

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

TRAIN DERAILMENT NEAR NEW CASTLE, * Accident No.: RRD23FR011
PENNSYLVANIA ON MAY 10, 2023 *

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Interview of: DUSTIN SHAMP, Signal Maintainer
Norfolk Southern

New Castle, Pennsylvania

Monday,
May 15, 2023

APPEARANCES:

RUBEN PAYAN, Signal Group Chairman
National Transportation Safety Board

TOM HENRY, Signal and Train Control Inspector
Federal Railroad Administration

JUSTIN PIER, Grand Lodge Representative
Brotherhood of Railroad Signalmen

SAM SOPHER, Chairman
BRS Local #2

GARY BEDELL, Director, CNS Keystone Division
Norfolk Southern

IRVIN WHITE, Motive Power and Equipment Inspector
IIC
Federal Railroad Administration

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I N T E R V I E W

1
2 MR. PAYAN: Good morning. My name is Ruben Payan. I am with
3 NTSB. I am the Signal Group Chairman for this accident, and the
4 accident number for the NTSB is RRD23FR011. And we're conducting
5 interviews today in conjunction with the derailment that happened
6 on May 10th in New Castle, the Norfolk Southern Derailment in New
7 Castle, Pennsylvania. We're going to interview Mr. Dustin Shamp.

8 Is that correct?

9 MR. SHAMP: Um-hmm.

10 MR. PAYAN: Before we begin, I'd like to go around the room
11 and -- oh, before we begin, I'd like to make sure you're -- to get
12 you on the record to acknowledge that you are aware we are
13 recording the interview, and a transcript will be provided for you
14 to review.

15 MR. SHAMP: Yes, sir. I understand.

16 MR. PAYAN: All right. Very good.

17 We'll go around the room, and have everybody introduce
18 themselves, and please spell your last name. State who you
19 represent and your title, and make sure you speak clearly.

20 I'll start off. My name is Ruben Payan, P-a-y-a-n. I'm with
21 the NTSB, and I am the Signal Group Chairman for this
22 investigation.

23 MR. HENRY: Tom Henry, H-e-n-r-y. I'm with the FRA. I'm
24 signal and train control inspector.

25 MR. PIER: Justin Pier, P-i-e-r, Brotherhood of Railroad

1 Signalmen, Grand Lodge Representative.

2 Mr. SOPHER: Sam Sopher, S-o-p-h-e-r, BRS Local 2 Chairman.

3 MR. SHAMP: Dustin Shamp, S-h-a-m-p, Signal Maintainer,
4 Norfolk Southern.

5 MR. BEDELL: Gary Bedell, B-e-d-e-l-l, CNS Keystone Division,
6 Norfolk Southern.

7 MR. WHITE: Irvin White, W-h-i-t-e, FRA (indiscernible)
8 equipment inspector, IIC.

9 INTERVIEW OF DUSTIN SHAMP

10 BY MR. PAYAN:

11 Q. All right, and Mr. Shamp you're allowed to have one
12 representative with you. Is Mr. Sopher the person you elect to be
13 here?

14 A. Yes, sir.

15 Q. All right, very good. So to get started can you take us kind
16 of through your railroad career when you hired on, and the
17 different positions you've held up to your current position?

18 A. Yeah. In 2002, I was hired on. In June I went down to
19 school in Atlanta, Georgia, for three weeks. Came back up.
20 Worked six months. Went back down to school for another three
21 weeks. Then began my career in construction. Worked construction
22 for about four years. Landed a maintainer job in Alliance. I
23 worked that for another four years. I worked a year as a test
24 maintainer in Youngstown. And then after that in 2011 I got my
25 foreman rights. And in -- so I went to get my rights. Came back

1 to being a test maintainer, and then a permanent foreman job
2 opened up in 2012. And then I've been a foreman -- let's see what
3 year was it I came back here? It was 2019, yeah, it was -- 2020
4 when I came back to maintained as a, as a main line maintainer,
5 and I've been in maintenance ever since.

6 Q. Okay. And what's your current territory?

7 A. I worked Youngstown line from CP Valley to Signal 65, and
8 also the Lordstown secondary 15 miles of track from there, from
9 outpost zero to 17.9.

10 Q. Okay. So do you put up territories with Mr. Evans?

11 A. Yes. Signal Location 65 is my southernmost part of my
12 section. And the very next crossing down Churchill Road is the
13 beginning of his section.

14 Q. Okay. So you're north of him?

15 A. Yes.

16 Q. Okay. Very good. So the accident happened on Thursday,
17 May 10th, but we, we've been told that there was some track work
18 being done earlier in the week. And can you kind of tell us what
19 that work was done, how you got involved, and what your
20 instructions were, and kind of take us through the sequence of
21 events up to the accident?

22 A. Yeah. There's a -- the track gang, smoothing gang coming
23 through Bill's section. So Bill got down there earlier that day
24 when we were -- well, not we because he was just down there by
25 himself -- and he got on with our JO -- or not JO, the -- he got

1 in their work group. And once he had track time, and was able to
2 do that, and they were -- he was safe, he did the work. He took
3 the paddles off the kicker, and the transducers and the hot box
4 detector. He took all that off the track so they could go in and
5 do their rip and tear thing.

6 And once they were gone, that's when I got called to come
7 down, and help him put it all back together.

8 Q. Okay.

9 A. And it was around, I want to say 11:30 when I got called to
10 come help him.

11 Q. Okay. And how did -- what was your job assignment or what
12 did you do?

13 A. When I got there, let's see, Heymeir (ph.), Jeremy Heymeir
14 was there, and Bill Evans was there. They gave me a job briefing.
15 They told me who had track authority, and he was in their work
16 group. And so once we knew it was safe we just put it all back
17 together. He had all the paddles numbered, and with the
18 directions. So we knew where each paddle went on the kicker
19 plate, and then we, after that we installed the transducers and
20 hot boxes, and, and then tested it.

21 Q. Okay. You mentioned Jeremy. Who is Jeremy?

22 A. Jeremy Heymeir. He's my supervisor.

23 Q. Signal?

24 A. Yes.

25 Q. He was there too?

1 A. No. He was there when I got there, but he had other stuff to
2 do. So basically like five minutes after I got there he left, and
3 then me and Bill continued working on putting everything back
4 together.

5 Q. Okay. So you were there basically to help him put it back
6 together?

7 A. Um-hmm.

8 Q. And you said you were working on tracking time?

9 A. Hmm?

10 Q. You were working under tracking time?

11 A. Track time?

12 Q. Or to assemble the detector.

13 A. Yes.

14 Q. You had your own tracking time or?

15 A. No, no. I was working with Bill. He was -- he got -- track
16 (indiscernible) got track time. MW got track time. He was part
17 of their work group, and I was part of -- I was working with Bill.

18 Q. Okay. So you were still under the, the --

19 A. Yes.

20 Q. -- surfacing --

21 A. Yes.

22 Q. Okay. And do you remember what, what part you assembled? Or
23 how did you -- what was your role in reassembling the detector?

24 A. Was soon as it was safe to do so got on the track, and he had
25 told me how he numbered the paddles for the kicker. So we started

1 doing that. And he'd hand me a paddle. I'd throw the bolts in,
2 and he'd tighten them, and then he'd hand me the next paddle. I'd
3 throw the bolts in, and we went like that, you know, kind of
4 methodically. And basically the -- and that's the same way we
5 install the transducers too. So he just handed me the transducer,
6 and I put some bolts in or vice-versa, and then we hooked the hot
7 boxes up also. And then after everything was tight then we tested
8 it.

9 Q. Okay. And what the test -- what did the test involve?

10 A. I was there just to help him out. So he was inside the
11 (indiscernible). He was just yelling orders at me. So he was
12 like all right, go ahead, kick it, you know. So I'd kick the
13 plate over, you know, and then I kicked it in a different
14 direction, and then he'd tell me to grab a spike or, you know, a
15 piece of metal, and run it across the transducers. Did that. And
16 then, then we got that -- I don't know what's it called, the
17 little box for the --

18 UNIDENTIFIED SPEAKER: Calibration.

19 MR. SHAMP: Yeah. He had a calibration tool for the hot box.
20 Mounted that on there. And, you know, there's a little trouble
21 there because there's old divots that have to hit -- and they
22 don't fit right so you have to kind of get it in there. But once
23 we got it nice and tight, he ran the test. He ran two test
24 trains, and everything looked good, and it reported. And then
25 after, after I helped him install it and test it then I just

1 cleaned up my tools, and helped him clean his tools up and
2 everything, cleared the track. I told him that I'm clear. So
3 when he goes to talk to the MW guy he could do it. And then so at
4 that point I was pretty much out of work, and it was the end of
5 the day. I was -- about -- it was about 2, 2:30, I think, at that
6 point. So I headed back to my own section at that point.

7 Q. Okay. So 2:30 was when the rail detector went, went back in
8 service about?

9 A. I'm not going to say that, no. I'm not going to give an
10 exact. I'd have to go back --

11 Q. Approximately?

12 A. -- and think about it. Because I got there about 12 o'clock.
13 Because Jeremy Heymeir called me at 11:30. I'd say probably more
14 like -- I really can't give a time, but I'm -- if I were to guess,
15 I'd say 1:30.

16 Q. Okay.

17 A. And by two o'clock that's when I was on the road.

18 Q. Got you. Okay. So during the testing did you have a chance
19 to review the, the test logs or hear the broadcast?

20 A. No. I heard the broadcast. I didn't review any test logs.

21 Q. Okay. So no exception to the, the broadcast?

22 A. It was clear, loud.

23 Q. Okay.

24 A. Did its job. In my whole 20 career -- 20 years on the
25 railroad I've always complained about how loud those are, and the

1 fact that they repeat it twice.

2 Q. Yeah.

3 A. Because it interrupts us a lot, and, and it takes over even
4 dispatcher. So, yeah.

5 Q. Okay. It's a good broadcast.

6 A. Um-hmm.

7 Q. You said that Mr. Evans was the one that instructed you where
8 everything went.

9 A. Yes.

10 Q. If for some reason he had to -- had to leave the location,
11 and you were put in charge to reassemble the --

12 A. I wouldn't do it.

13 Q. Why?

14 A. It's not my section, and I'm not familiar with that
15 equipment.

16 Q. But say you were instructed to do it, what reference
17 materials would you use to determine which transducer went where
18 and which paddle went where?

19 A. I would not put it back together myself.

20 Q. Yeah, okay, okay, very good. And --

21 A. Not withhold help, and especially not in my own territory.

22 Q. Okay.

23 A. If it was my own territory I would have no problem putting it
24 back together myself. Someone else's territory I would not do
25 that

1 Q. Okay. How many defect detectors you have on your territory?

2 A. None.

3 Q. None?

4 A. Huh-uh.

5 Q. Okay. No hot box, no dragging --

6 A. I have AEI detector, and that's it.

7 Q. AEI. Okay.

8 MR. PAYAN: Okay. I'm going to turn it -- to give some other
9 people a chance to ask questions here.

10 Mr. Henry.

11 MR. HENRY: Thomas Henry, FRA.

12 BY MR. HENRY:

13 Q. Can you touch base again on training you received --

14 A. Can I have water?

15 UNIDENTIFIED SPEAKER: Sure, absolutely. I'll get it.

16 MR. SHAMP: I'm sorry.

17 BY MR. HENRY:

18 Q. That's fine. Do you want to wait until you get -- okay. Can
19 you touch base again on your formal training that you received
20 when you started, and then anything else pertaining to, like, the
21 wayside detectors. In other words, was the hot box detectors part
22 of your three-week, three-week, three-week --

23 A. No.

24 Q. -- initially? No?

25 A. No.

1 Q. Okay. And then since the initial training has there been any
2 other training provided to you with the wayside detectors, whether
3 it be online as a group?

4 A. Online.

5 Q. Online.

6 A. And we have access to material to the, to the books, and in
7 404, but mostly online.

8 Q. Online. Do you know about how many classes you've -- or
9 courses you've done? And is it someone giving a presentation or
10 is it like a --

11 A. It's a click through.

12 Q. -- record -- a click through recording, okay.

13 A. Um-hmm.

14 Q. Do you know how many you've had?

15 A. Over the years --

16 Q. Pertaining to the detectors. Approximate.

17 A. This last one I did was pretty thorough, and that was the
18 most thorough I've seen.

19 Q. Okay.

20 A. Before that, let's see, Wayne McCauley (ph.) held training on
21 hot boxes, oh god, 2000 -- I want to -- because I had surgery back
22 then. It's 2008 he held hot box detector training, and he had an
23 nice little folder, and it had different papers from different
24 things, and it was just a real nice package he had put together.
25 And it was technical; showed you the ins and outs of, of the, you

1 know, the equipment, and it also showed you the testing procedure.
2 But ever since then I'm going to say if -- the only recollection
3 is just online clicking through.

4 Q. Okay. And the latest one you said was about --

5 A. McCauley was like 2008. So that was, like, 15 years ago.

6 Q. Yeah, but I mean the online session you had --

7 A. Oh.

8 Q. -- that was pretty thorough. Do you know how long that
9 training was approximately?

10 A. They do it periodically throughout the year. We're required
11 to do different training on different things. So of course
12 because of East Palestine we had training on it again.

13 Q. Okay.

14 A. And there may have been training on it in the past few years.
15 My memory isn't as good as it used to be.

16 Q. That's fine. I'm -- so you don't know about --

17 A. I'm sure --

18 (Crosstalk)

19 Q. -- how long the --

20 A. -- there has been, but I can't tell you any exact figures --

21 Q. Okay.

22 A. -- and how often.

23 Q. Okay. And you don't know how long the training was the last
24 time you took it? Was it like a day, hour, half day?

25 A. I think it says it's a hour and a half course --

1 Q. Okay.

2 A. -- on that --

3 Q. That's all. That's fine. Let's see here. Have you -- have
4 maintenance forces, maintainers always been the ones to handle the
5 detector maintenance as far as you know on NS?

6 A. Can you repeat the question?

7 Q. Has the CNS maintainers always been the ones that maintain
8 the wayside detectors? Has it always been their responsibility or
9 how it was handled prior to that or --

10 A. When I had detectors on my section in Alliance I was
11 responsible for my detector.

12 Q. Okay. All right.

13 A. Other people I've heard that throughout the years
14 communications comes and helps out with them. When I had a
15 detector on my section I was responsible for my own detector.

16 Q. Okay. Thank you.

17 A. That's my answer.

18 Q. Okay. So you don't have any presently hot box detectors on
19 your territory?

20 A. No, sir.

21 Q. Okay. Does the recommended maintenance practices procedure
22 from MS have you fill out forms when people do maintenance on the
23 wayside detectors?

24 A. Battery cards. There's battery cards in the location. It
25 basically just lets the supervisor know that, hey, maintainer was

1 in there. He looked at the batteries. I'm sure he went through
2 the MS 2000, and, you know --

3 Q. Okay.

4 A. -- that's about --

5 Q. Okay.

6 A. -- the only people that have (indiscernible) ever put on hot
7 box detectors.

8 Q. So there's no maintenance, like --

9 A. Yes, there is maintenance practices. And when you go to test
10 the batteries and grounds and everything you do your maintenance
11 practices also.

12 Q. Okay. How about at the detector locations for the detectors
13 themselves? Is there any forms or anything you would normally
14 fill out when you're performing a -- even though you don't have
15 any per se --

16 A. It's not a FRA test. So I've never had to fill any forms out
17 for any testing besides battery cards.

18 Q. Okay. Do you know how often that the detectors on the
19 wayside are supposed to be checked for -- is it a --

20 A. I check --

21 Q. -- 30-day, 90-day --

22 A. -- my --

23 Q. -- 180, 360?

24 A. When I had my section I checked it every 90 days. I made
25 quarterly test.

1 Q. But you weren't directed to do it? There's nothing saying we
2 want -- like --

3 (Crosstalk)

4 A. My boss told me to do it every three months.

5 Q. Okay. Okay.

6 A. Kurt Ewing (ph.).

7 Q. The day that you were working with Bill replacing or
8 remounting the equipment, how much -- were you rested that day?
9 Were you -- when did you work prior to that?

10 A. I was rested. I was alert. I had a couple tests to do
11 earlier that morning on my own section.

12 Q. Okay.

13 A. Went and did them, and then went got something to eat, and
14 came to Bill. I was -- there was nothing abnormal.

15 Q. Okay. So the day before was Sunday. Your normal work
16 schedule was Monday through Friday typically?

17 A. Um-hmm, um-hmm.

18 Q. You were off Sunday then? You weren't working Sunday?

19 A. I might have got called. I don't -- I'd have to look back,
20 you know, they call me all the time. But, yeah, I was off and I
21 was rested.

22 MR. HENRY: Okay. All right, that's it.

23 MR. PIER: Got a couple questions. Justin Pier, BRS.

24 BY MR. PIER:

25 Q. First question is you mentioned when you arrived on site at

1 91.9 was the detector already disassembled?

2 A. Yes.

3 Q. It was. What can you say about the arrangement of it on the
4 right-of-way disassembled? Does that make sense?

5 A. Yeah. Because there's -- the wires come from the big
6 junction box, and the -- come out to the rail. So we put hose
7 over the wires to protect, to protect them. So he had everything
8 pretty much the way he took it out when I got there, and he might
9 have, I don't know, tidy things up a little bit. He mentioned
10 that Jeremy wanted new hose on a particular wire because it only
11 had like so much, and there was some more wire exposed, and that's
12 about it. But, no, I'd say everything -- when he -- was
13 disassembled had it real neat and organized, and to the point
14 where it was kind of OCD because he had put numbers on the kick
15 plates, and, you know, most people just set them to the side, and
16 just kind of, you know. No, he, he was meticulous about it. So
17 he put -- he numbered the plates.

18 Q. You said a hose. Do you recall which cable it was?

19 A. They all had hoses. No, I don't recall exactly which one.

20 Q. Which piece of equipment.

21 A. Because there was a lot of hose and wire out there, you know,
22 and when I got there, like I said, it was all disassembled when I
23 got there.

24 Q. So based on the arrangement of disassembly you feel that
25 everything was --

1 A. And --

2 Q. -- taken directly --

3 (Crosstalk)

4 A. -- no.

5 Q. -- off --

6 A. When you say -- okay, watch the wording here because there's
7 certain terminology that can be used in certain ways, okay. So
8 when you say arrangement, and I'm -- there was no wires that were
9 disconnected.

10 Q. Sure, sure.

11 A. Okay.

12 Q. But do you feel like the equipment was pulled directly, but
13 you say, you mentioned it was organized as if, if I had this was
14 connected to the rail, you know, I pull it directly back from the
15 rail and set it so it's, you know, lined up with where it would
16 correspond to go. Is that what you mean by organized?

17 A. No. I'm not going to say that, no. It was he had a nice,
18 neat work area is what I'm saying.

19 MR. PIER: Okay, okay. No, I think that's it then for me.

20 MR. PAYAN: All right. NS.

21 MR. BID ELL: No questions.

22 MR. PAYAN: Mr. --

23 MR. WHITE: Irvin White, FRA.

24 BY MR. WHITE:

25 Q. When you earlier talked about the supervisor you said the

1 supervisor was present or you told to a supervisor who told you to
2 go down to Bill?

3 A. He called me around 11, 11:30 somewhere in that, and because
4 we talked earlier for me to come and help. And earlier when we
5 talked to is pretty much understood it would be more later in the
6 day like 3 or 4 when they got to it. But MW kind of ripped
7 through it, did a good job, and got there a lot sooner.

8 Q. So there wasn't a supervisor present at 9019?

9 A. There was. He was there with Bill when he called me. I
10 arrived, and about five minutes after I arrived that's when the
11 supervisor left, and then me and Bill went to work.

12 Q. And that as Jeremy?

13 A. That was Jeremy Heymeir, yes.

14 MR. WHITE: Thank you.

15 BY MR. PAYAN:

16 Q. All right. You doing okay?

17 A. Yes.

18 Q. All right. I'm glad you clarified then. I just want to make
19 sure I understand it correctly for disarrangement. Because I
20 understand electrical disarrangement under the signal rules, and I
21 want to make sure we're talking about the same thing.

22 A. Disarrangement is kind of a bad word --

23 Q. Right, right.

24 A. -- in our world.

25 Q. Right, exactly. I agree.

- 1 A. So there was no wires that were unplugged or cut or anything.
- 2 Q. Okay. That's --
- 3 A. I just want to make that clear.
- 4 Q. Right. That's exactly what I wanted, wanted to hear. You
- 5 said you were putting hose on some of the cables.
- 6 A. No. We never put hose on the cables. He -- the Jeremy
- 7 Heymeir made a comment about one of the cables needing new hose
- 8 because the hose that had been on there was kind of cracked, and
- 9 it was --
- 10 Q. Right.
- 11 A. -- short, and there was not -- there was no copper wire
- 12 sticking our or -- there was no copper visible. I want to make
- 13 that clear also. There was just the, you know, the --
- 14 Q. Unprotected cable.
- 15 A. -- coated wire, the cable, yes.
- 16 Q. Okay. So that was, that was a comment that it might -- it
- 17 needed new hose, but not, not --
- 18 A. Not today.
- 19 Q. Got you. Okay, that -- thank you for that. My second area.
- 20 While you were putting it back together and all that, was there an
- 21 urgency to get it back in service or were trains waiting on you
- 22 guys?
- 23 A. There was no sense of urgency other than just getting the
- 24 work done.
- 25 Q. Okay. So --

1 A. There was nobody harping, say, hey, you know, we got -- we
2 need this. No. There's no -- there's definitely a sense of
3 urgency because we're both railroaders, and both ex-military.
4 He's Marine Corps, I'm Navy, and, yeah, there's always that sense
5 of urgency --

6 Q. Right.

7 A. -- and duty.

8 Q. Okay. But nothing -- your track time wasn't about to expire
9 or there was no train waiting --

10 A. There was no added pressure.

11 Q. Okay, very good, very good. During when you're back in your
12 territory during the normal course of work you talk to the
13 dispatcher sometimes?

14 A. Um-hmm.

15 Q. You talk to the trouble desk sometimes?

16 A. I usually go through the phone to do it now, but we used to
17 call the trouble desk, but it's all automatic now, you know.

18 Q. And trouble desk is that a signal person?

19 A. It's a robot. It's like when they call me it's just a voice.

20 Q. Okay.

21 A. Like I don't really call the trouble desk any more like I
22 used to. Like used to when we take a call to trouble desk now
23 it's -- everything on the phone.

24 Q. Oh.

25 A. You go to (indiscernible) and close your ticket like that.

1 Q. Okay, okay. And do you ever talk to the ATC desk?

2 A. Time ago, 40 years ago I talked to them once about some
3 communication issue or some, but hardly ever.

4 Q. Okay. Do you know what, what their area of responsibility
5 is?

6 A. Huh-uh.

7 Q. Okay. So you've never had ATC contact you about a --
8 problems with a detector or anything?

9 A. The hot box detector? No.

10 Q. No.

11 A. No. When I had my own hot box detector on my section, it
12 never gave me any problems, and, yeah, yeah, no.

13 MR. PAYAN: Okay. All right, thank you. That helps.

14 I'll go around the room one more time.

15 Mr. Henry.

16 MR. HENRY: Tom Henry, FRA.

17 BY MR. HENRY:

18 Q. Just to touch again on the hose, you know. The hose is a
19 protective thing. If you don't bury the wires, the hose --

20 A. Yeah.

21 Q. -- needs to protect the cable. It wasn't the cable that was
22 bad it was the hose that they wanted --

23 A. Yeah, the cable was fine. They had --

24 Q. Hose --

25 A. -- the cable had hose up to the rail, and probably a good

1 four foot. It was just a little exposure for, you know, and like
2 I said there was no --

3 Q. Right.

4 A. -- copper. It was --

5 Q. Right.

6 A. -- between the junction box.

7 Q. So it wasn't cable damage. It was just the hose that he --

8 A. Yes.

9 Q. -- it was just the protective covering --

10 A. Yeah.

11 Q. -- that you use instead of bearings sometimes.

12 A. Um-hmm.

13 Q. Is that -- would that be correct statement?

14 A. Yes, sir.

15 MR. HENRY: Okay. That's all.

16 MR. PIER: I don't have any questions.

17 MR. PAYAN: All right. Yes, sir.

18 MR. SOPHER: Real quick. I think I want to --

19 MR. PAYAN: Identify your name, please.

20 MR. SOPHER: Sam Sopher, BRS.

21 BY MR. SOPHER:

22 Q. And I know this because I know you Dustin. You got forced to
23 maintenance because of the PSR cuts in 2020, correct?

24 A. That's right.

25 Q. You lost your job in construction you could not hold anymore,

1 correct?

2 A. Correct.

3 Q. Were you aware that prior to that the electronic leaders took
4 care of the hot box detectors?

5 A. No, I wasn't.

6 Q. And did you, did you happen to notice throughout those bid
7 sheets that those positions were eliminated roughly around the
8 same time yours was in construction?

9 A. That's correct.

10 MR. SOPHER: No further questions.

11 MR. PAYAN: Okay. Norfolk Southern.

12 MR. BEDELL: No questions.

13 MR. WHITE: -- White, no.

14 MR. PAYAN: All right. Anybody else?

15 BY MR. PAYAN:

16 Q. Okay, just some final, final questions here, Mr. Shamp. Do
17 you feel that Norfolk Southern is a safe place to work?

18 A. Oh, yes, yes.

19 Q. Okay. Do you have anything that you think we haven't asked
20 that --

21 A. I mean, that's a big question. That's, like, for a yes or no
22 answer. I mean, I feel safe.

23 Q. Okay.

24 A. They've shoved safety down my throat since I hired on. It's
25 a dangerous job.

- 1 Q. Okay.
- 2 A. The company tries to keep a culture of safety. But, yeah, it
3 is a dangerous job.
- 4 Q. Right. But are you provided --
- 5 A. For maintainer or M&W or trainmen, you know, anybody out
6 here, you know, it's just -- yeah. But we try to keep it safe.
- 7 Q. Okay. Are you provided --
- 8 A. As best we --
- 9 (Crosstalk)
- 10 Q. -- the tools to stay safe?
- 11 A. -- that we have, you know.
- 12 Q. Okay. So you think -- you feel you are provided the tools to
13 stay safe --
- 14 A. Absolutely.
- 15 Q. -- to work safely?
- 16 A. Yes.
- 17 Q. Okay. Is there anything that we haven't asked that you might
18 -- that you think might help us in this investigation?
- 19 A. Huh-uh.
- 20 Q. No? Okay. And is it okay if we contact you if we have any
21 -- if we think of any follow-up questions?
- 22 A. Would that be answering a question over the phone or would it
23 be in an interview?
- 24 Q. Right, just a question over the phone. It won't be
25 another --

1 A. That's fine.

2 Q. Okay.

3 A. If I'm not, if I'm not comfortable answering it, I won't
4 answer.

5 Q. Oh, absolutely, absolutely.

6 A. But you can call me on the phone, you know.

7 Q. Absolutely. Yeah. If it's something this formal, yeah,
8 we'll, we'll do it --

9 A. Okay.

10 Q. -- we'll do it differently.

11 MR. PAYAN: All right. So nobody has any other questions?

12 All right. So on behalf of the NTSB, thank you for your
13 time, and thank you for answering our questions.

14 MR. SHAMP: Can I go to work now?

15 MR. PAYAN: You get to work -- right.

16 So 9:19 we'll close out the interview.

17 (Whereupon, at 9:19 a.m., the interview was concluded.)

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CERTIFICATE

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

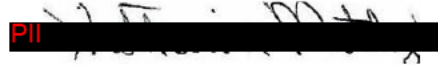
IN THE MATTER OF: TRAIN DERAILMENT NEAR NEW CASTLE,
PENNSYLVANIA ON MAY 10, 2023
Interview of Dustin Shamp

ACCIDENT NO.: RRD23FR011

PLACE: New Castle, Pennsylvania

DATE: May 15, 2023

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.

 A redacted signature consisting of a black horizontal bar with the letters 'PII' in red to its left.

Katherine Motley
Transcriber