

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

RAILWAY WORKER FATALITY *

INVOLVING WHEELING & LAKE ERIE * Accident No.: RRD24LR006

RAILWAY NEAR JEWETT, OHIO ON *

JANUARY 15, 2024 *

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Interview of: BRYANT LOPEZ, Dispatcher

Genesee and Wyoming

Genesee and Wyoming Dispatch Center
Coshocton, Ohio
& via Microsoft Teams

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

(11:02 a.m.)

1
2
3 MR. STROT: All right. Good morning. My name is Ben Strot.
4 I'm an investigator for the NTSB. Today is January 17th, 2024.
5 We're meeting at the Genesee and Wyoming offices in Coshocton,
6 Ohio and via Teams with the Genesee and Wyoming dispatching
7 center. This interview is being conducted in reference to NTSB
8 Accident No. RRD24LR006, an employee fatality near Jewett, Ohio on
9 the Genesee and Wyoming railroad that occurred on January 15th,
10 2024.

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

21 Today, we are here to speak with Bryant Lopez, dispatcher.
22 And before we begin, we'll go around the room, the table, Teams
23 and introduce ourselves for the transcriptionist. Please be sure
24 to speak up and speak clearly and spell your last name.

25 We'll start off. My name is Ben Strot, S-T-R-O-T, NTSB Rail

1 Accident Investigator.

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

4 MR. BROSKI: I'm Chad Broski, B-R-O-S-K-I, FRA Track Safety
5 Inspector.

6 MR. SLUSSER: Tim Slusser, S-L-U-S-S-E-R, General Manager,
7 Ohio Central.

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

10 MR. STROT: Scott.

11 MR. BUNTEN: Scott Buntten, B-U-N-T-E-N, Brotherhood of
12 Locomotive Engineers and Trainmen, National Safety Task Force
13 Investigator.

14 MR. STROT: Thank you. And then the dispatching center.

15 MR. LOPEZ: Bryant Lopez, L-O-P-E-Z, Genesee and Wyoming
16 dispatcher.

17 MR. BOUDREAU: Tyrell Boudreau, B-O-U-D-R-E-A-U, and I'm a
18 dispatching manager.

19 MR. STROT: All right, thank you. All I ask is when we ask
20 questions or answering questions, please speak up. As I said
21 before, for the recording, as we ask questions, please introduce
22 yourself and say your last name for the transcriptionist.

23 Mr. Lopez, do you mind if we go on a first name basis,
24 Bryant?

25 MR. LOPEZ: Yes, that's fine.

1 MR. STROT: All right. Thank you sir.

2 INTERVIEW OF BRYANT LOPEZ

3 BY MR. STROT:

4 Q. And as we spoke beforehand, do you understand that this
5 interview is being recorded?

6 A. Yes, I do.

7 Q. And as such, it will be made part of the public docket and we
8 cannot guarantee or promise any confidentiality?

9 A. I understand.

10 Q. All right, thank you. So we'll just get started. If you
11 could give us a rundown of your experience with the -- as a
12 dispatcher or in any capacity working for a railroad, that'd be
13 great.

14 A. I've been with Genesee and Wyoming, American Rail Dispatch
15 Center since 2012. I became a dispatcher in 2015. I've worked
16 multiple different railroads, multiple different shifts going on
17 12 years now.

18 Q. So you said you started with the G and W in 2012 or American
19 Dispatching Center, and then became a dispatcher in 2015. What
20 were you doing in that timeframe between 2012 and 2015?

21 A. I was -- we called it a crew caller back then. It's an
22 operations coordinator now. The crew calling and emergency desk
23 operations. They would --

24 Q. Okay.

25 (Crosstalk)

1 Q. Okay. And when you say you worked on multiple railroads,
2 when you're dispatching your -- during your day, how many
3 railroads are you dispatching at one time?

4 A. Today, I have three depending on the shift, because all
5 weekend we slow down quite a bit. You can have -- I don't even
6 know I have on the weekends, but it's quite a few, but they're
7 mostly inactive or just bulletins for the day.

8 Q. Gotcha. So, like today where you've got three railroads --
9 let me back up. Do you work the same shift every day?

10 A. Yes, I work first shift Sunday -- sorry, Saturday through
11 Wednesday.

12 Q. Okay. And on those days when you're working your normal
13 shift, do you normally dispatch the same railroads every day?

14 A. Saturday and Sunday, I dispatch one set of railroads, and
15 then Monday, Tuesday, Wednesday, I dispatch the other set of
16 railroads.

17 Q. Okay.

18 A. With the -- a schedule.

19 Q. Gotcha, gotcha. All right. I appreciate that.

20 MR. STROT: Wes, you got any questions?

21 MR. MCQUINN: No.

22 MR. STROT: Chad.

23 MR. BROSKI: Not now.

24 MR. STROT: All right. Tim?

25 MR. SLUSSER: Nothing yet.

1 MR. STROT: Dave.

2 MR. CASACELI: No, no questions.

3 MR. STROT: Scott.

4 MR. BUNTEN: Not at this time.

5 MR. STROT: All right.

6 BY MR. STROT:

7 Q. So moving on, I think the next question is the day of the
8 incident, can you just walk us through what occurred that day and
9 what was -- I mean, from the call itself to what you were doing
10 with other railroads, anything like that, just how that all went
11 down the day of the incident.

12 A. So we go through transfer -- shift transfer time at 5:25 to
13 5:30. The call came in just before 5:30 while I was taking
14 transfer. It was called in on the normal radio channel. So while
15 I was getting my headset plugged in and getting logged in to get
16 everything ready, they switched over to the emergency radio
17 channel.

18 So I answered it as -- you know, immediately and they were
19 already talking. They were talking to someone else on the line
20 about how they had struck someone wearing a high-vis jacket and
21 (indiscernible) over them wearing a high-vis jacket and a hard
22 hat. And I answered at that time as dispatcher. They gave me
23 their information about what happened and told me they were going
24 to inspect the (indiscernible) and the body.

25 So I hung up with them and called the cops, got emergency

1 services notified. Immediately after that, I notified my manager,
2 Tyrell and then I started to make the other requisite calls to the
3 AGM or I think the GM, signal supervisor, road master, and then
4 filling out the incident report with the basic information that I
5 got from the crews afterwards.

6 Q. Okay. Going back to calling the authorities, the cops, how
7 do you make that call, do you have a direct link into some sort of
8 -- I mean, just because you're dispatching so many different
9 properties -- a direct link into local PD in each railroad or how
10 do you make that call?

11 A. There's a database and it's a database of all of our railroad
12 crossings. So they told me the milepost and the railroad crossing
13 they just gone over. So I --

14 Q. Um-hum.

15 A. -- looked at that crossing in the database. And we have for
16 each individual crossing, every time it changes emergency person
17 it has the number on there, so we just dial it from there.

18 Q. Gotcha. Okay. All right.

19 MR. STROT: Wes.

20 MR. MCQUINN: No, not at this time.

21 MR. BROSKI: Chad Broski with the FRA here.

22 BY MR. BROSKI:

23 Q. Between -- you said between 5:25 a.m. and 5:30 a.m., there
24 was a changeover briefing. Did I hear that correct from you?

25 A. Yes, that's dispatch transfer, the new shift coming.

1 Q. Okay. Can you walk me through that? What does that entail?
2 And some details on this.

3 A. The previous shift will bring over any bulletins that they
4 have issued for the day and they'll give you a rundown of any
5 train movements currently happening, anything that's expected to
6 happen within the immediate future, like within a half hour, hour.
7 So you'll job brief about that, and that's it. If you have any
8 questions, you ask him.

9 Q. Is there instruction about trouble calls?

10 A. Yes, they'll tell you if there's any active trouble calls.
11 They'll tell you -- anything that's pending action is part of the
12 transfer process.

13 Q. Was the New Rumley Road crossing part of that discussion with
14 its Form C?

15 A. The Form C was already added to the current day's DOB. The
16 call for that crossing had come in the day before, so the
17 protection was already issued, handled and on the DOB.

18 Q. Correct me then if I'm wrong, then that job briefing did not
19 include a signal maintainer or did it that was involved with New
20 Rumley?

21 A. No, as far as I -- so it was on the DOB. Like I said, we
22 wait until they call us back to put the crossings back in service
23 so they can stay out four or five days, sometimes. It just
24 depends on what's wrong with the crossing. If there's no
25 immediate issue with the crossing, it wouldn't be part of the

1 transfer.

2 Q. Okay. Please talk to me about job briefings. What training
3 -- what is the expectation for a job briefing with a signal
4 maintainer that has a trouble call? And this is just in general.

5 (Crosstalk)

6 Q. And have you taken a trouble call and spoken to a signal
7 maintainer at some point in your career? Does it happen
8 frequently, has it --

9 A. Yes.

10 Q. -- happened recently with you? And the most recent cases,
11 can you walk me through -- what is that, step by step?

12 A. During the weekdays, we have an emergency desk so they handle
13 the emergency calls. They'll send us an emergency ticket. They
14 usually also -- during the weekdays, they will handle the calls to
15 the signal maintainer. But on the weekends, (indiscernible) now
16 -- now we do have an emergency desk on the weekends. Yes, so we
17 still do take emergency calls if they're on hold for -- you know,
18 if we see them on hold for longer than five, ten seconds, then
19 I'll pick up immediately. The dispatchers will step in and take
20 the emergency calls as well. I've taken like hundreds, probably,
21 throughout the ten years -- eight years that I've been a
22 dispatcher.

23 Q. Okay. I'm sorry. So you're referring to an emergency call
24 as opposed to a trouble call. For instance, in this instance, a
25 pedestrian had called because of a false activation. The gates

1 were down, the flashers were on, there was no train. That's what
2 I was asking specific. Have you taken a trouble ticket for a
3 crossing that the signal's had a false activation?

4 A. We consider that an emergency because a train -- like a car
5 could ignore the signal if it's down for a long time and try to
6 cross because they don't think a train's coming anymore, so we
7 consider those all emergency tickets.

8 Q. I see, okay. Thank you for clarifying that.

9 A. Yes.

10 Q. So there is a trouble desk that receives that call on the
11 weekends, in this instance on a Sunday or --

12 A. Yes, that's just -- I got confused -- but, yes, we do have a
13 24/7 trouble desk now on -- just as well as dispatchers.

14 Q. And they keep that emergency call?

15 A. Yes, they take the emergency calls, but if they're busy on a
16 call, then any dispatchers that aren't on the line will hop into
17 that emergency call to take care of it.

18 Q. After receipt of the emergency call, what's the next steps
19 for a false activation at a crossing?

20 A. You first verify the information is correct against the
21 whiteboard, then you need to contact any train crews that this
22 could affect before you issue any protection to a maintainer -- to
23 send out a maintainer. All the train crews that could possibly go
24 over that crossing need to know before we allow a maintainer to be
25 sent to that crossing. So we'll send that information over to the

1 emergency desk with the bulletin number, the time it was issued,
2 and then they'll make the call to the signal maintainer to
3 dispatch them out to the crossing.

4 Q. Does the dispatcher call the maintainer ever?

5 A. They do if they -- so if the dispatcher takes the emergency
6 call themselves or if they take it for another dispatcher, then
7 they go -- then the dispatcher makes the call to the signal
8 maintainers. Or if the -- because on the -- we do also get direct
9 calls with emergencies, so a train crew could call in they're at a
10 crossing that didn't activate properly. So then in that case, we
11 take over all the calls, and Asset Pro ticket and protection.

12 Q. Have you called a maintainer to respond to a false
13 activation?

14 A. Yes, I have.

15 Q. Is there training -- do you have training in what's supposed
16 to be discussed on a callout to a signal maintainer for a false --
17 (Crosstalk)

18 Q. -- activation? What is that, please? What is that training?

19 A. We call them, we tell them what was reported to us, whether
20 there was false activation or activation failure, partial
21 activation. We tell the crossing, let them know of any crews that
22 might be out there going through it or possibly on the circuit in
23 case it's not a true false activation. And then, yes, we get them
24 the protection, we make sure they know that that is protected. A
25 lot of times we'll ask if it's -- if they plan on -- when they

1 plan on being there just in case the police call back for an ETA.
2 And then later in the day, if it's closer to sending out the daily
3 operating bulletin, we'll ask them if they plan on just -- bring
4 it out for the night or if they're going to put it back in.

5 Q. That was really good. From what you've been trained to tell
6 the maintainer, your knowledge, your training, what do you expect
7 to hear from that maintainer?

8 A. Like the ETA, I mean, just confirmation that he understands
9 the location and what was reported wrong with it. And then later,
10 we do expect updates if it's going to be staying out overnight.

11 Q. Have you taken any roadway worker protection training, Part
12 214 of the FRA? It's not with the FRA; that's the FRA regulation,
13 Part 214. Have you taken any railroad training in that regards to
14 that regulation, railway worker protection?

15 A. I don't know actually. (Indiscernible).

16 MR. CASACELI: I don't know is a perfectly good answer.

17 BY MR. BROSKI:

18 A. Okay, then I'm not sure.

19 Q. Okay. Have you heard the term of lone worker?

20 A. Yes, I have.

21 Q. What does that mean to you?

22 A. Maintenance away, maintainer will call us -- I think that we
23 only have that on one or two railroads that I can think of.

24 They'll call us and let us know they're going to be occupying a
25 certain section of track or yard, usually yard limits, otherwise

1 they need some of their form of protection. Then we notify that
2 on the train sheet.

3 Q. Can you talk about that? What do you mean you put in on a
4 train sheet? What does that mean?

5 A. We have sections where you could show an EIC occupying a
6 certain yard or a certain subdivision. We got that in there with
7 the time.

8 Q. Occupying as authority or as a lone worker or just --
9 (Crosstalk)

10 A. As a lone worker. It's mainly for yard, because if it's not
11 a yard, they need some other form of authority to occupy it. So,
12 yes, it was just showing them inside a yard.

13 Q. Okay. How about sight distance? Does that term -- does that
14 -- is that a term you've heard? Sight distance from signal
15 maintainers or -- go ahead.

16 A. In the usage of a certain speed where trains have to be able
17 to stop within half a range of vision of any obstacles coming up.

18 Q. Yard limits.

19 A. Yes.

20 Q. And then how about a statement of on track safety? Does that
21 mean anything to you from a signal maintainer?

22 A. They'll ask us to make sure that they're protected with a
23 bulletin. They won't go to a crossing unless it's protected with
24 a Form C.

25 Q. Okay, great. You did a great job, Tyrell -- Bryant. I

1 looked at the name -- Bryant, thank you.

2 MR. BROSKI: That's all I have, thank you.

3 MR. STROT: All right. Tim.

4 BY MR. SLUSSER:

5 Q. Just one question. Tim Slusser, Ohio Central. Nothing was
6 mentioned in the turnover about the stop and flag for that
7 crossing?

8 (Crosstalk)

9 A. That bulletin was already on the DOB, so at that point, it's
10 in the maintainer's hands. We just leave the protection out there
11 until we're told that it's been put back in service.

12 Q. Okay.

13 MR. SLUSSER: No further questions.

14 MR. STROT: Okay. Scott.

15 BY MR. BUNTEN:

16 Q. Just a couple of questions, Bryant. Not including this day,
17 but on any other day that you have a maintainer that's out working
18 on a trouble call, do you ever check in with them to see how
19 they're progressing through their work or how long a stop and flag
20 will be on?

21 A. Yes, we will check in towards the end of our shifts if we
22 haven't heard back just to update the next shift. To be, like,
23 this maintainer said this one's going to stay out overnight or
24 he's still working on this one, so you can expect this one to be
25 put back in a little later. Especially on second shift before you

1 send out the DOBs, because if you don't want to have multiple
2 edits -- unnecessary edits to the DOB for the next day.

3 Q. Okay. As the dispatcher, if there's a trouble call out there
4 that is affecting train movements, do train masters or other
5 supervisors call you to infer as to what the status of the trouble
6 is or just to give you information on that trouble?

7 A. Not normally unless it's affecting train movements. If a
8 train crew is being delayed because we've had to stop them because
9 there's a fire near the tracks or a fire hose across the tracks.
10 But crossings, not normally. I don't get too many people calling
11 about those besides the crews or the signal maintainers
12 themselves.

13 Q. Okay. So -- but a crew -- if a crew sees it on the DOB, they
14 may call you and ask you if it's still active?

15 A. Yes, they might. If they -- just to double check, make sure
16 we didn't miss anything in the job briefing for their DOB
17 verification time to see if it's still active, yes.

18 Q. Okay. All right, thank you.

19 MR. BUNTEN: I have no further questions.

20 MR. STROT: Thanks, Scott. Dave.

21 BY MR. CASACELI:

22 Q. Hi, Bryant. David Casaceli, NTSB. Back to kind of the
23 dispatcher turnover, would that turnover include a temporary
24 restriction for stop and protect on a crossing if it was still
25 temporary?

1 A. Yes, if it was still in the system, then I'll add it to the
2 DOB. That protection's active -- active protections are part of
3 the dispatch transfer.

4 Q. And what does that look like if there's a temporary stop and
5 proceed out there, what does that look like in your -- or how
6 would that conversation go?

7 A. We just tell them there's active Form C's not currently on
8 the DOB. We'll let them know if there's any crews that need it
9 that don't have it. If that's the case, that's because they
10 haven't gotten authority over it yet, so we haven't -- they don't
11 want to contact them. And they'll let us know, you know,
12 maintainer's been notified or we're still waiting to hear back
13 from a maintainer on this or a road master's been notified.
14 Basically just --

15 Q. Okay.

16 A. -- any information to the actual bulletin itself.

17 Q. On that deadline for the bulletins, when is that, you know,
18 new set of daily bulletins? So when was that deadline that you
19 guys are trying to find out what's temporary and what's permanent?

20 A. The DOBs get sent out at 2000 Eastern time every night.
21 That's the earliest we can send them out. If we know that -- if
22 we're waiting to hear back on something, we can wait a little
23 longer to send out the DOB, but that's -- so 1800, 1900 we will
24 start making sure that everything that's going to be on the DOB is
25 added.

1 Q. Is that a requirement to reach out to a maintainer, let's
2 say, was dispatched to a stop and protect and there's a temporary
3 out? Or is that just something you guys do to try to manage the
4 daily bulletins? And if you don't know, that's fine, too.

5 A. I don't know if it's a requirement, but I think it's an
6 expectation, because you're trying to set up the next shift as
7 well as you can.

8 Q. Have you worked that second shift and made those calls?

9 A. Yes, I have.

10 Q. Okay. And so that's -- correct me if I'm wrong -- an hour or
11 two before that deadline comes and it probably depends on, you
12 know, when you dispatch the maintainer the trouble ticket. But
13 when you get some free time, you reach out to each maintainer and
14 there might only be one on a given day, but -- or none -- but
15 reach out and say hey. And what would that conversation look
16 like?

17 A. Just ask when they expect this to be put back in service or
18 if they want to add it to the DOB or if they know for sure it's
19 going to be staying out overnight. If the trouble call is recent,
20 like the last half hour, 45 minutes, then I -- we will wait for
21 the most part to hear from the maintainer or we still might make
22 the call to see if they expect it to be put back in service.

23 Q. Is there ever a time or a reason when you would not make that
24 call?

25 A. If in the initial call to them, if we ask them if it's going

1 to be -- do you know this is going to stay out overnight we can
2 add this to the DOB. A lot of times they'll say well, based on
3 what the trouble call is, I'll need to do more work on it tomorrow
4 so I'm just going to leave it out overnight.

5 Q. Okay. I guess basically that conversation already happened.

6 A. Yes.

7 MR. CASACELI: That's all I have, Ben. Thank you. Thank
8 you, Bryant.

9 BY MR. STROT:

10 Q. Bryant, I just have one, like, trying to get things straight
11 in my mind. Chad talked a little bit about lone worker
12 protection, where a signal maintainer is out working by themselves
13 and they're going to be fill out a little sheet of paper, that's
14 their statement of on track safety. Have you ever had a signal
15 maintainer call you back after they have got to a location to
16 brief with you on lone worker protection or their statement of on
17 track safety?

18 A. I don't believe I have, no.

19 Q. Okay. All right. That's all I have.

20 MR. STROT: Wes, do you have any follow-up?

21 MR. MCQUINN: No.

22 MR. STROT: Chad.

23 MR. BROSKI: No.

24 MR. STROT: Tim.

25 MR. SLUSSER: No, sir.

1 MR. STROT: Scott.

2 MR. BUNTEN: No, sir.

3 MR. STROT: Dave.

4 MR. CASACELI: Yes, David Casaceli, NTSB.

5 BY MR. CASACELI:

6 Q. So on the morning of the emergency call, you gave us a little
7 bit of a walk-through there. Can you just give me a little bit
8 more -- you know, you took that call, you called emergency
9 services, a little bit more in the background of what's happening.
10 I mean, we have the radio recordings. So what's happening off the
11 radio recordings during that time other than contacting EMO?

12 A. So after -- the first call I made after getting off the radio
13 with them was the emergency services. And then immediately I
14 walked over to the manager's office, let him know we had a train
15 versus person. And I let him know I'd be making the calls. So
16 then I called the -- I think I tried the AGM first. It was 5:30
17 in the morning, so I don't think I got an answer from them. Then
18 I called the GM. After I called the GM, I notified the signal
19 supervisor and the road master to get people out there in case
20 they wanted to inspect the tracks.

21 Q. Okay, thank you.

22 A. The calls I made and then I took the information -- I called
23 the crew back to get the information that I needed for the
24 incident report. Then I filled out the incident report and sent
25 that out to the managers.

1 Q. Okay, thank you.

2 MR. STROT: All right. I don't think I have any other
3 questions. We'll go around one more time to make sure. Wes?

4 MR. MCQUINN: No.

5 MR. STROT: Chad.

6 MR. BROSKI: No.

7 MR. STROT: Tim.

8 MR. SLUSSER: No.

9 MR. STROT: Scott.

10 MR. BUNTEN: No, thank you.

11 MR. STROT: All right. I think that's all the questions we
12 have for you, Bryant.

13 BY MR. STROT:

14 Q. A couple of one last thing that we ask everybody is is there
15 anything that we didn't ask you or anything that you would like to
16 add?

17 A. Not that I can think of, no.

18 Q. Okay.

19 MR. STROT: And if we have any further questions, do you mind
20 if we contact you and --

21 MR. LOPEZ: That's fine.

22 MR. STROT: Okay. Well, on behalf of the NTSB, I appreciate
23 your cooperation, your thoroughness and help in this
24 investigation. And if we have any further questions, we'll follow
25 up with you.

1 MR. LOPEZ: All right, thank you.

2 MR. STROT: Thank you. Have a great day.

3 MR. LOPEZ: You, too.

4 MR. CASACELI: Bye.

5 MR. BUNTEN: Do I stop recording?

6 MR. CASACELI: Yes, you can stop.

7 MR. BUNTEN: Right there.

8 MR. CASACELI: And so what is next on our day? Thank you,

9 Scott.

10 MR. BUNTEN: Thank you.

11 (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 Bryant Lopez

ACCIDENT NO.: RRD24LR006

PLACE: Coshocton, Ohio & via Microsoft Teams

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