

NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :

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THE ACCIDENT INVOLVING TWO : NTSB Accident No.

UNION PACIFIC FREIGHT : DCA16FR005

TRAINS THAT OCCURRED NEAR :

GRANGER, WYOMING ON :

MARCH 14, 2016 :

:

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INTERVIEW OF: DAVID RASMUSSEN

Tuesday,

March 15, 2016

Little America Travel Center

Granger, Wyoming

BEFORE

TED TURPIN, NTSB

RICK NARVELL, NTSB

BRIAN FRANSEN, BLET

RAYMOND LINDSEY, Federal Railroad Administration

JOHN MAYSER, Federal Railroad Administration

STEVE LORD, Union Pacific

This transcript was produced from audio

provided by the National Transportation Safety Board.

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

2 (Time not disclosed)

3 MR. NARVELL: He wasn't happy when he found
4 out he was coming up here today.

5 MR. TURPIN: You're on tape. My name's Ted
6 Turpin. Today is March 15, 2016, and we're at the
7 Little America Travel Center near Granger, Wyoming,
8 interviewing the conductor from the westbound train in
9 connection with an accident that happened near Granger,
10 Wyoming, March 14, 2016. NTSB accident number is
11 DCA16FR005.

12 Purpose of this investigation to increase
13 the safety. It is not to find fault, blame, or
14 liability, but we cannot offer or guarantee
15 confidentiality of anything, nor immunity from a legal
16 or certificate issue.

17 A transcript and summary of the interview
18 will be placed into a public docket and be made
19 publicly available. You're allowed to have a
20 representative. You opted not to have one, or, okay.

21 MR. RASMUSSEN: Yes.

22 MR. TURPIN: And do you understand this is
23 being recorded?

24 MR. RASMUSSEN: Yes.

25 MR. TURPIN: All right. Would you please

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1 state your name and spell it?

2 MR. RASMUSSEN: David Rasmussen. R-A-S-M-U-
3 S-S-E-N.

4 MR. TURPIN: Okay. We'll go around the
5 room. If we can get Brian to talk.

6 MR. FRANSEN: Brian Fransen, BLET.

7 MR. TURPIN: Spell your name.

8 MR. FRANSEN: Oh, B-R-I-A-N, F-R-A-N-S-E-N.

9 MR. LORD: Steve Lord. L-O-R-D. General
10 Director, Operating Practices, Union Pacific Railroad,
11 northern region.

12 MR. LINDSEY: Raymond Lindsey, Federal
13 Railroad Administration. It's L-I-N-D-S-E-Y. I'm
14 operating practices.

15 MR. MAYSER: John Mayser, Federal Railroad
16 Administration, Operating Practices.

17 MR. NARVELL: Rick Narvell. N like in
18 Nancy, A-R-V-E-L-L with the NTSB.

19 MR. TURPIN: All right. And again, Ted
20 Turpin. T-U-R-P-I-N. Can you just tell us what
21 happened?

22 MR. RASMUSSEN: All right. Well, we, you
23 know, got out of town, it just, I mean, seemed, didn't
24 seem any, like anything was different.

25 We got out of town. You know, we knew we

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1 had this signal suspension. You know, so we job
2 briefed, extra job briefed for it. Because I mean, in
3 the orders, it was a page and a half long, you know,
4 with all the lampposts and all the, you know, all the
5 information, you know, so we made sure, you know,
6 double checked, triple checked, made sure we knew where
7 we were at, you know, what we had going on.

8 And we, I think that we were, we were
9 probably at about, I don't know, maybe 20 minutes out,
10 and we could hear the dispatcher talking with the
11 conductor pilots.

12 And we heard her, we could hear her giving
13 them, you know, instructions, you know, who she was
14 going to run next. The, she gave them our unit number,
15 the UP 5718. I'm going to run them first. Main 1 to
16 Main 1.

17 And there was some, there was some other
18 stuff in there. It was broken up. We, you know,
19 weren't hearing the full conversation. We couldn't
20 hear the other end of the conversation either.

21 So, you know, we pretty much knew that we
22 were going to be next, so when we come down to, I think
23 milepost 940, you know, we had a flasher there. And
24 that's where I decided, you know, when I, when we seen
25 the flasher, I, or the advanced approach, I decided to

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1 call the conductor pilot there. Talked with him. Got
2 our instructions.

3 He gave us permission to enter the limits,
4 you know, all the way through the limits to the other
5 end. And as, you know, as soon as we got that, the
6 engineer started picking up our speed, and right there
7 at that 844, there's also a detector, 843.9.

8 And so I was in my log book. I was writing
9 down the detector as we went over it. I didn't see the
10 switch. The engineer saw the switch. I was, I was
11 still writing my log entry when he put the train in
12 emergency.

13 And I had no, I didn't even know why he did
14 it. I just looked over and he, you know, his face just
15 had panic on it, which, you know, made me look up and
16 then that's when we hit that switch and turned into the
17 siding. And, you know, the, my first reaction was
18 just, what are we going to do? You know, what do we
19 do?

20 MR. TURPIN: Let's take a break. It's all
21 right.

22 MR. RASMUSSEN: You know, at that time, we,
23 you know, we had that, you could see the other train,
24 and right away, you know, we seen the other crew. They
25 were jumping, you know, we, they, we were lit up pretty

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1 good, and they had their green on, so I mean, we could
2 see, you know, one guy this way, two guys that way.

3 And you know, just the helpless feeling
4 that, you know, here, what do we do? You know, here we
5 go. You know, I knew we were going to hit. Just
6 didn't know how fast and how hard it was going to be.

7 You know, basically I braced myself between
8 the center seat and my desk with one foot, and the
9 engineer, I think, I just remember looking down and he
10 was on the floor.

11 And, but, you know, I, but I was, I was
12 trying to, you know, see when we were going to hit, and
13 that was the last time I seen him. He was just, he was
14 just getting down onto the floor. So I don't, I didn't
15 see what happened.

16 I mean, once we hit, you know, there was
17 just, air's full of dust. But then as soon as we hit,
18 the dispatcher come on, which, it was now a different
19 dispatcher, and he was calling the conductor pilots,
20 trying to get a hold of them, tell them that he had an
21 occupancy Main 1 to the siding. Main 1 to the siding.
22 What's going on?

23 You know, I'm not, I don't remember exactly
24 what was being said, but then I remember the dispatcher
25 calling us and telling us to stop. You know, stop our

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1 train, which it, we had already hit.

2 And you know, I was on the radio trying to
3 talk to him and just kept, I just, there was so much
4 going on, I didn't feel like he was hearing me. I was
5 getting locked on and, or, but for, I mean, up until
6 somebody got on the phone later, I don't think that
7 they even realized the, what the situation was out
8 there.

9 You know, we, the other crew, you know, I
10 could hear them outside yelling up to us, you know,
11 asking if we were okay. And the, you know, and they
12 were saying there was diesel fuel spraying everywhere
13 and oil and, I mean, so we were panicked.

14 You know, and the engineer, he was hurt.
15 His head was bleeding and, you know, he couldn't move
16 his arm and so I was trying to help him and, you know,
17 get what we needed, get the, get the train list off.

18 Because I knew we had some placard stuff in
19 the train. So I just, I grabbed, you know, grabbed the
20 train list, grabbed as much stuff as we could, got off
21 the unit where, we didn't have a radio on the ground
22 right away.

23 And you know, and I was, my adrenaline was
24 pumping and I was panicked and, you know, just trying
25 to, just trying to calm down and see what the

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1 situation, you know, what we had to deal with.

2 And the, I just, it, the other crew, I mean,
3 they got on the phone, talked with the dispatcher. You
4 know, I'm not sure if I'm, if I'm forgetting anything.
5 I mean, it was just, it really happened super fast,
6 like slow motion and like fast forward.

7 It was, and it just, so that, I think that's
8 the best account that I have of it, you know, up to,
9 you know, where we actually got the point across that
10 we needed help out there, ambulance and all the other
11 stuff.

12 MR. TURPIN: That's good. That was a good,
13 you gave a lot of detail. Do you, the female
14 dispatcher is the one that authorized you through?

15 MR. RASMUSSEN: We never talked to her. No.
16 We --

17 MR. TURPIN: Even for the authorization for
18 the suspension?

19 MR. RASMUSSEN: No. That was all given, the
20 authorization was given through the conductor pilot.

21 MR. TURPIN: Okay.

22 MR. RASMUSSEN: And that's how it's always
23 been.

24 MR. TURPIN: Right.

25 MR. RASMUSSEN: That's --

1 MR. TURPIN: Right. That was my error.
2 That, I understand that. Did you ever hear her voice
3 again after the collision?

4 MR. RASMUSSEN: No. No.

5 MR. TURPIN: So the dispatcher went from
6 female to male. Do you know, did you recognize the
7 voice of the other dispatcher working?

8 MR. RASMUSSEN: The male dispatcher? Yes.

9 MR. TURPIN: Yes.

10 MR. RASMUSSEN: Yes, I recognized both of
11 them.

12 MR. TURPIN: Okay. So they were normal for
13 the territory.

14 MR. RASMUSSEN: Um-hum.

15 MR. TURPIN: But it felt like there might've
16 been a shift change or --

17 MR. RASMUSSEN: That's what I understand,
18 that they was in the middle of a, well, I mean, usually
19 that's what happens, you know, when you get two
20 dispatchers and, you know, a short amount of time.

21 MR. TURPIN: Okay.

22 MR. RASMUSSEN: There's usually turnover.

23 MR. TURPIN: Turnover time, yes. Okay. I
24 need to go back to the detail of the authorization and
25 if you can remember the actual words and the

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1 communication that you got, and who it was from. Was
2 it, which pilot conductor called you?

3 MR. RASMUSSEN: It was, well, and I just
4 know him because, you know, he was there when all this
5 happened. But other than that, I've never met him
6 before. He works up here --

7 MR. TURPIN: Okay.

8 MR. RASMUSSEN: -- on this territory. We,
9 you know, work out of Salt Lake. But I believe his
10 name was Jeremy Clark.

11 MR. TURPIN: Okay.

12 MR. RASMUSSEN: And --

13 MR. TURPIN: And he's the one that called
14 you to give you permission to run through the --

15 MR. RASMUSSEN: I called him.

16 MR. TURPIN: Okay.

17 MR. RASMUSSEN: I called him, you know, UP
18 5718 calling the conductor pilot at 844. And he gave
19 us our permission, you know, form C number, blah, blah,
20 blah.

21 MR. TURPIN: Yes.

22 MR. RASMUSSEN: And you know, UP 5718 has
23 permission to enter the system suspension at 844 and
24 proceed through the entire limits to the other end.
25 You know, he didn't, he didn't ask us to recontact

1 anybody. Switch just tells me he just didn't have any
2 more trains in the, in the suspension.

3 MR. TURPIN: Okay.

4 MR. RASMUSSEN: And I, and you know, when he
5 gave me the directions, I asked him to clarify some,
6 and I can't even remember what it was, but he, it was
7 just because the volume in the radio, I just didn't
8 hear him.

9 But he said, you know, he repeated it, I
10 repeated it back to him, and he said, yes, that's
11 correct. You guys are good to go. And then we started
12 picking up speed to take off.

13 MR. TURPIN: Okay. Did he, do you know if
14 he actually said 1 to 1?

15 MR. RASMUSSEN: Yes, he did say 1 to 1.

16 MR. TURPIN: Okay. Did he mention anything
17 about the position of the switches?

18 MR. RASMUSSEN: You know, I'm going to say
19 that he said we were lined 1 to 1.

20 MR. TURPIN: Which is inferred, kind of,
21 with that conversation.

22 MR. RASMUSSEN: Yes. Yes.

23 MR. TURPIN: Okay. Did he say anything
24 about, proceed by the signals, or the signals, will
25 they be lit or not lit?

1 MR. RASMUSSEN: He did say, no, he just
2 said, you have permission past my red board, which the
3 red board, you know, is what, 10 feet this, on this
4 side of the signal suspension, you know, which I
5 understand is their, that's their limits, you know,
6 from the red board to the red board.

7 MR. TURPIN: Right.

8 MR. RASMUSSEN: So any, everything in
9 between is covered in there.

10 MR. TURPIN: Okay.

11 MR. RASMUSSEN: Their suspension.

12 MR. TURPIN: Do you remember what the signal
13 was?

14 MR. RASMUSSEN: It was red.

15 MR. TURPIN: Was it? And how far did they
16 take you to? Gary mentioned 867. Do you remember
17 that?

18 MR. RASMUSSEN: He gave us the, he gave us
19 permission all the way through the entire limits to
20 867.

21 MR. TURPIN: Okay.

22 MR. RASMUSSEN: To the Hampton, where the,
23 and told us, told me to contact the conductor pilot at
24 Hampton at 867.

25 MR. TURPIN: Okay. Now you mentioned when

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1 you entered the site and you were doing the paperwork
2 and stuff, did you, did you happen to notice where the
3 pilot was? If he was around the switch or his vehicle
4 or anything? Did you look up and see?

5 MR. RASMUSSEN: I didn't see. I mean, like
6 I said, I was, I was literally writing, I don't even
7 think I finished the entry in my log book --

8 MR. TURPIN: Okay.

9 MR. RASMUSSEN: -- when we went into
10 emergency.

11 MR. TURPIN: Got you.

12 MR. RASMUSSEN: And that point, I just
13 looked up, like, what's going on?

14 MR. TURPIN: Right.

15 MR. RASMUSSEN: And you know, and then that,
16 everything, you know, you know, everything just changed
17 from there. I mean, I really don't remember seeing
18 anything around the, around there.

19 MR. TURPIN: Okay.

20 MR. RASMUSSEN: I don't remember seeing
21 anybody.

22 MR. TURPIN: During all that kind of
23 confused conversation, you were the one that finally
24 got through to the dispatcher though, and said, we
25 need, we need 911 out here. We need some help.

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1 MR. RASMUSSEN: No. Someone else, we were,
2 after we had got everybody off the train and grouped
3 everybody together, we had everybody there, everybody
4 was accounted for.

5 I just asked, does, did the, nobody has a
6 radio on them right now. Does anybody know if the
7 dispatcher knows what's going on? Because I can't hear
8 what's going on on the radio inside.

9 MR. TURPIN: Okay.

10 MR. RASMUSSEN: And nobody on the radio is
11 where we're at. So nobody really knows how bad it is.
12 I mean, literally, it was probably, it was probably 15
13 or 20 minutes before we even got the message to them
14 that both Main lines were blocked.

15 MR. TURPIN: Wow.

16 MR. RASMUSSEN: And it was, it just felt
17 like, I'm so, basically someone got on the phone with
18 the dispatcher, told them we needed, you know, an
19 ambulance, fire department, you know, emergency
20 vehicles --

21 MR. TURPIN: Right.

22 MR. RASMUSSEN: -- and that both Main lines
23 were blocked. You know, that he --

24 MR. TURPIN: But it wasn't you and it wasn't
25 --

1 MR. RASMUSSEN: No, it wasn't me.

2 MR. TURPIN: None of your radios were able
3 to do that?

4 MR. RASMUSSEN: Well, I'm sure it could've,
5 but it was just a, it was like a knee jerk reaction,
6 just getting something done.

7 MR. TURPIN: Right.

8 MR. RASMUSSEN: You know, to try and get, I
9 mean, I've never seen anything like that. You know,
10 I've never been involved in anything like that, so when
11 I seen it, I just, I mean, the magnitude of it was
12 overwhelming to me.

13 MR. TURPIN: Do you have a speedometer on
14 your side?

15 MR. RASMUSSEN: I did have a speedometer on
16 my side.

17 MR. TURPIN: Did you look at it or check,
18 capture any speeds at all?

19 MR. RASMUSSEN: Yes. Yes, well, when I went
20 over the detector, we were doing 46.

21 MR. TURPIN: Okay. Did you happen to notice
22 when you collided, did you take a quick look?

23 MR. RASMUSSEN: No. No, I was not looking
24 at the, I mean, right now, thinking about it, I can't
25 even remember if it was up above me or if it was on the

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1 dash.

2 MR. TURPIN: Got you. Okay. That's fine.

3 MR. RASMUSSEN: I mean, because every
4 locomotive's different. So --

5 MR. TURPIN: Okay. That's fair. Yes. We
6 go around, ask a question about the accident.

7 MR. FRANSEN: I have no questions.

8 MR. LORD: David, can you continue?

9 MR. RASMUSSEN: Yes.

10 MR. LORD: Okay. I've just got a couple
11 questions. Steve Lord. I had a couple questions.

12 MR. RASMUSSEN: Okay, Steve.

13 MR. LORD: What did, you mentioned something
14 about hearing the dispatcher talk to you guys for the
15 move that would be made. Do you recall where you were
16 when you heard that?

17 MR. RASMUSSEN: We were about, probably 8,
18 between 825 and 830.

19 MR. LORD: Around Peru?

20 MR. RASMUSSEN: Yes. Coming out down the
21 hill off of Peru. Somewhere in that area.

22 MR. LORD: So this is just a different kind
23 of a question. So you heard the dispatcher talking to
24 the EIC, the moves you were going to make. Is it
25 possible you, that the pilot assumed by having that

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1 conversation, that it was a go for you guys to go ahead
2 and talk you through 1 to 1? Is it possible?

3 MR. RASMUSSEN: I, you know what? I don't
4 know. We, I couldn't hear the other side of the
5 conversation. I could only hear the dispatcher. I
6 could only hear her. The other guy was too far away.

7 MR. LORD: Did it sound like, in that
8 conversation, that that was her instructions to them,
9 that, to line you guys out?

10 MR. RASMUSSEN: Yes. That's what it sounded
11 like to me. I mean, it sounded like she was saying,
12 this is how we're going to run it. I just heard, I
13 heard our unit number, and 1 to 1, and she was going to
14 run, first she was going to run one westbound.

15 MR. LORD: Okay.

16 MR. RASMUSSEN: You know, our unit number, 1
17 to 1.

18 MR. LORD: So how quick after that
19 conversation that she had with EIC did he contact you,
20 and give you the authority to get by the red board?

21 MR. RASMUSSEN: Well, I contacted him. It
22 was probably, I don't know, 15 minutes, 15 to 20
23 minutes between then and when we actually were close
24 enough to talk to him.

25 MR. LORD: You ever hear any more

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1 conversation, the dispatcher to the EIC?

2 MR. RASMUSSEN: No. After, I never heard
3 another conversation after that. But I mean, you know,
4 you don't always hear all of the conversations out
5 there.

6 MR. LORD: Right.

7 MR. RASMUSSEN: You know, you'll hear some
8 of it, and then you may get down, out of transmission
9 range where you're not hearing what she's saying. You
10 know, because I know they're far enough that we can't
11 hear the pilots. You know, they, her radio reaches out
12 a lot further.

13 MR. LORD: Have you ever worked a pilot job?

14 MR. RASMUSSEN: No.

15 MR. LORD: You ever been through a signal
16 suspension before?

17 MR. RASMUSSEN: Yes.

18 MR. LORD: Were they aware of the switches
19 were in hand, or were they with switches powered out?
20 Is it unusual for, to have a signal suspension and have
21 the dispatcher still operating the switches?

22 MR. RASMUSSEN: Well, I'm, the last signal
23 suspension that I went through, it seemed like
24 everything was still on power, that the dispatcher
25 still had --

1 MR. LORD: Control.

2 MR. RASMUSSEN: -- control. Although, I
3 mean, that's where the pilots are located, at the power
4 switches, so I don't know, you know, I don't know what
5 they, I don't know how they do it, if they're supposed
6 to, you know --

7 MR. LORD: But you don't recall seeing the
8 pilot at the switch at the 845?

9 MR. RASMUSSEN: I don't remember. No. You
10 know, and it was, I mean, super dark too.

11 MR. LORD: Yes.

12 MR. RASMUSSEN: A super dark night. And you
13 know, just the whole, making sure that we had our, you
14 know, the, our communication, you know, that we had the
15 correct permission to do what we were doing.

16 You know, I mean, we're entering, you know,
17 the suspension where, I mean, we're going past a red
18 signal and, you know, nobody, we talked about that in
19 the cab that this, you know, this just doesn't feel
20 right going by a red signal. I mean, even though --

21 MR. LORD: (Inaudible).

22 MR. RASMUSSEN: You know, we're fine doing
23 it. We've got our permission. But, you know, it's
24 just not something you do every day.

25 MR. LORD: Okay.

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1 MR. RASMUSSEN: So really, we were
2 communicating in the cab about what was going on, and I
3 did not, I did not see him.

4 MR. LORD: Good enough. I'm good.

5 MR. LINDSEY: I don't have any questions.

6 MR. MAYSER: Hey David, so you contacted the
7 pilot when you went past the advanced approach signal?

8 MR. RASMUSSEN: No. No. Before I went.

9 MR. MAYSER: Okay, you --

10 MR. RASMUSSEN: When we, when we could see
11 it.

12 MR. MAYSER: You saw it --

13 MR. RASMUSSEN: Yes.

14 MR. MAYSER: -- and then you made your call?

15 MR. RASMUSSEN: Yes.

16 MR. MAYSER: And that's when you received
17 permission to proceed without stopping at the red
18 flags?

19 MR. RASMUSSEN: Yes.

20 MR. MAYSER: Okay. So then, eventually you
21 probably went by an approach signal --

22 MR. RASMUSSEN: Correct.

23 MR. MAYSER: -- after that, right?

24 MR. RASMUSSEN: Correct.

25 MR. MAYSER: But by then you already knew

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1 you had permission?

2 MR. RASMUSSEN: Correct.

3 MR. MAYSER: And the engineer was probably
4 picking up a little speed.

5 MR. RASMUSSEN: Yes, he was already picking
6 his speed up.

7 MR. MAYSER: Right. Okay. And at what
8 point do you think you heard the dispatchers saying,
9 stop your train?

10 MR. RASMUSSEN: It was after we hit. I mean
11 --

12 MR. MAYSER: Was it, okay, it was post hit
13 for sure? Okay.

14 MR. RASMUSSEN: It was, it was a couple
15 minutes afterwards. I mean, yes, because there was, it
16 was a, well, the dispatcher was trying to find out why
17 there was an occupancy, which that was the, and all
18 this, all these transmissions were after we hit.

19 What, I didn't hear anything from the time
20 we got our permission until after we hit. I didn't
21 hear, I don't remember hearing anything on the radio --

22 MR. MAYSER: Yes. So --

23 MR. RASMUSSEN: -- between then and there.

24 MR. MAYSER: But you did hear the
25 dispatchers after you guys impacted?

1 MR. RASMUSSEN: After, yes.

2 MR. MAYSER: To go ahead and stop your train
3 and so forth?

4 MR. RASMUSSEN: Yes.

5 MR. MAYSER: Did you hear any pilots talking
6 to the dispatcher after you guys impacted?

7 MR. RASMUSSEN: Yes.

8 MR. MAYSER: Okay. So pilots were talking
9 to the dispatcher?

10 MR. RASMUSSEN: Yes. Yes, but I --

11 MR. MAYSER: Do you remember which pilots?

12 MR. RASMUSSEN: You know what? I couldn't
13 tell you. That was, I was getting frustrated --

14 MR. MAYSER: Oh, sure.

15 MR. RASMUSSEN: -- because I was getting
16 walked on. You know, I'm trained to talk to them, and
17 that was why the pilots were all, and I don't know who
18 was. I don't really, you know, some guys I recognize
19 their voice on the radio and, like, these guys, I
20 didn't know. I have no idea what they sound like on
21 the radio.

22 But there was, I believe it was more than
23 one that was talking with him. And you know, it wasn't
24 really clear either, I mean, because the dispatcher, he
25 was asking for the conductor pilot and nobody was

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1 answering him right now, so he was back on the radio
2 walking on them trying to get a hold of them, and then
3 we didn't hear from them, then he started calling us to
4 stop our train.

5 And I was on the radio trying to tell him
6 that we'd already hit the train in the siding. And --

7 MR. MAYSER: Did you ever feel like you made
8 a connection with the dispatcher?

9 MR. RASMUSSEN: No.

10 MR. MAYSER: Okay. Well, yes, okay. I got
11 that.

12 MR. RASMUSSEN: No. There was just so much,
13 I mean, there was just so much going on. I mean, it
14 was just chaos first. Just, then it was probably only
15 at 30 second to a minute, but it just, yes, I don't --

16 MR. MAYSER: After the whole thing happened
17 and you guys were taken for the drug test and
18 everything else, were any of you advised that, or asked
19 if you needed extra time off or you needed any
20 counseling after this? Was any of that offered to you?

21 MR. RASMUSSEN: Yes. There, yes, while we
22 were admitting into the emergency room, we talked about
23 it.

24 MR. MAYSER: Were you offered extra time off
25 if you needed to recover and go get your head --

1 MR. RASMUSSEN: Yes.

2 MR. MAYSER: -- right?

3 MR. RASMUSSEN: Yes. And he, I don't know,
4 I don't know his name. He's not a manager that I'm
5 used to dealing with, but he did ask, you know, it's up
6 to you how much time you need. How much time do you
7 think you need off?

8 MR. MAYSER: So you were forwarded that
9 then?

10 MR. RASMUSSEN: Yes.

11 MR. MAYSER: Okay.

12 MR. RASMUSSEN: Yes.

13 MR. MAYSER: All right. Thank you.
14 Appreciate it.

15 MR. RASMUSSEN: You're welcome.

16 MR. TURPIN: That was John Mayser from the
17 FRA asking the questions.

18 MR. MAYSER: Thank you.

19 MR. NARVELL: This is Rick Narvell. I have
20 some, like, I'll call background questions. So you
21 want to check the accident anymore?

22 MR. MAYSER: I think we're pretty well done
23 with the accident questions. Okay. You'll know what's
24 going to be in this section, right?

25 MR. NARVELL: I do have one accident related

1 and then I'll go into some --

2 MR. RASMUSSEN: Okay.

3 MR. NARVELL: -- kind of different shift
4 here if that's okay, David.

5 MR. RASMUSSEN: Okay.

6 MR. NARVELL: John had asked you about
7 discussions between the dispatcher and the pilots and
8 you said that there were some. There was something.
9 You remember the content of that? Do you remember what
10 was being asked or said at all by either party?

11 MR. RASMUSSEN: Afterwards or --

12 MR. NARVELL: Yes. After he hit.

13 MR. RASMUSSEN: Yes. The dispatch was
14 asking what the occupancy was.

15 MR. NARVELL: Okay.

16 MR. RASMUSSEN: Going from Main 1 to the
17 siding.

18 MR. NARVELL: Okay.

19 MR. RASMUSSEN: Nobody knew. I mean, we
20 knew. But after that, then he was calling us and I,
21 you know what? Everything, it's not real clear --

22 MR. NARVELL: Okay.

23 MR. RASMUSSEN: -- what was going on after
24 that.

25 MR. NARVELL: I just, I wanted to get a

1 sense of if you could recall what those conversations,
2 I mean, these fellows and the dispatcher was. I
3 believe you just answered it, unless there was
4 something else.

5 MR. RASMUSSEN: Yes, I don't, just, they
6 just, he was trying to find out what the occupancy was.

7 MR. NARVELL: Okay.

8 MR. RASMUSSEN: And after that, I can't, I
9 can't say. I know they were talking because I could
10 hear people on the radio once we got out of the cab, I
11 could hear the radio. You know, the windows were all
12 open and broken and --

13 MR. NARVELL: Right.

14 MR. RASMUSSEN: You know, so I could hear
15 the radio going off, but I didn't know who they were
16 talking, who was talking.

17 MR. NARVELL: Okay. Well let's shift gears
18 here a little bit --

19 MR. RASMUSSEN: Okay.

20 MR. NARVELL: -- from the accident itself.
21 And this would be SOP for what I do.

22 MR. RASMUSSEN: Okay.

23 MR. NARVELL: And what the other fellows do.
24 So if you don't know on some of these, that's fine, and
25 then we'll try to get through this as quick as we can.

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1 MR. RASMUSSEN: Okay.

2 MR. NARVELL: I wanted to give you my card,
3 and that's me there with, do you have email too?

4 MR. RASMUSSEN: Okay.

5 MR. NARVELL: Great, if you do have.

6 MR. RASMUSSEN: Yes. Yes, I wrote it down.

7 MR. NARVELL: Okay. So I'd like to try to
8 get a sense, if you could do it here, fine. If not,
9 you can send it to me when you have a little more time.
10 There's kind of your work rest history from like the
11 three or four days prior to the accident.

12 MR. RASMUSSEN: Do you have a piece of paper
13 that I could have so I could write some of this stuff
14 down if I need to, to --

15 MR. NARVELL: Sure. Okay. I'm running
16 short.

17 MR. TURPIN: I am too. It's a team effort.

18 MR. RASMUSSEN: All right.

19 MR. NARVELL: So it's, it would be basically
20 from the 11th, which was Friday --

21 MR. RASMUSSEN: Okay.

22 MR. NARVELL: -- up to and including
23 yesterday, and this would be your, what time did I get
24 up? Did I work? What were those hours, and the time
25 you went to bed for those three or four days.

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1 MR. RASMUSSEN: Okay. Yes.

2 MR. NARVELL: If you can't do it now --

3 MR. RASMUSSEN: Well, I didn't work the trip
4 before this one, so I was, I was at home.

5 MR. NARVELL: Okay. And did you want to,
6 you want to try to do this now or you want to just send
7 it to me later when you got a little more time to think
8 about it?

9 MR. RASMUSSEN: You know what? I can send
10 it to you.

11 MR. NARVELL: Okay. And just don't --

12 MR. RASMUSSEN: So from Friday morning --

13 MR. NARVELL: From Friday the 11th up to and
14 including yesterday, Monday, the 14th. And again, your
15 awake times and bed times.

16 MR. RASMUSSEN: Okay.

17 MR. NARVELL: And then when you did work,
18 from, to.

19 MR. RASMUSSEN: Okay.

20 MR. NARVELL: And if you got a (inaudible),
21 you can put that in there too.

22 MR. RASMUSSEN: Okay.

23 MR. NARVELL: And then you can just email
24 that.

25 MR. RASMUSSEN: Okay.

1 MR. NARVELL: Okay, great. So let's just do
2 a few other things here, again, and we'll just move
3 along. Just a general characterization of your health.

4 MR. TURPIN: Just real quick, the purpose of
5 that is to get, to see fatigue and a good sleep cycle.

6 MR. RASMUSSEN: Okay.

7 MR. TURPIN: So, and that's, the question we
8 really want to ask that's kind of pertinent to that is,
9 were you, did you feel rested the day of the accident?

10 MR. RASMUSSEN: Yes. I mean, we were, we
11 had 20, I think 20 plus hours off. Got in at 10
12 something, 10:20, 10:30 the night before, so --

13 MR. TURPIN: Slept all night?

14 MR. RASMUSSEN: Slept all night.

15 MR. TURPIN: Okay.

16 MR. RASMUSSEN: Got up at like 8:00 or 9:00
17 in the morning, you know --

18 MR. TURPIN: Okay. That's, I just need that
19 general statement, if you were rested or not.

20 MR. RASMUSSEN: Okay.

21 MR. NARVELL: And that's one of the things
22 you can put down in there when you go.

23 MR. RASMUSSEN: Okay.

24 MR. NARVELL: And then start and then go
25 back.

1 MR. RASMUSSEN: Okay.

2 MR. NARVELL: Okay.

3 MR. TURPIN: Thank you. I'm sorry.

4 MR. NARVELL: No, that's okay. That's good.
5 General, just a question about your health. How's your
6 health? Good? Bad? Poor? Great?

7 MR. RASMUSSEN: It's getting better. You
8 know, I'm, in the last, you know, quit smoking, quit
9 drinking, you know, the, going to the gym.

10 MR. NARVELL: Okay.

11 MR. RASMUSSEN: Doing the things that, I'm
12 trying to be healthy.

13 MR. NARVELL: Okay.

14 MR. RASMUSSEN: So I'd say I'm in pretty
15 good health.

16 MR. NARVELL: Any medications?

17 MR. RASMUSSEN: I do take high blood
18 pressure medication.

19 MR. NARVELL: And do you know, what's it
20 called?

21 MR. RASMUSSEN: Lisinopril.

22 MR. NARVELL: Okay.

23 MR. RASMUSSEN: And amlodipine.

24 MR. NARVELL: That's exactly the two I take.
25 What's your dosage on lisinopril?

1 MR. RASMUSSEN: I can't tell you right off
2 the top of my head.

3 MR. NARVELL: Okay. And if know, you can
4 just put that --

5 MR. RASMUSSEN: Okay.

6 MR. NARVELL: -- tack that right on too if
7 you don't mind, for both of them.

8 MR. RASMUSSEN: Yes, dosage of --

9 MR. NARVELL: Lisinopril and amlodipine.
10 And about how long have you been on that, David?

11 MR. RASMUSSEN: It's been a year and a half.

12 MR. NARVELL: Okay. For both?

13 MR. RASMUSSEN: Yes.

14 MR. NARVELL: Okay, got you. All right.
15 Any other medications? Prescription or over the
16 counter?

17 MR. RASMUSSEN: Just vitamins.

18 MR. NARVELL: Okay. Do you remember when
19 your last physical was?

20 MR. RASMUSSEN: I just had a DOT physical
21 about December.

22 MR. NARVELL: Was this for Part 242?

23 MR. RASMUSSEN: No. No, I just carry a CDL.
24 So --

25 MR. NARVELL: Oh, your CDL.

1 MR. RASMUSSEN: Yes.

2 MR. NARVELL: So every two years?

3 MR. RASMUSSEN: Yes.

4 MR. NARVELL: Do you drive trucks?

5 MR. RASMUSSEN: I used to. I just keep it
6 around. You never know when --

7 MR. NARVELL: How about personal physical?
8 Have you had your personal physical lately?

9 MR. RASMUSSEN: No.

10 MR. NARVELL: So your DOT physical was in,
11 I'm sorry, what year?

12 MR. RASMUSSEN: December. It was December
13 of 2015.

14 MR. NARVELL: So just a few months ago.

15 MR. RASMUSSEN: Yes.

16 MR. NARVELL: And that's good for two?

17 MR. RASMUSSEN: Yes.

18 MR. NARVELL: Got you. Again, standard
19 question, any alcohol or drug use prior to going on
20 duty before the accident?

21 MR. RASMUSSEN: No.

22 MR. NARVELL: And after the accident, did
23 you go for a post accident toxicological testing?

24 MR. RASMUSSEN: Yes.

25 MR. NARVELL: Could you give us a little

1 information about what specimens and what times if you
2 know?

3 MR. RASMUSSEN: Let's see, it was, I think
4 we got in there about midnight, 1:00, and you know, did
5 a breathalyzer, did a urine sample and a blood sample.
6 Gosh, those, you know what? Those samples were
7 probably taken about 3:00 or 4:00. I --

8 MR. NARVELL: So 03:00 to 04:00?

9 MR. RASMUSSEN: Yes.

10 MR. NARVELL: Okay. Okay. All right, good.
11 Your vision? Did, how's your vision? Do you know what
12 your vision rating is? 20/20?

13 MR. RASMUSSEN: It's like 20/25, something
14 like that.

15 MR. NARVELL: Okay.

16 MR. RASMUSSEN: It's pretty good.

17 MR. NARVELL: Do you wear readers or --

18 MR. RASMUSSEN: Just reading glasses.

19 MR. NARVELL: Reading glasses? Okay. No
20 other prescription --

21 MR. RASMUSSEN: No.

22 MR. NARVELL: Okay. And same question about
23 your hearing. Any problems with your hearing?

24 MR. RASMUSSEN: No problems.

25 MR. NARVELL: Okay. Could you, could you

1 give us a sense of up to the incident, of your
2 workload? Was it a, was it a busy night? Was it an
3 average night? Was it a low workload?

4 MR. RASMUSSEN: You know, I, whenever I got,
5 I have a, you know, something to go through like that
6 signal suspension, I probably put a little more
7 pressure on myself just to make sure that we are doing
8 it right. You know, I don't, other than that, it
9 seemed like a really quiet night.

10 MR. NARVELL: Okay, great. Any problems
11 with your equipment? Radio, locomotive, coners,
12 anything?

13 MR. RASMUSSEN: No. I think everything was,
14 everything was working good.

15 MR. NARVELL: Okay.

16 MR. RASMUSSEN: I don't remember anything, I
17 don't remember the engineer saying anything that, but
18 as far as I know, everything was working good.

19 MR. NARVELL: Okay. Environmental
20 conditions, I believed you mentioned that it was super
21 dark?

22 MR. RASMUSSEN: Yes. It was just, it's, you
23 know, out here, it, if there's no moonlight, it's just
24 super dark out here.

25 MR. NARVELL: Any idea of the temperature or

1 was it --

2 MR. RASMUSSEN: You know what? I don't know
3 exactly what the temperature was. I'd guess probably
4 40.

5 MR. NARVELL: Okay. All right. Cell
6 phones. Do you have a cell phone?

7 MR. RASMUSSEN: I have a cell phone.

8 MR. NARVELL: Were you, did you use it
9 anytime during, when you were on duty?

10 MR. RASMUSSEN: Well, I turned it off right
11 when we were leaving town.

12 MR. NARVELL: Okay. So it was not on?

13 MR. RASMUSSEN: No.

14 MR. NARVELL: Was it stowed?

15 MR. RASMUSSEN: It was stowed.

16 MR. NARVELL: Okay. All right. And last
17 question for me, David, is, any distractions or
18 preoccupations when you went on duty? Anything that
19 may have been bothering you?

20 You know, examples that I've seen might be
21 like a recent death in the family, bad medical news,
22 bad financial news. Something that may have been a
23 distraction?

24 MR. RASMUSSEN: No. I mean, taxes. Doing
25 taxes.

1 MR. NARVELL: And I'll ask you the same
2 about your engineer. Anything there that you were
3 aware of that bothered, would've been bothering him?

4 MR. RASMUSSEN: Not that I know of. I mean,
5 I know he's excited to, he's retiring, you know, and
6 he's literally got like two weeks.

7 MR. NARVELL: Good for him.

8 MR. RASMUSSEN: Counting down the days, you
9 know, I know, but you know what? He wasn't any
10 different than he usually is.

11 MR. NARVELL: Okay.

12 MR. RASMUSSEN: You know, he's always pretty
13 upbeat and --

14 MR. NARVELL: Great. Great. Well, thank
15 you. That's all I have for now. And we'll, I'll look
16 for that when you get a chance.

17 MR. RASMUSSEN: Okay.

18 MR. TURPIN: I got one more question.

19 MR. RASMUSSEN: Okay. All right.

20 MR. TURPIN: Just a, it's just, long term.
21 Where'd you hire out? What have you done on the
22 railroad since, up until now?

23 MR. RASMUSSEN: I hired out in Ogden, Utah,
24 in 2004.

25 MR. TURPIN: Okay.

1 MR. RASMUSSEN: And you know, took an
2 engineer promotion probably a year and a half in.
3 Switched cars for, you know, the first year or so, and
4 then came out on the road as a conductor and never
5 looked back to switching cars again.

6 MR. TURPIN: But you're a qualified engineer
7 as well?

8 MR. RASMUSSEN: I'm a qualified engineer as
9 well since 2006.

10 MR. TURPIN: Okay. And it's primarily been
11 Ogden, Salt Lake City, Green River?

12 MR. RASMUSSEN: Yes. Primarily, you know,
13 and when I, when I work as an engineer, which, you
14 know, right now, the last, the last two years, it's
15 been on and off. You know, get picked up, cut back.

16 But when I get picked up, I usually have to
17 work the extra board out of Salt Lake which covers
18 Pocatello, Green River, the short pull, you know, the
19 yard.

20 MR. TURPIN: Okay.

21 MR. RASMUSSEN: So, but primarily, I've
22 worked up this way, you know.

23 MR. TURPIN: Better than truck driving?

24 MR. RASMUSSEN: Yes. Yes, but you know, the
25 truck driving has a freedom that you don't get anywhere

1 else, you know.

2 MR. TURPIN: But when the snow's going and
3 you're going through the pass, I'm sure it's a whole
4 lot nicer on the rails.

5 MR. RASMUSSEN: When it's snowing, it's
6 whole, a lot nicer on the train. Yes.

7 MR. TURPIN: All right. Anybody have
8 anything else?

9 MR. MAYSER: No sir.

10 MR. TURPIN: Brian?

11 MR. FRANSEN: Brian Fransen, BLET. Do you
12 and Gary know each other pretty well? Have you worked
13 together quite a bit?

14 MR. RASMUSSEN: We've, he actually, I was at
15 FIT with him a little bit. You know, so we've known
16 each other for, you know, 10 years.

17 MR. FRANSEN: Okay.

18 MR. RASMUSSEN: And haven't worked with each
19 other a ton, but, and you know, we know each other as
20 co-workers, you know, probably, that's probably as well
21 as we know each other.

22 MR. FRANSEN: I see. Good.

23 MR. TURPIN: Okay. Everybody good?

24 MR. MAYSER: Good to go.

25 MR. TURPIN: All right. Thank you so much.

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1 MR. RASMUSSEN: All right.

2 MR. TURPIN: Let's shut this thing down.

3 MR. RASMUSSEN: Thank you, guys.

4 MR. NARVELL: Thank you, David.

5 (Whereupon, the above-entitled matter went
6 off the record at an undisclosed time.)

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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 David Rasmussen

DATE: 03-15-16

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