

NATIONAL TRANSPORTATION SAFETY BOARD

-----:
   
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: GARY CREWS

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.

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
   
1323 RHODE ISLAND AVE., N.W.
   
WASHINGTON, D.C. 20005-3701

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

(Time not disclosed)

1  
2  
3 MR. TURPIN: All right. My name's Ted Turpin.  
4 Today is March 15, 2016, and we're at the Little America  
5 Travel Center interviewing the conductor or engineer?

6 MR. CREWS: Locomotive engineer.

7 MR. TURPIN: The engineer from a westbound  
8 train in connection with an accident that happened near  
9 Granger, Wyoming, March 14, 2016. The NTSB accident  
10 number is DCA16FR005. The purpose of the investigation is  
11 to increase the safety, okay?

12 MR. CREWS: Yes sir?

13 MR. TURPIN: And we can't guarantee you  
14 confidentiality because we're going to make these things  
15 public, nor can we give you immunity from anything if  
16 somebody wanted to go --

17 MR. CREWS: Yes.

18 MR. TURPIN: -- pull your ticket or whatever.  
19 We don't have anything to do with that. The transcript of  
20 this summary will be made in a, available in a public  
21 docket. Okay?

22 You've opted not to have a representative  
23 today, and that's your choice. That's fine. Do you  
24 understand that this is being recorded?

25 MR. CREWS: Yes sir.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. TURPIN: All right. Would you please  
2 state your name, spell it, and give your title?

3 MR. CREWS: All right. My name's Gary Crews.  
4 First name's G-A-R-Y. Last name's C-R-E-W-S. Locomotive  
5 engineer.

6 MR. TURPIN: Okay. We'll go around the table  
7 and have everybody announce their name and spell it.

8 MR. FRANSEN: Brian Fransen, BLET safety task  
9 force. Brian's B-R-I-A-N, Fransen F-R-A-N-S-E-N.

10 MR. LORD: Steve Lord, L-O-R-D, and general  
11 director of operating practices for the norther region  
12 Union Pacific Railroad.

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

15 MR. MAYSER: John Mayser, M-A-Y-S-E-R, Federal  
16 Railroad Administration, operating practices.

17 MR. NARVELL: Rick Narvell, N like in Nancy,  
18 A-R-V-E double L, human performance investigator with  
19 NTSB.

20 MR. TURPIN: Okay. And Ted Turpin.  
21 T-U-R-P-I-N. Okay. If, you mind if I call you Gary?

22 MR. CREWS: Not at all.

23 MR. TURPIN: All right. Just tell us what  
24 happened.

25 MR. CREWS: We had, we had left Green River on

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 the KGLAC of the (inaudible). We'd done a very thorough  
2 job briefing on all of the track warrants and our train  
3 consists.

4 As we capped the hill at Peru, which is at  
5 milepost 825, we overheard the dispatcher talking to the  
6 conductor pilot at Granger, informing him that we were the  
7 next train through westbound, 1 to 1 at CP C844, and 1 to  
8 1 CP C847.

9 Operated the train to Westvaco, approximately  
10 at milepost 838. Had a flashing yellow signal. Started  
11 to slow down. Conductor got on the radio, immediately  
12 called the conductor pilot at 844, and we received  
13 authority to enter the signal suspension.

14 Conductor pilot gave us authority through the  
15 entire limits of the signal suspension, without contacting  
16 other conductor pilots until we reached milepost 867.

17 At that point in time, I, we continued to  
18 proceed over the east switch at Granger, well, at CP C844.  
19 I noticed that the switch was lined for the siding in the  
20 OS. We put the train in emergency, and we impacted the  
21 train in the siding.

22 MR. TURPIN: Okay. Did you, did it knock you  
23 out, or --

24 MR. CREWS: No sir.

25 MR. TURPIN: You stayed conscious the whole

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 time?

2 MR. CREWS: Yes sir.

3 MR. TURPIN: What speed do you think you  
4 entered the siding?

5 MR. CREWS: When I went to emergency, I was at  
6 approximately 45 to 46 miles an hour.

7 MR. TURPIN: Okay. When you say you heard the  
8 dispatcher talking with the conductor pilot, was that the  
9 844 pilot or the EIC pilot?

10 MR. CREWS: I would believe, I believe it was  
11 the EIC, but I cannot be entirely sure. I don't recognize  
12 their voices on the radio.

13 MR. TURPIN: Okay. But the conversation  
14 between your conductor and the conductor pilot, that was  
15 the 844 conductor pilot then --

16 MR. CREWS: Yes sir.

17 MR. TURPIN: -- that gave you authorization?

18 MR. CREWS: Yes sir.

19 MR. TURPIN: Okay. Did he include in that  
20 specific verbiage, or get, tell me what that was, that you  
21 remember.

22 MR. CREWS: To the best of my recollection,  
23 it's that according to the number of the form C track  
24 bulletin, it's a signal suspension, we had authority to  
25 pass the red flag at 843.9, and proceed through the limits,

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 contacting conductor pilot at 867, and proceed through the  
2 limits, not to exceed 49 miles per hour.

3 MR. TURPIN: Okay. That doesn't include  
4 anything about the switches are lined and locked or --

5 MR. CREWS: To my, to my recollection, I do not  
6 remember hearing that verbiage.

7 MR. TURPIN: Okay. And they don't have to tell  
8 you to ignore red signals? They don't have to say --

9 MR. CREWS: Absolutely. The signal that we  
10 was, that we were going to pass, the red signal that we were  
11 going to pass was the first signal.

12 First, and if I can come up with the right word  
13 after these many hours, but it was the first suspended  
14 signal --

15 MR. TURPIN: And within the limits?

16 MR. CREWS: -- and within the limits.

17 MR. TURPIN: Okay. And does he say that? You  
18 may pass all signals within the limits?

19 MR. CREWS: I don't recall that.

20 MR. TURPIN: Okay. I was just curious. But  
21 I'm sure it's in a format, but I was just curious what you  
22 heard. Okay. Did you get a hard yellow too?

23 MR. CREWS: Yes we did.

24 MR. TURPIN: Okay. What's the, what's, on the  
25 UP, what's that require? Does it --

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. CREWS: Hard yellow requires you reduce  
2 speed to 30 miles per hour, proceed at, stop short of the  
3 next signal.

4 MR. TURPIN: Okay. So did you drop to 30?

5 MR. CREWS: I did not.

6 MR. TURPIN: Okay. And why?

7 MR. CREWS: Because the signal at 844 was my  
8 first suspended signal and I was not required to stop for  
9 it.

10 MR. TURPIN: Okay. Had you worked through a  
11 suspended territory before?

12 MR. CREWS: Yes I have.

13 MR. TURPIN: How many times?

14 MR. CREWS: Twice in the last year. Three  
15 times prior to that.

16 MR. TURPIN: Okay. Ever here? Was any of it  
17 here?

18 MR. CREWS: The last one was down at Ogden, the  
19 last signal, and I've, well, I've worked through it twice.  
20 That one.

21 MR. TURPIN: Okay.

22 MR. CREWS: That one twice. It was also the,  
23 above Ogden towards Morgan, Utah, and we had it several days  
24 in a row and I happened to go through it twice.

25 MR. TURPIN: Were they all maximum 49, or did

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 they ever --

2 MR. CREWS: Maximum speed in a non signal  
3 territory's 49 miles per hour. That track speed down at  
4 Morgan is 40 mile an hour westbound, 50 mile an hour  
5 eastbound.

6 MR. TURPIN: Okay. But none of them, they  
7 didn't have a restricted speed on you or anything like that?

8 MR. CREWS: No they did not.

9 MR. TURPIN: Okay. Okay. Do you recall how  
10 long you had to wait for emergency services to come help  
11 you?

12 MR. CREWS: It was rather chilly that night,  
13 but it was, I was in their van at approximately 22:45, so  
14 a little, just a little over an hour.

15 MR. TURPIN: Okay. Okay.

16 MR. CREWS: And there was, there was some  
17 discussion whether we needed an ambulance or not. I,  
18 myself, I didn't feel like I was injured that badly.

19 MR. TURPIN: Yes.

20 MR. CREWS: And my conductor felt the same, and  
21 the three crew members on the other train seemed, to me,  
22 seemed not to need --

23 MR. TURPIN: X-rays obviously a different  
24 story.

25 MR. CREWS: Well they changed my mind in the

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701



1 ambulance. I was yelling that I didn't want to go to the  
2 hospital, and they said, yes, you're going to the hospital.  
3 So --

4 MR. TURPIN: I think that, I think that worked  
5 out.

6 MR. CREWS: I think I, I think I was going to  
7 go either way.

8 MR. TURPIN: I think that worked out all right.  
9 All right. I think I'll go around the table now about the  
10 accident itself.

11 MR. FRANSEN: What was the impact speed?

12 MR. CREWS: Thirty mph.

13 MR. FRANSEN: Thirty mph?

14 MR. TURPIN: Make sure you identify yourself,  
15 please.

16 MR. FRANSEN: Oh, I'm sorry.

17 MR. TURPIN: That's okay.

18 MR. FRANSEN: How do you want me to, before --

19 MR. TURPIN: Just say, Brian, your name.

20 MR. FRANSEN: Brian Fransen. So 30 mph was the  
21 impact speed?

22 MR. CREWS: Yes sir.

23 MR. FRANSEN: All right. I know I'm, I just  
24 got here, so I've kind of missed a lot of this stuff that's  
25 been gone over 100 times.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. CREWS: I've done that with everybody.

2 MR. TURPIN: Do they have any other questions  
3 right now?

4 MR. LORD: Gary, what is your understanding of  
5 what a pilot or a flag man's duty is on a signal suspension?

6 MR. CREWS: On a signal suspension, my  
7 understanding is, is they're required to have contact with  
8 the dispatcher, finding which trains they want to run at  
9 that time, what track they want to run them on, and give  
10 you authority to run through that track.

11 MR. LORD: What about making sure that all the  
12 switches are aligned?

13 MR. CREWS: On, it was my understanding years  
14 back, that they took full control of all switches.

15 There were, they had taken, they had put all switches  
16 in hand throw position, unless it was on the leaving signal,  
17 and then they would, they would restore the power or put  
18 it back in motor.

19 MR. LORD: So you have, you have worked, you  
20 have worked through periods where they had switches in  
21 hand? And have you ever worked in areas that kept the  
22 switches in power?

23 MR. CREWS: That, not to my knowledge. Not to  
24 my knowledge. It, generally, in a signal suspension, your  
25 first signal is going to be red or turned to the field, and

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 that's going back a lot of years.

2 MR. LORD: Yes. One more question. Do you  
3 recall, I know you're busy right there at 844, okay? DO  
4 you recall seeing the pilot anywhere close, or the flag man  
5 anywhere close to 844? What I'm getting at is where he  
6 would --

7 MR. CREWS: Where, I, his position --

8 MR. LORD: Close enough to where --

9 MR. CREWS: His position, there was, quite  
10 frankly, I was concentrating very seriously on my route.

11 MR. LORD: Understood.

12 MR. CREWS: And --

13 MR. LORD: You don't recall seeing a van  
14 anything close to the 844?

15 MR. CREWS: I cannot recall.

16 MR. LORD: Okay.

17 MR. TURPIN: Okay.

18 MR. MAYSER: Just one. So you're approaching  
19 the limits --

20 MR. CREWS: Yes sir.

21 MR. MAYSER: -- of, what would you say the  
22 distance was when you noticed that the track was not lined  
23 1 to 1?

24 MR. CREWS: It was a very short distance. It  
25 was very dark. You're coming into the OS and you have the

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 lights from the OS, and I would say I was probably 60 to  
2 80 feet from the switch when I noticed it.

3 MR. MAYSER: Okay, and one little follow up on  
4 that. The, I had a follow up on that. I'll come back to  
5 it later.

6 MR. CREWS: Okay.

7 MR. TURPIN: If you're given the chance.

8 MR. MAYSER: If I'm given the chance.

9 MR. TURPIN: Go ahead, Rick.

10 MR. NARVELL: This is Rick Narvell from the  
11 NTSB. Gary, I don't have any questions for now, per se,  
12 for the accident, but typically what I would do is kind of  
13 get some background information from all of you fellows.

14 MR. CREWS: Yes sir.

15 MR. NARVELL: And let me just run down some of  
16 the things now, and if you don't want to do it or can't  
17 recall, I'm going to give you a card. You got email?

18 MR. CREWS: I do.

19 MR. NARVELL: You could, you could email it  
20 too.

21 MR. CREWS: Okay.

22 MR. NARVELL: But if we could get it now --

23 THE COURT: Okay.

24 MR. NARVELL: -- we're fine. So let me, let me  
25 start with the hard one first, and the rest of them kind

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 of get easier. Again, this is SOP for me.

2 What I was trying to get is like three or four  
3 days back from when you went on, you got up and retired for  
4 the evening. Got up, retired for the evening. Days off.  
5 Can you remember anything for, says, like Friday the 11th?

6 MR. CREWS: I have times in my pocket from all  
7 of those trips, four days prior to --

8 MR. NARVELL: Now was that getting up too?  
9 Waking up?

10 MR. CREWS: I can, I can recall that from my  
11 records here.

12 MR. NARVELL: Can you, can you, let's do it.  
13 I'll give you a card anyway.

14 MR. CREWS: We could probably call my wife and  
15 she'd tell you exactly. She keeps very good track of my  
16 rest.

17 MR. NARVELL: And if you don't, well, that's  
18 good. And if you don't know on some of this, that's fine.  
19 But I'm just trying to get a picture of your work history  
20 from like the 11th, Friday, up to the, from --

21 MR. CREWS: The 11th?

22 MR. NARVELL: Correct.

23 MR. CREWS: Okay, on the 11th, I worked  
24 KG3LB-10 from Green River to Salt Lake City. I was called  
25 for 9:05 a.m.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. NARVELL: What time did you get up that day?

2 MR. CREWS: I got up at probably 7:25, because  
3 I would've slept to the call.

4 MR. NARVELL: 07:25, and you got the call at  
5 9:05?

6 MR. CREWS: I got the call at 7:25, and --

7 MR. NARVELL: Okay.

8 MR. CREWS: And went and reported for duty at  
9 9:05 a.m.

10 MR. NARVELL: And then when you, what time did  
11 you go off duty?

12 MR. CREWS: Went off duty at 18:37.

13 MR. NARVELL: Beautiful. What time did you go  
14 to bed?

15 MR. CREWS: I went to bed at 21:30 that night.

16 MR. NARVELL: Great. All right. See how easy  
17 this is? So now we're in Saturday, the 12th. What time  
18 did you get up?

19 MR. CREWS: Saturday the 12th, Saturday the  
20 12th --

21 MR. NARVELL: Again, roughly.

22 MR. CREWS: So, at, I'm just recalling what the  
23 wife had lined up for the day.

24 MR. NARVELL: Not a problem.

25 MR. CREWS: It was, it was, actually, I made it

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 up in time for coffee that morning. I got up at 8:30.

2 MR. NARVELL: Okay, 08:30. Did you work that  
3 day?

4 MR. CREWS: On the 12th, I did not.

5 MR. NARVELL: Did not. So you were off. And  
6 then what time did you retire?

7 MR. CREWS: 21:30.

8 MR. NARVELL: Sunday, 13th, up at --

9 MR. CREWS: Sunday the 13th, I did work. I  
10 went to work at 16:00.

11 MR. NARVELL: What time, what time, do you know  
12 what time you got up that day?

13 MR. CREWS: Yes I do. That was daylight  
14 savings time day.

15 MR. NARVELL: Yes it was.

16 MR. CREWS: We slept in. I got up at 10:00 a.m.  
17 Mountain Standard time, which is actually 11:00 a.m.

18 MR. NARVELL: All right, that's fine.

19 MR. CREWS: We had, we had a rather busy day the  
20 day before. We probably done a four hour horseback ride.

21 MR. NARVELL: Okay.

22 MR. CREWS: And I love fresh air. It makes me  
23 sleep really good.

24 MR. NARVELL: There you go. All right. And  
25 so you went on duty on the 13th at what time?

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. CREWS: 16:00.

2 MR. NARVELL: And then off duty --

3 MR. CREWS: At 22:24.

4 MR. NARVELL: Good trip. 22:24.

5 MR. CREWS: Very good trip.

6 MR. NARVELL: And then what time did you  
7 retire?

8 MR. CREWS: 22:24, I would've been in my room  
9 by 23:00, and that's way past this boy's bedtime on a day  
10 like that, and so I went to bed immediately.

11 MR. NARVELL: Okay. All right. So now we get  
12 up to yesterday, Monday the 14th. What time did you get  
13 up?

14 MR. CREWS: Monday the 14th, I got up at 9:00  
15 a.m.

16 MR. NARVELL: Okay.

17 MR. CREWS: And went for a short walk because  
18 it was snowing like a dirty bugger.

19 MR. NARVELL: Okay.

20 MR. CREWS: And went back to the room, ate  
21 lunch, and went back to bed at 2:00 p.m.

22 MR. NARVELL: So took a nap from 14:00?

23 MR. CREWS: Yes sir.

24 MR. NARVELL: And then what time did you get  
25 called?

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701



1 MR. CREWS: We received our call at 18:00.

2 MR. NARVELL: So did you nap that whole time?

3 MR. CREWS: Yes I did.

4 MR. NARVELL: From 14:00 to 18:00?

5 MR. CREWS: Yes sir.

6 MR. NARVELL: Okay. And then you went on duty

7 --

8 MR. CREWS: 19:30.

9 MR. NARVELL: So you were on duty from 19:30  
10 until the time of the incident?

11 MR. CREWS: Yes sir.

12 MR. NARVELL: So that's --

13 MR. CREWS: That --

14 MR. NARVELL: What's the time, what's our  
15 accident time?

16 MR. TURPIN: 21:40.

17 MR. NARVELL: 21:40?

18 MR. CREWS: Yes. 21:41 at impact.

19 MR. NARVELL: So you were on duty a couple of  
20 hours. Not --

21 MR. CREWS: Two hours and 11 minutes.

22 MR. NARVELL: Got you. Thank you. What's  
23 that? Like a depot change on this?

24 MR. CREWS: It is.

25 MR. NARVELL: Okay. Couple more for now, and

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 again, Gary, if something comes up, and if you can't  
2 remember, you can just shoot me an email or give me a call.  
3 But we'll try to get this while we're here.

4 MR. CREWS: Okay.

5 MR. NARVELL: Get this all squared away. This  
6 next area just generally has to do with your health. Can  
7 you just give us a general description or characterization  
8 of your health?

9 MR. CREWS: I take no medication whatsoever.  
10 I take a regular vitamin regimen.

11 MR. NARVELL: Daily?

12 MR. CREWS: Daily.

13 MR. NARVELL: Vitamin every day. Okay.

14 MR. CREWS: And work out four to five days a  
15 week for an hour.

16 MR. NARVELL: Okay.

17 MR. CREWS: I spend as much time outdoors as I  
18 can. And --

19 MR. NARVELL: When was your last physical? Do  
20 you remember?

21 MR. CREWS: Yes I do. It was, I believe it was  
22 in April.

23 MR. NARVELL: Of this year?

24 MR. CREWS: No. Of last year.

25 MR. NARVELL: April. Was this for the

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 railroad or was this personal?

2 MR. CREWS: This was personal. It very well  
3 could've been May or June. I really do not like doctors.

4 MR. NARVELL: So April, May or June of --

5 MR. CREWS: Um-hum. It's, this earlobe is  
6 longer from being dragged into doctor's offices.

7 MR. NARVELL: And any concerns, issues pop up?

8 MR. CREWS: I've had high cholesterol the  
9 majority of my adult life.

10 MR. NARVELL: But you're not taking anything  
11 for it?

12 MR. CREWS: I don't take medication for it. I  
13 do --

14 MR. NARVELL: Prescription --

15 MR. CREWS: My vitamin regimen includes things  
16 to help improve that.

17 MR. NARVELL: Okay. How about over the  
18 counter. Any over the counter meds either, prescriptions,  
19 to be clear?

20 MR. CREWS: No. Absolutely not.

21 MR. NARVELL: Okay. Hearing. Have any  
22 problems with your hearing?

23 MR. CREWS: Not according to me. I hear just  
24 fine.

25 MR. NARVELL: Okay.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. CREWS: My wife won't agree.

2 MR. NARVELL: Was that part of your test too for  
3 your physical last spring?

4 MR. CREWS: It was.

5 MR. NARVELL: Okay.

6 MR. CREWS: Well, no it was not. The last  
7 hearing test I had was when I went for recertification on  
8 my engineer's license.

9 MR. NARVELL: For you 240?

10 MR. CREWS: Yes. And I, my certification is up  
11 in 2017, so it was in, it was in 2015. And approximately  
12 three months prior to my birthday.

13 MR. NARVELL: Okay. So you --

14 MR. CREWS: So my birthday is April 8th.

15 MR. NARVELL: So your 240's up in 2017?

16 MR. CREWS: Yes sir.

17 MR. NARVELL: So it was done in 2014 then.

18 MR. CREWS: Yes. Yes.

19 MR. NARVELL: That's all right. So 2014.

20 MR. CREWS: Yes, sorry about that.

21 MR. NARVELL: And that was your hearing and  
22 vision for your part 240. Okay. And so no hearing  
23 problems. What about vision? I see you are wearing your  
24 glasses today.

25 MR. CREWS: Vision, it's, I wear readers.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 I've had them make me a pair of bifocals several years ago.

2 MR. NARVELL: Okay.

3 MR. CREWS: This was, my regular readers kind  
4 of took a hike, so I dug out these old bifocals.

5 MR. NARVELL: Okay.

6 MR. CREWS: That I had made just simply because  
7 they have the tint.

8 MR. NARVELL: Okay.

9 MR. CREWS: And it comes and goes. I don't  
10 know what they call that anymore, but --

11 MR. NARVELL: Were you wearing your glasses the  
12 time of the incident?

13 MR. CREWS: I was not. I was wearing safety  
14 glasses at the time of the incident.

15 MR. NARVELL: And just to be clear, there's no  
16 requirement for you to wear prescription glasses, is that  
17 correct?

18 MR. CREWS: No. It's, the medication, or not  
19 medication, but the vitamin regimen that I'm on includes  
20 an L-Argenine, and since then, I have not needed my readers  
21 to read my orders or anything that I have to read on the  
22 engine. And --

23 MR. NARVELL: So you were, you were just like  
24 this at the time of the incident?

25 MR. CREWS: I read fine print with this right

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 here, and when I've been up as long as I have now, because  
2 there was no sleeping this morning. I don't know, I  
3 couldn't do it. But it, when I get tired, I, my eyes get  
4 tired and I use my readers.

5 MR. NARVELL: Okay. But you did not, again,  
6 did not have them on at the time of the incident.

7 MR. CREWS: I did not.

8 MR. NARVELL: Okay. Standard question here,  
9 any alcohol or illicit drug ingestion before the accident?

10 MR. CREWS: No sir.

11 MR. NARVELL: Okay. And were you taken for  
12 post accident testing?

13 MR. CREWS: Yes sir.

14 MR. NARVELL: Okay. Tell us a little bit about  
15 that. Just what they took and the times, if you know.

16 MR. CREWS: Actually, I have that with me.

17 MR. NARVELL: Oh, you've got your FRA mandated  
18 paperwork?

19 MR. CREWS: Yes.

20 MR. NARVELL: Okay, great.

21 MR. CREWS: It got stuffed in my back pocket,  
22 so this could take a minute.

23 MR. NARVELL: That's all right.

24 MR. CREWS: Okay. Date was 3/15. Time was  
25 2:14 a.m.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. NARVELL: 02:14.

2 MR. CREWS: Yes sir. This is --

3 MR. NARVELL: Should be more --

4 MR. CREWS: They did a urine test and a  
5 breathalyzer test, and a, and they drew blood.

6 MR. NARVELL: All three?

7 MR. CREWS: Yes sir.

8 MR. NARVELL: Okay.

9 MR. CREWS: And there was a short time span in  
10 between the breathalyzer and the blood draw. And I believe  
11 the blood draw was at 02:20.

12 MR. NARVELL: Okay. Great. So 02:14 to 02:20  
13 was your testing.

14 MR. CREWS: Yes sir.

15 MR. NARVELL: Blood, urine, and your  
16 breathalyzer should be, came back right away?

17 MR. CREWS: Yes sir. Just prior to the urine  
18 --

19 MR. NARVELL: Okay.

20 MR. CREWS: -- collection.

21 MR. NARVELL: Great. Can you give us a sense,  
22 again, up to the time of the incident, of your workload?  
23 Was it, was it a busy night? Was it an average night? Was  
24 there a low workload tonight? What kind of --

25 MR. CREWS: In a signal suspension, we do an,

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 I insist on a very lengthy job briefing, that we, I write  
2 down in my orders where all of my, where my first suspended  
3 signal is, where my first operating signal is. And I write  
4 down what, wherever, and every intermediate flag men is,  
5 in bold letters.

6 MR. NARVELL: Okay.

7 MR. CREWS: I circle the time, the beginning  
8 time. In other words, when the form C is in effect, the  
9 effect time.

10 MR. NARVELL: Okay.

11 MR. CREWS: And when it expires. And I also  
12 underline all of, where of, all of the first suspended  
13 signal and the first working signals in the direction I'm  
14 going.

15 MR. NARVELL: So, that constitute a higher  
16 workload under those situations? I don't want to put words  
17 in your mouth.

18 MR. CREWS: Absolutely not. That decreases  
19 the workload because I have a more ready, it's more  
20 available to me at the time because I have it in bold  
21 letters.

22 MR. NARVELL: I apologize. Sorry.

23 MR. TURPIN: That's okay.

24 MR. NARVELL: I apologize.

25 MR. TURPIN: That's the world we live in now.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701



1                   MR. CREWS: Unfortunately, it was, my wife got  
2 a hold of my youngest son, I don't know, within 10 minutes  
3 of when I called her this morning. I let her sleep through  
4 the night.

5                   She got a hold of him and he was on his way in  
6 to Rock Springs, and he called me immediately and he says,  
7 I'm on my way.

8                   MR. NARVELL: Okay.

9                   MR. CREWS: So when he got there, I just, she  
10 called and I handed him the phone and I said, tell her I'm  
11 all right.

12                  MR. NARVELL: Okay. Okay. So otherwise,  
13 workload was normal? Normal day? Normal week?

14                  MR. CREWS: Yes sir. Yes sir. It, I mean, a  
15 signal suspension, you need, it's, it requires an  
16 additional attentiveness in that particular area.

17                  MR. NARVELL: Okay.

18                  MR. CREWS: I mean, you're always alert. You  
19 never take it for granted. I worked for 10 years as a  
20 manager of operating practices around here, and I've been  
21 there for all of it.

22                  MR. NARVELL: Okay.

23                  MR. CREWS: And I don't, I don't tolerate  
24 inattentiveness on my end.

25                  MR. NARVELL: How about any problems with your

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 equipment up to the accident? Any locomotive issues?  
2 Equipment?

3 MR. CREWS: No. There were none.

4 MR. NARVELL: Okay. Can you recall what the  
5 environmental conditions were? I thought you might've  
6 said it was chilly, but anything else?

7 MR. CREWS: It was, it was chilly. And we had  
8 wind. Cloudy conditions. It was a dark night because of  
9 the clouds.

10 MR. NARVELL: Okay. Good. Anything that,  
11 this is actually my last question for now, anything that  
12 might've been a preoccupation, distraction with you or your  
13 conductor, that you're aware of, that you know, might've  
14 been playing on your mind when you went to work?

15 MR. CREWS: No.

16 MR. NARVELL: Okay.

17 MR. CREWS: You leave that, when you step, when  
18 your foot leaves the pavement --

19 MR. NARVELL: Okay.

20 MR. CREWS: -- you leave that below the bottom  
21 step.

22 MR. NARVELL: Okay, great. Thank you.

23 That's all I have for now.

24 MR. TURPIN: You comfortable? You all right?

25 MR. CREWS: Yes sir.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. TURPIN: Okay.

2 MR. CREWS: Yes sir. I --

3 MR. TURPIN: I just --

4 MR. CREWS: It's not every day that I go through  
5 this.

6 MR. TURPIN: No, I know. I know.

7 MR. CREWS: But I have been in several similar  
8 situations, but this is the first time with this gravity  
9 of the situation.

10 MR. TURPIN: Yes.

11 MR. CREWS: With me involved.

12 MR. TURPIN: If you could just briefly go  
13 through your railroad career. You mentioned, from the  
14 beginning. Where you hired out, what you've done.

15 MR. CREWS: Okay. My hire date, I was, I hired  
16 out in Grand Junction, Colorado in June. I reported to  
17 Salt Lake City on June 6.

18 MR. TURPIN: Of?

19 MR. CREWS: Of 2000, or 1000, 1976.

20 MR. TURPIN: '76, there you go.

21 MR. CREWS: 1976. Worked as, in engine  
22 service. I hassled for eight months, and then went out on  
23 my on the road training to be promoted to locomotive  
24 engineer. Promoted to the locomotive engineer in October  
25 of 2000, or 1977.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. TURPIN: Okay. For --

2 MR. CREWS: Ran local, yes, from Grand  
3 Junction, Colorado to Helper, Utah.

4 MR. TURPIN: So the (inaudible).

5 MR. CREWS: And yes, Grand Junction, Colorado  
6 to Salt Lake City.

7 MR. TURPIN: Okay.

8 MR. CREWS: 1995 I was promoted to road foreman  
9 of equipment. Worked as a road foreman of equipment from  
10 September 1995 until January 1, 1998, I was, during the  
11 merger, I was relocated to Rawlins, Wyoming.

12 I worked as an MOP there until, I'm wanting to  
13 say late 2000, early 2001. I was given the title of MTO.  
14 I was in charge of the soda ash patch out here.

15 Found out that I was not a true fit for the  
16 transportation side of the house. Don't have the  
17 patience, I would say.

18 MR. TURPIN: Okay. Fair enough.

19 MR. CREWS: And I resigned. Went back to  
20 running the locomotive engine, or running an engine from  
21 Salt Lake City to Green River. And then in that, then I,  
22 in November of the year that I resigned up here, I went down  
23 to Las Vegas.

24 I was asked if I would consider an MOP's  
25 position in either Las Vegas or Ogden, and I, for the life

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 of me, I can't tell you why I decided to go look at Las Vegas.  
2 That was the longest three years of my life. I resigned  
3 there because I just could not stand Las Vegas, Nevada.

4 MR. TURPIN: Okay.

5 MR. CREWS: And went back to running an engine.  
6 Moved back up here and have been running an engine ever  
7 since.

8 MR. TURPIN: And that would've been what year  
9 you came back?

10 MR. CREWS: I came back in 2005.

11 MR. TURPIN: Okay. So for almost the last 10,  
12 11 years --

13 MR. CREWS: Yes.

14 MR. TURPIN: -- you've been running Green River  
15 to Salt Lake City?

16 MR. CREWS: Yes sir. I spent a short span,  
17 after I resigned in Las Vegas, I went from Las Vegas to  
18 Milford, Utah.

19 MR. TURPIN: Okay. All right. Good. Well,  
20 that's a broad experience you've had. What do you think  
21 about this suspension process? Is there anything, holes  
22 you see in it, or something you might change?

23 MR. CREWS: I don't, I really have no  
24 intelligent answer for that at this point in time.

25 MR. TURPIN: Okay.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 MR. CREWS: I don't think, my knowledge of how  
2 the signal suspension works, I feel like I can work within  
3 those confines.

4 MR. TURPIN: Okay.

5 MR. CREWS: I really have no idea why that  
6 switch was lined against us.

7 MR. TURPIN: All right. Okay. Okay. That's  
8 good enough.

9 MR. FRANSEN: Brian Fransen, BLET. Help me  
10 out with one thing, just because I've never, this is all,  
11 this process here, I've never really even heard of before  
12 I guess with operating in CTC.

13 But when you approach that OS area, you get  
14 verbally talked through and they give you the speed? Is  
15 it just 49 all the time? Or is it, the pilot tells you?

16 MR. CREWS: Yes. Yes. Well, they can  
17 restrict you to certain speeds if they've got, if they have,  
18 if they have workmen in a certain area, there are times  
19 where they'll ask, generally I've never been asked to go  
20 below 25 mile an hour through those areas.

21 MR. FRANSEN: So it's always the pilot, just  
22 with whatever is going on in that --

23 MR. CREWS: Yes. And generally, when I don't  
24 remember ever having a form B in those limits. You know,  
25 where they've had workmen in there.

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1                   There, they've always, the conductor pilots  
2 have always coordinated the work with the signal system,  
3 signal department.

4                   MR. FRANSEN: I see.

5                   MR. CREWS: And there are certain times that  
6 you have to slow down in those limits.

7                   MR. FRANSEN: As an engineer, if I'm coming up  
8 there, I'm under no obligation to actually look at that  
9 switch.

10                   I mean, there's no, when you get talked through  
11 there at 49, you're okay to assume, I guess, that, because  
12 it's not like you're restricted speed or anything.

13                   MR. CREWS: My obligation is to myself.

14                   MR. FRANSEN: But I, I guess what I mean is --

15                   MR. CREWS: And my crew.

16                   MR. FRANSEN: It's impressive to me that you  
17 looked down and saw that the switch was, because you didn't  
18 have, you don't have to look at the points. You're to, I  
19 mean, they gave, it's not supposed to be lined that, I guess  
20 what I'm saying --

21                   MR. CREWS: I don't recall that verbiage in any  
22 of the rules.

23                   MR. FRANSEN: Okay. So nothing about the  
24 switch itself?

25                   MR. CREWS: Right. I, and like I said, I don't

**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS  
1323 RHODE ISLAND AVE., N.W.  
WASHINGTON, D.C. 20005-3701

1 recall that. I try to stay abreast of that.

2 MR. FRANSEN: Sure. Okay. I have nothing  
3 else.

4 MR. LORD: No.

5 MR. LINDSEY: Good to go.

6 MR. TURPIN: All right.

7 MR. CREWS: Thank you, gentlemen.

8 MR. TURPIN: I need you for just a few more  
9 minutes.

10 MR. CREWS: Okay.

11 MR. TURPIN: I don't like these things being  
12 recorded.

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

15

16

17

18

19

20

21

22

23

24

25



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11