

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: JEREMY CLARK

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

STAN BLAKE, SMART Transportation Division

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. TURPIN: All right. My name is Ted
4 Turpin. Today is March 15, 2016, and we're at the
5 Little America Travel Center near Granger, Wyoming,
6 interviewing conductor pilot Clark in connection with
7 an accident that occurred near Granger, Wyoming, March
8 14, 2016. The NTSB accident number is DCA16FR005.

9 If you'd state your name and spell it
10 please.

11 MR. CLARK: Jeremy Clark. J-E-R-E-M-Y, C-L-
12 A-R-K.

13 MR. TURPIN: All right. We'll go around the
14 room, if everybody would speak.

15 MR. BLAKE: Sure. I'm Stan Blake. I'm the
16 Wyoming state legislature director for SMART, the
17 transportation division, and I work in Green River for
18 the Union Pacific.

19 MR. FRANSEN: Brian Fransen. BLET safety
20 task force. B-R-I-A-N, F-R-A-N-S-E-N.

21 MR. LORD: Steve Lord. L-O-R-D. General
22 Director, operating practices, northern region, Union
23 Pacific Railroad.

24 MR. LINDSEY: Raymond Lindsey. L-I-N-D-S-E-
25 Y. Federal Railroad Administration, operating

1 practices.

2 MR. MAYSER: John Mayser. M-A-Y-S-E-R.
3 Federal Railroad Administration, operating practices
4 inspector.

5 MR. NARVELL: Rick Narvell. N like in
6 Nancy, A-R-V, like in Victor, E-L-L. Human performance
7 investigator with the NTSB.

8 MR. TURPIN: And again, Ted Turpin, T-U-R-P-
9 I-N. The purpose of this investigation is for safety.
10 It's not to assign fault or liability. We don't do
11 that as the NTSB.

12 We cannot guarantee confidentiality because
13 we're going to take this transcript and put it in a
14 public docket.

15 We cannot guarantee immunity from any
16 pulling of a certificate or your conductor card. We
17 don't do that as NTSB.

18 You've opted to have a representative and
19 he's introduced himself. Do you understand that this
20 is being recorded?

21 MR. CLARK: Yes.

22 MR. TURPIN: All right. Thank you. So we
23 start real easy. Just tell us what happened.

24 MR. CLARK: Well, I came on duty at 4:00 in
25 Green River. The crew changed with the conductor pilot

1 there at about a quarter to five.

2 I had a job briefing with him. Notified the
3 dispatcher that had control of those switches.

4 I wasn't the employee in charge, so I
5 notified the employee in charge where it was located
6 at.

7 You know, and then, just had our job
8 briefings with the employee in charge, and the
9 dispatcher and, about what trains were running where
10 and which direction and what track, and then I think we
11 ran a few trains and got a, had another job briefing.

12 And we, I cleared this, we were okay to
13 clear this eastbound through, and next thing I know, I
14 heard a, this big bang. And I heard a guy say they
15 collided.

16 Got a hold of Brian Surrell (phonetic) and
17 just tried to assess what was going on there and went
18 down and looked after the crew first and then got an
19 EMS on their way out there. And just pretty much
20 directed them where to go.

21 MR. TURPIN: Okay. You contacted Brian who?

22 MR. CLARK: Brian Surrell.

23 MR. TURPIN: Surrell?

24 MR. CLARK: Senior MTL of Green River.

25 MR. TURPIN: Okay. Okay. So and then --

1 MR. CLARK: And then I just went out about
2 everything else that night and, you know, try and make
3 the best of whatever was there.

4 MR. TURPIN: Okay. Now we'll back up and
5 we'll get some detail on the, fill in some of the
6 blanks. 4:45 you did your transfer at Green River?

7 MR. CLARK: Out at 844 there at, with the
8 other conductor pilot, Hartford (phonetic).

9 MR. TURPIN: Okay. So you drove out to the
10 CP, and who was the guy before you?

11 MR. CLARK: Hartford.

12 MR. TURPIN: Hartford? And what was some of
13 the detail of that, of that briefing, or the transfer?

14 MR. CLARK: I had one train that was cleared
15 to the limits already, and the dispatcher had control
16 of those switches, and they were mostly running
17 westbounds 1 to 1, unless they had to go to the
18 Pocatello side, and eastbounds were coming 2 to 2 for
19 the most part.

20 MR. TURPIN: Okay.

21 MR. CLARK: He said they had, just like I
22 said, just, they just give you a train list or
23 whatever's coming next, and what your next move was,
24 and you know.

25 They told me who my employee in charge was

1 down there, and then I just --

2 MR. TURPIN: And who was that?

3 MR. CLARK: That was Brian (phonetic)

4 Litteral.

5 MR. TURPIN: Okay. And did you see him in
6 person?

7 MR. CLARK: Brian?

8 MR. TURPIN: Uh-huh.

9 MR. CLARK: No. Not until after the
10 incident occurred.

11 MR. TURPIN: Okay. So once you got your
12 transfer, you mentioned, then you called Brian?

13 MR. CLARK: Called Brian.

14 MR. TURPIN: And you said I'm here and on --

15 MR. CLARK: I'm here and, you know, then
16 just had a job briefing on what he had lined up, and he
17 didn't have anything yet until later on. The
18 dispatcher called us and --

19 MR. TURPIN: Okay. So this was the first
20 fleet of trains. So tell us about the first fleet of
21 trains. What was the job briefing for that, detail-
22 wise?

23 MR. CLARK: Had a different trains, most of
24 them, we had a couple eastbounds on 2 to 2 and a couple
25 westbounds 1 to 1, and then we had a couple go up the

1 short line there from Main 1 to the long siding, long
2 siding to the OSL Main, and then out through 002.

3 And then she flipped a couple and had come
4 through the OSL Main onto Main 2, so, or, excuse me.
5 OSL Main to long siding, onto Main 2 there at 844.

6 And then with those, she, the next one she
7 gave us was the westbound 1 to 1. She said that
8 Kemmerer local that was going to come into the siding
9 there, and then we were going to have another eastbound
10 coming 2 to 2 later on.

11 There was another crew out working at, east
12 of 844 there on Main track number 2. So that Kemmerer
13 local couldn't go anywhere, and so she just said first
14 to run that westbound 1 to 1.

15 And then once we okayed it through signal,
16 you know, we gave them authority pass to ride the board
17 into our limits there, and that's all they know is that
18 switch was lined against them when they hit head on.

19 MR. TURPIN: Okay. Who was the, who was the
20 last move through 844 on 1?

21 MR. CLARK: Before --

22 MR. TURPIN: Yes.

23 MR. CLARK: There was the, an eastbound that
24 went OSL siding to Main track 2.

25 MR. TURPIN: Okay.

1 MR. CLARK: Before that, before that
2 westbound came.

3 MR. TURPIN: Okay. So they come out of the
4 long siding at 844 to 1, and then cross over,
5 immediately over to 2?

6 MR. CLARK: Immediately to 2. It's a --

7 MR. TURPIN: It's a double, okay. Do you
8 know what time that was?

9 MR. CLARK: I don't.

10 MR. TURPIN: You obviously had to authorize
11 that move too.

12 MR. CLARK: Correct.

13 MR. TURPIN: Okay. So let's get to the
14 actual detail when you called the westbound. What did
15 you actually say to them?

16 MR. CLARK: Well, first I had to clear it
17 with my employee in charge, see if they were ready for
18 it to come through. Once he did, I contacted that
19 conductor of that train, gave him an authority to pass
20 my red board there at 844.

21 MR. TURPIN: Okay. Let me, let me back up.
22 What prompts that? The train calls you and says, we're
23 coming?

24 MR. CLARK: The train calls me and says,
25 we're coming.

1 MR. TURPIN: And then you call --

2 MR. CLARK: And then I talk to my employee
3 in charge. You know --

4 MR. TURPIN: By radio?

5 MR. CLARK: By radio.

6 MR. TURPIN: On the same channel?

7 MR. CLARK: Um-hum.

8 MR. TURPIN: Okay.

9 MR. CLARK: If he's ready for this, just you
10 know, for the, to come through the limits there.

11 MR. TURPIN: Okay.

12 MR. CLARK: And then I'll contact that
13 train.

14 MR. TURPIN: Okay. And then do you actually
15 say to them?

16 MR. CLARK: And then I give them authority
17 to pass my location, authority to pass my red board.
18 What track they're running on, Main 1 to Main 1.

19 MR. TURPIN: Okay.

20 MR. CLARK: Their, what kind of speed they
21 can go through, what it should be, and max out their
22 speed, because it only should be 49 miles per hour.

23 MR. TURPIN: Okay.

24 MR. CLARK: And then contact the next pilot
25 there at 847 before passing his location.

1 MR. TURPIN: Okay. So you would hand them
2 off to 847?

3 MR. CLARK: They go to the next pilot.

4 MR. TURPIN: Okay. Is there, is there
5 anytime that you have to actually check the switches?

6 MR. CLARK: No. Not that, I was told at any
7 job briefing that the dispatcher had control of that
8 switch, and --

9 MR. TURPIN: Okay. That was the
10 instructions you got from the EIC?

11 MR. CLARK: That was the instructions I got
12 from the previous pilot.

13 MR. TURPIN: Okay. Hartford?

14 MR. CLARK: Hartford.

15 MR. TURPIN: Had you worked as a flag man
16 before a pilot?

17 MR. CLARK: Yes, many times.

18 MR. TURPIN: Yes. Have you had it when you
19 had control of the switches?

20 MR. CLARK: I've had it, when I had control,
21 I've had it before where the dispatcher's had control.

22 MR. TURPIN: Okay. So how does, how does
23 that procedure change?

24 MR. CLARK: Usually if I have control, I'm
25 right there next to the track the whole time and, so I

1 can get out and line switches every time if I have to
2 or, you know, lock them up, 1 to 1, 2 to 2, whatever --

3 MR. TURPIN: Okay.

4 MR. CLARK: -- needed to be done. Usually
5 if I'm up, if the dispatcher has control, I'm up on the
6 hill so I can, I can, one, hear better, and have a
7 better range of where my trains are at.

8 MR. TURPIN: Okay.

9 MR. CLARK: And also a visual of where those
10 trains are located, so I know when they're past my,
11 clear my limits.

12 MR. TURPIN: And the, and the procedures
13 have never required you to check switches if they, if
14 the dispatcher has control of it?

15 MR. CLARK: No.

16 MR. TURPIN: And you've never --

17 MR. CLARK: Never. I've never --

18 MR. TURPIN: Nobody's ever asked you to do
19 that?

20 MR. CLARK: No. I've never had a job
21 briefing where they said make sure you go down every
22 time and check those switches and --

23 MR. TURPIN: Okay.

24 MR. CLARK: -- let the dispatcher have that.

25 MR. TURPIN: When you line the switches, who

1 tells you what the route is? The EIC?

2 MR. CLARK: The dispatcher will relay that
3 to the employee in charge. Employee in charge will
4 tell us.

5 MR. TURPIN: And then tell you what route
6 they want you to line. Okay.

7 MR. CLARK: You know, and then --

8 MR. TURPIN: SO it cascades down?

9 MR. CLARK: Yes. And then you confirm, you
10 know, okay, I'm ready to, I'm, you know, lined here,
11 OSL Main to Main track number 2. You know, where I'm,
12 line me 1 to 1.

13 MR. TURPIN: Okay.

14 MR. CLARK: You know, ready for --

15 MR. TURPIN: Let me, let me back up to the,
16 to the lineup there.

17 MR. CLARK: Okay.

18 MR. TURPIN: We did the last, we said the
19 last train out of there came through and went over to
20 2. You said there were two of them came through
21 though, right? Was there one before that too?

22 MR. CLARK: There was two eastbounds that
23 came through. And I can't see a train. One was, there
24 was one train that stopped there at Westvaco, which is
25 east of this 844, where a crew jumped on, I think

1 (inaudible) crew jumped on it and took it the rest of
2 the way in.

3 And then they came back out and did the rest
4 of their work there at Westvaco. So there was their
5 train that they got, and there was a train before them.

6 MR. TURPIN: Okay. Do you have any rough
7 timing on that? When do you think that might've been?

8 MR. CLARK: No, I don't have that paper with
9 me.

10 MR. TURPIN: All right.

11 MR. CLARK: I already gave it to Brian
12 Surrell.

13 MR. TURPIN: Okay.

14 MR. LORD: So he had the paperwork and he
15 gave it --

16 MR. CLARK: Surrell.

17 MR. TURPIN: Yes, I understood that.

18 MR. LORD: Okay.

19 MR. TURPIN: Yes, to the manager. Yes.
20 Good.

21 MR. CLARK: Every time that like a train
22 would pass my limits, I'd, you know, tell my employee
23 in charge, you know, that so and so's clear of 844.

24 MR. TURPIN: Okay. So when the rear end
25 gets by your CP, you clear them out.

1 MR. CLARK: Clear, yes.

2 MR. TURPIN: Okay.

3 MR. CLARK: Cleared my limits.

4 MR. TURPIN: Okay. All right. I usually go
5 around and say, well, if they have any, this is
6 primarily about the accident itself.

7 MR. FRANSEN: Brian Fransen, BLET. Is that
8 a, do you have a log or something that you keep? Just
9 out of curiosity.

10 MR. CLARK: I did.

11 MR. FRANSEN: Where you write down traffic
12 (inaudible)?

13 MR. CLARK: Yes, I did. That's one of the
14 things I gave to Surrell.

15 MR. FRANSEN: I just, I'm familiar with the
16 cross, that you keep track of every train that comes
17 through, the time, or --

18 MR. CLARK: It has, it has on there, it has
19 an east and a west or the direction of the trains, and
20 I write down, you know, what their train symbol, or
21 their unit number as --

22 MR. FRANSEN: The unit numbers.

23 MR. CLARK: What their general route is, and
24 then check when they're clear of my limits.

25 MR. FRANSEN: All right.

1 MR. LORD: So Jeremy, you weren't anywhere
2 around 844? Or --

3 MR. CLARK: I was. All in all, about, that
4 I knew, a quarter mile away.

5 MR. LORD: So up on the hill?

6 MR. CLARK: In the middle of that OS right
7 there at 844.

8 MR. LORD: So you could hear. So when was
9 it that you understand the dispatcher gave instructions
10 to the EIC, that we're going to run the 5718?

11 MR. CLARK: When was it? The time, or just
12 --

13 MR. LORD: You're up on the hill, you could
14 hear the signal, could hear the radio conversation.

15 MR. CLARK: Yes. I can hear the radio
16 conversation, and then also I waited until he was,
17 cleared me to let those guys come through. So --

18 MR. LORD: Was it more of a planning type of
19 conversation with EIC, or was it, you can tell the 5718
20 he's going to be next?

21 MR. CLARK: You can usually tell they're
22 coming next. It's like, you know, this is what I want
23 to do next. This is what I want to do after that.

24 You know, here's a, here's a lineup of these
25 next three trains. Depending on what dispatcher you

1 have, if that dispatcher's lined you out all day.

2 MR. LORD: Is it possible that the
3 dispatcher was just talking to the EIC to kind of give
4 him an idea of what she had, and was not ready for that
5 5718 to come through one more?

6 MR. CLARK: It could be possible, but I
7 think as far as for all the rest of us, they had the
8 same job briefing. That everybody was ready for that
9 eastbound to come through.

10 MR. LORD: So did you tell the 5718 that
11 he's cleared to go 1 to 1, you'd assume that the
12 dispatcher was ready for him to go 1 to 1.

13 MR. CLARK: I think everybody was, assumed
14 that. There was the two train crews, all the pilots,
15 the signal guys, we all had the same idea that we were
16 all going to go 1 to 1 with that train next, and then,
17 and once we cleared him through, that's (inaudible).

18 MR. LORD: And there's no process that you
19 guys are going through, going down and checking
20 switches at all?

21 MR. CLARK: Hum-um.

22 MR. LORD: Because they're under the control
23 of the dispatcher.

24 MR. CLARK: Control of the dispatcher.

25 MR. LORD: So I was going to ask you, you

1 kept a log and I think I got a copy from Mr. Surrell.

2 MR. CLARK: Yes, you should one.

3 MR. LORD: And you were up on the hill when
4 you cleared this westbound?

5 MR. CLARK: Correct.

6 MR. LORD: That's all I've got for that.

7 MR. LINDSEY: Ray Lindsey with FRA. Did,
8 the spot you chose on the knoll, is that the same place
9 that was, Mr. Hartford --

10 MR. CLARK: Yes.

11 MR. LINDSEY: Was that the same place he
12 was?

13 MR. CLARK: Yes. Same place he was off.

14 MR. LINDSEY: So you just met him there and
15 --

16 MR. CLARK: Yes, I met him down the hill and
17 he told me exactly how to get to where he was at, so I
18 went up the same road he was and cut over and was on
19 the same place he was.

20 MR. LINDSEY: Okay. That's all I have.

21 MR. MAYSER: And that, John Mayser, FRA.

22 And you were up higher for better radio reception? Is
23 that correct?

24 MR. CLARK: Radio reception and then also I
25 can see, you know, the unit numbers, and then when they

1 clear my location.

2 MR. MAYSER: Yes. So you talked the train
3 through, and then you saw it, did you see him take the
4 siding?

5 MR. CLARK: I didn't see his head in take
6 the siding because I was in the middle of OS right
7 there, so he took the siding after he was already --

8 MR. MAYSER: So you couldn't, you couldn't
9 see him take the siding then?

10 MR. CLARK: No. I saw him, I saw his unit
11 number come past me, up there at the, at the block
12 signal at 844 on the east end there, and then he took
13 that siding on the western part of that OS.

14 MR. MAYSER: Okay. So he takes the siding,
15 and then impact occurred. Did you ever hear any
16 dispatcher say over the radio to stop the train?

17 MR. CLARK: I heard dispatcher was trying to
18 get a hold of him, trying to find out where they're at,
19 because he said he had some kind of occupancy. And I
20 think by the time he told him to stop the train, they
21 already collided.

22 MR. MAYSER: Okay. So did you hear,
23 perhaps, a kind of, did you hear any conversation after
24 the collision took place?

25 Did the dispatcher ever say, stop the train?

1 Did you hear anything that, basically him not
2 necessarily knowing the impact occurred?

3 MR. CLARK: Not that I recall, no.

4 MR. MAYSER: Okay, you didn't hear that
5 phrase?

6 MR. CLARK: By the time I heard, we
7 collided, is when I immediately called Brian Surrell.

8 MR. MAYSER: Okay. And how far would you
9 say, again, you were physically from the CP?

10 MR. CLARK: Maybe 100 yards.

11 MR. MAYSER: A hundred yards away?

12 MR. CLARK: I mean --

13 MR. MAYSER: After the impact, what radio
14 traffic did you hear exactly?

15 MR. CLARK: That they'd collided, and then
16 the dispatcher was trying to talk to those guys, and
17 the conductor trying to talk to the dispatcher, and
18 they were just getting walked on each other, and then
19 by that time I was down at the, at the impact, out of
20 my truck, looking at the crews, seeing they were okay,
21 trying to assess stuff and to let Brian Surrell know
22 what was going on.

23 MR. MAYSER: Did you hear any other pilots
24 on the radio at all? Like the EIC?

25 MR. CLARK: No, I was, I was out of my truck

1 without a radio and, like I said, just trying to assess
2 the crews and assess what, everything else happened, so
3 I could relay it back to Brian Surrell.

4 MR. MAYSER: Thank you.

5 MR. NARVELL: This is Rick Narvell, the
6 NTSB. Jeremy, I'm going to have some kind of a
7 different --

8 MR. TURPIN: I need to go back to the
9 accident for a minute.

10 MR. NARVELL: I'm going to. Well, I had to,
11 I have a couple questions.

12 MR. TURPIN: Oh, you, okay. I'm sorry.

13 MR. NARVELL: I'm just giving you a heads
14 up, I'm going to ask you some kind of background
15 questions --

16 MR. CLARK: Okay.

17 MR. NARVELL: -- not pertaining to the
18 accident in a minute or two, but I had a couple
19 questions about the accident. Let's talk a little bit
20 about dispatchers. Are they all uniform on how they
21 give --

22 MR. CLARK: No, some of them are different.
23 Some of them will give me a lineup for three, four
24 hours. Some will give me a, the next train, right then
25 and there. Some will give you the whole day. So --

1 MR. NARVELL: Okay. So there's time
2 variations that are different there?

3 MR. CLARK: Right.

4 MR. NARVELL: Short to long, if you will.
5 What about content? Are they all uniform on how they
6 give that information or they use slang or, I don't
7 know the system up here.

8 MR. CLARK: Usually they'll just tell you,
9 run this train, then they'll go, or you know, sometimes
10 they'll tell you, I'm going to go three west, and then
11 I'm going to come back east twice.

12 Or you know, like I said, they might go
13 train by train, this one's going to go 1 to 1, this
14 one's going to go 1 to the OSL siding. This one's
15 going to go 2 to 2. You know, just depends on what
16 dispatcher you have.

17 MR. NARVELL: Has there ever been any
18 occasions where you weren't sure exactly what they were
19 coming to communicate to you specifically and exactly?

20 MR. CLARK: No, not really.

21 MR. NARVELL: Okay. All right. Training.
22 How much training did you have when you hired with the
23 UP for the respect to your job now, just in general?

24 MR. CLARK: I've been a conductor for almost
25 12 years now.

1 MR. NARVELL: Okay.

2 MR. CLARK: I've been doing the pilot jobs
3 for probably a little over five years, since I've been
4 up here.

5 MR. NARVELL: That was my question,
6 principal, it was the pilot part of it.

7 MR. CLARK: Okay.

8 MR. NARVELL: So about five years?

9 MR. CLARK: About five years above pilots,
10 and I've done, you know, single track many times. I've
11 done single suspensions, you know, multiple times as
12 well.

13 MR. NARVELL: Okay. And do you feel that
14 you received adequate training to do your pilot duties?

15 MR. CLARK: Yes, I think so.

16 MR. NARVELL: Anything that's lacking or I
17 want more information or what does this mean, or --

18 MR. CLARK: No. I mean, as far as for
19 training, I mean, like, we usually, we would go over
20 the form C with everybody and like we had a meeting on
21 Sunday and went over that form C here with the signal
22 maintainers and so everybody had a pretty good
23 understanding of what was going on.

24 MR. NARVELL: Count on briefings, good?

25 MR. CLARK: Yes.

1 MR. NARVELL: Bad? What, okay. All right.
2 That's all I have for the accident right now, and
3 that's all I have for the accident.

4 MR. TURPIN: Okay. I wanted to continue
5 with, Steve started it and Rick got into it as well,
6 is, we're really kind of interested, I think all of us
7 want to know, do the dispatchers sometimes relay an
8 informal message about whether they're going to move
9 the trains and when they're going to move trains and so
10 on, and it's not, it's not meant as the authority to
11 move them, it's just kind of a heads up. This is what
12 I would like to do today.

13 MR. CLARK: I --

14 MR. TURPIN: And can you tell the
15 difference?

16 MR. CLARK: Like I said, sometimes it's,
17 just depends on your dispatcher. Like I said,
18 sometimes you know, they'll tell you, I'm going to do
19 this.

20 You know, I'm going to run three this way,
21 but then, you know, they'll come back later and be
22 like, well, let's hold this one and run these guys west
23 first.

24 You know, and then, so usually it's pretty
25 spot on of what they want to run.

1 MR. TURPIN: Okay. How can you tell the
2 difference between that overview informal and when this
3 is, this is specific what I want done and what's going
4 to happen?

5 MR. CLARK: A lot of times they'll give you
6 your unit numbers on what they want to run first,
7 second and third.

8 MR. TURPIN: Okay.

9 MR. CLARK: You know, this train, next this
10 train, this and your number, this and your number.

11 MR. TURPIN: So when they start giving the
12 engine number --

13 MR. CLARK: And then --

14 MR. TURPIN: -- then it's --

15 MR. CLARK: It's usually pretty adamant
16 that's the way that they're outlining it.

17 MR. TURPIN: Okay. So when you call a train
18 using the form C, it's very structured and rigid.

19 MR. CLARK: It, on that, my train list that
20 I have there, or my check list that I have there, they
21 have an actual paragraph on there, and you know, I just
22 read it off of that to them.

23 MR. TURPIN: And you read that off? But
24 when the dispatcher tells you the plan or the briefing,
25 they actually can vary from dispatcher to dispatcher?

1 MR. CLARK: It can.

2 MR. TURPIN: Okay. Okay.

3 MR. FRANSEN: Brian Fransen, BLET. Is
4 there, just out of curiosity, is there a rule that the
5 UP has about how close you're supposed to be to the
6 switch, or is it just, is there any, like, anything
7 covered or not, where you're supposed to be in location
8 to it, approximately?

9 MR. CLARK: No. I don't know.

10 MR. FRANSEN: Not that you know? That's all
11 I have.

12 MR. LORD: I'm going to back to what Ted was
13 talking about again. Again, the dispatchers heading up
14 the EIC on the moves that he or she may want to make,
15 and to discussing it with you, I see, is there a repeat
16 back that says we'll talk later or we'll get back to
17 you on that? Or is it just, he takes that for what's
18 going to happen?

19 MR. CLARK: No, he usually just takes that
20 for what's going to happen. You know, unless there's a
21 change in plan and they say they'll get back to them.

22 MR. LORD: Okay. Sure.

23 MR. CLARK: I'll let you know about this
24 if there's a change.

25 MR. LORD: And you take your instructions

1 from the EIC?

2 MR. CLARK: I listen to the dispatcher and
3 then from the EIC.

4 MR. LORD: Again, I'm going to ask you, is
5 it possible that the EIC assumed that a conversation he
6 was having with the dispatcher on a move that he wanted
7 to make was taken as, this is what we're going to do?

8 MR. CLARK: It may be possible, but like I
9 said, usually those dispatchers give you train for
10 train what they want you to have.

11 You know, either, you know, lineup of, you
12 know, short period of time, long period of time. It
13 just depends on which dispatcher you have.

14 MR. LORD: See, the reason I'm touching on
15 this, because we know that the westbound went into the
16 siding.

17 Is it possible that the dispatcher may have
18 had plans to get that local out of the siding before
19 running that westbound?

20 MR. CLARK: I think it could've been
21 possible, but there was also, like, that other local
22 was working right there anyways, where that coal train
23 had nowhere to go.

24 MR. LORD: (Inaudible), I'm having trouble
25 getting my head around it though because the switch was

1 still blinded to the siding.

2 MR. CLARK: Right.

3 MR. LORD: And if her intention was to run
4 the westbound 1 to 1, and she was ready to do that,
5 something had to happen, correct?

6 MR. CLARK: Correct.

7 MR. LORD: And it didn't happen as far as
8 you could tell.

9 MR. CLARK: Right. I don't know if that was
10 something that she missed before she went home, or if
11 it was something they missed between their job
12 briefings in the dispatcher center, that that switch
13 didn't get thrown.

14 I don't think there was something that was
15 in a job briefing between dispatcher and the pilots and
16 crews, because we all had the same job briefing.

17 MR. LORD: So let me ask you, part of your
18 verbiage does not say, switches are lined and locked
19 for, that's not your verbiage at all?

20 MR. CLARK: Just tells you which route to
21 go. You know, line me 1 to 1.

22 MR. LORD: But you're talking to the train,
23 you're talking to your train, do you use the verbiage
24 that all switches are lined?

25 MR. CLARK: No.

1 MR. LORD: Not at all?

2 MR. CLARK: Not unless I'm physically down
3 there lining them.

4 MR. LORD: So when --

5 MR. CLARK: Just to let them know, yes, I
6 got you lined 1, you know --

7 MR. LORD: When you've worked pilot jobs in
8 the past where you had to control those switches, you
9 would say that.

10 MR. CLARK: Yes, I would tell them, you
11 know, I got your, you're lined 1 to 2, or you know, 1
12 to the siding, whatever. You know, that I physically
13 have you lined. I'm, so, for that reason.

14 MR. MAYSER: John Mayser, FRA. Just to
15 clarify again, the, when you authorized them past your
16 signal, the red flag, did you tell them to contact the
17 847?

18 MR. CLARK: Yes.

19 MR. MAYSER: They weren't clear all the way
20 from your limit all the way to like, well --

21 MR. CLARK: For, from what that employee in
22 charge, still think he said, they are clear from all
23 the way from 860, or from 844 to 865.

24 MR. MAYSER: Okay. But you didn't relay
25 that instruction. You relayed contact --

1 MR. CLARK: Contact the next pilot.

2 MR. MAYSER: Contact next pilot, which would
3 be 847.

4 MR. CLARK: Forty-seven.

5 MR. MAYSER: Okay. You said you've worked
6 suspended blocks before as a pilot?

7 MR. CLARK: Correct.

8 MR. MAYSER: Have you ever had a situation
9 on a suspended block where the, you had to actually
10 hand throw the power switches?

11 MR. CLARK: Yes.

12 MR. MAYSER: Okay. So is it, is it assumed
13 then that if the dispatcher has the control of the
14 switches, that the dispatcher also knows the position
15 of the switches?

16 MR. CLARK: That would be my assumption.

17 MR. MAYSER: Okay. That's the, that's the
18 assumption that you go by?

19 MR. CLARK: That, yes, just by (inaudible),
20 they'll know if it's lined and locked for whatever
21 route you want to go.

22 MR. MAYSER: All right. So it wouldn't,
23 there wouldn't be the possibility then that he could
24 actually control the switch, but not know its position?

25 MR. CLARK: I don't know. I don't know how

1 that stuff works, so --

2 MR. MAYSER: Okay. All right, thank you.

3 MR. LORD: One more.

4 MR. TURPIN: One more follow up.

5 MR. LORD: Steve Lord, UP. The dispatcher
6 also have control of the switches at 847?

7 MR. CLARK: No. Not that I know of. The
8 ones he had control of was the switch at 844, and the
9 switches also there at 865.

10 MR. LORD: So who, then, had the control of
11 the switches at 847?

12 MR. CLARK: There's two pilots there at 847
13 that had those switches. And from my understand, there
14 were, I believe they were clamped.

15 MR. LORD: Okay.

16 MR. TURPIN: And that would've, with the
17 short handle over in hand position?

18 MR. CLARK: I don't know how they had them
19 down, because --

20 MR. TURPIN: The signal people were doing
21 that?

22 MR. CLARK: Yes.

23 MR. TURPIN: Okay. Have you ever worked as
24 the EIC?

25 MR. CLARK: Yes.

1 MR. TURPIN: How many times?

2 MR. CLARK: Multiple times.

3 MR. TURPIN: Over five years.

4 MR. CLARK: Yes.

5 MR. TURPIN: Okay. Have you ever seen a
6 dispatcher have a switch in a wrong position?

7 MR. CLARK: Not that I know of. No.

8 MR. TURPIN: Okay. All right. We'll come
9 over to Rick.

10 MR. NARVELL: This is Rick Narvell, and a
11 completely different tack here. You tell us what the
12 circumstances were on the accident, and then these are
13 the standard questions that I would ask all the
14 (inaudible).

15 MR. LORD: (Inaudible) talk to Jim
16 (phonetic).

17 MR. TURPIN: You need to talk to Jim?

18 MR. LORD: Yes, he's wanting some more stuff
19 from (inaudible).

20 MR. TURPIN: You leave every time he has
21 questions to ask. I'm seeing a pattern here.

22 MR. NARVELL: (Inaudible) might be missing
23 out. These are standard background type questions --

24 MR. CLARK: Okay.

25 MR. NARVELL: -- we would get from you,

1 Jeremy. One is, and if you don't know it tonight, you
2 can send it to me. You have email?

3 MR. CLARK: I do.

4 MR. NARVELL: Okay. I'm trying to get a
5 sense of your work rest history from the three, four
6 days back.

7 MR. CLARK: Okay.

8 MR. NARVELL: To see if there was any
9 indication of being tired, et cetera. So if you could
10 do it tonight, fine. If not, you can email it to me.

11 MR. CLARK: Okay.

12 MR. NARVELL: Okay. You want to do it that
13 way, or do you want to --

14 MR. CLARK: We can try it tonight. See what
15 you've got.

16 MR. NARVELL: Okay. So I'm interested in
17 from Friday the 11th --

18 MR. CLARK: Okay.

19 MR. NARVELL: -- up to and including the
20 time you went on duty Monday.

21 MR. CLARK: Okay.

22 MR. NARVELL: So this would be times up,
23 times to bed, and what hours you worked, and if you
24 didn't work, we'll go there to. So we'll start Friday.

25 MR. CLARK: Okay. Friday I was up about,

1 I'll say 10:00 a.m.

2 MR. NARVELL: Okay. Did you work that day?

3 MR. CLARK: No. No. I was actually on
4 vacation that day.

5 MR. NARVELL: Okay.

6 MR. CLARK: Friday and Saturday.

7 MR. NARVELL: Oh, so, okay, so you didn't
8 work Saturday either?

9 MR. CLARK: No.

10 MR. NARVELL: What, okay, let's do one day
11 at a time. Up at 10:00, and what time did you go to
12 bed Friday?

13 MR. CLARK: I was in bed about 23:00.

14 MR. NARVELL: Great. Saturday?

15 MR. CLARK: Saturday I was up 08:00.

16 MR. NARVELL: Off again. Didn't work?

17 MR. CLARK: Didn't work. I was, like I
18 said, vacation day. And then --

19 MR. NARVELL: In bed?

20 MR. CLARK: In bed by about 23:30.

21 MR. NARVELL: Okay. Sunday the 13th, up at

22 --

23 MR. CLARK: Sunday the 13th, I was up at
24 8:00, 08:00.

25 MR. NARVELL: 08:00?

1 MR. CLARK: Had a meeting here.

2 MR. NARVELL: What time did you go on duty?

3 MR. CLARK: We were on duty at, meeting was
4 at 1:00.

5 MR. NARVELL: 13:00?

6 MR. CLARK: 13:00. I think we were put on
7 duty before that at, I think 08:00 at that morning.

8 MR. NARVELL: Oh, so you went on duty at,
9 well you were up at 8:00.

10 MR. CLARK: Yes, but he just put us on duty
11 just to go to this meeting at 13:00.

12 MR. NARVELL: So up at 8:00, but you were on
13 duty at 8:00?

14 MR. CLARK: Yes, we went on duty about 8:00,
15 just for this meeting at, bless you --

16 MR. NARVELL: Okay.

17 MR. CLARK: -- at 13:00.

18 MR. NARVELL: Okay.

19 MR. CLARK: It was like an hour meeting.

20 MR. NARVELL: Okay.

21 MR. CLARK: Went home, had some dinner,
22 after, you know, clocking out, and then I was in bed by
23 10:00.

24 MR. NARVELL: 22:00?

25 MR. CLARK: Yes.

1 MR. NARVELL: Okay. Then Monday, you're up
2 at --

3 MR. CLARK: Monday I was up at 8:00, 8:30.

4 MR. NARVELL: 08:00, 08:30?

5 MR. CLARK: Um-hum.

6 MR. NARVELL: And you went on, what time
7 were you called?

8 MR. CLARK: I wasn't on duty until 4:00.

9 MR. NARVELL: So --

10 MR. CLARK: So 16:00.

11 MR. NARVELL: What time did, what you get,
12 what's UP have? Two hour, two hour call?

13 MR. CLARK: Hour and a half call.

14 MR. NARVELL: Hour and a half. So you have
15 --

16 MR. CLARK: We didn't have, we don't
17 actually have a call. We just, we were already
18 scheduled.

19 MR. NARVELL: Okay. So you went on duty at
20 16:00?

21 MR. CLARK: 16:00.

22 MR. NARVELL: And you stayed on duty until
23 the incident.

24 MR. CLARK: And then, like, I was out here,
25 like I said, about 16:45, around that time, then I was

1 on duty pretty much all night.

2 MR. NARVELL: But officially on duty at
3 16:00?

4 MR. CLARK: Officially on duty at 16:00.

5 MR. NARVELL: Okay. Great. Continuing on
6 here, just, can you give us a, just a general sense of
7 your health? Your overall health? Good? Poor?

8 MR. CLARK: Pretty good. I mean --

9 MR. NARVELL: Okay.

10 MR. CLARK: I stay active as much as I can,
11 and --

12 MR. NARVELL: Do you remember your last
13 physical?

14 MR. CLARK: Last year, maybe.

15 MR. NARVELL: Now was this for the railroad
16 or it was personal?

17 MR. CLARK: Yes, I got a railroad physical.

18 MR. NARVELL: And that was in 2015?

19 MR. CLARK: 2015.

20 MR. NARVELL: You had a personal physical?

21 MR. CLARK: (Inaudible), no. Just eyes.
22 Just, like, I got my eyes checked.

23 MR. NARVELL: Well, that was the next
24 question here.

25 MR. CLARK: That was this year.

1 MR. NARVELL: Okay. How's your, what's your
2 vision rating? Do you know what --

3 MR. CLARK: 20/20.

4 MR. NARVELL: Okay. Do you wear glasses or
5 contacts?

6 MR. CLARK: No.

7 MR. NARVELL: And same for your hearing.
8 Any problem with your hearing?

9 MR. CLARK: No.

10 MR. NARVELL: Okay. Medication use?

11 MR. CLARK: No.

12 MR. NARVELL: Take any meds, prescription or
13 over the counter?

14 MR. CLARK: None.

15 MR. NARVELL: And again, standard question,
16 prior to going on duty at 16:00 yesterday, did you have
17 any alcohol or drug ingestion?

18 MR. CLARK: No.

19 MR. NARVELL: And speaking of which, did you
20 submit testing after the accident that night, drug and
21 alcohol testing?

22 MR. CLARK: Yes.

23 MR. NARVELL: Can you give us a little
24 information about what specimens and times if you know?

25 MR. CLARK: Let's see, I think I finally got

1 to the hospital about 2:30.

2 MR. NARVELL: 02:30?

3 MR. CLARK: Yes.

4 MR. NARVELL: Okay.

5 MR. CLARK: And I didn't, end up even doing
6 my specimen until probably about 5:00 in the morning.

7 MR. NARVELL: 05:00?

8 MR. CLARK: Or even later. They had a
9 problem with, I guess they didn't have the right seals,
10 part of that, so I was in there quite a while waiting
11 for managers to find an FRA kit, had all the paperwork
12 and all the seals and --

13 MR. NARVELL: Right.

14 MR. CLARK: I can say that. So I was at, I
15 didn't even leave the hospital until after 6:00 in the
16 morning.

17 MR. NARVELL: Okay. And I'll get that
18 documentation from FRA as well. What specimens did you
19 provide?

20 MR. CLARK: Did a breathalyzer, a urinary,
21 and a blood.

22 MR. NARVELL: Okay. Three things?

23 MR. CLARK: Three things.

24 MR. NARVELL: Okay. Any problems with your
25 equipment? Radio, primarily, any problems with your

1 equipment at all, up --

2 MR. CLARK: No.

3 MR. NARVELL: -- when you went on duty at
4 16:00?

5 MR. CLARK: No. It all worked pretty well.

6 MR. NARVELL: About your workload, can you
7 give us a sense of the workload? Was it a busy day?

8 MR. CLARK: Kind of slow.

9 MR. NARVELL: Okay. All right. Okay.
10 Remember what the weather conditions were?

11 MR. CLARK: It was kind of windy, and then
12 it had snowed, and then it would clear up and snow
13 again, and then just got pretty cold after that.

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

16 MR. CLARK: I do.

17 MR. NARVELL: Were you using it at all when
18 you went on duty?

19 MR. CLARK: I talked to my employee in
20 charge on it.

21 MR. NARVELL: Okay. Is this a UP company
22 phone, or --

23 MR. CLARK: No, this is my personal phone.

24 MR. NARVELL: Is it, what's, is that
25 permitted here?

1 MR. CLARK: Usually when we pilot, we
2 contact either radio or through phone.

3 MR. NARVELL: So you use your personal cell
4 phone for your EIC?

5 MR. CLARK: (Inaudible) phone for my EIC.

6 MR. NARVELL: Do you remember about what
7 time?

8 MR. CLARK: No. I can't recall what time it
9 was.

10 MR. NARVELL: Any other use of your phone on
11 duty?

12 MR. CLARK: I talked to Brian Surrell. He
13 called me and he was trying to get a hold of one of the
14 signal guys there. I gave him Lance Burnham's
15 (phonetic) number.

16 MR. NARVELL: I'm sorry, was this pre or
17 post accident?

18 MR. CLARK: Pre.

19 MR. NARVELL: So there was two instances of
20 pre-accident use?

21 MR. CLARK: Correct. Correct. So he asked
22 me to text him that number to him, so I gave him that
23 number.

24 MR. NARVELL: So these were work related
25 conversations?

1 MR. CLARK: Work related conversations. I
2 had a family emergency call with my son's mother.
3 She's trying to get information on a funeral that was
4 being planned.

5 MR. NARVELL: Okay. And did you take that
6 call?

7 MR. CLARK: I did.

8 MR. NARVELL: And then you know about what
9 time that might've been?

10 MR. CLARK: About 6:00, 18:00.

11 MR. NARVELL: 18:00? Okay. Anything that
12 might've been, this maybe leads into, this is my last
13 question for now. Anything that might've been a
14 distraction or preoccupation here with you?

15 MR. CLARK: No, not that --

16 MR. NARVELL: That something might've taken
17 your mind off your job?

18 MR. CLARK: No.

19 MR. NARVELL: Or any of the other pilots
20 that you knew of?

21 MR. CLARK: No. I mean, I, like I said,
22 I've been a pilot for quite a while, so I'm pretty used
23 to that kind of atmosphere.

24 MR. NARVELL: Okay. Good. Thank you.
25 Think that's all I have for now.

1 MR. TURPIN: Just real quick, and you
2 mentioned some of it earlier. Just go through your
3 hire. Where you hired out and what you, your railroad
4 career.

5 MR. CLARK: I hired out in November of 2004.
6 I worked in Las Vegas, and I got furloughed for a
7 little bit there in 2008, 2009, so I took the transfer
8 to Green River, and I've been in Green River ever
9 since.

10 MR. TURPIN: Okay. And you say you've done
11 a lot of the pilot jobs, huh? Is that like off the
12 conductor extra board?

13 MR. CLARK: Usually he just, kind of like a
14 select service type thing.

15 MR. TURPIN: Are you engineer qualified?

16 MR. CLARK: No.

17 MR. TURPIN: RCO?

18 MR. CLARK: RCO.

19 MR. TURPIN: Okay. And conductor date?

20 MR. CLARK: '04.

21 MR. TURPIN: '04? Okay. All right.

22 Anything else in the room? Everybody good? All right.
23 Very good. Thank you.

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

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 Jeremy Clark

DATE: 03-14-16

I hereby certify that the attached transcription of page 1 to 43 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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