

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: LAWRENCE BUSH

Tuesday,

March 15, 2016

Little America Travel Center

Granger, Wyoming

BEFORE

TED TURPIN, NTSB

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.

APPEARANCES:

On Behalf of the Interviewee:

DAVID CUNNINGHAM
SMART UTU
Conductor's Vice Local Chairman

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

(Time not given)

INVESTIGATOR TURPIN: My name is Ted Turpin.

Today is March 15, 2016, and we're at the Little America Travel Center near Granger, Wyoming interviewing Flag 02 position in connection with an accident that occurred near Granger, Wyoming, March 14, 2016.

The NTSB accident number is DCA16FR005. The purpose of the investigation is to increase safety and not to assign a fault or liability. We cannot offer a guarantee of confidentiality or immunity from the content of the interview. The transcripts are a summary of the interview and will be made available in a public docket sooner or later.

You're allowed a representative which I see you've brought one today, that's fine. Do you understand that this is being recorded?

MR. BUSH: Yes.

INVESTIGATOR TURPIN: All right. And please state your name and spell it and your title.

MR. BUSH: Lawrence Bush, L-A-W-R-E-N-C-E, B-U-S-H. And I'm a conductor on the railroad. I was working as a flagman.

INVESTIGATOR TURPIN: Okay.

1 MR. CUNNINGHAM: I'm conductor's vice local
2 chairman, Smart UTU 265, David Cunningham, D-A-V-I-D,
3 C-U-N-N-I-N-G-H-A-M. And I'm Mr. Bush's
4 representation.

5 INVESTIGATOR TURPIN: All right, thank you.

6 MR. LORD: Steve Lord, General Director of
7 Operating Practices in the Northern Region, Union
8 Pacific Railroad.

9 MR. LINDSEY: Raymond Lindsey.

10 MR. LORD: And it's spelled L-O-R-D.

11 MR. LINDSEY: I'm sorry, go ahead.

12 MR. LORD: That was L-O-R-D.

13 MR. LINDSEY: This is Raymond Lindsey, L-I-
14 N-D-S-E-Y, Federal Railroad Administration, Operating
15 Practices.

16 MR. MAYSER: John Mayser, -A-Y-S-E-R,
17 Federal Railroad Administration, Operating Practices.

18 INVESTIGATOR TURPIN: And Ted Turpin, T-U-R-
19 P-I-N. Mind if I call you Lawrence or Larry?

20 MR. BUSH: Let's go by Larry.

21 INVESTIGATOR TURPIN: Larry, okay. Just
22 tell us what happened.

23 MR. BUSH: Well I was the, that was the
24 first train I was on duty for. I was at Control Point
25 G002 as the flagman. And I actually had with me Tel

1 Carter, I believe was his name. And he was just
2 showing me how to do it, explaining to me that you, you
3 know, how you talk them through and that you check the
4 switch and make sure it's lined and then after you do
5 that check with the employee in charge.

6 I'm actually saying that backwards. Check
7 with the employee in charge then check the switch and
8 make sure it's lined and once you have all that lined
9 up then you talk the train through. And we talked
10 through it with the UP5155 and I did hear the
11 dispatcher get on and tell the employee in charge that
12 it was going to be routing down the OSL main and into
13 the long sighting (phonetic).

14 So and then I talked them through. I let
15 them know that was going to be their route.

16 INVESTIGATOR TURPIN: Okay.

17 MR. BUSH: That's about it from that side,
18 you know, then they pulled by and the next thing that I
19 had noticed, I had heard the dispatcher talk to the
20 employee in charge and made it sound like, from what I
21 recall, two trains were coming. They're going to main
22 to main, Main 1 to Main 1 and Main 2 to Main 2.

23 And that didn't concern me because of where
24 I was. It wasn't coming through my control point. So
25 then the next thing I heard after that was the

1 dispatcher coming on frantically, you know, or sounding
2 like hey, we have, somebody is in this OS here. There
3 was, when that happened there was a bit of, they were
4 talking over each other.

5 He's trying to get a hold of them. They're
6 trying to answer but they were talking over each other.
7 And then after that I heard them talk about how the
8 train, I believe it was the conductor on the stacked
9 train had said that they had collided with the other
10 train.

11 And honestly it sounded like maybe they just
12 tapped, you know. It didn't sound like, you know, he
13 sounded so calm on the radio that I didn't think there
14 was going to be much of a deal. I was like that could
15 have been bad, you know. But that's about really all I
16 have.

17 INVESTIGATOR TURPIN: All right. I want to
18 back up in a little more detail and in chronological
19 order and kind of detailed the conversations you had
20 starting with this first movement. What's the first
21 conversation you had between you and the train or
22 between you and the EIC?

23 MR. BUSH: Well the first conversation I had
24 was with Tel with him telling me how everything goes
25 down, how it should happen. And then when we heard

1 that this train was coming --

2 INVESTIGATOR TURPIN: How did you know that?

3 MR. BUSH: I had heard the dispatcher
4 talking to the EIC saying there's this UP5155 is going
5 to come this way. And then the next thing I recall is,
6 that would pertain to that would be them calling for
7 me, the train calling for me.

8 I told them to stand by. I talked to the
9 EIC.

10 INVESTIGATOR TURPIN: How did you, on the
11 same radio channel?

12 MR. BUSH: Same channel, yes, on the radio.

13 INVESTIGATOR TURPIN: So you tell them to
14 stand by and then you call the EIC?

15 MR. BUSH: I called the pilot, yes. I
16 actually called Brian is his first name, right. I
17 called Brian on the radio. And I can't recall, you
18 know, if he checked to make sure things were clear or
19 what he had done.

20 I think something like that happened. Then
21 he talked to me, told me they could come through and
22 the route. And then I talked to them, told them that,
23 the route.

24 INVESTIGATOR TURPIN: Okay. What was the
25 route? How did you actually say it?

1 MR. BUSH: Okay. So what I said to the best
2 of my recollection was UP5155 has permission to pass
3 the red flag at Control Point G002 OSL. Your maximum
4 speed is 49 miles an hour and you're going to be
5 heading down the long sight.

6 And then they repeated that back to me. And
7 that was --

8 INVESTIGATOR TURPIN: Did you ever tell him
9 he had to stop at 844?

10 MR. BUSH: No, I did not. I did not relay
11 that 844, any of that.

12 INVESTIGATOR TURPIN: You didn't say what
13 his limits were. You just said you're going to go down
14 the long sight?

15 MR. BUSH: Yes, that's right.

16 INVESTIGATOR TURPIN: And then what do you
17 do after you give them that radio authority or that
18 permission?

19 MR. BUSH: Well then he repeated it back to
20 me and I said that's correct. And that's --

21 INVESTIGATOR TURPIN: Where are you
22 physically when you're doing that?

23 MR. BUSH: I was in the bus outside, well
24 also then I did go after that, after we gave them
25 permission, no, it was after I talked to the EIC. The

1 guy with me, Tel, he went over and checked the switches
2 and came back.

3 I said are they good? And he said, yes,
4 they're good. And then I talked to --

5 INVESTIGATOR TURPIN: You say something like
6 normally you would go over and check them.

7 MR. BUSH: Switch is aligned, yes.

8 INVESTIGATOR TURPIN: But I'll go look at
9 them.

10 MR. BUSH: Yes, he said let me go check
11 these switches, yes. He actually had checked twice.
12 He checked one time the first time they called me. He
13 drove up, checked them and came back. And then after I
14 did that or I'm not sure exactly the time that he went
15 again.

16 He checked it twice though. He checked to
17 make sure the switch was aligned.

18 INVESTIGATOR TURPIN: And you understood
19 that as a requirement as a pilot?

20 MR. BUSH: Yes, yes, he made that very
21 clear. And my, in my mind what I had thought was as
22 far as the switches go is that should probably be the
23 last thing I do before I give them authority in.

24 So after I get it, you know, talk to the EIC
25 the way I had prepared in my mind when he leaves this

1 is what I'm going to do because I don't know if they
2 can line switches later or whatever. So I just wanted
3 to make sure the last thing I checked was that switch.

4 So anyway because he had explained to me, he
5 said this is, you know, the switch is important and
6 they don't know which way it's lined so always make
7 sure you check it. He was very clear on that.

8 INVESTIGATOR TURPIN: Okay.

9 MR. BUSH: So we got sidetracked. What did
10 you ask me before?

11 INVESTIGATOR TURPIN: No, you were fine. In
12 the process so he went and checked the switches. Do
13 you know which switches he would have checked?

14 MR. BUSH: Yes, it would be, do you want me
15 to just show you?

16 INVESTIGATOR TURPIN: Yes, on this
17 schematic.

18 MR. BUSH: So this is G002 here.

19 INVESTIGATOR TURPIN: Right, CP at the end
20 OSL.

21 MR. BUSH: So this switch.

22 INVESTIGATOR TURPIN: Just that switch?

23 MR. BUSH: Just that switch.

24 INVESTIGATOR TURPIN: None of the ones
25 inside the interlock there at the end of OSL?

1 MR. BUSH: No, at the time he was right with
2 me and that was the normal one.

3 INVESTIGATOR TURPIN: Okay. So what's the
4 deal with CP 847? I mean there were power switches and
5 signals in there but you're not authorized, you're
6 authorizing them to go through that.

7 MR. BUSH: The only one that I am over was
8 this one.

9 INVESTIGATOR TURPIN: Okay. Who is in
10 charge of 847?

11 MR. BUSH: I think at this time we had, Tel
12 was with me but I think he was over this one too. When
13 I got the authority from the EIC he had told me you can
14 tell them to go from G002 to 844, that they can go
15 through 847. It was something like that he had said.

16 INVESTIGATOR TURPIN: Okay. All right.

17 MR. BUSH: And that is, that's what they
18 ended out doing. They came through.

19 INVESTIGATOR TURPIN: How far from the
20 switch were you?

21 MR. BUSH: We were parked, I was in the bus
22 and just a safe distance from it so that I could get
23 out and walk to it but so that we weren't so close.
24 Maybe about a road width a, you know, measurement.

25 INVESTIGATOR TURPIN: Fifty feet?

1 MR. BUSH: Maybe, yes, if that. It would be
2 close to that maybe.

3 INVESTIGATOR TURPIN: Okay. And that's a
4 power switch, dual control?

5 MR. BUSH: It is, yes.

6 INVESTIGATOR TURPIN: And a full cluster of
7 signals around it, CP point protected both direction?

8 MR. BUSH: Yes, offset signals. And that's
9 it really.

10 INVESTIGATOR TURPIN: Okay. All right. Let
11 me go around the room.

12 MR. LORD: Larry, Steve Lord. Did you
13 handle any switches yesterday?

14 MR. BUSH: No.

15 MR. LORD: So the switches were on power the
16 whole time?

17 MR. BUSH: Yes, I never lined a single
18 switch yesterday. That was the only train that came
19 through while I was on duty. But, yes, the switch was
20 lined.

21 MR. LORD: The switches were all on power?

22 MR. BUSH: Yes, that switch, that was
23 because that is the limit of that area, right. So,
24 yes, that was on power.

25 MR. LORD: Okay. So when you give your

1 instructions you say all switches are lined and locked?

2 MR. BUSH: I just say the switch is lined
3 for your movement.

4 MR. LORD: What time were you on duty?

5 MR. BUSH: I was on duty at 15:30. I
6 arrived there not until, my bus didn't pick me up, like
7 they were having bus problems, it was until about 5:20.
8 So that's 17:20 that the bus picked me up and then it
9 took us right up to, I guess, you know, probably close
10 to 19, let's see so 19:00, something like that.

11 MR. LORD: So they had three shifts of
12 pilots, eight hour shifts for flagman?

13 MR. BUSH: That was the intent. Our board
14 was stretched. I was the last person called on that
15 extra board at 3:30. I think that they were supposed
16 to call me or call someone earlier than that but that
17 was a miscommunication.

18 So they didn't call, so the gentleman there
19 before me, John Skinner was there right up until he was
20 dead. I'm not even sure what time that was. I think
21 he was called at 5:30 in the morning. So he was there
22 for quite a while and then he had left.

23 When I arrived it was Tel that was there and
24 also the manager, what's his name?

25 MR. LORD: The guy from Utah?

1 MR. BUSH: No, just our manager. I just
2 can't think of his name.

3 MR. LORD: Jerry Lundquist (phonetic)?

4 MR. BUSH: Jerry Lundquist was in. And
5 Jerry actually job briefed with me first. Tel was not,
6 when I arrived Tel was not there. He was at 847
7 actually. Jerry job briefed with me and then Tel
8 didn't come up until we had heard the train was coming
9 and they knew the route and everything.

10 And then at some point before the train came
11 he came up and I don't know, you know, that's all I
12 know.

13 MR. LORD: So your sole purpose was to be at
14 G002, ensure the switches were lined for the movement.
15 Have any instruction that the EIC gave you, any trip?

16 MR. BUSH: That and also I guess he had told
17 me. But that never happened. But if you have a train
18 stacked up coming westbound I was to let the previous
19 OS, you know, the flagman know when that train was out
20 of the block. So that was it.

21 MR. LORD: Okay. So do you believe that the
22 same instructions were for the pilot of 844?

23 MR. BUSH: Yes. His job description would
24 be the same.

25 MR. LORD: Just to see that the switches are

1 lined for the route intended?

2 MR. BUSH: That's my understanding. I mean
3 that's, all I know is what is was for me and that's how
4 I was trained, but, yes.

5 MR. LORD: Do you know where the pilot of
6 844 was looking?

7 MR. BUSH: Where he was looking, no. I
8 didn't know anything, I hadn't seen anything. I hadn't
9 driven anywhere through. We came in and up to G2 and
10 the way we came in was from the west so I never had
11 seen any of the rest of the area when I was on duty.

12 MR. LORD: So the way you describe your
13 duties is to make sure the switch is lined for the
14 movement directed to you by the EIC. So if you've got
15 a westbound or an eastbound if he tells you that local
16 is coming off of a G002 to the long sight (phonetic)
17 you have to make sure he was lined (inaudible)?

18 MR. BUSH: That's correct.

19 MR. LORD: And that's your only duty.
20 You've got to make sure that switch was lined?

21 MR. BUSH: My job was to make sure that
22 switch is lined and then also once I have done that
23 talk the train through and all that. So I don't think
24 that's the only job. But that's --

25 MR. LORD: Have you ever worked a flagman

1 job before?

2 MR. BUSH: First time.

3 MR. LORD: Do you feel that your job
4 (inaudible) Cal, you said?

5 MR. BUSH: Tel, T-E-L.

6 MR. LORD: Was sufficient to get you to do
7 it?

8 MR. BUSH: I feel like he is thorough and in
9 fact he was there. When I did the talk through he was
10 right there with me. I felt like he did a very
11 thorough job.

12 MR. LORD: Was he still there when the
13 collision happened?

14 MR. BUSH: I don't recall, honestly if he
15 had left before that or not.

16 MR. LORD: Do you recall, did you keep track
17 or, do you have a sheet that you keep track of the
18 trains that you put through?

19 MR. BUSH: I have, yes, I wrote down the one
20 train, that one that I had through.

21 MR. LORD: Did you turn that over to
22 someone?

23 MR. BUSH: I have not. I can before we
24 leave.

25 MR. LORD: We would like to see that.

1 MR. BUSH: Okay.

2 MR. LORD: Is it a practice, do you believe
3 that everyone keeps track of those trains?

4 MR. BUSH: Tel had taught me how he did. He
5 showed me, he said look you can do it on this. He
6 showed me two different ways to do it and I actually
7 wrote it down twice. I wrote it down first on the
8 paper and then I did it in a log book afterward.

9 MR. LORD: What did you record in it?

10 MR. BUSH: Or not, what's that?

11 MR. LORD: Can you tell me what is recorded
12 on that sheet?

13 MR. BUSH: Yes, it just says in the first
14 column it says the train UP5155. In the second column
15 we wrote down the direction main. I wrote M to M, main
16 to main. And then in the third column I wrote down
17 Pocatello because it was coming from Pocatello.

18 And then what he said he would do is when
19 you have multiple trains lined up he would do a check
20 mark when a train came through that other way and you
21 knew it was out of the system. I also had a time in
22 one of those columns and that was, I wrote down it was
23 17 or 19:45 or something like that.

24 MR. LORD: So we would really like to see
25 those.

1 MR. BUSH: Okay.

2 MR. LORD: One more question. Did you
3 overhear the, and this may be a repeat, did you
4 overhear the EIC talk to the stack (phonetic) train?

5 MR. BUSH: Not really. I mean I could have
6 heard it but I didn't record or, you know, take memory
7 of anything like that.

8 MR. LORD: What about the dispatcher?

9 MR. BUSH: No. I had heard, like I said
10 actually earlier I had heard the dispatcher mention
11 that I have a train coming, Main 2 to Main 2, Main 1 to
12 Main 1. I remember hearing that distinctly.

13 I can tell you that. But the EIC talking to
14 the stack train I don't have any real memory of that.

15 INVESTIGATOR TURPIN: Real quick. On that
16 conversation who was the dispatcher talking to? Do you
17 recall?

18 MR. BUSH: I believe he was talking to the
19 EIC when he was talking about the trains coming
20 through.

21 INVESTIGATOR TURPIN: 1 to 1, 2 to 2?

22 MR. BUSH: Correct.

23 INVESTIGATOR TURPIN: Okay.

24 MR. LORD: Back to me again. Kind of giving
25 the EIC a line up of what the dispatcher wanted him to

1 do. Kind of a planning thing?

2 MR. BUSH: Yes, he was just saying this is
3 what we have coming up, yes.

4 INVESTIGATOR TURPIN: He was saying?

5 MR. BUSH: The dispatcher. Well, she,
6 whoever the dispatcher was, was saying that so, sorry.

7 INVESTIGATOR TURPIN: That's all right. I
8 was wondering. You keep mentioning Tel. What was his
9 job?

10 MR. BUSH: So he's out of Salt Lake or out
11 of Ogden. He is I think I guess in Salt Lake they have
12 crews that when they have stuff like this they can call
13 them and bring them in to do it. I don't know exactly
14 what his job was.

15 MR. LORD: You were relieving him?

16 MR. BUSH: No.

17 MR. LORD: You were not relieving him.

18 MR. BUSH: I was, John Skinner was the one
19 who was at that control point initially and he had left
20 before I had got there.

21 INVESTIGATOR TURPIN: So he was there just
22 to train you?

23 MR. BUSH: Yes, he just came up to show me
24 how to do it and what was important and what to do. I
25 believe he was manning 847, something like that too,

1 watching it.

2 INVESTIGATOR TURPIN: Okay. So he's another
3 operating employee and a conductor?

4 MR. BUSH: Yes, he is, yes he's a conductor
5 out of Salt Lake.

6 MALE PARTICIPANT: So were you using a
7 portable handset to talk to the train?

8 MR. BUSH: No, I used the handset from the
9 bus. Those usually have a better signal.

10 MALE PARTICIPANT: Okay. So that's the
11 audio fidelity and all of that was good you could hear
12 very well and so on?

13 MR. BUSH: I could hear the train talking to
14 me and I could hear the EIC well. There are some other
15 conversations that went on that were just kind of
16 breaking up. I don't know who they were exactly or
17 what, you know, if that was the flagman at 844 or what
18 I don't know.

19 MALE PARTICIPANT: Okay. So when the local
20 train was coming up to you he probably wanted to get
21 talked by the red signal or the red flag.

22 MR. BUSH: Yes.

23 MALE PARTICIPANT: And you told him you are
24 clear to proceed in the limits without stopping. Is
25 that correct?

1 MR. BUSH: Yes, well, yes. I told him he
2 was clear to proceed through limits.

3 MALE PARTICIPANT: Without stopping at the
4 red flag, just keep going?

5 MR. BUSH: Yes, yes.

6 MALE PARTICIPANT: Okay. I don't have
7 anything else.

8 INVESTIGATOR TURPIN: Okay. I know you
9 mentioned it earlier. What time did you get there, did
10 you think you showed up?

11 MR. BUSH: Let's see so it was --

12 INVESTIGATOR TURPIN: 16:00.

13 MR. BUSH: No, it was later than that. It
14 was, so I left at 5:20 and I would guess it took about
15 two hours to get there from where I was. So that would
16 be close to --

17 INVESTIGATOR TURPIN: So around 7:30 or so
18 in the evening?

19 MR. BUSH: Yes, I think, yes, maybe even a
20 little before that. Maybe 7:00, between 7:00 and 7:15
21 if we have to say. That's my guess.

22 INVESTIGATOR TURPIN: All right. And Tel
23 was there when you got there?

24 MR. BUSH: The first person I met was the
25 manager, Lundquist and then Tel came later after, when

1 he knew a train was coming this way he came to show me.

2 INVESTIGATOR TURPIN: Okay. So --

3 MALE PARTICIPANT: Can I ask one more
4 question?

5 INVESTIGATOR TURPIN: No, yes, go ahead.

6 MALE PARTICIPANT: Does Tel at his own
7 handset, his own radio?

8 MR. BUSH: Tell had his own radio, yes. And
9 when he came to me he was in a vehicle and he the radio
10 in there.

11 MALE PARTICIPANT: When you look at that
12 diagram you see how we have Pilot Bush?

13 MR. BUSH: Yes.

14 MALE PARTICIPANT: Which is you of course.
15 We have Pilot Clark. We have the EIC Litteral. Are we
16 missing pilots that were out there obviously then? Was
17 Tel one of those?

18 MR. BUSH: I really don't know other than I
19 thought, you know, I didn't job brief with everyone
20 about where everyone was. I just thought that Tel was
21 at 847 or was going to be watching after he helped me
22 maybe he was going to be watching 847. That's, you
23 know, that's all I know.

24 MALE PARTICIPANT: When the coal train, when
25 the local train cleared into your limits did the

1 switches get moved again or do they remain lined in for
2 the sighting?

3 MR. BUSH: When the local train came past
4 that switch did the switch line --

5 MALE PARTICIPANT: They passed your switch.

6 MR. BUSH: I did not check the switch at
7 that point.

8 MALE PARTICIPANT: Never saw if the guy
9 relined back or --

10 MR. BUSH: Well the switch was lined main to
11 main before it arrived.

12 MALE PARTICIPANT: Can I speak because
13 listening to you guys talk it sounds like you're
14 thinking that this is a little different? There's
15 actually two separate sightings here, are you aware of
16 that?

17 INVESTIGATOR TURPIN: Yes.

18 MALE PARTICIPANT: When I hear you talk
19 about the switch line from sighting because you have
20 the long sighting but you have the OSL sighting which
21 is a separate.

22 INVESTIGATOR TURPIN: Right, but they never
23 went in the OSL sighting.

24 MALE PARTICIPANT: As long as, I understand
25 that. So it was straight rail.

1 (Cross talk)

2 MALE PARTICIPANT: I was just trying to help
3 him make sure so he could answer you.

4 INVESTIGATOR TURPIN: That's good.

5 MALE PARTICIPANT: Could have been a loss of
6 communication.

7 MALE PARTICIPANT: Right and that switch
8 never changed alignment after the local went into the
9 limits?

10 MR. BUSH: Past, you know, I couldn't verify
11 that because I didn't check it afterward. I was, you
12 know, what I had, like I said previously my plan was to
13 check the switch before any train came through. That's
14 all I was going to do.

15 MALE PARTICIPANT: Thanks.

16 MR. BUSH: You're welcome.

17 INVESTIGATOR TURPIN: One question.

18 MR. BUSH: You guys did so good.

19 INVESTIGATOR TURPIN: So let's just do some
20 general stuff. When did you hire out on the railroad?

21 MR. BUSH: January, about three years ago or
22 it was three years ago in January.

23 INVESTIGATOR TURPIN: January of '13?

24 MR. BUSH: Yes, I guess.

25 INVESTIGATOR TURPIN: Okay. And where was

1 that at?

2 MR. BUSH: Pocatello.

3 INVESTIGATOR TURPIN: Pocatello.

4 MR. BUSH: Well I hired officially out of
5 Montpelier.

6 INVESTIGATOR TURPIN: Okay. And where have
7 you worked since?

8 MR. BUSH: I've been in Pocatello,
9 Montpelier. When I very first hired I worked a little
10 bit in the Ogden sub, just trained there basically.
11 And then I worked down in helper to Grand Junction, did
12 that for a little while too.

13 INVESTIGATOR TURPIN: Okay. Now you're
14 conductor qualified?

15 MR. BUSH: Yes.

16 INVESTIGATOR TURPIN: Did you do any engine
17 service yet?

18 MR. BUSH: No.

19 INVESTIGATOR TURPIN: Okay. Remote control?

20 MR. BUSH: Yes.

21 INVESTIGATOR TURPIN: Remote control
22 qualified?

23 MR. BUSH: Yes.

24 INVESTIGATOR TURPIN: Okay. As a conductor
25 have you ever worked through a suspension? Have you

1 ever heard, been on the receiving end of those
2 instructions?

3 MR. BUSH: I don't think I have, no.

4 INVESTIGATOR TURPIN: Okay. And this was
5 your first time ever?

6 MR. BUSH: Yes.

7 INVESTIGATOR TURPIN: First Monday was it?

8 MR. BUSH: Yes.

9 INVESTIGATOR TURPIN: All right.

10 MR. BUSH: It was a doozy.

11 INVESTIGATOR TURPIN: And it was out of, you
12 were called out of Pocatello?

13 MR. BUSH: I'm just, I was called out of
14 Montpelier, which is in the Pocatello sub. So off the
15 Montpelier.

16 INVESTIGATOR TURPIN: Okay. So let's talk
17 about your rest. Do you remember what time you were on
18 duty, the time wise?

19 MR. BUSH: I was on duty at 3:30.

20 INVESTIGATOR TURPIN: Okay. And then they
21 tell you to, you drive your own vehicle?

22 MR. BUSH: No, well to the Montpelier depot
23 and I had a bus from there to this location.

24 INVESTIGATOR TURPIN: Okay. So that was
25 Monday afternoon. What time did you get in Monday

1 morning?

2 MR. BUSH: Monday morning it was about 7:00.

3 INVESTIGATOR TURPIN: Okay. What time did
4 you go to bed Sunday night?

5 MR. BUSH: Maybe 11:00, something like that.

6 INVESTIGATOR TURPIN: And did you work
7 Sunday?

8 MR. BUSH: No.

9 INVESTIGATOR TURPIN: What time did you get
10 up Sunday morning?

11 MR. BUSH: I slept in Sunday morning. It
12 was like maybe 8:30 is a guess. That's probably pretty
13 close actually.

14 INVESTIGATOR TURPIN: All right. What time
15 did you go to bed Saturday night?

16 MR. BUSH: I don't know. I've got to
17 remember Saturday. I don't know. I can't remember
18 Saturday at the moment.

19 INVESTIGATOR TURPIN: Did you work Saturday?

20 MR. BUSH: I did not. I worked, I think the
21 last day I worked was, I think it was a Friday.

22 INVESTIGATOR TURPIN: Okay. And do you know
23 what time you timed out Friday night?

24 MR. BUSH: No.

25 INVESTIGATOR TURPIN: Did you feel rested on

1 Monday?

2 MR. BUSH: Yes, I did.

3 INVESTIGATOR TURPIN: Do you use any
4 prescription drugs?

5 MR. BUSH: No.

6 INVESTIGATOR TURPIN: Any nonprescription
7 drugs?

8 MR. BUSH: No.

9 INVESTIGATOR TURPIN: Wear glasses?

10 MR. BUSH: Yes, I have glasses.

11 INVESTIGATOR TURPIN: Do you need them or do
12 you just wear them?

13 MR. BUSH: No.

14 INVESTIGATOR TURPIN: Okay. Reading only?

15 MR. BUSH: Yes.

16 INVESTIGATOR TURPIN: Okay. What else does
17 our guy like to know? Do you remember your conductor's
18 date?

19 MR. BUSH: My conductor's what?

20 INVESTIGATOR TURPIN: Your date, your
21 conductor's date?

22 MR. BUSH: No, it was like January 15th.

23 No, conductor is the date that I actually got marked up
24 as a conductor.

25 INVESTIGATOR TURPIN: Yes.

1 MR. BUSH: I don't.

2 INVESTIGATOR TURPIN: You don't have those
3 dates, okay.

4 MR. BUSH: I don't.

5 INVESTIGATOR TURPIN: Over a year?

6 MR. BUSH: Yes, it was the year I hired out,
7 2013.

8 INVESTIGATOR TURPIN: Okay. Did you have
9 your cell phone with you?

10 MR. BUSH: Yes.

11 INVESTIGATOR TURPIN: Was it available so
12 you could use it?

13 MR. BUSH: It was. I was given by the
14 manager the numbers of Brian, Litteral and Tel so that
15 if we needed anything, you know, getting lined out.

16 INVESTIGATOR TURPIN: Okay. I think I'm
17 good with that. Around the room, anybody else? Do you
18 have anything, follow ups? All right. Do you have
19 anything you want to add?

20 MR. BUSH: No. I feel like that's,
21 hopefully it's clear. I hope I was clear.

22 INVESTIGATOR TURPIN: Yes. Thank you. I
23 need you to stick around just a few more minutes.

24 MR. LORD: Can you tell me that guy's name
25 this Tel guy?

1 MR. BUSH: Tel Carter I think is his last
2 name.

3 MR. LORD: Is he here?

4 MR. BUSH: Yes, he's here.

5 (Whereupon, the above-entitled matter went
6 off the record.)

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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 Lawrence Bush

DATE: 03-15-16

I hereby certify that the attached transcription of page 1 to 31 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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