

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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MTA EMPLOYEE FATALY STRUCK BY *

SUBWAY TRAIN IN MANHATTAN, *

Accident No.: RRD24FR003

NEW YORK ON NOVEMBER 29, 2023 *

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Interview of: ANTHONY JOHNSON, Helper
New York City Transit

Manhattan, New York

Friday,
June 7, 2024

APPEARANCES:

TODD KRAHOLIK, Track Group Chairman
National Transportation Safety Board

CYRIL MCLEMORE
Federal Transit Administration

MELISSA O'CONNELL
Subway Safety

JONATHAN FAZIO
MTA Headquarters Safety

ONREY HAZEL
Chief Office of Operations, Office of System Safety

JOE DEGEILH
New York State DOT

CARLOS ALBERT, Chairman
Local 100

JONATHAN WILLIAMS, Manager
Rapid Transit Investigations, System Safety

SHANE RICHARDSON, Operating Group Chairman
National Transportation Safety Board

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1 Chief Office of Operations, Office of System Safety. I will be
2 observing.

3 MR. DEGEILH: Joe Degeilh, D-e-g-e-i-l-h, New York State DOT,
4 PTSB. I am observing.

5 MR. ALBERT: Carlos Albert, A-l-b-e-r-t, Local 100 Chairman.
6 I will be observing and representing Johnson.

7 MR. JOHNSON: Anthony Johnson, J-o-h-n-s-o-n, Track Worker.

8 MR. WILLIAMS: Jonathan Williams, W-i-l-l-i-a-m-s. I am the
9 manager of Rapid Transit Investigations, System Safety.

10 MR. RICHARDSON: Shane Richardson with the National
11 Transportation Safety Board. Last name R-i-c-h-a-r-d-s-o-n. I am
12 the operating group chairman.

13 MR. KRAHOLIK: All right, thank you. Mr. Johnson, do we have
14 your position -- your permission to record the discussion today?

15 MR. JOHNSON: Yes.

16 MR. KRAHOLIK: Do you understand the transcripts will be part
17 of the public docket, and as such, we cannot guarantee any
18 confidentiality?

19 MR. JOHNSON: Yes.

20 MR. KRAHOLIK: As we discussed, you have a representative
21 today, Carlos, with the Union 100; is that correct?

22 MR. JOHNSON: Correct.

23 MR. KRAHOLIK: All right. And then before you speak, just
24 clearly announce your name and title before we start questions.

25 So we -- I'll begin, Todd with the NTSB.

1 INTERVIEW OF ANTHONY JOHNSON

2 BY MR. KRAHOLIK:

3 Q. Mr. Johnson, can you just tell us the start of your day, what
4 happened? Just kind of go through a brief overview of what the
5 day consisted of from start to finish.

6 A. Start when I came in?

7 Q. Where -- yep, that's -- wherever you want to start. That's
8 good.

9 A. Yes. I came in, got ready, waited for my orders
10 (indiscernible) rule of the day, toolbox talk, and got my
11 assignment for the day and headed out.

12 Q. And who gives you your assignment?

13 A. Emit Suitholder (ph.).

14 Q. And that's the supervisor?

15 A. Yeah, my supervisor.

16 Q. And that -- when he tells you your assignment, he tells you
17 you're gonna be a track flagger or a worker --

18 A. What I'm gonna -- my assignment is placed, what am I gonna be
19 doing that night, and place I'm going.

20 Q. Okay.

21 A. Who I'm gonna be working with (indiscernible).

22 Q. And that night, what was your -- what was your job that
23 night?

24 A. Assistant inspector, track inspector.

25 Q. And as an inspector, assistant inspector, you do the same

1 thing as an inspector; you're out there looking for track defects
2 or --

3 A. I'm not actually looking. I'm just assisting in case he
4 needs something done, a bolt tightened, a lag -- something -- just
5 to the system. I'm not really doing an inspection myself, no.

6 Q. Okay. And then when you have to -- well, let's go to the
7 safety briefing. You do the toolbox safety talk, and that gives
8 you your assignment for the day, you talk about -- what do you
9 talk about?

10 A. The rule of the day and the assignment. That's basically --

11 Q. Do you talk about, like, where you're gonna clear up, do you
12 talk about who's gonna be your flagger, or do -- how do you know
13 who's gonna be your flagger?

14 A. Well, the -- those are -- your -- when we go out, the
15 flaggers are assigned, so you know who your flagger is gonna be,
16 but it doesn't -- you know, it doesn't say -- tell you where to
17 clear up and stuff like -- but your told who's the flagger, who's
18 doing what, and who's doing -- who's job -- who's doing what at
19 that time.

20 Q. Okay. So you're walking from, I assume, a station to another
21 station, correct? Is that --

22 A. Correct.

23 Q. And if you need to clear up for a train and your flagger --
24 how would the flagger communicate with you?

25 A. We got airhorns or blow a whistle.

1 Q. Do you talk about, in your toolbox safety talk, about which
2 one you're gonna use that night, or does it change?

3 A. We don't talk about which one you're gonna use. Usually, on
4 a walk or something simple, it's just a whistle.

5 Q. Do you ever communicate with cell phone?

6 A. No.

7 Q. No cell phone, okay. And what about a radio? Does anybody
8 have a radio?

9 A. Sometimes the flag guys have a radio, or the track inspector
10 has his radio.

11 Q. So the track inspector always has a radio?

12 A. He has a radio.

13 Q. And the -- and the flagger may or may not have one?

14 A. I've worked sometimes with a flagger with a radio; I've
15 worked sometimes with a flagger without a radio. It's
16 (indiscernible).

17 Q. I gotchu. Are the radios assigned to you, or are they just
18 -- you come in that day and if there's one on the table, you grab
19 it?

20 A. I believe the radios are assigned to you.

21 Q. Okay.

22 A. And I don't think nobody grabs it. I think -- believe they
23 have assigned radios that they charge up every day.

24 Q. Okay, gotcha.

25 A. I know the inspector does.

1 Q. I gotcha, okay. So you were there to help tighten bolts or
2 whatever, as you said, whatever needs work. How do you -- can you
3 just start working? Like, if you're walking and there's a bolt
4 loose, do you just get down and start tightening it up, or how
5 does that work?

6 A. Well, usually, I'm waiting for the track inspector to inspect
7 what needs to be done, and then if he needs something to be done,
8 then he tells me, well, I need this tightened, I need this to -- a
9 clip put in here. I just don't go and start doing stuff on my own
10 when I walk with an inspector.

11 Q. So you're --

12 A. 'Cause he's basically inspecting, so he's looking for what
13 needs to be done, or what may be --

14 Q. But you guys are all walking together, right? Is that, is
15 that right? You guys are all walking together, and he'll be out
16 in front of you, I guess?

17 A. Well, the flagger's out in front of us, but he -- we're
18 basically with him, right.

19 Q. Okay. And does he have to set up protection, or do you just
20 start working if you need?

21 A. I guess the -- when you're doing an inspection, the flagger
22 is our protection. I don't know what you mean by any other
23 protection besides that.

24 Q. Okay. Do you have to put up a trip block (ph.) or anything
25 to work?

- 1 A. If we stop, most of the time, yeah.
- 2 Q. Okay. Are you a qualified flagger, do they -- are, like --
- 3 A. I have a flagging card, yes. I'm a qualified flagger.
- 4 Q. Do you ever flag?
- 5 A. I don't -- basically, I don't, I don't really like to flag,
- 6 so I don't -- I try to avoid flagging, but I can flag, so I do
- 7 flag.
- 8 Q. Okay. So the incident night, you're inspecting, flagging,
- 9 and then how did you -- you guys decided to clear up or did the
- 10 flagger alert you if something was coming, or how did you -- how
- 11 did the accident --
- 12 A. We were alerted that a train was coming by whistle, so we had
- 13 to clear up. That's how we --
- 14 Q. Okay. And where did you clear up that night?
- 15 A. In the niche, which is on the island in between the columns.
- 16 Q. And that's between A2 and 4?
- 17 A. Yes, 2 and 4.
- 18 Q. Okay. And is that -- you guys discuss that, or that's just
- 19 where you always clear up so you just knew to go there.
- 20 A. It's no discussion. It's where you clear up. I mean, that's
- 21 the clear up spot. It's not discussed. It's just something that
- 22 you know.
- 23 Q. And everybody went to that spot?
- 24 A. Just went to that spot.
- 25 Q. And the flagger, do you know how -- approximately how far in

1 front of you he was?

2 A. 50, 100 feet. I mean, he was visible, so, I mean, visible
3 and audible, so I can't tell you 100 percent.

4 Q. Did you see him clear out? Did you notice that?

5 A. I can't say I seen him clear up, 'cause I have -- he blows
6 the whistle, so I'm the first one that's gonna clear up before --
7 so I'm not looking for him to clear up. I'm clearing up myself.

8 Q. Gotcha, understand. Did you -- did -- how did you know
9 something was wrong, or how did you, how did you find out
10 something had happened?

11 A. Well, I really didn't know anything had happened until the
12 inspector was hearing the chatter on the radio. We didn't
13 actually know -- well, I didn't actually know exactly what
14 happened until the call came out over the radio. And still then,
15 I didn't know (indiscernible). And then we heard where it was, so
16 that's how we found out, and then we didn't know until we actually
17 walked up and seen, so --

18 Q. So that night if, if you went around a curve and -- or you
19 did that switch that's right there, if you were gonna inspect
20 that, who was gonna be the second flagger if you needed one? Was
21 that discussed? Like, if you, if you needed a second flagger that
22 night, who would that have been, or did you not discuss it?

23 A. I don't believe it was discussed that we needed a second
24 flagger.

25 Q. Okay, I gotcha.

1 MR. KRAHOLIK: I don't have anything else. We're gonna pass
2 it to the right.

3 MS. O'CONNELL: No questions.

4 MR. WILLIAMS: Yes, sir. Got a couple questions. Johnathan
5 Williams.

6 BY MR. WILLIAMS:

7 Q. Okay. If you can recall, how did you guys descend down to
8 the track? Did you descend onto track 4 or did you descend onto
9 track 2 when you first got there?

10 A. We had to descend down through track 4 because -- you know,
11 I'm new to the stations 'cause I just got out to Utica, but track
12 2 is a -- like a dead track or out of -- a not usable track. So
13 to get to track 2, you have to come down on 4 and kind of, like,
14 cross over. I don't -- you know, I'm not gonna explain it, 'cause
15 I'm not really --

16 Q. Okay.

17 A. -- 100 percent. But I know you cannot come down on 2 because
18 it's, like, blocked off or something, it's a dead track, so you
19 come down on 4 and then cross over to 2.

20 Q. Okay. So from -- so all of you guys came from Utica?

21 A. Correct.

22 Q. (Indiscernible) Utica? And how did you get out there? You
23 took the train?

24 A. Train.

25 Q. Took the train. All four of y'all took the train?

1 A. Correct.

2 Q. Okay. When -- so when you descended to the track, you
3 descended on track 4 and then crossed over to track 2 to start
4 your walk (indiscernible)?

5 A. Correct.

6 Q. So did the flagger walk up ahead and then you guys started to
7 walk, or how did that --

8 A. It was, it was -- at first, it was the flagger came down, we
9 all came down with the flagger, and then he started to walk a
10 little ahead as we were crossing over.

11 Q. Okay. At any time, did you guys stop to look at a frog (ph.)
12 on -- at the switch?

13 A. I'm not gonna say sure that I did, because I didn't stop to
14 look at anything. I'm not the inspector, so I was a little ahead
15 of him, like, looking -- so I'm not gonna say I stopped to look at
16 a frog. I don't know 100 percent if anybody did or not.

17 Q. So you were walking ahead of the track inspector?

18 A. Slightly ahead, a couple of feet in front of him.

19 Q. Okay, okay. Can you recall exactly where you were when you
20 heard that whistle?

21 A. Could I -- I mean, when I heard the whistle -- you mean
22 exactly proximity? I mean, what do you mean by --

23 Q. Yeah, like --

24 A. -- where I were?

25 Q. -- were you, were you still in the switch area --

1 A. Oh, no.

2 Q. -- when you heard --

3 A. I wasn't in the switch area by that time. I was -- 'cause I
4 was close enough -- it's, like, a little island, so I was close
5 enough to be on -- to get in between two columns, so I couldn't
6 have been in the switch area.

7 Q. So you weren't in the switch area?

8 A. No.

9 Q. So being that you were walking ahead of your track inspector,
10 could you track inspector have been in the switch area when they
11 -- when the whistle was blown?

12 A. He would've had to been moving pretty fast, because I believe
13 that he was in the niche with us, 'cause there was three of us.
14 So, I mean, it's columns, so, I mean, I believe he was in the
15 niche with us at that time.

16 Q. And, and so you when you heard the whistle, you didn't hear
17 roll (ph.) on 2, roll on 4? You just heard, you just heard the
18 whistle? You didn't hear the flagger say anything
19 (indiscernible) --

20 A. No. I don't usually hear them -- any flagger yell out what
21 track is it --

22 Q. Okay.

23 A. -- because they're -- when you're on the track and you get
24 the signal, you're usually waiting for the train to come on the
25 track that you're working on because that's the track that the

1 flagger is flagging on. So I don't -- in the time I've been here,
2 I don't really hear them yell out actually track numbers with
3 trains.

4 Q. Okay. That makes sense, right, because you're walking on 2,
5 and there's no need to clear up for a train that's on another
6 track, right?

7 A. On another track, right.

8 Q. That don't make any sense, right? So when he blew the
9 whistle, did you -- did you see where he had cleared up?

10 A. I can't, I can't tell you I seen him, because I'm -- if I'm
11 cleared, there's all columns straight down, so I can't say where
12 he cleared up or whether I was even looking for him to clear up.
13 I mean, I gotta be honest with that. I wasn't looking for him to
14 clear up. Once you hear the whistle, the signal, my job is to
15 clear up, you know.

16 Q. Okay.

17 A. So I'm not looking for him to clear up.

18 Q. So when you cleared in the columns, were you facing track 4,
19 or were you facing track 2.

20 A. I'm facing the wall of track 2.

21 Q. Was everyone facing the same direction? I mean, they was
22 right next to you, right?

23 A. I'm not gonna answer. I'm not 100 percent sure if they were
24 all facing --

25 Q. Okay.

1 A. I mean --

2 Q. Okay, understood. That's fine.

3 A. I'm not, I'm not gonna say they were or not, 'cause like I
4 said, I don't -- I'm not 100 percent sure.

5 Q. Okay. No, that's fine. That's fine. That's fine. And
6 what, what prompted you guys to -- what made you guys think that
7 there was something wrong?

8 A. Well, we didn't -- honestly, we didn't think nothing --
9 anything was wrong until it really -- until the call came out. I
10 mean, we seen the train on 4 stop, but we still didn't really know
11 anything was wrong until the call actually came out.

12 Q. Okay. So I'm a little, I'm a little confused, because -- so
13 if you're facing track 2, with your back to 4, how did you know
14 there was a train on 4?

15 A. You could see -- I mean, you could actually see the lights of
16 the train. If you're facing there, I can -- my peripheral, I can
17 see the train -- the lights of the train facing this way. I mean,
18 2 here, 4 here. The train wasn't that far --

19 Q. So you, you went --

20 A. -- that train --

21 Q. So you went like this, 'cause you --

22 A. No. I'm not saying I went like this. I'm saying if I can
23 turn my head to the right, from my peripheral. I don't have to
24 lean back to see it. I can see it from the peripheral of my
25 vision, lights from a train on 4 track. I mean, it's, it's really

1 not that hard.

2 Q. Okay. And then when you heard the call, that's what prompted
3 you guys to --

4 A. Well, when they heard the call, that's when the track
5 inspector said what the call was, because honestly I don't -- I'm
6 new to the numbers, so I didn't know what the numbers -- so he
7 explained what the call meant, and then we proceeded to walk
8 towards the flagger.

9 Q. Okay. And did you walk down track 2 or you walked down
10 track 4?

11 A. We was walking track -- down track 2 actually.

12 Q. All right.

13 MR. WILLIAMS: All right. That's all the questions I have.

14 MR. RICHARDSON: Shane Richardson, R-i-c-h-a-r-d-s-o-n, with
15 the NTSB.

16 BY MR. RICHARDSON:

17 Q. How long have you been with the New York City Transit?

18 A. A year.

19 Q. One year? And what all jobs have you held in that years'
20 time? Have you always been a track inspector, or did you
21 transition into that from something else?

22 A. I'm not a track inspector.

23 Q. Or assistant track inspector?

24 A. I'm not even an assistant track -- I mean, they don't call it
25 an assistant track inspector. That's the job for the night. So I

1 -- meaning have I worked in any other job besides Transit?

2 Q. Yeah. So you're just a maintenance of way employee.

3 A. Right, correct.

4 Q. And that's the only job you've held in that year?

5 A. In that year, correct.

6 Q. Okay, all right. How was the lighting in the area? I mean,
7 we haven't been out there. Was it --

8 A. How was the lighting? In that area specifically? I can see.
9 I mean, we still had our flashlights (indiscernible), like it's
10 not bright like, you know, daytime, but it's a tunnel so it's not
11 gonna -- you can manage. It's not pitch-black dark neither.

12 Q. Like, is there ever a situation where there's, where there's
13 a curve, and if your flagman is at least 50 feet or more ahead of
14 you, he would be out of your view?

15 A. The flagger wouldn't go that far. I don't -- where he would
16 be out of our view if it's a curve.

17 Q. So if you've got to work on a piece of track at the beginning
18 of a curve, and for him to get ahead far enough by the rules to be
19 able to set up the yellow light, and it -- is there anywhere that
20 you know of on the system where that would be beyond --

21 A. To my knowledge, I believe, if it's something similar, like
22 when you're actually gonna do a job, I think they have put out
23 auxiliary flaggers, one there and one after the curve, something
24 -- and they communicate with each other. But I don't think that
25 was the case that was necessary, because I don't think we were

1 actually doing actual maintenance to -- at that time.

2 Q. So when you're out on the track, there's only -- the flagger
3 has his lights with him. He has the yellow lights, the red
4 lights. There are no other set of light with the group?

5 A. I mean, we have our yellow flashers that we walk with when we
6 -- when -- doing the track walks.

7 Q. Okay. All right. One more question. In the year you've
8 been here and you're out there working, do you feel safe?

9 A. Yeah, I feel --

10 Q. Do you feel like the flagging process is sufficient and you
11 feel safe?

12 A. If done correctly, yes, I do feel safe.

13 Q. Okay.

14 MR. RICHARDSON: That's all I have.

15 MR. KRAHOLIK: All right. Todd Kraholik, NTSB,
16 K-r-a-h-o-l-i-k.

17 BY MR. KRAHOLIK:

18 Q. So you, you said the numbers came over and the track
19 inspector told you what the numbers were. So, like, they -- like,
20 what were the numbers called out? Do you --

21 A. I think it was 12-9, I believe -- I think the number is.

22 Q. So it's kind of like --

23 A. I mean, I think he said that's person under the, under the
24 train or something. 12-9, I believe. I believe that was the
25 number.

- 1 Q. Do you know how many numbers there are?
- 2 A. No.
- 3 Q. Is --
- 4 A. No.
- 5 Q. Do you have, like, a sheet to tell you what the numbers are?
- 6 A. They probably do. I'm not --
- 7 Q. But you --
- 8 A. I don't have --
- 9 Q. -- you don't have one?
- 10 A. I don't have one.
- 11 Q. So if they -- let's say you had a bunch of -- a few new guys,
- 12 such as yourself, out there, maybe a year, maybe less than a year,
- 13 and they called out a number, is there a chance that nobody would
- 14 know what the number meant?
- 15 A. It's a possibility.
- 16 Q. Do you know -- I guess the numbers range on what could be --
- 17 could there be a severe incident that you needed to know about
- 18 through the numbers and you would not know the -- what happened if
- 19 you didn't know the numbers?
- 20 A. It's a possibility.
- 21 Q. So you have your safety bulletin, you talk about your role of
- 22 the day, you have your toolbox safety talk. How did -- how do you
- 23 know if everybody's ready to work? Like, how do you know it's
- 24 good to go, you're good to go to the track? Like, does -- is
- 25 everybody ready to work when they come to that toolbox so you can

1 just go right to the track, or how do you --

2 A. I'm not sure what the question is.

3 Q. So if you -- after your toolbox safety talk, how do you know
4 that everybody is ready to go work, like they're prepared to work,
5 they have all the tools they need, the flashlights, the flagger
6 has all his lights.

7 A. When you, when you get -- when you, when you have your talk,
8 you're supposed to already have all your gear with you and ready
9 to go, whatever your proper PPE is. I mean, that's what you're
10 talking about ready to go. Other than that, I don't -- I mean,
11 they may tell you what tool you may need to get for that night,
12 you know, depending on whatever you doing, but other than that,
13 what do you mean ready to go?

14 Q. So if you -- let's say they said you needed a wrench for that
15 night or whatever, how do you communicate to everyone that you
16 have your wrench and you're ready to go?

17 A. Well, you -- what's in your gang. So, you know, if somebody
18 says, I'm going to get the wrench, somebody says I'm going to get
19 the jerry (ph.), somebody says I'm going to get this. you know,
20 you communicate within your gang of who's going to do what, who's
21 going to use what tool tonight. So that's basically how.

22 Q. Where does the toolbox safety talk happen at?

23 A. In our quarters, it happens in the cafeteria.

24 Q. Is that, is that what Utica is? Is Utica like a yard office?

25 What is -- I'm unfamiliar. He said --

- 1 A. It's -- yeah, it's a yard quarters, a office.
- 2 Q. So that's the -- Utica is where you're referring to where --
- 3 A. Our quarters.
- 4 Q. And that's where you guys do your toolbox safety talk?
- 5 A. Correct.
- 6 Q. And is that where you're supposed to come on duty, or do you
- 7 come on duty somewhere else and then take --
- 8 A. No, no, no. We come on duty there, and we get the -- you
- 9 know, everybody -- you know, it's a locker room and everything,
- 10 everybody changes to proper PPE and all the --
- 11 Q. So you're off-duty until you get to that spot, and then you
- 12 come on duty right there?
- 13 A. Yeah.
- 14 Q. So when he asked -- when Mr. Williams asked you to -- how you
- 15 got there, you took the chain, but that's your --
- 16 A. Oh, no. When he asked me that -- you're saying that -- ask
- 17 the question.
- 18 Q. Yeah. I guess I was confused on what he meant by you took
- 19 the train to Utica. Is that on your own time, or is that --
- 20 that's --
- 21 A. Oh, no, no, no. That's, that's the assigned station that we
- 22 were sent to. I mean, Utica is my quarters, that's where I have
- 23 to show up, that's where I have to punch in, clock in, sign in and
- 24 get my orders. Where I'm sent to can be any station. So I -- we
- 25 were sent on a walk that started at Hoyt. That's how -- so we had

1 to take the train from Utica to Hoyt.

2 Q. Gotcha, gotcha. And all these stations are at -- the Utica
3 and all that, that's next to a subway station, or is that a subway
4 station? It is a subway station?

5 A. It's in a subway station, correct.

6 Q. So you have, like, tools that -- you come on duty and you
7 have everything you possibly need for that night at Utica? You
8 don't need to go to somewhere else to get more tools or anything
9 like that? Everything you possibly would need to do that night --

10 A. I mean, the tools we're gonna use that night, but if they
11 have -- if we need another tool or something like that, and we go
12 to a station, they -- a truck brings us whatever other tools we
13 need.

14 Q. Gotcha, okay.

15 A. But if we -- if the tools are there that we need, then, yeah,
16 we take it from Utica and travel where we need to be.

17 Q. And the supervisor gives you your toolbox safety talk? So it
18 wasn't your track inspector; it was the supervisor?

19 A. The supervisor gives it to us, and whoever the supervisor is
20 when we get to a station also gives it to us again before we sign
21 off. So it's actually don't twice; once in the quarters before we
22 leave, and then when we get wherever, the MS-1 or the other
23 supervisor at the jobsite, they usually give you another toolbox
24 talk and another rule of the day. So we actually get it twice.

25 Q. On the incident night, who gave you those toolbox talks?

1 A. MS-1 (indiscernible) Suitholder, the supervisor in the
2 quarters, and then track inspector.

3 Q. When you got onto Hoyt, the track inspector gave it to you
4 again? And he gives you different rules of the day? It --

5 A. No, it's just all -- it's the same rules.

6 Q. Okay.

7 A. It's the same rules from the quarters to -- it's the same
8 rule of the day.

9 Q. Okay, okay. And do they --

10 MR. KRAHOLIK: I'm good. I don't have any more questions.

11 We'll go around one more time.

12 UNIDENTIFIED MALE: No.

13 MR. RICHARDSON: I don't have any more questions.

14 MR. KRAHOLIK: All right.

15 BY MR. KRAHOLIK:

16 Q. Before we close, do you have anything you would like to add?

17 Is there anything you would like to add?

18 A. No, not necessarily. No.

19 Q. Is there anything you think that can prevent this from
20 happening again?

21 A. I don't know how it happened, so I can't say how it can
22 happen again. I'm not sure of what actually happened to even
23 reiterate how we can prevent it to happen again. If I knew what
24 happened, then maybe I can have some insight on that. But I don't
25 know what actually happened.

1 Q. Okay. If we happen to have any more follow-up questions, is
2 it okay to contact you to ask any questions?

3 A. No problem.

4 Q. Okay. I appreciate your time. Thank you.

5 MR. KRAHOLIK: We're going to go off the record now.

6 (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: MTA EMPLOYEE FATALLY STRUCK BY
 SUBWAY TRAIN IN MANHATTAN,
 NEW YORK ON NOVEMBER 29, 2023
 Interview of Anthony Johnson

ACCIDENT NO.: RRD24FR003

PLACE: Manhattan, New York

DATE: June 7, 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.



Shelby Shover
Transcriber