

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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RAILWAY WORKER FATALITY *

INVOLVING WHEELING & LAKE ERIE * Accident No.: RRD24LR006

RAILWAY NEAR JEWETT, OHIO ON *

JANUARY 15, 2024 *

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Interview of: JEFFREY LLOYD, Signal Maintainer
Genesee and Wyoming Railroad

Genesee and Wyoming Railroad
Coshocton, Ohio

Wednesday,
January 17, 2024

APPEARANCES:

BEN STROT, Investigator
National Transportation Safety Board

WES MCQUINN, Signal Inspector
Federal Railway Authority

CHAD BROSKI, Track Safety Inspector
Federal Railway Authority

TIM SLUSSER, General Manager
Ohio Central Railroad Systems

DAVID CASACELI, Investigator-in-Charge
National Transportation Safety Board

SCOTT BUNTEN, Safety Task Force Investigator
Brotherhood of Locomotive Engineers and Trainmen

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I N T E R V I E W

(9:10 a.m.)

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2
3 MR. STROT: All right. Good morning. My name is Ben Strot.
4 I'm an investigator with the NTSB. Today is January 17th, 2024.
5 We're meeting at the Genesee and Wyoming Coshocton, Ohio offices.
6 This interview is being conducted in reference to NTSB Accident
7 No. RRD24LR006, an employee fatality near Jewett, Ohio on the
8 Genesee and Wyoming railroad that occurred on January 15th, 2024.

9 The NTSB is an independent federal agency charged with
10 determining the probable cause of transportation accidents and
11 promoting transportation safety. It is not a part of the DOT, FRA
12 or any other regulatory agency. NTSB has no regulatory or
13 enforcement powers. We will publish recommendations to any party
14 that we believe can act on those recommendations to prevent
15 accidents from happening in the future. There are several phases
16 to our process. We're currently in the fact-finding phase that
17 will be followed by analysis, probable cause finding, and finally
18 any recommendations that we see necessary.

19 Today, we are here to speak with Jeff Lloyd, signal
20 maintainer. Before we begin, we will go around the table,
21 introduce ourselves for the transcriptionist. Please speak up and
22 speak clearly and just spell out your name as we go around.

23 I'll start out. My name is Ben Strot, S-T-R-O-T, NTSB
24 Accident Investigator.

25 MR. MCQUINN: Wes McQuinn, M-C-Q-U-I-N-N, FRA Signal

1 Inspector.

2 MR. BROSKI: My name is Chad Broski, spelled B-R-O-S-K-I.
3 I'm a FRA Safety Inspector, track discipline.

4 MR. SLUSSER: Tim Slusser, S-L-U-S-S-E-R, General Manager for
5 Ohio Central.

6 MR. LLOYD: Jeffrey Lloyd, L-L-O-Y-D, Signal Maintainer with
7 Ohio Central Railroad.

8 MR. CASACELI: David Casaceli, C-A-S-A-C-E-L-I, NTSB
9 Investigator-in-Charge.

10 MR. STROT: All right, thank you. And, Mr. Lloyd, do you
11 mind if we go by Jeff?

12 MR. LLOYD: Yes, sir.

13 MR. STROT: All right. I appreciate that.

14 MR. BUNTEN: Ben, do you want to jump in here.

15 MR. STROT: Oh, yes, sorry, on the phone here with us. I
16 completely forgot.

17 MR. BUNTEN: Okay, thank you. Scott Buntten, B-U-N-T-E-N,
18 Brotherhood of Locomotive Engineers and Trainmen, National Safety
19 Task Force Investigator.

20 MR. STROT: Thank you, Scott. I appreciate that and sorry
21 for skipping over you there. All right.

22 INTERVIEW OF JEFFREY LLOYD

23 BY MR. STROT:

24 Q. And as we spoke beforehand, do you understand that this is
25 being recorded?

1 A. Yes, sir.

2 Q. And with that, the transcription of this interview will be
3 made part of the public docket and we cannot promise any
4 confidentiality?

5 A. Yes, sir.

6 Q. Okay. All right. So we'll start off with the interview.
7 Just -- can you give us a rundown of your railroad experience,
8 what have you done -- any railroad, all railroads, your entire
9 career.

10 A. My entire career I have been here at the Ohio Central
11 Railroad. I've been here for just over 12 years since December
12 1st of 2011.

13 Q. And what positions have you held here?

14 A. Signal maintainer.

15 Q. As a signal maintainer, do you work all over the Ohio Central
16 or do you have specific territory or --

17 A. During my years here, I have changed territories. I have
18 covered most of the Ohio Central Railroad as far as signal
19 maintenance goes.

20 Q. Okay. How big are the territories that you've covered?

21 A. My last territory that I had, I had, I believe, 66 river
22 crossings --

23 Q. Okay.

24 A. -- that I maintained. Most of them are fairly close to
25 that --

1 Q. Okay.

2 A. -- number.

3 Q. Is that how territories are broken down, just by, you know,
4 from milepost to milepost and whatever's in between those?

5 A. Mostly. We try to break them up to where they make the most
6 sense as far as break lines go in between --

7 Q. Yes.

8 A. -- one territory to another.

9 Q. Okay, all right.

10 A. And we try to equal out the load --

11 Q. Okay.

12 A. -- per employee.

13 Q. Gotcha.

14 MR. STROT: All right. I think that's all the questions I
15 have. Wes, do you have any?

16 MR. MCQUINN: Not at this time.

17 MR. STROT: Chad.

18 MR. BROSKI: Nothing.

19 MR. SLUSSER: No questions.

20 MR. STROT: We'll go to the phone. Scott.

21 MR. BUNTEN: Not at this time, thank you.

22 MR. STROT: Okay. Dave.

23 MR. CASACELI: David Casaceli, NTSB.

24 BY MR. CASACELI:

25 Q. Can you just give us a short overview of what the duties of a

1 signal maintainer are?

2 A. As far as signal maintainer here at the Ohio Central goes, we
3 take care of inspection and maintenance of our territory. We also
4 may assist other maintainers with either maintenance or cover
5 vacations, time off on other territories as well.

6 Q. So how does the on-call schedule work? I understand that,
7 you know, Mr. Davis was on-call. So how does that work? How do
8 you get on-call? What --

9 A. For the Ohio Central here, we have four maintainers that
10 cover on-calls. It runs Monday at 1530 when we -- or excuse me --
11 we start Monday at 1530, at the end of that day, and then it runs
12 until 0700 the following Monday. So it's one calendar week per
13 on-call.

14 Q. You rotate through the four of you?

15 A. Yes.

16 Q. Okay. That's what I have now.

17 MR. STROT: Okay.

18 MR. CASACELI: Thank you.

19 BY MR. STROT:

20 Q. On the day of this incident, Mr. Davis was going out to work
21 on a grade crossing. Is that the kind of work that you've done
22 before as well?

23 A. Yes.

24 Q. Okay. Can you kind of walk us through the steps of what you
25 would do whenever you would -- let me back up. The steps --

1 whenever you get a trouble call, how does that start from the -- I
2 mean, you're sitting at home on the couch watching football and
3 they -- the railroad calls. How does that work and what is
4 discussed in that call, I would suspect, from a dispatching
5 center.

6 A. From the dispatching center, they usually call to let us
7 know, you know, the railroad, subdivision, location, milepost, try
8 to give us a brief description on what's going on, whether it be
9 a, you know, false activation, if it's just the gates and lights
10 are activated in no train in the area. You have one gate down, if
11 the signal's damaged. They try to give us a brief overview of
12 what we may be being called out for from that time. Just take the
13 information, clock in and then proceed to make our way to that
14 location.

15 Q. Okay. You said clock in, do you -- timekeeping-wise --

16 A. Yes, we clock in and out via our phones.

17 Q. Okay. Any other conversations with anybody when that call
18 comes in? Do you call the signal supervisor, anything like that
19 or is it just straight from the dispatcher?

20 A. Usually, it's just straight from the dispatcher.

21 Q. Okay.

22 A. We usually consider that as part of our job briefing for our
23 -- and knows where we're going --

24 Q. Gotcha.

25 A. -- as far as our own track safety.

1 Q. Any discussions with the chief dispatcher or just the trip
2 dispatcher?

3 A. That's usually the trouble desk.

4 Q. Trouble desk or the --

5 A. The trouble desk is who calls us.

6 Q. Okay.

7 A. And then once we're finished, we call back into the dispatch
8 center and let them know.

9 Q. Okay. So you got the call to go out and work on a crossing.
10 What's the next step in that process that you would go through?

11 A. As far as once we arrive at the crossing?

12 Q. Yes.

13 A. Once we arrive at the crossing, the signals are activated, we
14 go into the case, usually disable the warning devices so that way
15 we get the gates up and the lights off so that way traffic can
16 proceed, and then begin our troubleshooting process.

17 Q. Okay. Is there any standard troubleshooting that you
18 normally go through when you get to the crossing?

19 A. It varies on a case by case basis depending on what we find
20 when we enter the case.

21 Q. Gotcha.

22 A. So if it would be in an instance of, you know, one signal
23 activated, one gate down and one gate up, we would proceed to
24 start troubleshooting at that one gate down where it would be a,
25 you know, failed contact, defrost the contact, something going on

1 in that specific signal. Or, you know, if everything's activated,
2 then we would proceed to look at the crossing controller and
3 determine where the trouble is from there.

4 Q. Okay. When you get out there and you're going to have to go
5 work near the track, I'm not a track guy. I'm a locomotive
6 engineer so I have the least experience on any sort of on track
7 safety, but do you have to contact anybody to,, you know, get your
8 on track permission to be on the track or is that just lone worker
9 that you use?

10 A. The vast majority of the time we use lone worker.

11 Q. Okay, okay.

12 A. Just individual train detection.

13 Q. Gotcha. Through that troubleshooting timeframe, do you ever
14 get any phone calls from the dispatcher, from anybody checking in
15 or -- you know, seeing how things are going out there?

16 A. It varies on a case by case basis. If there's an extended
17 period of time for us traveling out there, sometimes I will call
18 and request an ETA, an estimated time of arrival, of when we will
19 get there. I have received calls at times when it's getting close
20 to time for them to publish the daily operating bulletin for the
21 following day, requesting if we're -- believe we're going to get
22 the crossing in service. But for, you know, the following day,
23 that way they know to keep it posted as a temporary or to post it
24 on the daily operating bulletin.

25 Q. Gotcha, okay. So as you finish up your troubleshooting and

1 you're wrapping up, you said you call back into the dispatching
2 center to clear up basically or to tell them you're heading in?

3 A. Yes, once we have done our troubleshooting, (indiscernible),
4 tested the warning devices to make sure they are operating as
5 intended, we would go into the dispatch center and clear that
6 temporary protection that is on that crossing --

7 Q. Um-hum.

8 A. -- and proceed.

9 Q. Okay. I take it you've been to many, many trouble calls?

10 A. Yes.

11 Q. -- over your time. How long does it normally take you --
12 just rough average -- for a crossing malfunction?

13 A. Depending on how the trouble call goes, once we get out
14 there, I make it generally be as short as a half hour, usually
15 within an hour, we're usually able to determine whether we're
16 going to get that crossing back in service or not.

17 Q. Gotcha, okay. All right.

18 MR. STROT: I think that's all the questions I have. Wes.

19 MR. MCQUINN: Yes, Wes McQuinn, FRA.

20 BY MR. MCQUINN:

21 Q. I did have a question about -- you said that when you arrive
22 at the crossing, that you will jumper it out, disable it.

23 A. Correct.

24 Q. Is that discussed with the dispatcher on your initial call if
25 it's actually been taken out of service or do they automatically

1 put a disable on that crossing when they get a trouble call?

2 A. Yes, sir. They will -- once they receive the trouble call,
3 they put a protection on that. We also receive that as part --

4 Q. Okay.

5 A. -- of an email.

6 Q. So regardless of what the trouble call is, they just -- it's
7 automatic they put a --

8 A. Yes, the arrow on the side of the --

9 (Crosstalk)

10 Q. You don't have to worry about oh, I got to call dispatch to
11 disable it; it's already done.

12 A. Yes, so they already have --

13 (Crosstalk)

14 A. -- when they call us.

15 Q. Okay, very good.

16 MR. MCQUINN: That's all I have.

17 MR. BROSKI: I have a question. FRA Chad Broski, track
18 inspector.

19 BY MR. BROSKI:

20 Q. On railway worker protection, you spoke on the fact that the
21 trouble desk would call you, correct, for a call out for a
22 malfunctioning signal system?

23 A. Um-hum.

24 Q. Okay. I'm not a signal person so --

25 A. I understand.

1 Q. -- I may not use the correct terminology. But in particular,
2 the job briefing, what extent would the job briefing be with the
3 trouble desk? Can you give me an example of what's discussed?

4 A. Usually they give us the subdivision, railroad crossing, name
5 and milepost, and we usually tell them, okay, I'll be responding
6 out there. And if I haven't already received the Form C or seen
7 that, I may make sure that that is protected.

8 Q. Okay. That's the extent. And how about -- oh, so I take it
9 the conditions at the location --

10 A. Um-hum.

11 Q. -- aren't top -- let's say, sight distance.

12 A. Um-hum.

13 Q. Does sight distance come up in the conversation?

14 A. Not usually because the dispatchers aren't aware of the, you
15 know, the topography or the physical location of the crossing.
16 We're all very versed, you know, for our railroad. I mean, we've
17 covered -- we've -- all of us have been to all of our crossings.
18 We know -- we know the location, we're familiar with the
19 territory, so we'll proceed with our on track safety as we need to
20 there.

21 Q. You guys have been trained?

22 A. Yes.

23 Q. On railway worker protection in particular?

24 A. Correct.

25 Q. Lone worker individual train detection are things that you've

1 been trained on --

2 A. Yes.

3 Q. -- annually?

4 A. Yes.

5 Q. Okay. And are you -- you said that you're aware of your
6 territory and -- from the location that the trouble calls have
7 been -- you're being told to go to. If you don't have the sight
8 distance at that location, is the job brief when the trouble call
9 comes in or not until you go out to the location and get onsite in
10 order to get a more -- a railway worker protection, on track
11 safety that would allow you to be on the track without the sight
12 distance?

13 A. The -- that's not something we normally discuss with the
14 dispatcher.

15 Q. At the time of the trouble call?

16 A. Correct.

17 Q. And have you -- when you got out to the site or the location
18 and didn't have the sight distance, have you called for on track
19 safety before?

20 A. Yes.

21 Q. And can you give me an example when you have called for on
22 track safety that's more than just sight distance, for instance,
23 exclusive track occupancy? Do you know what I mean when I say
24 that?

25 A. Yes. If it's something where we need to make a correction or

1 a repair on the track and use, for example, power tools.

2 Q. Okay.

3 A. We're not allowed to do that under lone worker. We would
4 have to acquire a track warrant to do so.

5 Q. Okay. How about the weather conditions, or whether it be
6 night or day. Is that talked about with your supervisor or with
7 the dispatch or trouble desk in terms of sight distance, whether
8 dependent, night/day?

9 A. That's usually on the maintainer to determine whether, you
10 know, he feels that individual train detection is a proper
11 (indiscernible) of on track safety.

12 Q. Okay. And so, again, when he gets out on site, he would make
13 that decision?

14 A. Yes.

15 Q. And so the assumption is from the dispatcher that you're
16 going to be out there working as a lone worker --

17 A. Yes.

18 Q. -- is the way I'm perceiving this.

19 A. Yes.

20 Q. And if you feel you need a more restrictive contract safety,
21 you would call once you get on site --

22 A. Yes.

23 Q. -- depending on the conditions?

24 A. Yes.

25 Q. Okay. And the work related?

1 A. Yes.

2 Q. Okay. Let's see here if I have anything else. The trouble
3 desk is located at the dispatcher center?

4 A. Yes.

5 Q. They're all in the same building?

6 A. Yes.

7 Q. Okay. And do you know -- you may not know this answer, but I
8 would ask -- what's the process at the trouble desk? Do they
9 write it down on a piece of paper? How do they know -- how do
10 they indicate that they've called you, you've answered and you're
11 responding?

12 A. My only knowledge on that is that it comes out from the
13 dispatch center over Asset Pro. We get an email copy of the
14 trouble ticket on Asset Pro and it has on there who's been there
15 (indiscernible) and what time, whether that be local emergency
16 services to let them know there's an issue out there and the
17 maintainer, and the credible caller's information and what time
18 they called. I do know that there is a section on there for
19 notifying the maintainer, which maintainer that was and at what
20 time they were notified of the trouble call. Beyond that, I'm not
21 sure of their procedures.

22 Q. That was a good explanation. And how often is that
23 published? How often does that come out from Asset Pro?

24 A. Yes, that is --

25 Q. It's a software, I take it?

- 1 A. That is the software we use for our testing and maintenance
2 recordkeeping, and for trouble calls.
- 3 Q. Okay. For signal maintainers --
- 4 A. Yes.
- 5 Q. -- specific or for maintenance away, too?
- 6 A. I believe just --
- 7 Q. Okay.
- 8 A. -- for signal maintainers.
- 9 Q. And what was your answer in regards to how often does that
10 get published or is it real time?
- 11 A. That gets sent to us once the trouble call --
- 12 Q. Okay.
- 13 A. -- has been called in and they have notified us. We get --
- 14 Q. You get --
- 15 A. -- email copy of that.
- 16 Q. I see.
- 17 A. And then once we are done and we have contacted the dispatch
18 center again, we get it completed.
- 19 Q. Okay, I see. And is it only the individual that is called
20 for the trouble -- from the trouble desk that's responding that
21 gets that email or is that sent out to all employees --
- 22 A. All --
- 23 Q. -- or just a select?
- 24 A. -- all the signal maintainers.
- 25 Q. All the signal maintainers --

- 1 A. -- get that email.
- 2 Q. Including, I imagine, the signal supervisor. Right?
- 3 A. I believe so, yes.
- 4 Q. All right. One more question. So I imagine there was a
5 changeover at some point from the time that Mr. Davis had
6 responded, because he was, I believe, 1618 -- 4:18 p.m. is when
7 the call -- he had received the call. Do you know at what time
8 there's a changeover between the dispatchers or the trouble desk
9 in the evening when the third -- between the second and third
10 shift?
- 11 A. I don't know their schedules.
- 12 Q. And has that -- have you ever been in a situation when you
13 were out there an extended period of time when there may have been
14 a changeover?
- 15 A. From one dispatcher handling to another?
- 16 Q. Right?
- 17 A. I'm not --
- 18 Q. Can you --
- 19 A. -- sure.
- 20 Q. Okay. Now that software --
- 21 A. Yes.
- 22 Q. -- you mentioned, Asset Pro?
- 23 A. Yes.
- 24 Q. That is -- do the dispatchers have access to that? Do they
25 know you're out there if there's a changeover?

1 A. They're the ones that enter the crossing information and
2 publish the Form C or temporary protection on the crossing through
3 Asset Pro.

4 Q. I see. Okay, good. Very good. Do you want another
5 question?

6 A. Yes, sir.

7 Q. The daily bulletin. You mentioned calling before the daily
8 bulletin is published. At what time do you need to call in order
9 to allow a temporary Form C not be published?

10 A. I believe the daily operating bulletin is usually done around
11 8:00 p.m. and the dispatchers have called me previously to that
12 usually around 7:15 to 7:45 p.m.

13 Q. Okay.

14 A. So I usually call and say, hey, is this crossing line to be
15 put back in service tonight?

16 Q. So it's the dispatchers that may make that Form C a permanent
17 on to -- put it on the bulletin for the following day. And their
18 -- at that time, they're looking to see if that decision needs to
19 be made in the evening somewhere between 7:00 and 8:00 --

20 A. Correct.

21 Q. -- p.m., and they'll reach out to the signal maintainer.
22 You've experienced this yourself?

23 A. Correct.

24 Q. I'm speaking just from your experiences.

25 A. Yes, sir.

1 Q. Okay. Is the dispatcher center, the dispatching center that
2 calls you looking to verify if it will be a permanent Form C or
3 not? Are they connected to the trouble desk in terms of -- I'm
4 trying to understand. The trouble desk has called -- has made the
5 call.

6 A. Um-hum.

7 Q. Is that because they had received the call from an outside
8 party, for instance, for a false activation, and then they relay
9 that to the dispatchers possibly through this Asset Pro? Is that
10 -- or are they sitting right next to each other?

11 A. To my understanding, the trouble desk is the one that
12 receives the -- is the emergency desk that receives the emergency
13 notification from an outside source that there is an issue at the
14 crossing. And then they take all the information and make all the
15 notifications, and then they forward that to the dispatcher that
16 is handling that railroad.

17 Q. Okay. You answered my question perfect. Thank you. I
18 wanted to understand --

19 A. Yes, I'm not sure of the layout at --

20 Q. Yes.

21 A. -- ARDC, but that is my understanding.

22 Q. Yes, from your -- that was great. You did a great job.
23 Thank you, that's it.

24 MR. STROT: Okay. Tim.

25 MR. SLUSSER: No questions.

1 MR. CASACELI: David Casaceli, NTSB.

2 BY MR. CASACELI:

3 Q. We know that on the night of the accident, Mr. Davis walked
4 down the tracks from the box. What would have led, you know, you
5 to do something like that during one of these troubleshooting
6 things?

7 A. If I were to a receive a trouble call to a crossing and the
8 crossing controller -- and my troubleshooting process tells me
9 that there's an issue on the track, whether that be a broken rail
10 or a broken bond, then I would proceed to walk the circuit to see
11 if there's an issue on the track, whether that be a broken rail or
12 a broken bond.

13 Q. Okay, thank you.

14 MR. STROT: Scott, on the phone, do you got any questions?

15 MR. BUNTEN: I just got one or two.

16 BY MR. BUNTEN:

17 Q. Mr. White, I just want to thank you for doing this interview.
18 There's a lot of detail here and I appreciate that. But I think
19 you stated earlier that when you get a trouble call, you do not
20 know if your supervisor is notified. Is that correct? I just
21 want to (indiscernible).

22 A. Other than receiving that email from the dispatch center.

23 Q. Okay. So you don't know if he's copied on that email as
24 well. Correct?

25 A. He is copied on that email.

1 Q. He is. Okay. Now is it -- would it be normal for your
2 supervisor if you've been out there for an extended period of time
3 working on a trouble to call you and see what's going on and just
4 get the status?

5 A. He may. I don't recollect any time that he's generally ever
6 called me. I'm usually not out there too awful long, though. So
7 usually when I'm done, I'll either text him or call him and let
8 him know what I've found.

9 Q. Okay. Would anyone else in management, say (indiscernible)
10 train master or (indiscernible), anybody else that's worried about
11 movement of train safely, would they ever notify you and ask you,
12 after an extended period of time, what's going on, which track or
13 when they can expect it to be repaired?

14 A. I personally never experienced that other than possibly a
15 local train crew that's, you know, familiar with us, sees that
16 Form C out there, sees that crossing on the bulletin, whether it
17 be on a Form C or a DOB and knows that we're out there. They've
18 reached out to us on the radio as they approach to see if we're
19 there and what the status is.

20 Q. Okay, all right.

21 MR. BUNTEN: I have no further questions. Thank you.

22 MR. STROT: All right. Thanks, Scott.

23 MR. CASACELI: David Casaceli, NTSB.

24 BY MR. CASACELI:

25 Q. You had mentioned just now that you might call the supervisor

1 when you're done to inform them, you know, what you found or what
2 work you did. Is that always, is that a usually, is it I won't do
3 it in the middle of the night? Is there any caveat there, is that
4 a requirement? You know, kind of give me a little bit what goes
5 into that thought process.

6 A. That is a -- most of the time I will just to inform him of
7 what I've found, what corrections I've made and if there's any
8 corrections that need to be made the following day, because if I'm
9 out on hours of service and there's a permanent fix that needs to
10 be made the following day. I'll let him know, inform him that we
11 need to get that taken care of the next day. I usually base that
12 upon time of day. If it's just an informative thing, I usually
13 won't call him and wake him just to let him know, but I will send
14 him a text so that way he is aware of it but not to disturb him
15 for just that information.

16 Q. See you in the morning. Hey, it went out, fixed the problem.

17 A. Correct.

18 Q. Okay, thank you.

19 MR. STROT: Ben Strot, NTSB.

20 BY MR. STROT:

21 Q. I only have one question. Is there a written troubleshooting
22 process for grade crossing workers or just OJT and you know what
23 you're doing?

24 A. Basically, just on the job training, you know, handle them on
25 a case by case basis.

1 Q. Gotcha, okay. Are all the road crossings here using the same
2 system or are they mixed and matched across the railroad? Does
3 the --

4 A. We have many different crossing controllers and styles of
5 equipment to (indiscernible).

6 Q. Gotcha, okay. All right. That's all the questions I have.

7 MR. STROT: Wes, any follow-up?

8 MR. MCQUINN: No.

9 MR. STROT: Chad, follow-up?

10 MR. BROSKI: No.

11 MR. SLUSSER: No, sir.

12 MR. STROT: Dave.

13 BY MR. CASACELI:

14 Q. In your --

15 A. Correct.

16 Q. -- here, have you ever heard or seen folks using drugs or
17 alcohol on the job?

18 A. No.

19 Q. Okay.

20 MR. STROT: Scott, do you have any follow-on questions?

21 MR. BUNTEN: Just one.

22 BY MR. BUNTEN:

23 Q. Mr. Lloyd, what -- and you may have answered this earlier.

24 If you did, I apologize. But on a trouble call like this, if it

25 did last for an extended period of time and you worked long, how

1 long does a dispatcher call you on a radio and ask about status
2 repair?

3 A. I have never had one reach out to me. My (indiscernible) was
4 near that time of posting -- gathering the information as to
5 whether it's going to be posted on the daily operating bulletin
6 the next day or not.

7 Q. Okay, thank you.

8 MR. BUNTEN: I have no further questions. Thank you.

9 MR. STROT: All right, thank you. One last round, anybody?

10 MR. MCQUINN: Nobody.

11 MR. STROT: All right.

12 BY MR. STROT:

13 Q. All right, Jeff. Just a couple of last minute questions that
14 we ask everybody. Are there anything -- any questions you think
15 that we should have asked you, anything to add?

16 A. Not that I can think of at this time.

17 Q. Okay. If we have any follow-up questions, do you mind if we
18 contact you?

19 A. No, you're more than welcome to follow-up.

20 Q. Okay.

21 MR. STROT: On behalf of the NTSB, thank you for your time,
22 your cooperation. Lots of detail. Our condolences for the loss
23 of a team member here. I know it's a heavy weight on everyone's
24 shoulders, but like I said, we just appreciate you coming in,
25 giving us some information and helping us get some detail around

1 what a signal maintainer does. Thank you.

2 MR. LLOYD: Thank you.

3 (Whereupon, the interview was concluded.)

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CERTIFICATE

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

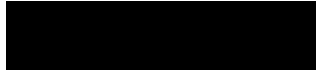
IN THE MATTER OF: RAILWAY WORKER FATALITY INVOLVING
 WHEELING & LAKE ERIE RAILWAY
 NEAR JEWETT, OHIO ON JANUARY 15, 2024
 Interview of Jeffrey Lloyd

ACCIDENT NO.: RRD24LR006

PLACE: Coshocton, Ohio

DATE: January 17, 2024

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.



Marisu Abellar
Transcriber