

NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE: :  
 :  
 THE ACCIDENT INVOLVING TWO : NTSB Accident No.  
 UNION PACIFIC FREIGHT : DCA16FR005  
 TRAINS THAT OCCURRED NEAR :  
 GRANGER, WYOMING ON :  
 MARCH 14, 2016 :  
 :  
 -----:

INTERVIEW OF: CASEY SMITH

Tuesday,  
March 15, 2016

Little America Travel Center  
Granger, Wyoming

BEFORE

TED TURPIN, NTSB  
JOHN MAYSER, Federal Railroad Administration  
STEVE LORD, Union Pacific

This transcript was produced from audio  
provided by the National Transportation Safety Board.

APPEARANCES :

On Behalf of the Interviewee:

JEFF BOYCE  
SMART UTU

P-R-O-C-E-E-D-I-N-G-S

(Time not given)

1  
2  
3 INVESTIGATOR TURPIN: My name is Ted Turpin.  
4 Today is March 15, 2016, and we're at Little America  
5 Travel Center near Granger, Wyoming interviewing the,  
6 job title conductor, engineer?

7 MR. SMITH: Casey Smith, brakeman.

8 INVESTIGATOR TURPIN: Okay, Casey Smith,  
9 brakeman. I believe from the local train.

10 MR. SMITH: LCK 41, yes.

11 INVESTIGATOR TURPIN: Okay. The accident  
12 number is DCAFR, excuse me, DCA16FR005. The purpose of  
13 this investigation is the increase of safety and not to  
14 assign fault or blame or liability. NTSB cannot offer  
15 any guarantee of confidentiality or immunity from legal  
16 or certificate actions like if they're going to pull a  
17 conductor's card we don't have anything to do with  
18 that.

19 A transcript or a summary of the interview  
20 will be in the public docket and made publicly  
21 available. You're allowed to have one representative  
22 of your choice, which is who you've done today. Do you  
23 understand that this interview is being recorded?

24 MR. SMITH: Yes.

25 INVESTIGATOR TURPIN: And please state your

1 name, spell it and your position or title.

2 MR. SMITH: Casey Smith, C-A-S-E-Y, S-M-I-T-  
3 H. Brakeman, LCK 41.

4 INVESTIGATOR TURPIN: All right, thank you.  
5 Go ahead.

6 MR. BOYCE: I'm Jeff Boyce. I'm the  
7 conductor's local chairman for the Smart Transportation  
8 Union.

9 INVESTIGATOR TURPIN: Okay. Go ahead, Ray.

10 MR. LINDSEY: Raymond Lindsey, Federal  
11 Railroad Administration, Operating Practices.

12 MR. MAYSER: John Mayser, J-O-H-N, M-A-Y-S-  
13 E-R, FRA Operating Practices Inspector.

14 INVESTIGATOR TURPIN: All right. Thank you.  
15 Steve, if you would state your name and title.

16 MR. LORD: My name is Steven L. Lord,  
17 Director of Operating Practice for the Northern Region,  
18 Union Pacific Railroad.

19 INVESTIGATOR TURPIN: And I think that was  
20 the easy part. Casey, tell us what happened.

21 MR. SMITH: Well we entered the signal  
22 suspension at Control Point G002. And then we was  
23 instructed we was going to be taken down the, go from  
24 the OSL main to the long sighting.

25 We pulled down there. Got stopped, probably

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1 I would guess a little over a quarter mile from Control  
2 Point G844. We stopped back a ways. And we was just  
3 stopped there approximately 15 minutes I would say.  
4 And we were all on the head in, all three of us on the  
5 head in the motor and all alert listening to the radio,  
6 stuff like that.

7           And trying to, kind of trying to figure out  
8 where we was going to go. We was going to Westvaco to  
9 spot a coal train. And we were sitting there talking  
10 and my brother was the engineer and the conductor both  
11 about the same time, we could see the headlight coming  
12 and about the same time they both said that train just  
13 came onto our track.

14           And we all jumped up, you know. You've seen  
15 that before when you're on double main line, you know,  
16 you come around a corner and you think that might be on  
17 the track. This was definite. It came down and you  
18 could see the lights all the way down the rail and my  
19 brother said that train is on our track and it's moving  
20 fast.

21           And so everybody just jumped. I went out,  
22 he went to go out the back door. I followed him. The  
23 conductor followed us. But it as such a scramble to  
24 get through the back door, you know, through the seats.  
25 We had a seat in the center and I mean there was no

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1 time.

2 And so the conductor turned, went out the  
3 front door and I just hit the back walkway and bailed  
4 over the hand rail and hit the ground running. I  
5 really don't know how I lit or nothing. And we got out  
6 there and about that time, we were probably I would say  
7 30 to 40 yards from the OSL sighting.

8 And I turned and looked to see the  
9 collision. And I thought we jumped for nothing because  
10 I don't think they're on our track and then bang. And  
11 everything just come. And about that time the  
12 container, you could hear the slack rolling in on the  
13 containers and we started, we seen some coming up over  
14 top.

15 So we ran further because we didn't think we  
16 was far enough. And that's about the end of her.

17 INVESTIGATOR TURPIN: Okay. Good. Glad you  
18 did what you did.

19 MR. SMITH: I am too.

20 INVESTIGATOR TURPIN: Did you ever see the  
21 conductor after he left the engine or did he go the  
22 other way?

23 MR. SMITH: He went the other way. And  
24 after everything had kind of, after the containers had  
25 quit rolling and things like that I seen there was

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1 diesel leaking and I wanted to make sure the conductor  
2 was all right.

3           So I went up closer to the train and  
4 hollered for him and heard him. And I didn't figure  
5 the two in the westbound train had made it. I just  
6 didn't, from what it looked like on the ground I  
7 didn't, I figured they were not doing good.

8           But and then I heard the conductor on the  
9 other side of the motors holler that he was all right  
10 and then we had seen movement in the cab of the west  
11 bound train and talked to them.

12           INVESTIGATOR TURPIN: So they rode it out?

13           MR. SMITH: Yes.

14           INVESTIGATOR TURPIN: Anybody call 911?

15           MR. SMITH: Not that I know of right away.

16 By about the time we got up to the motors the conductor  
17 on the west bound train, on the Inter Mobile train, he  
18 was on the radio with the dispatcher and my phone was  
19 up on the head end in my bag and so I didn't have a  
20 phone out there.

21           INVESTIGATOR TURPIN: Was he using a pac or  
22 he was using the locomotive radio?

23           MR. SMITH: Yes, he was using the locomotive  
24 radio to notify the dispatcher.

25           INVESTIGATOR TURPIN: Okay. What time did

1 you come in and stop on the sighting there?

2 MR. SMITH: I'm guessing, this isn't a for  
3 sure time, but I'm guessing it was around 9:15 to 9:20.

4 INVESTIGATOR TURPIN: Okay. Had anybody  
5 told you how long you were going to be there?

6 MR. SMITH: No. The impression that I got  
7 there was some activity on the Main 2 Westvaco and  
8 that's where we needed to go in and they were going to  
9 hold us on the OSL sighting until that had cleared up  
10 and they were going to run a west bound train Main 1 to  
11 Main 1.

12 INVESTIGATOR TURPIN: Okay, you heard that?

13 MR. SMITH: I did hear Main 1 to Main 1.

14 INVESTIGATOR TURPIN: Who was saying that to  
15 who?

16 MR. SMITH: That was a female dispatcher and  
17 it was unclear to me who she was saying it to.

18 INVESTIGATOR TURPIN: Okay. Are you  
19 familiar with the pilots that work that territory?

20 MR. SMITH: I'm not familiar with them. I'm  
21 familiar with the pilot that worked at Control Point  
22 G2.

23 INVESTIGATOR TURPIN: Okay.

24 MR. SMITH: And he's the only one that I  
25 know.

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1 INVESTIGATOR TURPIN: All right. Was it his  
2 voice?

3 MR. SMITH: No.

4 INVESTIGATOR TURPIN: So you know it wasn't  
5 him?

6 MR. SMITH: No, I know it wasn't him, yes.

7 INVESTIGATOR TURPIN: Okay. How far is  
8 Westvaco?

9 MR. SMITH: Westvaco from the accident?

10 INVESTIGATOR TURPIN: Yes.

11 MR. SMITH: About seven miles. It's about  
12 833, I believe.

13 INVESTIGATOR TURPIN: Okay. So if you  
14 needed to get out and run you would have to run seven  
15 miles before you could get back in the clear again for  
16 Westvaco?

17 MR. SMITH: Well it wouldn't necessarily be  
18 the clear. It would be coming off the OSL sighting  
19 onto Main 2 when we went back into Westvaco. Yes, it  
20 would be a distance of seven to eight miles.

21 INVESTIGATOR TURPIN: On 2, you would run  
22 down on 2?

23 MR. SMITH: Yes, we would have crossed over  
24 from, normally you would cross over from OSL sighting  
25 across Main 1 and onto Main 2 eastward.

1           INVESTIGATOR TURPIN: Okay. I'll go around  
2 the room several times. Just about the accident right  
3 now does anybody have any follow ups. It goes over  
4 here first. Steve.

5           MR. LORD: Do you want my name? Steve Lord.  
6 Casey, right?

7           MR. SMITH: Yes.

8           MR. LORD: Do you recall your conversation  
9 with the pilots to get to where you were at?

10          MR. SMITH: Not off the top of my head.  
11 Nothing really that stands out other, I'm trying to  
12 think of how that went. We contacted the pilot on  
13 Channel 27, I remember going to 27. Contacting the  
14 pilot at Control Point 2.

15          MR. LORD: Do you know if that was Pilot  
16 Bush at G002 or was it the EIC?

17          MR. SMITH: I believe it was Bush just  
18 because I know his name. But saying for sure would be  
19 speculation for, to say for sure.

20          MR. LORD: Do you know, did he handle  
21 switches for you to get where you were at?

22          MR. SMITH: I don't know that.

23          MR. LORD: And I think you stated, but did  
24 you hear the EIC talk to the west bound about running  
25 him?

1 MR. SMITH: I heard the dispatcher say that.  
2 I heard the female dispatcher say that. I remember her  
3 saying Main 1 to Main 1 and that stuck out to me  
4 because when the train came into the sighting we knew  
5 something was going.

6 MR. LORD: Was she talking to the train, the  
7 west bound or was she talking to the EIC?

8 MR. SMITH: It's unclear to me which one she  
9 was talking to.

10 MR. LORD: No more questions at this time.

11 MR. LINDSEY: Ray Lindsey, no questions.

12 MR. MAYSER: John Mayser, just a couple  
13 questions. I haven't read the Form C. So did the Form  
14 C direct you to a different radio frequency other than  
15 the dispatcher?

16 MR. SMITH: It did not.

17 MR. MAYSER: Okay. So everything was done  
18 on one channel?

19 MR. SMITH: We was looking at the Form C.  
20 Excuse me.

21 MR. MAYSER: I'm sorry. So everything was  
22 done on one channel, one radio channel?

23 MR. SMITH: As far as I know, yes.

24 MR. MAYSER: Including talking to the pilots  
25 and the dispatchers?

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1 MR. SMITH: Yes.

2 MR. MAYSER: So you would be listening to  
3 the same frequency then that the west bound train was  
4 using also, correct?

5 MR. SMITH: Correct.

6 MR. MAYSER: Okay. And I know we've  
7 reiterated it. But what you do remember is hearing,  
8 you said a female voice saying Main 1 to Main 1?

9 MR. SMITH: Yes.

10 MR. MAYSER: Okay. And you didn't hear  
11 anything from any pilots, just to reiterate?

12 MR. SMITH: I don't recall hearing anything  
13 from a pilot. I heard something from somebody. But I  
14 wasn't paying real close attention to who it was. It  
15 could have been a pilot or it could have been the  
16 train.

17 MR. MAYSER: Okay, thank you.

18 INVESTIGATOR TURPIN: Who was actually  
19 handling the radio with the pilots?

20 MR. SMITH: The conductor.

21 INVESTIGATOR TURPIN: It was the conductor.  
22 So basically you were just, you recall overhearing most  
23 of these conversations?

24 MR. SMITH: Yes.

25 INVESTIGATOR TURPIN: Okay. Time line wise,

1 these are estimates, you figured you were probably in  
2 there about 9:20. We've got the collision at 9:40,  
3 9:41 so about 20 minutes you think you were sitting  
4 there?

5 MR. SMITH: Yes, that's approximate time.

6 INVESTIGATOR TURPIN: Okay. Within those 20  
7 minutes when did you hear this 1 to 1 conversation?

8 MR. SMITH: It was probably I would say five  
9 to six minutes before the impact approximately.

10 INVESTIGATOR TURPIN: Okay, closer to the  
11 impact time than it was when you stopped?

12 MR. SMITH: Yes.

13 INVESTIGATOR TURPIN: Okay. Coming in, did  
14 you have to handle any of the switches coming in?

15 MR. SMITH: No, we didn't have to handle any  
16 switches.

17 INVESTIGATOR TURPIN: Okay. All switches  
18 were lined for you for the whole move?

19 MR. SMITH: Yes.

20 INVESTIGATOR TURPIN: And all the signals  
21 were at stop?

22 MR. SMITH: All the signals were at stop,  
23 yes.

24 INVESTIGATOR TURPIN: Okay.

25 MR. SMITH: I remember that distinctly.

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1 INVESTIGATOR TURPIN: You've come in here  
2 before. Have you worked with a --

3 MR. SMITH: Yes.

4 INVESTIGATOR TURPIN: -- suspension before?

5 MR. SMITH: I haven't worked with that  
6 particular suspension.

7 INVESTIGATOR TURPIN: At this location?

8 MR. SMITH: At this location, no. That was  
9 the first day of it, that we had worked the job.

10 INVESTIGATOR TURPIN: Okay. Do you remember  
11 having any conversation in the cab prior to getting  
12 here like who you were going to call or who the  
13 conductor was going to call?

14 MR. SMITH: Yes. And when he was going to  
15 call.

16 INVESTIGATOR TURPIN: Okay. What was that  
17 discussion?

18 MR. SMITH: We wanted to be sure to call in  
19 time for him. We wanted to be prepared to stop at 2  
20 and we wanted to call him in time for him to give us a  
21 read back and give us our instruction because we didn't  
22 know whether he was going to talk us through at  
23 restricted speed.

24 I remember coming into it the engineer  
25 stated I don't like this. And he stated I'm not going

1 to go fast through here. And I believe the top speed,  
2 I was watching, I believe the top speed was around 22  
3 that we ever got in the limits.

4 INVESTIGATOR TURPIN: Do you remember the  
5 pilot saying anything about restricted speed?

6 MR. SMITH: No.

7 INVESTIGATOR TURPIN: But he did give you a  
8 stop location?

9 MR. SMITH: Yes.

10 INVESTIGATOR TURPIN: So pull in and stop at  
11 the end of the long sight.

12 MR. SMITH: Yes.

13 INVESTIGATOR TURPIN: Okay, all right.

14 MR. LORD: Casey, Steve Lord follow up. Did  
15 you stop at 002?

16 MR. SMITH: No, we did not.

17 MR. LORD: So you just said bring them on?

18 MR. SMITH: Yes. We contacted them in time.

19 MR. LORD: So our suspension limits were 844  
20 at 02, right?

21 MR. SMITH: Yes.

22 MR. LORD: They were actually working on  
23 847. Is that correct?

24 MR. SMITH: The signals were working on 847?

25 MR. LORD: No, that's where the work was

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1 being performed for the cut over at 844?

2 MR. SMITH: Yes, yes, right there where you  
3 come around the corner at 2 and --

4 MR. LORD: So he didn't talk you by the red  
5 signal he just said come on by, right?

6 MR. SMITH: Yes.

7 MR. LORD: So all switches were lined  
8 normal?

9 MR. SMITH: For our movement into the OSL  
10 sighting.

11 INVESTIGATOR TURPIN: Okay. All right.  
12 Let's just go back and get some general information  
13 then. How long, well let's start with your railroad  
14 career. Where and when did you hire out?

15 MR. SMITH: I hired out in Pocatello, Idaho  
16 on June 6th of '05.

17 INVESTIGATOR TURPIN: Okay. And worked out  
18 of Pocatello most of the time?

19 MR. SMITH: No, I started out working, done  
20 what's in my training in Pocatello. Then I worked a  
21 lot of time in Tichemer (phonetic) and Montpelier on  
22 local jobs. Went back and forth from local jobs to the  
23 main line as a through freight conductor. And then the  
24 last four or five years I spent working locals in yard  
25 jobs in Montpelier and just recently came to Tichemer.

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1 INVESTIGATOR TURPIN: Where at?

2 MR. SMITH: Tichemer.

3 INVESTIGATOR TURPIN: Tichemer.

4 MR. SMITH: Yes.

5 INVESTIGATOR TURPIN: And that's a home  
6 division point or whatever?

7 MR. SMITH: Yes, that's my home terminal.

8 INVESTIGATOR TURPIN: Okay. And how long  
9 have you been there?

10 MR. SMITH: The job started, it's a six  
11 month fence job. It's fenced in. I believe it started  
12 December 6, I think is the closest that I know.

13 INVESTIGATOR TURPIN: December of '15 then,  
14 2015?

15 MR. SMITH: Yes, yes.

16 INVESTIGATOR TURPIN: All right. So you've  
17 basically been working that job for three months, four  
18 months?

19 MR. SMITH: Yes.

20 INVESTIGATOR TURPIN: Okay. You've come  
21 down to this area on the job a lot?

22 MR. SMITH: Yes. Monday, Wednesdays and  
23 Fridays we bring a coal train down to Westvaco.

24 INVESTIGATOR TURPIN: Okay. Your brother  
25 been with you the whole time?

1 MR. SMITH: Yes, he's also fenced in on the  
2 same job.

3 INVESTIGATOR TURPIN: That didn't have  
4 anything to do with it, did it? You working with your  
5 brother or was it just by luck?

6 MR. SMITH: No. We decided --

7 INVESTIGATOR TURPIN: I may ask him the same  
8 question.

9 MR. SMITH: We do quite a bit of stuff  
10 together and it's nice to have the same time off.

11 INVESTIGATOR TURPIN: Cool.

12 MR. SMITH: And carpool. We carpool an hour  
13 and a half to work and we've got three people on the  
14 job that are from the same town so the carpool ended up  
15 only driving a couple days a week or one day a week.

16 INVESTIGATOR TURPIN: Okay. That's going to  
17 lead into some things I'm going to ask you a little bit  
18 later. The, so how many days a week does the job work?

19 MR. SMITH: Five.

20 INVESTIGATOR TURPIN: Monday through Friday?

21 MR. SMITH: Yes.

22 INVESTIGATOR TURPIN: And so you basically,  
23 you were saying you go home on weekends?

24 MR. SMITH: Well we go home most every  
25 night.

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1 INVESTIGATOR TURPIN: Okay. So what's your  
2 commute time?

3 MR. SMITH: An hour and a half each way,  
4 approximately.

5 INVESTIGATOR TURPIN: All right. What's the  
6 normal shift time on the local?

7 MR. SMITH: A lot of times it's 12 hours on  
8 the coal days. Tuesdays and Thursdays we go back to  
9 Montpelier to take cars that go to Montpelier and bring  
10 cars from Montpelier that come to Tichemer, make a  
11 turnaround trip there from Tichemer to Montpelier.

12 INVESTIGATOR TURPIN: And those are shorter  
13 days?

14 MR. SMITH: Generally. It depends a lot on  
15 main line traffic.

16 INVESTIGATOR TURPIN: Okay, what's the on  
17 duty time?

18 MR. SMITH: On duty time is 14:00 or 14:00  
19 to 16:00.

20 INVESTIGATOR TURPIN: Okay. So it's within  
21 a window of 2:00 to 4:00?

22 MR. SMITH: Yes, depending on the other job  
23 brings the, LCK 40 brings a train in from the mine  
24 where we can get on it. And if they make it in by 2:00  
25 we usually go to work at 2:00. If they don't then we

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1 don't.

2 INVESTIGATOR TURPIN: Okay. This happened  
3 Monday night so it was the first day of your week. You  
4 were off Saturday and Sunday?

5 MR. SMITH: Yes.

6 INVESTIGATOR TURPIN: We usually reach back  
7 all the way to Friday. Do you remember how long a  
8 shift Friday was? Did you work Friday I should ask?

9 MR. SMITH: I did work Friday and we made it  
10 back. We had a short time engineer that night which  
11 only has ten hours to work and we made it back. So  
12 about a ten hour shift was what we made.

13 INVESTIGATOR TURPIN: Okay. So do you  
14 remember was that like midnight or into Saturday  
15 morning?

16 MR. SMITH: It was around midnight. It was  
17 close to midnight because I believe we went on duty at  
18 14:00 that day and we had a short time engineer that  
19 was out of time, he had been out of time at midnight  
20 and we made it back.

21 INVESTIGATOR TURPIN: Okay. Anything  
22 special on Friday or Saturday or Sunday, anything  
23 special you did? You sleep normal shift? What time do  
24 you normally go to bed?

25 MR. SMITH: I normally go to bed on weekends

1 around 10 o'clock and usually get up, I don't know 6:00  
2 or 7:00 this time of year as the kids are in school so  
3 I don't get to see them a whole lot during the week.

4 So I get up on the weekends to do whatever with them.

5 INVESTIGATOR TURPIN: All right. Anything  
6 special on Sunday, sorry?

7 MR. SMITH: Sunday. What did I do Sunday?  
8 No.

9 INVESTIGATOR TURPIN: Did you go to bed  
10 Sunday night, what time?

11 MR. SMITH: Probably I would say around  
12 10:00, around 10:00.

13 INVESTIGATOR TURPIN: And Monday morning?

14 MR. SMITH: Monday morning got up probably  
15 around 7:00, 8:00.

16 INVESTIGATOR TURPIN: Do you remember what  
17 time you went on duty?

18 MR. SMITH: About 14:00 on Monday.

19 INVESTIGATOR TURPIN: Was it 14:00?

20 MR. SMITH: Yes.

21 INVESTIGATOR TURPIN: Okay. What time did  
22 you leave the house?

23 MR. SMITH: 12:30.

24 INVESTIGATOR TURPIN: That hour and a half.

25 Okay. Felt rested?

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1 MR. SMITH: Yes.

2 INVESTIGATOR TURPIN: Do you have trouble  
3 with any sleep or fatigue on this job or are you --

4 MR. SMITH: I don't really because the  
5 Tuesdays and Thursdays give you a good time, a lot of  
6 times you get back in time to rest like a human being  
7 and it works out pretty good.

8 INVESTIGATOR TURPIN: All right. Good. You  
9 take any prescription drugs or non prescription drugs,  
10 anything over the counter?

11 MR. SMITH: No.

12 INVESTIGATOR TURPIN: Claritin or anything  
13 like that?

14 MR. SMITH: No.

15 INVESTIGATOR TURPIN: Wear glasses?

16 MR. SMITH: No.

17 INVESTIGATOR TURPIN: Are you a certified  
18 conductor?

19 MR. SMITH: Yes.

20 INVESTIGATOR TURPIN: Engineer?

21 MR. SMITH: Yes.

22 INVESTIGATOR TURPIN: Both?

23 MR. SMITH: Yes.

24 INVESTIGATOR TURPIN: Okay. When was the  
25 last time a supervisor rode with you?

1 MR. SMITH: Last time a supervisor rode with  
2 me was about a couple months ago, approximately.

3 INVESTIGATOR TURPIN: Okay. You've been at  
4 this quite a while, over ten years. Did you feel well  
5 trained, well qualified?

6 MR. SMITH: Yes.

7 INVESTIGATOR TURPIN: Cell phone on duty,  
8 what's the restriction or what's the requirement?

9 MR. SMITH: Stowed in your bag off.

10 INVESTIGATOR TURPIN: Okay. Do you see any  
11 violations of that or see that, you know, anybody fudge  
12 with that?

13 MR. SMITH: I don't see any.

14 INVESTIGATOR TURPIN: Okay. Surprisingly  
15 that happens. Anything you could add?

16 MR. SMITH: I don't, I'm glad everybody  
17 walked away from it.

18 INVESTIGATOR TURPIN: We all are. Those are  
19 the ones I like to come to. Let me just ask some  
20 general stuff though about this out of service  
21 business. You've had other locations where they do  
22 this, they're doing this cut over?

23 MR. SMITH: The only other time I've seen  
24 this was when I was a main line conductor out of  
25 Pocatello coming to Green River. We experienced it I

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1 think one time six years ago, five, six years ago.

2 INVESTIGATOR TURPIN: Okay. Is it, the way  
3 you were talking it's like the engineer had a choice of  
4 restricted speed. Wouldn't you automatically want to  
5 be going restricted speeds with all these reds  
6 everywhere?

7 MR. SMITH: That's not the rule.

8 INVESTIGATOR TURPIN: Okay. What's it say?

9 MR. SMITH: Maximum speed is 49. We just  
10 went over this in rules. I was just in rules class and  
11 we went over this three weeks ago, I believe.

12 INVESTIGATOR TURPIN: So what's the track  
13 speed on that sighting?

14 MR. SMITH: On the track speed, the track  
15 speed on that sighting is 30 anyway. So we couldn't  
16 have actually gone the 49 on the OSL sighting anyway.

17 INVESTIGATOR TURPIN: But he could have been  
18 right there at about 29 and ride underneath it?

19 MR. SMITH: He could have been. But your,  
20 all of your crew are trained red means stop. That  
21 doesn't feel right to me to go by a red block. It  
22 just, I don't think it would to anybody.

23 INVESTIGATOR TURPIN: Right.

24 MR. SMITH: It's not natural.

25 INVESTIGATOR TURPIN: Okay. So the way you

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1 understood the instructions last night were come into  
2 the sighting, no speed restriction on you other than  
3 the cap of 49.

4 MR. SMITH: Yes.

5 INVESTIGATOR TURPIN: Signals are suspended  
6 with an instruction stop at the end of the sighting.

7 MR. SMITH: Yes.

8 INVESTIGATOR TURPIN: Okay. Those are your  
9 limits, basically your limits come in at 49 (phonetic)?

10 MR. SMITH: Yes.

11 INVESTIGATOR TURPIN: Okay, all right.  
12 Anything else?

13 MR. LORD: No.

14 INVESTIGATOR TURPIN: Very good. Thank you,  
15 Casey. That's it.

16 MR. SMITH: Okay.

17 (Whereupon, the above-entitled matter went  
18 off the record.)  
19  
20  
21  
22  
23  
24  
25

C E R T I F I C A T E

MATTER: Union Pacific Freight Train Accident  
Granger, WY March 14, 2016  
Accident No. DCA16FR005  
Interview of Casey Smith

DATE: 03-15-16

I hereby certify that the attached transcription of page 1 to 26 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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