

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CSX COLLISION

MINERAL SPRINGS, NORTH CAROLINA

MAY 24, 2011

Docket No.: DCA-11-FR-004

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Interview of: Corey Bell

Hampton Inn Hotel
Greenwood, South Carolina

Friday,
May 27, 2011

The above-captioned matter convened, pursuant to notice.

BEFORE: STEPHEN JENNER
Accident Investigator

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I N T E R V I E W

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2 MR. JENNER: My name is Stephen Jenner. I am an
3 investigator with the National Transportation Safety Board in
4 Washington, D.C. We are investigating the May 24th, 2011 train
5 accident that involved two CSX trains in Mineral Springs, North
6 Carolina. Today is May 27th, 2011. We are currently in
7 Greenwood, South Carolina at the Hampton Inn Hotel.

8 I'd like to first go around the room and have everyone
9 introduce themselves, if you would state your name, spelling it
10 and your title?

11 MR. JACKSON: Kimble Jackson, K-i-m-b-l-e, J-a-c-k-s-o-
12 n, Representative, Brotherhood of Locomotive Engineers and
13 Trainmen.

14 MR. BEATON: Bob Beaton, B-e-a-t-o-n. I'm with the
15 National Transportation Safety Board in Washington, D.C.

16 MR. CORCORAN: Joseph Corcoran, J-o-s-e-p-h, C-o-r-c-o-
17 r-a-n, Federal Railroad Administration, Operating Practices
18 Inspector.

19 MR. HERNDON: Jim Herndon, J-i-m, H-e-r-n-d-o-n, UTU
20 Safety Committee.

21 MR. SETSER: Bill Setser, Assistant Division Manager,
22 CSX, Florence Division, S-e-t-s-e-r.

23 MR. BEST: Gary Best, G-a-r-y, B-e-s-t, Local Chairman,
24 BLET, Brotherhood of Locomotive Engineers and Trainmen.

25 MR. BELL: Corey Bell, C-o-r-e-y, B-e-l-l, Engineer out

1 of Greenwood, South Carolina, on the Q61822.

2 MR. JENNER: Thank you. Mr. Bell, thank you for being
3 here today. What we're trying to do is learn more about this
4 incident, and as part of the -- this is part of the fact gathering
5 process and we hope to learn as much as we can and perhaps make
6 some -- ultimately make some safety recommendations to make this a
7 safer system.

8 INTERVIEW OF COREY BELL

9 BY MR. JENNER:

10 Q. So what I'd like to just sort of throw it out to you.
11 If you can just walk us through your day, what time you got the
12 phone call to report to work and what you did and we'll have you
13 tell the story from there.

14 A. I guess Monday, 2230 I got called to work for the Q61822
15 out of Greenwood, South Carolina up to Hamlet, North Carolina.
16 And it was just a normal day -- going to work, just a normal day.
17 And we had nine cars going to Hamlet and went into the side at
18 McDowell as we departed Greenwood, I guess about 2330, I guess we
19 could say. And left Greenwood, went to (indiscernible) and the
20 side at McDowell. Met Q675, I believe 23 or 22 -- I can't
21 remember which one it was. Had a signal, come right out, you
22 know, and we went all the way till we got to, I think it was
23 Delta, maybe. Met one train. It might have been 199, you know,
24 we just came on, you know, normal trip. And got around the 335
25 milepost -- we was following Q616 to Hamlet and I start getting

1 approaches at the SG 335 milepost and I received approaches the
2 rest of the way till about the SG 328 -- that's the Catawba
3 Holdout -- and I receive a absolute signal, which is a stop
4 signal.

5 And once I got a vertical (ph.), which is a signal, we
6 went on, you know, normal trip up through there, had the 328 all
7 the way through normal signals. We had approaches all the way
8 till we got to the 314 milepost until I received a restrict
9 proceed and then a stop. And I saw the rear of Q616 as it was
10 going up the track and so I just held back, you know. Once they
11 -- the train got out of sight to where I wouldn't see the rear,
12 went to the restroom and -- they called (indiscernible) -- Monroe,
13 (indiscernible) Monroe.

14 You know, so that's when I proceeded to go on, after I
15 came out the restroom. And by the time I got seated good and got
16 situated to pull off, I received a hard knock in the rear of my
17 train and I knew that what -- knew there was a train behind us,
18 you know, but I just didn't know how far it was, you know. So we
19 called -- I noticed smoke back there and so I got off the engine,
20 got all the stuff off the engine then called the dispatcher. And
21 I called dispatch; he called 9-1-1. And we just waited for the
22 first responders to come out and that was, you know, pretty much
23 that, you know. If there any questions, you know, feel free to
24 ask.

25 Q. Okay. I'm just going to have you continue on your

1 story. You waited for the first responders. Where did you wait
2 for them?

3 A. At the crossing right at Pottery Road, I believe it was.

4 Q. After you made your calls to the dispatcher and to 911,
5 what -- can you just walk me through about what you did?

6 A. I mean, I was -- I couldn't even think of the
7 dispatcher's number at first so -- I mean, it took me about a
8 minute just to rest it in my head but I told --

9 Q. That's okay.

10 A. -- I told Donny to call 911. When I got the dispatcher,
11 you know, he asked me some questions about what you think it is or
12 who you think it is. I told him I didn't know, you know, because
13 it was just a sudden -- all of a sudden impact, you know, and once
14 I got things together I kind of realized it was probably 194, you
15 know, that had rear-ended our train.

16 Q. How long did it take for you to come to that conclusion
17 that it was -- may have been --

18 A. I guess about two minutes, maybe. I kind of say -- I
19 knew -- I probably knew it before I got off the engine, you know,
20 but, you know, but actually for it to register, it was probably
21 about two minutes.

22 Q. Were you -- so you were sitting down and you felt it?
23 What happened to you physically?

24 A. I mean, we got knocked out of the seat, I mean, you
25 know, and when we -- before we got off the engine, you know, I

1 told him that, you know, it was probably somebody that hit us from
2 the rear and -- because we were just sitting. There ain't nothing
3 just going to come and hit you that hard, you know. And we looked
4 back there, wasn't nothing but smoke back there. So we
5 immediately got off the engine and that's when I called the
6 dispatcher with my personal phone and he called with his cell
7 phone, so --

8 Q. How was Donny at that point? What was he --

9 A. He was just as shocked as I was, you know, of what
10 happened. I mean, he was nervous just as I was.

11 Q. The two of you were equally shocked, nervous --

12 A. Oh. Yeah, yeah. I was nervous. I didn't know what to
13 do.

14 Q. Did you ever say to Donny, you know, that's probably the
15 194?

16 A. Yeah, I said somebody in the rear, it's probably 194. I
17 did tell him that.

18 Q. What did he think when you told him?

19 A. He didn't, he didn't know. He didn't really know
20 either.

21 Q. All right. Okay. So you made your calls, you got out
22 of the engine. Did you -- what did you do then? Where did you
23 walk then?

24 A. We went up to the crossing at Pottery Road. We walked
25 up there. Got what we needed and just left.

1 Q. Okay.

2 A. And I walked up there and then I guess maybe someone
3 else had called, because by the time we got there we met one guy
4 and he was like, you know, he was like, something had happened and
5 he couldn't get access to the road. But it was a road, like, on
6 the left side of us, you know, you can go down through there and
7 whatnot. So, as we was talking the DTO had called and whatnot and
8 I talked to the DTO but, you know, he was kind of like clockwork
9 then, you know, so --

10 Q. I'm sorry, you're going to have to tell me what DTO is.

11 A. A regular train operation.

12 Q. Okay. And what was that conversation?

13 A. He just asked us do we have any haz mats and he just
14 pulled it up on the computer and -- just to see if we have any haz
15 mats and whatnot. That's all.

16 Q. In your estimation how long did it take for the first
17 responder -- emergency responder to get on the scene?

18 A. By the time we got to the crossing -- maybe five minutes
19 maybe, if that. Because I believe someone else had called, you
20 know. That's my thinking.

21 Q. So you weren't waiting at the crossing very long?

22 A. No. It wasn't long at all. Uh-uh.

23 Q. Okay. Did they -- how did the -- did you end up talking
24 to the emergency responders?

25 A. Well, they was looking for a road to get to and then it

1 was two guys that pulled up and one didn't know where -- one got
2 this road over here, so that's when they hightailed around on the
3 other side and went down on people kind of like clockwork. Yeah.

4 Q. Okay. And when you met with them did you end up going
5 back to the scene?

6 A. Well, not right then. I was on the phone with the DTO.
7 Then eventually -- I guess about 10 minutes we end up going back
8 down, trying to find out what went on, you know.

9 Q. And what did you see when you went back?

10 A. Well, I saw one of the EMS guys and I asked him what had
11 happened, you know, and he said he believed, you know, there was
12 one fatality and one seriously injured, but he say he didn't know
13 what -- he didn't have no names or nothing then. So I walked on
14 back and I saw -- I guess maybe after all this happened it was
15 about 30 minutes altogether and I saw them pull out Phillip
16 Crawford, which is the one I actually talked to. He was alive.

17 Q. Did you talk to him alone or was there other people --

18 A. No, it was the paramedics and all them was around him.
19 And they had just pulled him out of the engine while I was back
20 there. And they was cutting his leg out. They took him, put him
21 on the ambulance. The ambulance workers cut his pants off. So I
22 talked to him when he got in the ambulance and I told him I had
23 called his sister and informed her that he had been in a accident.
24 And he knew who he was, he knew who I was, he knew who he was
25 working with. And I had told him that I called his sister and

1 told him that, he was like, okay, Bell. You know, he was -- he
2 was coherent, you know what I mean? So and the only thing he was
3 asking for was a bottle of water, you know, but they wouldn't give
4 it to him because they was putting IVs and stuff in him and the
5 lady wouldn't let him have a bottle of water, I guess because of
6 surgery. I ain't no nurse or nothing. I don't know nothing about
7 that, but she wouldn't give him a bottle of water. And I thought
8 he'd be okay, you know, but I -- that was the conversation that I
9 had with Phillip.

10 Q. About how long were you there with him?

11 A. It was about -- between me talking on the cell phone,
12 you know, maybe about 15 minutes, maybe. Ten or 15 minutes or so
13 before they actually put him in the helicopter.

14 Q. So he was thinking pretty clearly?

15 A. Yeah. Yeah. He was thinking pretty clearly.

16 Q. Did he ask you about what happened?

17 A. No. I didn't ask him. I wasn't even thinking, you
18 know, I was just worried about he was okay, you know. But since
19 he was talking I figured he was okay, you know.

20 Q. Yeah. You didn't ask him, did you?

21 A. No, I didn't ask him --

22 Q. Did he --

23 A. -- nothing about the accident.

24 Q. Did he know enough that he was working that day and he
25 -- that he was in an accident?

1 A. Yeah, he knew that. Um-hum.

2 Q. Did he ask you about --

3 A. Uh-uh.

4 Q. -- do you know what happened to me?

5 A. We did not discuss the accident. That's one thing we
6 did not do.

7 Q. Okay. So you were just having conversation about phone
8 numbers and --

9 A. Yeah.

10 Q. -- calling his sister and calling --

11 A. Yeah. That's right. I was trying to get in contact
12 with family members.

13 Q. Okay. Okay. Thank you for --

14 A. Okay.

15 Q. -- those details. Let me take you back to when you
16 arrived at Greenwood.

17 A. Uh-huh.

18 Q. Who did you see that evening? Who'd you talk to?

19 A. Greenwood. Greenwood. Greenwood?

20 Q. Did your -- I'm sorry.

21 UNIDENTIFIED SPEAKER: When you signed up.

22 BY MR. JENNER:

23 Q. When you signed up.

24 A. Signed -- when I went to work?

25 Q. When you arrived at work.

1 A. That night?

2 Q. Yeah. Before you started -- before you started your --
3 when you went on duty, where did you go on duty?

4 A. Greenwood. Uh-huh. Yeah.

5 Q. Yeah, I'm asking you -- I'm taking you back now to the
6 beginning of your shift.

7 A. Okay. I got it.

8 Q. I apologize.

9 A. All right. All right.

10 Q. Just who did you see and talk to at Greenwood at the
11 beginning of your shift?

12 A. Oh, I had -- you talking about far as crew members and
13 whatnot?

14 Q. Uh-huh.

15 A. Oh, yeah, he was there. Phillip was in there, as well.
16 I was in there. Yardmaster (indiscernible) --

17 MR. SETSER: Robbie Malford (ph.).

18 MR. BELL: Robbie Malford , he was there. I mean he was
19 just laughing his -- he was there. Just laughing and having a
20 good time before we went to work. That's all.

21 BY MR. JENNER:

22 Q. Right. Did -- so you talked to both crew members of
23 194?

24 A. Uh-huh. Yeah. Yeah.

25 Q. How did they seem to you?

1 A. They was laughing and joking. I mean nothing -- nothing
2 unusual about it. Actually, Greg was my neighbor. He stayed in
3 the same neighborhood I stays in, so he stayed, like, right behind
4 me so -- we was pretty close, I guess you could say.

5 Q. I see. So you knew them --

6 A. Yeah. I knew them real well. Uh-huh.

7 Q. Had you worked with the -- either one of them?

8 A. Yeah. We -- me and Greg hired out together.

9 Q. How do you regard him as --

10 A. Oh, he a nice guy. Real fun guy.

11 Q. Yeah.

12 A. Always laughing. Always got a smile on his face.

13 Q. All right. And working with him, how would --

14 A. Yeah. Real nice.

15 Q. Professional?

16 A. Yeah.

17 Q. Okay. During the trip -- now you're on -- you've
18 departed. Did you ever hear radio communications over here
19 with --

20 A. With this particular crew?

21 Q. -- with 194?

22 A. With this particular 194?

23 Q. Yes.

24 A. Okay. As I was going by Shands, I heard them, I guess,
25 somewhat coming back there. I did hear them then, you know,

1 and --

2 Q. Where was this location? I'm sorry.

3 A. What's that?

4 Q. What, Shands?

5 A. Shands. That's up above Clinton.

6 Q. What did you hear?

7 A. I heard radio communication.

8 Q. And who were they -- do you recall who they were
9 communicating to?

10 A. Calling signals. Yeah.

11 Q. Did it come through pretty clearly on your radio?

12 A. Somewhat. I could make out what they were saying, you
13 know, at that time. But as I was going up the road, I guess, you
14 know, got farther and farther away from them.

15 Q. Yeah. How far back do you think they were at that
16 point? Do you have any idea?

17 A. They might have been -- I want to say they might have
18 been coming by Fuller. That's in between -- that's Fuller and
19 Clinton. You know, I guess maybe 10 miles, maybe, 10 to 12 miles,
20 something like that.

21 Q. Okay. So that's one time that you heard them.

22 A. Uh-huh.

23 Q. Did you hear them any other time?

24 A. After that it was, like, fuzzy. You know, I can barely
25 hear them, make out what they saying, I guess you would say.

1 Q. What do you think the fuzziness was due to? Is that
2 distance or just bad reception that evening?

3 A. I guess bad radio, I guess. I don't know. Because you
4 get radio -- you get radios like that, you know, can't really make
5 out what's going on.

6 Q. Okay. As you're entering the -- around signal 316, that
7 area, how was visibility for you?

8 A. Oh, it's good. I think it's pretty good visibility.

9 Q. How long have you been operating over this territory?

10 A. I been out here 11 years. Been an engineer for, what, 8
11 years. So I feel pretty comfortable with it.

12 Q. Right. The reason I ask is how do you regard this
13 territory -- are you qualified on other territories?

14 A. No, just this --

15 Q. Oh, this is your primary?

16 A. Yeah.

17 Q. Oh. Okay. So you don't have anything to compare it to?

18 A. No. Uh-uh.

19 Q. Was there anything -- did you hear other crews calling
20 out signals or anything?

21 A. 616 was ahead of me.

22 Q. Was that on multiple occasions that you would hear 616
23 call out signals?

24 A. It -- I mean, that -- I mean, you have different trains
25 ahead of you from time to time but this particular night it was

1 616 ahead of us and they were calling out signals.

2 Q. Well, that's the questions I have for now and what we're
3 going to do is just send it around the room and see if anyone has
4 follow-up questions.

5 A. Okay.

6 Q. You doing okay?

7 A. I'm fine.

8 Q. Great. Thank you.

9 MR. JENNER: Okay.

10 MR. JACKSON: Kimble Jackson, BLET.

11 BY MR. JACKSON:

12 Q. Corey, I only have one question. When you were stopped
13 at Mineral Springs, after you went in the bathroom and came back
14 to your seat, did you get any other type -- any -- did that signal
15 change at any time?

16 A. Well, when I went down it was a yellow before it popped
17 up green and 616 rear end was just, I guess, between the Holdout,
18 I guess you would say, you know. So by the time I got situated to
19 sit down, you know, and proceed, I got impacted from the rear.

20 Q. Okay.

21 A. You know. I did have pressure on the rear when I got
22 impacted, but when I got -- came back on the engine I was on the
23 phone with David McDaniel and he told me try to call him on the
24 radio and whatnot and I didn't have no pressure on the rear. Then
25 when I got back up there, the PCS was open, so --

1 Q. So the signal that you saw first was an approach?

2 A. Well, it was a restricted -- it was a red when I first
3 stopped, now.

4 Q. Okay.

5 A. But when I went in the bathroom it was an approach. It
6 had changed to an approach.

7 Q. Okay.

8 A. I came out the bathroom, you know, it was a clear.

9 Q. Clear.

10 A. Yeah.

11 Q. Okay. All right. That explains it. Okay.

12 MR. JACKSON: That's the only question I have.

13 BY MR. BEATON:

14 Q. Mr. Bell, my name, again, is Bob Beaton. I'm with the
15 National Transportation Safety Board up in Washington, D.C. I've
16 got a couple questions I'd like to ask you but before I do I want
17 to be clear what my purpose and, frankly, this Board's purpose is.
18 We're here to understand the facts. We have no interest in the
19 legal sides of things and the company sides of things. We're here
20 to simply to understand the truth.

21 Have you talked about this accident with anybody else
22 before tonight?

23 A. I mean, I didn't -- my friends, I mean, you know, asked
24 me what happened but that's about it, you know.

25 Q. Who have you talked to?

1 A. Relatives, friends, my dad, you know, coworkers, you
2 know --

3 Q. Have you talked --

4 A. -- checking on me, you know, asking me what had
5 happened, you know.

6 Q. Coworkers?

7 A. Yeah.

8 Q. Okay. Have you had any formal interviews with
9 anybody --

10 A. No. Uh-uh.

11 Q. You had no formal interviews with the company?

12 A. No.

13 Q. No formal interviews with lawyers?

14 A. No, sir.

15 Q. Is there any reason for me to think that you've talked
16 about what happened at this accident with your conductor?

17 A. I mean, far as asking -- calling him about how he was
18 doing, yeah, we talk about that, you know. I called and checked
19 on him and he called and checked me, but other than that, you
20 know.

21 Q. Have you tried to align your stories as -- decide on
22 what you're going to say --

23 A. No, sir.

24 Q. -- and what you're not going to say?

25 A. No, sir.

1 Q. So I can assume that you're going to tell me everything
2 I ask you?

3 A. That's right.

4 Q. Okay. Well, I appreciate that very much.

5 Let's talk a little bit about at the time of impact when
6 you got hit. You came up from the bathroom. You do, going down
7 into the head, you had a yellow; is that right?

8 A. (No audible answer.)

9 Q. And then when you came back from the bathroom it turned
10 green?

11 A. Um-hum.

12 Q. Sometime immediately after you knew it was green you got
13 hit.

14 A. Um-hum.

15 Q. When you got hit, where were you?

16 A. Well, I mean, I was getting ready to sit down --

17 Q. You were getting --

18 A. -- you know, of course, I --

19 Q. -- ready to sit down?

20 A. You know, when you come out the nose, you look up, you
21 know, wipe your hands off or whatever and, you know, as I proceed
22 to sit down, you know, and get ready to knock the brakes off -- I
23 was actually sitting down, you know, and got ready to knock my
24 automatic brake off the head and I got an impact in the rear.

25 Q. And it hit you pretty hard?

1 A. Oh, yeah. It knocked me out of the seat.

2 Q. Knocked you out of the seat --

3 A. Yeah.

4 Q. -- knocked your conductor --

5 A. That's right.

6 Q. -- out of the seat. In that moment that you got knocked

7 out of the seat what was going through your head?

8 A. We've been rear-ended by somebody. That's the only

9 thing I --

10 Q. About the only thing it --

11 A. Yeah.

12 Q. -- could have been?

13 A. Yeah.

14 Q. I mean, there's nothing else in this world other than

15 maybe a --

16 A. Unless one of those --

17 Q. -- (indiscernible) --

18 A. -- one of those grain cars just jumped out by itself or

19 something, but other than that, you know.

20 Q. So maybe you didn't realize that in the instant that it

21 happened but it didn't take very long --

22 A. No.

23 Q. -- to realize that you had been rear-ended?

24 A. Uh-huh.

25 Q. You wouldn't have had to get down off the train and look

1 back to know --

2 A. No, sir.

3 Q. -- that you -- you knew that you had been rear-ended?

4 A. Um-hum.

5 Q. Would that be true for your conductor, as well?

6 A. What's that?

7 Q. Would he also have that same sort of thought process?

8 A. Well, he asked me, you know, and I just told him we've
9 been rear-ended, you know, just like that, you know. We looked
10 out his -- we looked out his window on his side and we couldn't
11 see nothing but smoke. So obviously we knew what it was anyhow.

12 Q. Yeah. Does he have as much experience on the railroad
13 as you do?

14 A. I mean, he's out -- he's been out here for, what, 6
15 years, 5 years.

16 Q. He's experienced, then, right?

17 A. I guess you can say he's experienced.

18 Q. I guess I'm trying to ask, he wouldn't have thoughts
19 that it would be anything other than being rear-ended?

20 A. No. Uh-uh. I don't think so.

21 Q. Just the way -- the distance you were thrown, the
22 impact --

23 A. Um-hum.

24 Q. -- that was an explosive force that --

25 A. That's right.

1 Q. -- you experienced? When you got out of the cab and you
2 were calling emergency response people, you were advised to leave
3 the area?

4 A. They didn't tell me to leave the area as in leave, but
5 we -- that's common sense, you know, if you see smoke, you know,
6 you're going to evacuate.

7 Q. You're not going to stand there and let the fire --

8 A. That's right.

9 Q. -- come up to you.

10 A. That's right.

11 Q. Okay. So you weren't told to leave, but you did
12 leave --

13 A. Yeah.

14 Q. -- and where did you go to?

15 A. We went to Pottery Road crossing.

16 Q. Okay. And what did you do there?

17 A. I guess I was on the phone between the dispatcher and
18 DTO.

19 Q. Okay.

20 A. Just talking to them, you know.

21 Q. About how long were you there?

22 A. I don't know, maybe 5 or 10 minutes, something like
23 that --

24 Q. Five or 10 minutes.

25 A. You know, between talking to the dispatcher and DTO, you

1 know, trying to figure out what was in our train and all that kind
2 of stuff, so --

3 Q. And what was your conductor doing during that time?

4 A. He was on the phone with 911.

5 Q. So he -- both of you were trying to --

6 A. Yeah.

7 Q. -- handle the situation?

8 A. That's right.

9 Q. Okay. And you stayed busy until what happened -- what
10 happened when you stopped talking to 911 and emergency response?

11 A. I guess we just kind of waited, you know. As more
12 people started coming, that's when we decided to walk, you know,
13 down through there --

14 Q. Okay. So you --

15 A. -- you know, to find out --

16 Q. -- and he went back?

17 A. Yeah.

18 Q. At that point were there emergency responders and
19 firefighters --

20 A. Yeah. They was coming.

21 Q. -- at the train?

22 A. All of -- they were coming.

23 Q. They were coming?

24 A. Um-hum.

25 Q. And the amount of time between when you got up to that

1 crossing and completed your calls to deciding to walk back down,
2 how much time elapsed from when you got to the crossing to when
3 you decided to walk back down?

4 A. I don't know. I can't -- I don't really know.

5 Q. Just a ballpark or --

6 A. I don't know, about 15 --

7 Q. Fifteen minutes --

8 A. -- 10 minutes, something like that.

9 Q. Not a half an hour?

10 A. No, it wasn't that long.

11 Q. Not 45 minutes?

12 A. No. Uh-uh.

13 Q. Okay. When you went back down you -- at that point I'm
14 sure both of you were pretty aware that you'd been rear-ended.

15 A. Uh-huh.

16 Q. Was there any doubt in any one of your minds as to who
17 rear-ended you?

18 A. I kind of figured it was 194, you know.

19 Q. Could it have been another train?

20 A. Uh-uh.

21 Q. You weren't advised that another train --

22 A. We didn't --

23 Q. -- had switched in behind you?

24 A. I didn't think no other train was, you know, but that
25 train was back there, you know. Because, you know, when I -- I

1 guess up around Shands, I guess, you know, when I heard them up
2 around Shands, I kind of think -- because we didn't stop no more,
3 you know, and it was just like go, go, go, go, go, go, you know.

4 Q. So you were aware that 194 was behind you?

5 A. That's right.

6 Q. And you heard at least them calling signals at a couple
7 crossings?

8 A. When I left Shands, you know, it kind of faded away, you
9 know what I mean?

10 Q. What's that mile marker at Shands?

11 UNIDENTIFIED SPEAKER: Marker 393.

12 MR. BEATON: 393?

13 MR. BELL: 393, yeah.

14 BY MR. BEATON:

15 Q. So when you walked back down there you knew you had been
16 rear-ended. There probably wasn't a whole lot a question as to
17 who rear-ended you.

18 A. Um-hum.

19 Q. Did you know the engineer and conductor of 194?

20 A. Yes, sir. I did.

21 Q. Were you friends with them?

22 A. Yes, sir.

23 Q. Personal friends or just business acquaintances?

24 A. Personal friends. Um-hum.

25 Q. That must have been quite a --

1 A. Oh, yeah.

2 Q. -- (indiscernible).

3 A. Um-hum.

4 Q. And you -- did you want to run in and help them?

5 A. Well, I want -- if I could have did something I would
6 have, you know. I would have.

7 Q. Was there someone there that told you not to --

8 A. No. It wasn't nobody -- I mean, we walked back there.
9 I mean, it wasn't like get back, get back, you know, that type
10 thing, but, you know --

11 Q. Nobody restrained you or your conductor --

12 A. No. Uh-uh.

13 Q. -- from going?

14 A. Uh-uh.

15 Q. Okay. When you saw Phillip on the -- being taken out of
16 the cab, did they lay him on the ground?

17 A. I don't really know about that. I couldn't really see
18 back there because it was dark back there on the conductor's side.
19 So it was like trees back there. But once they pulled him out
20 they had him on the stretcher. That's all I can say.

21 Q. They had him on the stretcher?

22 A. Yeah, when they pulled him out.

23 Q. Okay.

24 A. He was on --

25 Q. The stretcher was outside the ambulance at that time?

1 He was on (indiscernible) --

2 A. They had the stretcher back around the engine part back
3 there then, so --

4 Q. And when you went up to Phillip had they already taken
5 Greg out?

6 A. No. Greg was the last person to come out.

7 Q. The last to leave?

8 A. Um-hum.

9 Q. Okay. So you got there before they took Greg out of the
10 cab?

11 A. Yeah. Yeah. I was standing right there when they was
12 -- well, not actually pulling him, but once they came around when
13 they, I guess, got him out of there or whatever. But when they
14 pulled him out, I was standing right there.

15 Q. Okay. I do appreciate your answering these questions
16 as openly and as honestly as you are. I know it's difficult and I
17 want to be very respectful of your friends and their passing. You
18 have my deepest sympathy here. Again, my interest is only in
19 understanding what happened so we can work to avoid this situation
20 ever happening again.

21 A. That's fine.

22 Q. That's our purpose here.

23 When you talked with Phillip was the stretcher inside
24 the ambulance or outside the ambulance?

25 A. It was outside the ambulance when they was putting him

1 on and, of course, they carried him to the ambulance, you know.

2 Q. And you were able to spend some time with him?

3 A. Yeah. That's right.

4 Q. About how much time were you able to spend?

5 A. A couple of minutes.

6 Q. A couple minutes?

7 A. Yeah.

8 Q. Were you able to ask him any questions?

9 A. I asked him who he was working with and he said Greg and
10 I told him that I had called his sister, which me and his sister,
11 you know, kind of close.

12 Q. Did you know his sister's phone number?

13 A. Yeah. I had --

14 Q. You had her on speed dial?

15 A. Yeah. I had her number and, of course, she called them
16 all and they got ready to go -- come up to Charlotte to where --
17 because that's where they say they was going take him to.

18 Q. Did Phillip tell you -- did he say thank you for calling
19 her?

20 A. No, he said, I appreciate it, Bell. Because a lot of
21 them call me by my last name. And --

22 Q. Okay. So he knew who you --

23 A. -- he said he wanted a bottle of water. They wouldn't
24 give him a bottle of water, you know. They asked him when his
25 birthday was. He gave them his birthday. So he was pretty much

1 coherent, you know.

2 Q. And did you say you gave him a bottle of water?

3 A. No, he asked.

4 Q. He asked for water?

5 A. He asked, yeah.

6 Q. Did they --

7 A. But they wouldn't give it to him.

8 Q. Oh, they wouldn't give it to him. Okay. And then --
9 did you ask him anything else?

10 A. No. That was about it, you know. I didn't ask him
11 nothing about the accident or nothing, you know, because I thought
12 he would be okay, you know, to tell it, you know.

13 Q. Help me understand, now, just a little bit, has anybody
14 advised you not to talk about accidents?

15 A. Uh-uh.

16 Q. No one has?

17 A. Uh-uh.

18 Q. No one inside the company or outside the company?

19 A. Uh-uh.

20 Q. So you are good friends with your coworker in the
21 company who you know is your neighbor --

22 A. That's right.

23 Q. -- you know their family --

24 A. That's right.

25 Q. -- and you see him laying on the ground and you don't

1 ask him how he's feeling; you don't talk about what happened?

2 A. No, I didn't ask him, you know --

3 Q. Why is --

4 A. -- about what happened.

5 Q. -- why is that?

6 A. I thought he would be able to tell the story.

7 Q. Is there --

8 A. I mean, it didn't register in my head to ask him what

9 happened. You know, I was just worried about him being okay.

10 Q. Did he ask what happened?

11 A. No, he didn't.

12 Q. Is there any -- anything you can tell me about how he

13 may have gotten himself in that situation?

14 A. I can't --

15 Q. What do you think happened?

16 A. I don't know.

17 Q. Nothing?

18 A. Something had to go wrong.

19 Q. You're an experienced engineer.

20 A. I mean, I --

21 Q. You're --

22 A. -- I am.

23 Q. -- qualified on this track.

24 A. I am.

25 Q. You know this track better than any man on this route.

1 A. That's right.

2 Q. You know that train.

3 A. I don't -- I can't tell what he was thinking --

4 Q. And you can't tell me one hypothesis, theory, guess --

5 A. It can be several things.

6 Q. What could it be?

7 A. It could have been a bad signal. It could have been he

8 wasn't -- could have fell asleep. He could have been not

9 operating like he's supposed to. He could have ran a signal. I

10 mean --

11 Q. Okay.

12 A. -- that just -- I just can't point out what had

13 happened, you know.

14 Q. Sure. And I want to respect that. I'm not asking you

15 to create any suspicions here.

16 A. Okay. All right.

17 Q. I just want to make sure that we are exchanging the

18 information.

19 A. Okay. All right.

20 Q. And you're right. All those things --

21 A. That's right.

22 Q. -- and there's probably a lot of other things that could

23 happen. But you don't know and he didn't offer, he didn't say --

24 A. Uh-uh.

25 Q. You're telling me that you and Phillip never had any

1 dialog about what --

2 A. What had happened.

3 Q. -- may have gone wrong? Okay. Well, I appreciate that.
4 I don't have any more questions. Thank you.

5 A. Thank you.

6 MR. JENNER: Joe, FRA?

7 MR. CORCORAN: Yeah, a couple questions.

8 BY MR. CORCORAN:

9 Q. The locomotive that you had there, the UP locomotive,
10 did that have an indicator light with relation to your EOT and was
11 it illuminated?

12 A. Oh, yeah. Yeah.

13 Q. There's a -- was there a light present in that
14 locomotive to indicate that your EOT was lit?

15 MR. JACKSON: I'm not -- are you following him? I'm not
16 following.

17 MR. BELL: I don't understand that.

18 MR. BEATON: I think what he's asking on the
19 console on your side does the CRT, the screen, does it have an
20 indication or an icon up there that indicates that the EOT is
21 active?

22 MR. BELL: Well, it's on, you know. All I --

23 MR. CORCORAN: No, I know. I know. This is, this is --

24 MR. JACKSON: Well, what he -- what they're trying to
25 determine is on your head-end device and the head-end device on

1 those SD7 EMs are one that you -- that are mobile. Did it have an
2 indicator light on there to tell you that the rear end light was
3 flashing?

4 MR. BELL: Flashing.

5 MR. JACKSON: Do you remember?

6 MR. HERNDON: It'll say -- the one -- it was a screen,
7 the computer screen?

8 MR. BELL: I didn't have a computer screen.

9 MR. HERNDON: It was not?

10 MR. JACKSON: No, but, you know, it's the -- you had --

11 MR. HERNDON: Okay. One you take in and out. It'll say
12 marker on --

13 MR. JACKSON: If you remember, can you recall having an
14 indicator light on there that showed whether or not the rear-end
15 device was working, was flashing?

16 MR. BELL: All I remember it was on. I had 64 pounds on
17 the rear. That's about all I can say on that.

18 BY MR. CORCORAN:

19 Q. Okay. You can't recall if that --

20 A. I --

21 Q. -- was present?

22 A. Uh-uh.

23 Q. Okay. But now you went by two southbounds?

24 A. Yeah. They verified our rear, 675 and 199, I think it
25 was.

1 Q. All right. And you had -- you stated that you had
2 approaches coming all the way up --

3 A. Yeah.

4 Q. -- (indiscernible) --

5 A. From 335 I started getting approaches. Um-hum.

6 Q. And that included 316?

7 A. Yeah. Yes, sir. It did.

8 Q. How about that -- now, coming up that way there's a
9 detector at 322, is it?

10 A. You get one at Van Wyck at 322 and then you get one
11 at --

12 Q. Around that --

13 A. 3, what is it, 3- --

14 UNIDENTIFIED SPEAKER: 332.

15 MR. BELL: Right at the top.

16 UNIDENTIFIED SPEAKER: 332 and 326.

17 BY MR. CORCORAN:

18 Q. So the closest one to where the accident occurred, did
19 you --

20 A. 322 is the closest one.

21 Q. 322.

22 A. Um-hum.

23 Q. Did you hear that detector go off prior to getting hit?

24 A. I do recall. I believe it was. I do recall that.

25 Q. Were you still moving at that time or stopped?

1 A. I was moving. I was moving. Yes, sir.

2 Q. Yet at the time of impact you had not released the
3 brakes yet?

4 A. No, sir. I did not.

5 Q. This was just an observation that we when -- that your
6 -- did the position of your throttle when -- was -- you were set
7 up for dynamic brake, I was just curious if that --

8 A. Was I set up for dynamic brake? What to stop or --

9 Q. No, when we got on the locomotive.

10 A. It was what, now?

11 Q. It was in set up, brake.

12 MR. SETSER: Yeah, the locomotive was --

13 MR. CORCORAN: Just curious.

14 MR. SETSER: The locomotive was it set up and the
15 reverser was forward.

16 MR. BELL: I don't -- I don't know. I don't -- it
17 mighta was. I don't -- I don't recall. But it mighta was. I
18 know I had full service on it. I do know that. You know. I do
19 remember that. I had full service on it.

20 BY MR. CORCORAN:

21 Q. At the time of the --

22 A. Yeah.

23 Q. No, it was -- that was crazy.

24 A. Yeah.

25 Q. It got crazy. So (indiscernible) --

1 A. Yeah.

2 Q. So then after you got hit, did you see any fire?

3 A. I saw smoke.

4 Q. You saw smoke?

5 A. Yeah. I saw smoke.

6 Q. On both sides?

7 A. I looked on his side, you know, because I could see it
8 better because it was around a curve and it was smoke. And then
9 after we got down off the engine we saw fire coming up, so --

10 Q. Okay. But not from the engine?

11 A. No, not from our engine.

12 Q. So then you just -- you stepped down and -- you went up
13 to the crossing?

14 A. Yeah, walked up there to the crossing.

15 Q. To Pottery, South Pottery Road, I guess it is?

16 A. Um-hum.

17 Q. Did you go anywhere else from there or did you stay
18 pretty much local?

19 A. Right around that area.

20 Q. Did you head over -- was that gas station open?

21 A. No. I had stopped way clear of that. I stopped back,
22 but I can't recall that it was open at that time.

23 Q. Right. Okay. But when you were up on Pottery Road you
24 didn't notice?

25 A. I didn't pay no attention.

1 Q. Okay.

2 MR. CORCORAN: I think that's it for me.

3 MR. JENNER: Okay. Jim, UTU?

4 MR. HERNDON: Jim Herndon with the UTU.

5 BY MR. HERNDON:

6 Q. I have a few questions for you. You said that you had
7 hired as a trainmen about 11 years ago and you were promoted as an
8 engineer. Do you remember what year you were promoted in?

9 A. I believe it was '03.

10 Q. How would you categorize the noise level in the cab?

11 A. I ain't going to say real, real loud but, you know, it's
12 -- it ain't no -- I guess you could say a EF engine, you know,
13 whereas real quiet, but you have some noise level on there.

14 Q. Okay. Somewhat noisy, then?

15 A. Yeah. Um-hum.

16 Q. Did you -- you said that you could year Q618 calling
17 signals?

18 A. Yeah, I heard them good.

19 Q. All right.

20 A. I heard them real good.

21 Q. So you heard them call a signal at the south end of
22 Monroe where he stopped?

23 A. Yeah. He was -- once he called that, that's when I was
24 making my determination to go.

25 Q. You had stopped there.

1 A. Yeah.

2 Q. Briefed it.

3 A. Um-hum.

4 Q. Okay. Since January of this year, do you know about how
5 many trips you've made over this territory? Just 00

6 A. I was on the pool, so I can't count. I was on the north
7 pool, so it's been a good many.

8 Q. All right. On your northbound trip do you remember what
9 the aspect of the signal at the north end of Waxhaw was?

10 A. I had an approach.

11 Q. Okay. How about the signal there at 316-1?

12 A. Approach.

13 Q. Okay. And then you -- I'm sure you said it was a red
14 indication there at 313-7?

15 A. Yeah.

16 Q. And that's where you stopped to wait for it to clear.
17 How far in advance of 316-1 do you think you can see the signal?

18 A. Run that by me one more time now?

19 Q. As you're approaching the signal, how far in advance of
20 it does it come into your vision as you come around the curve?

21 A. Oh, at the 316 or the --

22 Q. Yes.

23 A. Oh, man. I think it's back --

24 MR. SETSER: Are you asking like footage or --

25 BY MR. HERNDON:

1 Q. Yeah, ball park, you know.

2 A. I don't know. A thousand feet.

3 UNIDENTIFIED SPEAKER: I don't know, a couple thousand.

4 MR. JENNER: That's fine. We just want to hear your
5 answer.

6 MR. BELL: Okay.

7 MR. JENNER: Whatever you want to answer.

8 MR. BELL: I don't know. Just say a couple thousand, I
9 guess. I don't know. I think that I have (indiscernible).

10 UNIDENTIFIED SPEAKER: I mean, I'm guessing myself. I'm
11 going to shut up. I don't know.

12 MR. HERNDON: All right.

13 MR. CORCORAN: I have one more question.

14 MR. HERNDON: Go right ahead. I think I'm --

15 BY MR. CORCORAN:

16 Q. Do you recall -- did you -- how about announcing stops?

17 A. Yeah, we did that as soon as we stopped. We did do
18 that.

19 Q. Okay. And that's all I had. Those are the questions I
20 had written down.

21 A. All right.

22 MR. JENNER: And Bill, CSX.

23 BY MR. SETSER:

24 Q. Corey, I just have a couple questions. Once again,
25 thank you for coming back and being part of this investigation.

1 We really appreciate your cooperation.

2 A. Um-hum.

3 Q. The -- you spoke of talking to the crew from -- with 194
4 at Greenwood when you guys were initially on duty. You described
5 it as they were joking and laughing and in a good mood.

6 A. That's right.

7 Q. From the time that you left at Greenwood and to the time
8 of the incident was there any conversation by any means between
9 you and anybody -- either of the crew members on Q194?

10 A. Uh-uh.

11 Q. No conversation?

12 A. No conversation, or with 616 either, you know. You
13 know, as far as talking on the radio or nothing, uh-uh.

14 Q. Okay. No conversation between you and 616 or you and
15 Q194 as to where you are; no kind of conversation?

16 A. Uh-uh.

17 Q. We described the time that we stopped at the 314
18 milepost, the intermediate signal was red as you described it.
19 How long did we stay there?

20 A. About 15 minutes, I guess, roughly.

21 Q. If we broke that 15-minute segment down, Corey, and was
22 trying to block it off into sections as to red and then when it
23 changed to yellow and then when it went to green as the Q616 went
24 northbound away from you --

25 A. Um-hum.

1 Q. -- as it actually progresses with the signal system, how
2 would you break that time segment down to the time that it was red
3 to yellow to green?

4 A. I don't know. To be honest I can't tell you the exact
5 number. About a couple of minutes, maybe, 5 minutes. I don't
6 know. When I got an approach Houston was red still, so I mean I
7 just decided to stay there, you know, because I would have been
8 stopped again, you know. So, I can't really give you no exact
9 number of how long where you can break it down.

10 Q. Was there any real reasoning behind where you stopped
11 the train?

12 A. Well, that just what I always do and I hear from a lot
13 of other people do. You know, they stop on restrict proceed, you
14 know, especially if you can see a EOT on another train. So that's
15 just normal procedure.

16 Q. Have you stopped in this location on previous trips that
17 you've worked?

18 A. On all restrict proceeds if I know a train ahead of me,
19 I do stop, but not that particular spot, you know.

20 Q. That's all the questions I have. Thank you.

21 A. Thank you.

22 MR. JENNER: Okay. We'll just -- you doing okay?

23 MR. BELL: Yeah.

24 MR. JENNER: Okay. We're going to go around quickly for
25 just a second round and this will be a lot shorter.

1 BY MR. JENNER:

2 Q. If I can just get the exact date that you were hired on
3 the railroad or give me a year?

4 A. 2000.

5 Q. And in what capacity? As a conductor or engineer?

6 A. I was a conductor.

7 Q. Okay. Was this your first time working on the railroad?

8 A. Yes.

9 Q. And just walk me through, after you were a conductor you
10 became an engineer?

11 A. Um-hum.

12 Q. And what year was that?

13 A. I think 2003.

14 Q. And you've been working as an engineer in that
15 capacity --

16 A. Um-hum.

17 Q. -- since then? And primarily over the Monroe --

18 A. Monroe-Atlanta, C&A at Columbus-Atlanta. C&A at
19 Columbus-Charlotte.

20 Q. Of the ones you just named, are some more challenging to
21 operate over than others?

22 A. I don't know. Go with the flow.

23 Q. Okay. Let me ask you, were you injured in this
24 accident?

25 A. Yeah, I have some back spasms and whatnot.

1 Q. What -- did you hit the controls?

2 A. No, it just knocked me out the seat. Just knocked me --

3 Q. Did you have x-rays or anything?

4 A. Yeah, I had x-rays.

5 Q. What were those results?

6 A. We hadn't got them back yet.

7 Q. Were you given medication for pain or anything?

8 A. Yeah.

9 Q. Are you taking that now?

10 A. Yes.

11 Q. Okay. Do you feel that's affecting you right now? I

12 mean, is your memory pretty good?

13 A. Oh, yeah.

14 Q. You're not affected by this?

15 A. My memory pretty good.

16 Q. But -- can you tell me what you're taking?

17 A. Persetel -- Persetet [sic], Toradol, Flexeril.

18 Q. Was this prescribed at the hospital or --

19 A. By the doctor.

20 Q. Private physician or at the hospital?

21 A. At the hospital. The doctor at the hospital in Monroe

22 prescribed me that.

23 Q. Okay.

24 A. At the ER.

25 Q. And after the accident you had to give blood and urine

1 specimens.

2 A. Yes.

3 Q. Okay. Was there any problem with the collection
4 process? They knew what they were doing at the hospital?

5 A. Yeah.

6 Q. Okay. You work the extra board?

7 A. Yeah.

8 Q. What's life like on the extra board in terms of
9 lifestyle and you being prepared to work and feeling fit for duty
10 at the beginning of your various shifts?

11 A. I guess the extra board -- I mean, you're called for --
12 to cover other positions, I guess you would say.

13 Q. Right.

14 A. I worked that and worked the pool so I don't know how
15 you want to describe that, you know, but just when I get called to
16 go to work on the extra board I go, you know.

17 Q. Okay. I'm not asking about you, but have you talked to
18 other crew members who tell you that they may have nodded off
19 while working, they have trouble staying awake?

20 A. Well, you know, people going to make their own
21 suggestion about stuff, you know, opinions, I guess I would say.
22 So I've heard that, you know. I heard signal problems, you know,
23 so --

24 Q. Oh, I'm sorry. I'm not talking about this accident.

25 A. Oh, okay. I'm sorry.

1 Q. I'm talking about other crew members that you've talked
2 to through the years --

3 A. Uh-huh.

4 Q. -- saying I had a tough, tough --

5 A. Oh, yeah.

6 Q. -- ride because --

7 A. Yeah. That goes on a lot.

8 Q. Okay. That's something that --

9 A. Okay.

10 Q. -- we're, you know, sensitive to and aware of --

11 A. Oh, yeah.

12 Q. -- I just wanted to hear from you if that's your
13 experience as well.

14 A. Oh, yeah.

15 Q. I mean, your understanding.

16 A. I got you. I got you.

17 Q. Okay. I'm --

18 A. I'm with you.

19 MR. JENNER: Right. Okay. Okay, that's all I have.
20 We'll go around a second time.

21 MR. JACKSON: Kimble Jackson. I don't have any further
22 questions for you. Just appreciate you and Greg taking the time
23 out on your holiday weekend to come in and help us with this.

24 MR. JENNER: Bob.

25 MR. BEATON: Corey, thank you. Bob Beaton, again. Just

1 a couple quick follow-up questions.

2 BY MR. BEATON:

3 Q. Have you ever heard of the National Transportation
4 Safety Board?

5 A. Yeah. I got a uncle who used to work for the FRA so --

6 Q. Okay. So FRA and National Transportation Safety Board
7 do what?

8 A. You all with the Safety Team. The FRA makes sure
9 everything's, you know, rule compliant, I guess, safety --

10 Q. So --

11 A. -- and whatnot. It's kind of together, you could say.

12 Q. Okay. Well, that's good. Have you -- if I said
13 something was privileged information, what would that mean to you?

14 A. I guess volunteer information, I guess you would say.

15 Q. If you had a conversation with somebody would you
16 consider that privileged information?

17 A. Depending on what the topic is about --

18 Q. All right.

19 A. -- yeah.

20 Q. Is there anything that we've touched on here by way of
21 all our questions tonight that you would consider as privileged
22 information?

23 A. No more than what we talked about in here.

24 Q. Okay. And again, you know, I want to thank you for
25 sharing this information because our purpose, again, is to --

1 A. That's right.

2 Q. -- to understand what happened, not to get anybody in
3 trouble, but to fix the problems if they -- if we understand what
4 they are.

5 You talked to the 194 crew down at Greenwood before you
6 left that night and you heard them calling signals maybe once or
7 twice as you were coming up the road. When you got to Mineral
8 Springs and stopped what was the weather like?

9 A. Oh, it was clear.

10 Q. Clear?

11 A. Yeah. I mean, it was dark but, you know, just clear
12 weather. It wasn't foggy. It wasn't raining or nothing like
13 that.

14 Q. Was it a humid night or kind of comfortable night?

15 A. Comfortable, I guess you could say.

16 Q. Would you -- did you have your window down in your cab?

17 A. I think I had -- I can't remember. I can't remember.

18 Q. All right. Well, I can respect that.

19 A. Yeah.

20 Q. Could you hear anything while you were stopped? Could
21 you hear anything going on outside the cab?

22 A. No. Nothing.

23 Q. If you had heard a whistle, what would you have -- if
24 you were stopped there at Mineral Springs waiting for that green
25 and you heard a whistle what would you have thought?

1 A. If I heard it? I mean, I'd find out what's going on,
2 you know, if it was -- if I could hear it that close, you know.

3 Q. Okay.

4 A. And --

5 Q. That would --

6 A. -- get on the radio maybe and find out who's, you know,
7 who's around or who's coming, you know.

8 Q. Okay.

9 A. So --

10 Q. Are you pretty good at telling if the whistle was coming
11 from in front of you versus behind you?

12 A. I ain't going to say all that, now. But, I mean, if I
13 -- I can hear a whistle. I'm not going to say I can tell you
14 whether it's behind or in front, so --

15 Q. But if it was a whistle in front of you that wouldn't
16 worry you as much as a whistle from behind, would it?

17 A. Both of them worry me, if you ask me.

18 Q. Okay. All right. You didn't hear a whistle that night,
19 did you?

20 A. No, sir. I did not.

21 Q. While you were sitting there at Mineral Springs?

22 A. Uh-uh. And plus, you know, that engine was, you know,
23 it wasn't real noisy and all but it had a little noise.

24 Q. But you know --

25 A. Yeah. So I --

1 Q. -- deaden everything anyway.

2 A. Yeah.

3 Q. Okay. As an engineer, and this'll be one of the last
4 questions I ask you so please bear with me. As an engineer going
5 down the road, you've got the radio, you've got the signals,
6 you've got landmarks that you're familiar with, you know this
7 territory, you know who else is out there or should be out there
8 that night and roughly when you're going meet another train and
9 who you're going to come up on and who might be behind you to come
10 up on you, is that -- all that information necessary for you to
11 feel like everything -- it's a regular night; it's a typical night
12 or if you don't know where somebody is but you know they're out
13 there --

14 A. Um-hum.

15 Q. -- does that bother you? Does it make you feel
16 uncomfortable?

17 A. Uh-uh. As long as I know where they at I'm good.

18 Q. Okay. Did you know where Q194 was that night?

19 A. I knew they was back there but I just didn't know how
20 far.

21 Q. Okay.

22 A. That -- that's the only thing I can say about that.

23 Q. But not knowing how far they were back there didn't
24 bother you. You didn't have to call --

25 A. Uh-uh.

1 Q. -- call them and --

2 A. No. Uh-uh.]

3 Q. -- check with them? You just didn't worry about it too

4 much?

5 A. I mean, I worry about it now, but I just didn't know the

6 point to where they were. You know, I knew they was following. I

7 knew they came out of Greenwood behind me, you know.

8 Q. Would that be a recommendation that you might have is

9 that you should maintain an awareness of where trains on the same

10 rails are?

11 A. Yeah, I can say that, yeah.

12 Q. I don't want to put words in your mouth, but --

13 A. I can agree with you.

14 Q. -- I'm just wondering if --

15 A. I can agree with you.

16 Q. -- if that's something that makes sense to you as an

17 experienced engineer. Should you always maintain a situation

18 awareness --

19 A. Um-hum.

20 Q. -- that some people like to talk about?

21 A. Okay. I can agree with that, yeah.

22 Q. Okay. Corey, I really do want to thank you for --

23 A. Thank you.

24 Q. -- helping us out here.

25 A. Okay.

1 Q. That's all the questions I have.

2 BY MR. CORCORAN:

3 Q. I just have a couple quick ones also. Now, you were
4 speaking to Mr. Setser about stopping at that location and then
5 whenever you have a stop signal.

6 A. A restrict proceed, yeah.

7 Q. A restrict proceed. But you said you usually wouldn't
8 stop at that exact spot. Where would you --

9 A. I mean, I didn't say that. I mean, I had never stopped
10 at that spot. Like I have stopped at other spots.

11 Q. Okay. Okay.

12 A. You know, but I just hadn't stopped at that particular
13 spot.

14 Q. Okay. All right. Thanks.

15 A. Uh-huh.

16 Q. That's it for me.

17 MR. HERNDON: Just a couple more for you. This is Jim
18 Herndon, the UTU.

19 BY MR. HERNDON:

20 Q. Corey, you said that you could hear Q194 calling signals
21 earlier in the evening --

22 A. Yeah. That's right.

23 Q. -- is that right?

24 A. That's right.

25 Q. Did you hear them call the signal at the north end of

1 Waxhaw?

2 A. No, I did not.

3 Q. Did you hear them calling signal 361?

4 A. No, sir. I did not.

5 MR. HERNDON: That's all the questions I have.

6 MR. JENNER: I'm sorry, Bill?

7 MR. SETSER: Bill Setser, CSX. I don't have any further
8 questions.

9 MR. BELL: Okay.

10 MR. SETSER: Thank you.

11 MR. BELL: Thank you.

12 BY MR. JENNER:

13 Q. And I have one more question for you. When you are
14 stopped, you're required to call out on the radio when your train
15 is stopped.

16 A. Yeah, we did that. We did that.

17 Q. Right. Your -- trains are not required to call the
18 train dispatcher?

19 A. No, not all the time. I mean, that -- he knew he was
20 following 116, I guess, of course. You know, you ain't going to
21 get no clear signal, you know, till that other train clears up,
22 but -- I mean, you can do it if you want, but they normally know
23 what's going on far as if you're following a train.

24 Q. You can call the dispatcher?

25 A. Yeah, if you want to.

1 Q. Why would you want to?

2 A. I mean, I didn't feel no need to call and let him we was
3 stopped, you know, at a restricted proceed right there, you know,
4 when 616 was, you know, going up the road so --

5 Q. Right.

6 A. No, we didn't.

7 Q. Right. I understand that, that it's not a rule to do
8 it --

9 A. That's right.

10 Q. -- but sometimes people --

11 A. Yeah.

12 Q. -- choose to. And I'm just trying to understand what --
13 under what conditions would someone say it's a good idea to call
14 the dispatcher.

15 A. Yeah. Um-hum.

16 Q. When would that occur?

17 A. I guess when you got a -- something going on maybe, you
18 know, something going on or maybe if you got a absolute stop
19 signal, you know, you can buzz them up and find out what's going
20 on because you got a absolute signal. But that's normal what I do
21 if I got absolute, I buzz them up then. But if you got a
22 intermediate, I normally don't, don't call him, you know, so --

23 Q. Yeah, you're not required to.

24 A. Yeah.

25 Q. Okay. Is there any value for the dispatcher to know

1 that you're stopped? Is -- in terms of what the dispatcher could
2 do for trains approaching that area? I mean, if the dispatcher
3 did know that you were stopped --

4 A. Um-hum.

5 Q. -- is -- does that -- is there any value to that to the
6 dispatcher knowing? Can the dispatcher do anything?

7 A. No, he can't do nothing on no restricted proceed. You
8 know, it's going to be red anyway, you know, so -- I don't know.

9 Q. Okay. I was just throwing stuff out there. That's all
10 the questions we have for you. I'm going to let's throw it out
11 that -- I'm sure you've had quite a bit of time to think about
12 this. Is there anything that you can think of in terms of changes
13 to rules or procedures or regulations that could make the system a
14 little safer?

15 A. Not right off the top of my head, you know. I'd just
16 like to get to the bottom of what happened. That's all I want to
17 know. That's all I care about, you know. You know, they -- you
18 know, they good friends of mine and, you know, it's two guys --
19 good guys that's lost and I just want to know what happened.
20 That's all I want.

21 MR. JENNER: Great. Well, thank you very much.

22 MR. BELL: Thank you.

23 MR. JENNER: And we'll conclude this interview.

24 MR. BELL: Okay. Thank you.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CSX COLLISION
MINERAL SPRINGS, NORTH CAROLINA
MAY 24, 2011
Interview of: Corey Bell

DOCKET NUMBER: DCA-11-FR-004

PLACE: Greenwood, South Carolina

DATE: May 27, 2011

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Beverly A. Lano
Transcriber