breaker, you're not sure if that -- like that
19 transmit light was on or anything like that?
- 20 A. No.
- 21 Q. The red light that comes on you were talking about?
- 22 A. I don't recall. I didn't look.
- 23 Q. Right.
- 24 A. All I know is the damn breaker's tripped. I got to reset it
25 so I can communicate, because I know something happened that

1 night.

2 Q. Sure. Sure. No, I appreciate that. I just was -- just
3 wanted to make sure we were all --

4 A. Right.

5 Q. -- all on the same page there.

6 A. Right.

7 MR. BOAZ: Thank you, sir.

8 MR. GORE: Yes.

9 BY MR. CHAVEZ:

10 Q. Randy, Stacy Chavez, FRA. How are you holding up?

11 A. Not too good.

12 Q. Okay. You know that EAP's available?

13 A. I called them, yes.

14 Q. Okay. And your family and friends and lean on everybody.

15 A. Oh, yeah. Even co-workers, other co-workers.

16 Q. I'm going to be leaving you with my card. That way you can
17 also reach out to me if you got any kind of questions, any
18 comments.

19 The only thing I want to ask you is, after the situation and
20 after you've now had time to process it, is there anything you
21 might have done different?

22 A. No. I can't think of nothing.

23 MR. CHAVEZ: Perfect. Thank you, sir.

24 That's it for me. Thank you.

25 MR. BACHMEIER: Okay.

1 BY MR. BACHMEIER:

2 Q. I want to ask, like the beginning of the shift, 1800,
3 everyone's in there, you had an extra board employee working as a
4 brakeman, Travis?

5 A. Yes. The other guy, Brandon, he was -- he's going -- when
6 Miss T. turns him loose, he's going to be our other --

7 Q. Other brakeman.

8 A. -- the other switchman.

9 Q. Okay.

10 A. He's going to be our other switchman.

11 Q. Okay. At the beginning of the shift everyone was --
12 mentally, everything was good?

13 A. Yeah.

14 Q. Nothing out of the ordinary?

15 A. Laughing. You know, laughing, making relief, you know. Oh,
16 yeah, you all screwed us today. You know, picking at -- we always
17 pick at one another.

18 Q. But there was nothing out of the ordinary?

19 A. No.

20 Q. Okay. Perfect.

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

22 Brian?

23 MR. CAMP: No. I don't have anything else.

24 MR. BACHMEIER: James?

25 BY MR. RITCHIE:

1 Q. James Ritchie, Exxon Mobil. Randy, just one other question.
2 Just over the years, and I don't -- is there a particular side of
3 the train at the end where Chico would be, that you would expect
4 him to be on the left side or the right side when he's spotting
5 car one?

6 A. No. I don't work the ground. I don't work the ground, so,
7 you know -- I run the locomotive. I don't know when they spot,
8 you know, it's according to whatever situation, you know, are down
9 there, you know. They may be on the engineer side, they may be on
10 the fireman side. I'm not down there so -- I don't do none of
11 that.

12 Q. Gotcha.

13 A. At 64 --

14 Q. So there's no expected side --

15 A. At 64 years old, I don't work ground. I run a locomotive.

16 MR. RITCHIE: Okay. No, I appreciate that. Thank you.

17 MR. GORE: Yes.

18 MR. BOAZ: No more questions.

19 MR. CHAVEZ: No, no more questions.

20 MR. BACHMEIER: Okay.

21 BY MR. BACHMEIER:

22 Q. Randy, do you have anything you'd like to add?

23 A. I wish I could wake up and Chico didn't die.

24 Q. I hear you. Stacy asked the question I was going to ask,
25 so -- if we have any follow-up questions, would you mind if we

1 contacted you?

2 A. No, I don't.

3 MR. BACHMEIER: On behalf of the NTSB, all of us here, I'd
4 like to thank you for coming in, taking your time, and we truly
5 feel for you. Thank you.

6 (Whereupon, the interview was concluded.)

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

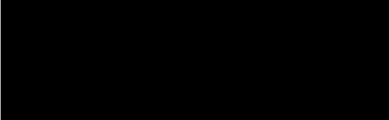
IN THE MATTER OF: PSC GROUP EMPLOYEE FATALITY AT
THE EXXON MOBIL LUBE PLANT IN
BEAUMONT, TEXAS ON OCTOBER 28, 2022
Interview of Randy Gore

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