

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

DGNO TRAIN ACCIDENT IN CADIZ YARD, * Accident No.: RRD18FR010
DALLAS, TEXAS, AUGUST 13, 2018 *

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Interview of: ROBERT CORLEY

Indigo Hotel
Dallas, Texas

Wednesday,
August 15, 2018

APPEARANCES:

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National Transportation Safety Board

MICHAEL HOEPF, Ph.D., Human Performance Investigator
National Transportation Safety Board

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I N T E R V I E W

1
2 MR. TORRES: This is an NTSB informal interview. My name is
3 Tomas Torres, T-O-M-A-S, T-O-R-R-E-S. Today's date is August the
4 15th, 2018. We're at Dallas, Texas at the Indigo Hotel
5 interviewing a trainmaster in connection with the accident that
6 occurred in Cadiz Yard in Dallas, Texas on August 13th, 2018. The
7 NTSB accident number is RRD18FR010.

8 The purpose of the investigation is to increase safety, not
9 to assign fault, blame or liability. The NTSB cannot offer any
10 guarantee of confidentiality or immunity from legal or certificate
11 actions. A transcript or summary of the interview will go in the
12 public docket.

13 The interviewee can have one representative of the
14 interviewee's choice. Is there somebody you need?

15 MR. CORLEY: No.

16 MR. TORRES: No? Do you understand that this interview is
17 being recorded?

18 MR. CORLEY: Yes.

19 MR. TORRES: Okay. Please state your name and spell it.

20 MR. CORLEY: My name is Robert, R-O-B-E-R-T, Corley,
21 C-O-R-L-E-Y.

22 MR. TORRES: Thank you.

23 DR. HOEPF: Michael Hoepf, H-O-E-P-F, with the NTSB.

24 MR. STRICKLAND: Bret Strickland, B-R-E-T, S-T-R-I-C-K-L-A-N-
25 D, OP inspector, FRA.

1 MR. GIOVANDO: Adam Giovando, G-I-O-V-A-N-D-O, Deputy
2 Regional Administrator with the FRA, Region 5.

3 MR. DUNN: John Dunn, D-U-N-N, with SMART, S-M-A-R-T,
4 Transportation Division.

5 MR. HOLTZ: Robert Holtz, Vice President of Operations,
6 Central Region. Last name is spelled H-O-L-T-Z.

7 MR. BROWN: David Brown, Chief Operating Officer, Genesee &
8 Wyoming Incorporated. It's Brown, B-R-O-W-N, the Second.

9 MR. TORRES: Okay. Tomas Torres with the NTSB.

10 INTERVIEW OF ROBERT CORLEY

11 BY MR. TORRES:

12 Q. Robert, can you give us a brief description of your work
13 history?

14 A. I've been working here with DGNO for about 18 years strictly
15 as just DGNO. Started out as a conductor, worked my way up, and
16 now I am trainmaster.

17 Q. Okay. So how long were you a conductor?

18 A. I was a conductor almost 2½, 3 years before I had made
19 engineer card. That's counting before, actually, I officially got
20 the engineer card.

21 Q. Okay. And so now you're a trainmaster?

22 A. And I'm a trainmaster, yes.

23 Q. Can you describe those responsibilities?

24 A. A trainmaster is usually -- we're here to brief the crews on
25 what needs to be done, help with job briefs and what their job

1 entails; check on your crews; transport them from location of
2 where they need to go from one location; and basically a little
3 paperwork here and there, we have to take care of and, you know,
4 document and talk with the other railroads and the other trains to
5 keep the traffic flowing.

6 Q. Okay. On the day of the accident, what time did you go on
7 duty? Were you on duty --

8 A. On duty 1800.

9 Q. 1800. So you went on duty with the train crew, pretty much?

10 A. Yes. We both came on at the same time.

11 Q. Okay. So what interaction did you have with them?

12 A. It was a little interaction. You know, like your normal
13 talk. We were carrying on a conversation like we normally do:
14 How's your day? How's it going on? You know, little jokes here
15 and there, you know. And then basically ask me, what we got going
16 on today? And I told them where they were starting out at, what
17 they had to do today. And they said okay, and then they started
18 looking at their warrants and started to discuss them, I guess.
19 Then I got called away with another job asking for me, and then
20 they started discussing what they were going to do for the day.
21 So I heard them start talking about what their plans were for
22 their stuff today.

23 Q. Okay. And so you -- so what was their work for that day? Do
24 you recall?

25 A. Their work was assisting. Then I bussed them over there to

1 Cadiz. They started at Cadiz. They had a customer called
2 American Iron to take care of, and then they had to go do another
3 -- two more customers in a place called East Dallas, which was
4 Texas Star and Texas Recycling. That was pretty much their tasks,
5 then, for the day.

6 Q. And where's your facility located? You know, like your yard
7 office?

8 A. Yard office is located on Mockingbird. It's 823 West
9 Mockingbird. It's in Dallas, Texas.

10 Q. And how far is that from Cadiz?

11 A. To where they're --

12 Q. Yes. Yeah.

13 A. -- where they're at?

14 Q. Yeah.

15 A. Where I dropped them off at? I'd say you're probably looking
16 at 15, 25 minutes to get over there. It was -- 15 being if it was
17 light traffic, 25 minutes if we have to deal with the traffic.

18 Q. Yeah. But on the railroad, you know --

19 A. Far as railroad-wise?

20 Q. Yeah, yeah.

21 A. Oh, okay. You're talking about track-wise?

22 Q. Yeah, track-wise.

23 A. You're probably looking at -- track-wise, you can be there
24 with a -- clear signals going through there, you can be there in
25 about 15 minutes.

1 Q. Fifteen minutes?

2 A. Yeah.

3 Q. Is it east or --

4 A. It'd be all eastward movements. If you're coming from our
5 yard to where Cadiz is, all eastward.

6 Q. Eastward?

7 A. Yeah.

8 Q. And they typically come out with their cars, or is it
9 locomotive? What was at Cadiz?

10 A. It was brought over there for them, just to -- so they'd have
11 a decent shot at starting out that evening. So everything was
12 brought there. The motors and the cars were all brought over
13 there for them.

14 Q. Okay. And so once you dropped them off there at Cadiz, what
15 else took place?

16 A. I made sure, talked to them, told them just to make you all
17 -- you have an EOT, and they made sure they had EOT. To make sure
18 they had it so there would be a -- you know, communication in the
19 rear of the train. They said, yeah, they had one; they were okay.
20 And then I said, anything else, you know? You know, they said,
21 well, if we need anything, we'll let you know. And then both of
22 them said bye, and I went to go back to Mockingbird and check on
23 what other crews I had working out there.

24 Q. So the crew pretty much, once they -- once you instruct them
25 as to what cars or what --

1 A. Yeah. Right.

2 Q. -- industries they have to spot and pull, they decide how
3 they're going to do it?

4 A. They pretty much run it. They're their job is
5 (indiscernible) for that.

6 Q. Yeah. And how many train crews do you watch, or how many
7 crews?

8 A. That specific night I had a total of four train crews that
9 night. It was a pretty light night for that night.

10 Q. Yeah. And it's -- they were all switch crews or local crews?

11 A. All of them were switch crews. Most of them are switch
12 crews, local crews -- well, they're -- most of them are all switch
13 operation crews that night.

14 Q. And the crews, are they like a two-man operation, engineer
15 and conductor, or --

16 A. Two men. Two men, an engineer and conductor. That's it.

17 Q. Yeah. All of them are like that?

18 A. Yes, sir.

19 Q. And what kind of switching do they do? Is that mostly pull
20 and spot, or do they kind of like --

21 A. That crew does pull and spot. Pulls and stops and brings it
22 back to the yard. You know, your typical is pick up or switch out
23 the customers, any interchange we had to pick up along the way,
24 they pick up on the way. That's pretty much what the job does.
25 Most of -- matter of fact, all the jobs do that.

1 Q. Okay. And what communication do you have like with the Union
2 Pacific Railroad? Or can you explain how -- what that process is?
3 You know, like how do you get on their tracks?

4 A. Okay. We usually get our warrants through the fax line to be
5 on their property, you know, to be -- or it'll -- basic UP
6 warrants. And that basically entails the -- entail the whole area
7 we're going to be working at and the subdivisions we hit. And
8 that's how we get authority to get on their tracks.

9 And we usually contact them with our radio, the dispatcher,
10 because it's CT (indiscernible) territory, which is all light
11 controlled. So that's how we get ahold of the dispatcher. And
12 where they're at, usually I talk to dispatch to get talked out,
13 since we're inside of a yard.

14 Q. And do you -- so you talk to a train dispatcher? I mean --

15 A. Me?

16 Q. Yeah. I mean, like to get their paperwork? Is it --

17 A. Oh, no, it's -- we have a dispatching center. We will send a
18 -- it's called a DOB, a date of operation -- or night of operation
19 -- date of operation of paperwork that they send it to our
20 dispatcher, the people and the crews, who's going to be on the
21 crew, what engine they have and where will they be working, in
22 what location. And then their dispatcher will type up the
23 warrants and send it to our dispatcher, who will send it to us in
24 the fax machine.

25 Q. How about with local Union Pacific managers? Is there any

1 interaction?

2 A. Yeah. Well, whoever is the MYO on the crew, their
3 trainmaster and crew will talk to that trainmaster if we have to
4 go in their yard or anything that we're dealing with this that's
5 in connection with them and what's going on pretty much, you know.
6 Unless we're entering in their yard or something, it's really not
7 much talk with that. Or if they're out there working in those
8 limits, it's usually most of the time talking to the dispatcher.

9 Q. Yeah. So at Cadiz, when you guys go into Cadiz Yard, I mean,
10 do you have to talk to the Union Pacific?

11 A. We're already in -- yeah, we're already in Cadiz. Cadiz is
12 like a little small yard, so we have that -- other than the main
13 track switch they have to operate to give authority to CTC. So
14 we're already there, so it's mostly -- they've already like -- the
15 crew will drop off the power cars there and someone will come back
16 later to pick it up. But pretty much, it's one side is CTC
17 controlled; this one -- this south -- this other south side has a
18 hand-operated switch you have to get authority, coming out on.

19 Q. Yeah, but when you go into Cadiz, into those tracks, do you
20 have to communicate with a Union Pacific Railroad, hey, we're
21 going to go in there, or --

22 A. Anytime you're going in there, you're entering along their
23 main line, so you're going to have to talk to them. Usually when
24 you start out there, you're starting out there, you don't really
25 talk to them. You just get everything you need to get, you know,

1 your engine tests, everything else. Then you can tell dispatcher
2 to get on his main line. But any much, besides that, you can try
3 to get -- if you're going from his main line in there, you will
4 have to talk to the dispatcher.

5 Q. Yeah, but to go into those yard tracks, 400, 401, 402, you
6 don't have to communicate --

7 A. You don't have to communicate at all. There's no saying, I'm
8 going to this track or anything else. Once you hit that switch,
9 it's all hand-operated switches in there, so there's no CTC
10 control. So it's like a regular coming in from a yard into -- of
11 a CTC into a normal yard. You're not really saying, hey,
12 dispatcher, I need this switch or this switch. You're not telling
13 them which switches you need in Cadiz. It's just the ones that
14 affect his main line.

15 Q. Oh, okay. And so when do you communicate with Union Pacific
16 managers? I mean, you said --

17 A. Like I said, when we're going in their yard, we'll --

18 Q. Which yard is that?

19 A. Their Miller Yard, their main yard.

20 Q. Oh, Miller Yard?

21 A. Their main yard. If I go into their main yard, we'll talk
22 with their dispatcher and stuff, their yardmaster and their MYO.
23 But otherwise, when you're going to Cadiz, we really don't have
24 anything with the -- except talking to the dispatcher that we're
25 going in the yard here and we need -- had to leave the, you know,

1 leave a switch; know we're going to be in here and we'll be
2 switching in here, and in case we need a light to make a switching
3 move on.

4 Q. So Miller Yard is their classification yard where they do all
5 their switching operations? You're --

6 A. Not ours, but Union Pacific.

7 Q. Union Pacific. That's when you communicate with them?

8 A. That's when I communicate, anytime we go in there. But
9 otherwise, this is -- because it's our yard, our little staging
10 yard or whatever you want to call it, that we use to stage in
11 between them, so crews can pick up stuff.

12 Q. So it's primarily used by your rail --

13 A. Just us. Occasionally UP will drop off some trains there,
14 but mostly used by us.

15 Q. Yeah. Okay. So how do you monitor your train crews, your
16 switch crews?

17 A. Usually I have to go from one location to another location
18 checking them out. Our radio has -- my radio has a scan
19 capability, so sometimes when I'm in between places, I'll hit scan
20 to hear what's going on. And I'll pick somebody up on the way or
21 something like that, or check out where they are going to be and
22 show up somewhere along the way where they -- you know, they're
23 over here; let me go check and see if they're last where I heard
24 them. I'll head to that area.

25 Q. Okay. Do you ever do -- do you ever observe how they're

1 conducting their work, you know, their operation?

2 A. Yeah, every now and then on occasions or -- I mean, I don't
3 want to make it on a regular basis. I just want to catch them
4 when they're not expecting me much. But most of them, I'll get
5 out there and try to get ahold of them first.

6 Q. Yeah. And what are things that you look for?

7 A. You're looking to make sure that they're -- things that I'll
8 double check, or make sure they lined the switches where they need
9 to be. Make sure they're not getting off moving equipment. Make
10 sure they're not, like, riding to go through the gate, and make
11 sure just -- not being unsafe, is basically what I'm trying to
12 make sure.

13 Q. Right.

14 A. He's performing his duties safely without putting any harm to
15 him or his engineer.

16 Q. Then how about shoving movements?

17 A. Shoving movements?

18 Q. Yeah.

19 A. Depends on the shoving movement. Shoving movements, if you
20 can see from the ground, they'd watch a shove from the ground. If
21 you can't see it, then you'd be on the point, riding the point.
22 That's pretty much when dealing with shoving movements. And doing
23 -- if he's pulled out a track -- let's say he's pulling a track
24 and he had 20 cars in; he set 3 out; he's got room to put those 3.
25 He can observe from the ground. He can shove right back in that

1 track again. So it's pretty much on the shoving moves when you
2 want to do the -- shoving that way.

3 Q. Okay. So, and are they allowed to walk on the gauge of the
4 track or --

5 A. Shouldn't be walking in the gauge of track. It should be up
6 on the outside of the track.

7 Q. Outside. So when they're making shoving movements like --
8 and switching operations, so they pull out 20 cars. They already
9 know they got room for 20, so they can go in there and he doesn't
10 have to be in the point?

11 A. He doesn't have to be in the point. Like I said, it's
12 (indiscernible) you've pulled out 20-car track, you pull 20 cars
13 on a track, that's 40. You just putting a few cars back in or
14 maybe 10, you got room.

15 Q. Yeah.

16 A. Yeah, (indiscernible).

17 Q. And do you ever see them doing any other task other than, you
18 know, when they're protecting the shove?

19 A. You'll see them tie brakes. You'll see (indiscernible) with
20 the cars, you'll see that be taken care of. Lacing up hoses. I
21 mean, I don't know. You know, making sure everything is where
22 it's supposed to be and (indiscernible) double checking
23 themselves, stuff like that. Push-shoves, make sure the cars roll
24 -- you know, make sure everything is maintained so the cars won't
25 roll.

1 Q. Are you required to do efficiency testing on the train crews?

2 A. Yes.

3 Q. Can you explain what the program is or what your requirements
4 are as a trainmaster?

5 A. As far as efficiency testing?

6 Q. Yeah. I mean, what's the requirements?

7 A. We're -- like I said, we're supposed to make sure that they
8 do all this stuff, follow by the rules and do it in a safe manner.
9 And anytime they do have something where they are doing it wrong
10 and you do observe them, you need to have them stop the movement,
11 have a job briefing once they're going, and let them understand
12 what they did wrong. And make sure, when they leave -- when you
13 leave, before you -- they do have an understanding what they did
14 wrong. And then we're to enter it in to a thing called
15 SafeTracks.

16 Q. But how do you document it? I mean --

17 A. SafeTracks is your documentation. Anything that's wrong that
18 they do, you enter it in SafeTracks so they know what they did, so
19 the previous person coming in after you knows what to look for.

20 Q. But it's entered in the computer system?

21 A. In our computer system, yes.

22 Q. And the employees are notified of their observation of the
23 results?

24 A. Yes. Yes, you need to --

25 Q. Pass or fail?

1 A. I know I let -- every time I've done something with them,
2 I'll let them know.

3 Q. And so how many tests are you required to conduct? I mean,
4 is there any requirement? Any specific number?

5 A. I couldn't tell you the exact number they require a year, far
6 as federal-wise. I couldn't tell you the exact number. I just
7 know that we're required to have testing, you know, on a regular
8 basis. I couldn't tell you the exact number that I'm required to
9 do because there are really -- no number tells me, you need to do
10 this many. It just says we're required to do this. We need to
11 make sure we do these testings and we need to make sure we have
12 these tests for these certain specific things.

13 Q. So how many do you perform, maybe, per day? A week? Month?
14 I mean --

15 A. I might get one during the day. Sometimes I might be one
16 every other day. You know, it's not really on a really consistent
17 basis. You know, I might get one, then it might be 2 or 3 days
18 and I might catch another one. Or it might be -- I might hit two
19 right after the other. I can't tell you how consistent, not
20 consistent. It's just here and there on the testing.

21 Q. And are you required to do what they call structured or setup
22 tests, you know, where you change --

23 A. Oh, yes.

24 Q. -- when you change the environment or the, you know --

25 A. Yeah, you'll -- there's structured tests. You'll set up stop

1 tests for these guys and make sure they're coming around, you
2 know, that they're looking for any obstructions in the tracks,
3 stuff like that. You'll set up those little tests like that for
4 them.

5 Q. And what would you use like for an obstruction? Like, you
6 know, how --

7 A. Daytime, it's usually going to be a flag as an obstruction.
8 During the nighttime, we've got two forms of doing it. There is a
9 red light we use, and another one is a big board that says "Stop.
10 Obstruction" that we use.

11 Q. And how about for switch operations? You know, how do you
12 test for that or how do you monitor that?

13 A. I usually try to watch how they're -- when they're switching,
14 make sure they're checking the points and watch when they say, you
15 know, hey -- the guy telling the conductor lined the switch, make
16 sure he's looking at the points and not just lining the switch and
17 walk away, and he tells the engineer double check and he's never
18 seen them. Double check to make sure the engineer -- you know,
19 hey, switch is lined, double-checked. The engineer's supposed to
20 respond back, double check. And the conductor's supposed to tell
21 him, good on the double check, to make sure that he's looked at it
22 a second time. Make sure they just don't line it -- say it just
23 to say it and not really be looking at the points.

24 Q. So verify the position of the --

25 A. Yes, verify the position of the points.

1 Q. -- switch points to verify the route.

2 A. Yeah. Yeah, you're just double checking yourself to make
3 sure everything's right.

4 Q. Well, when the conductor's on the ground, where should he be
5 positioned, you know, in reference to the engineer being on the
6 locomotive?

7 A. It really depends on where the safest place to be doing this
8 at. Because some locations, you've got to understand, if he's on
9 the side where he's -- on the engineer's side, he could be putting
10 himself at harm. He might have to be on the conductor's side.
11 It's always where it's the safest possible way to throw that --
12 work that switch without putting him in harm's way.

13 Q. So make sure he's like --

14 A. Yeah.

15 Q. Yeah. Okay.

16 A. Make sure he's not --

17 Q. Get a clear area for him to walk.

18 A. Clear area to make sure, make sure he's -- obviously, you
19 know, when you're training, you make sure that they know that you
20 don't want to be standing on this side when you're riding a shove.
21 You don't want to be over here when you're coming in this
22 direction because these things will knock you off your car or put
23 you in harm's way.

24 Q. Okay. Do you ever conduct efficiency testing with Union
25 Pacific, like joint testing?

1 A. I have never done it yet with Union Pacific.

2 Q. Never?

3 A. I haven't done it with them yet.

4 Q. Is there a requirement for you guys to do that, or is that --

5 A. It's usually they'll call us up and say, hey, man, we're
6 going to be efficiency testing; you can join us if you want to.
7 And that's pretty much how it is. And if you've got time without
8 busting (indiscernible), you'll try to join. But I have not had
9 the opportunity yet to work with them yet.

10 Q. Do they ever observe your crews?

11 A. Yes, they do.

12 Q. I mean, like at Cadiz, or mostly at Miller Yard?

13 A. They observe them anywhere on that area. They observed them
14 in Cadiz. They've observed them at Miller. They have -- and if
15 -- they've done stop tests on them. They've -- pretty much
16 anywhere on their territory, they've pretty much observed our
17 crews.

18 Q. Yeah. So even when they're doing switching there?

19 A. They'll be there -- they're around; they'll watch them. And
20 they'll let us know what they saw.

21 Q. And do you recall what they've told you? You know, the
22 results of that test?

23 A. As in -- are you talking about this specific crew or the
24 other ones?

25 Q. No. Yeah, I mean, just the --

1 A. There's a few they've mentioned that, you know, hey -- but
2 most of them is not really bad. Your crew did great. Like your
3 crew's done great, man, and they did a great job. I've never
4 really heard anything bad. Maybe one time on one day, he said,
5 one guy didn't really do a good double check on a switch or he's
6 -- he wasn't -- he said he was tying a brake from the ground. I
7 mean, that's about the only thing I've really heard as far as
8 anything I've heard from them on UP's kind of thing.

9 Q. On the accident crew, do you recall when's the last time you
10 tested them?

11 A. This is a new crew, so they've only been together -- oh God,
12 I would say not even a freaking week together. So I really
13 haven't had a chance to even test them together, see how they
14 operate together.

15 Q. But have you tested them on any other jobs?

16 A. Yeah, I've tested them. I mean, I've watched there and
17 watched them. On the other -- on other jobs, I watched them
18 before, and the other guy working engineer on the job.

19 Q. Do you recall what you tested them for and the results?

20 A. I just basically was watching them line switches, how they're
21 performing in the yard, make sure everything was clear. And
22 that's pretty much what I got him. And what he tested on, the
23 engineer, I was just watching his handling of the train, how he
24 was handling it and pretty much tested him on that.

25 Q. On the conductor, the accident conductor, can you tell us

1 anything about him? Like, you know, his work habits or, you know
2 -- I mean, what was he like?

3 A. Well, I mean, I talk to these guys often. I mean, these guys
4 come to me all the time, even after work, and they talk to -- we
5 -- they talk to me all the time about stuff. So, I mean, he's a
6 pretty good guy. I mean, he's -- I tell you, he's a guy who's
7 willing to learn and keep learning. And he was relatively new. I
8 think he was probably here not even a year or a year or less.

9 He's come to me many a times about certain things that he was
10 -- in this situation, what do I do? You know, like if the
11 engineer wants me to do this but I don't think it's right -- well,
12 you know, you're the conductor of the job; if you don't think it's
13 right, you don't need to be doing it. You know, you're -- like I
14 tell these guys, if you have any doubt in your mind, you don't
15 need to be doing it. If there's any questions, you don't need to
16 be doing it. You know, call somebody, discuss it with somebody,
17 but you don't need to be doing it.

18 And with him, we've done like that, but he's always got the
19 good attitude. He's always showed up for work. He's always --
20 he's a pretty -- nice guy. Real nice guy to work with.

21 Q. So his training started here in Dallas --

22 A. Yes, he started in Dallas.

23 Q. -- in this facility?

24 A. It was his first, it was his first time working for the
25 railroad.

1 Q. Oh, okay. So how long was his training? I mean, what's the
2 length of his training?

3 A. Oh. Off the top of my head, I think he did 6 to 9 months'
4 worth of training. He had every job we had.

5 Q. So he was always with somebody?

6 A. He was always with somebody. He was always with, you know,
7 certified conductor beside him.

8 Q. And how long has he been working by himself? Or when did he
9 get, like, certified?

10 A. I could not tell you the exact time he got certified. I do
11 know this is his second time on this kind of job where he's at.
12 This job recently got changed and he used to be in that area
13 working on the previous job, so that he didn't -- so he'd been
14 this, with this job, I think, going on a -- so it'd be about 5
15 months with this one.

16 Q. So he's been working on that area --

17 A. For 5 months, yeah.

18 Q. -- for about 5 months.

19 A. Yeah.

20 Q. So was he working it with -- while he was training or when he
21 was by himself?

22 A. Both. He's also done it when he was training out there with
23 previous crews, and he's done it by himself.

24 MR. TORRES: Okay. At this time, I'll pass it to Dr. Hoepf.

25 DR. HOEPF: Okay. Thanks, Tomas.

1 Yeah, so I'm just going to -- I think Tomas kind of covered
2 quite a bit there. I'm just going to bounce around and just
3 couple --

4 MR. CORLEY: Okay.

5 DR. HOEPF: -- fill a couple of holes.

6 BY DR. HOEPF:

7 Q. So, I mean, he pretty much talked about Julio. Sounds like
8 he was a pretty competent guy. I mean, overall did you have any,
9 you know, safety concerns about the way he went about doing his
10 job?

11 A. No. I mean, there's a few that the other managers pointed
12 out to me that, you know, I had to keep my eye out for. You know,
13 being that he's relatively new, he's understandably -- when you're
14 going through a facility, you don't want to be riding a car going
15 through the gate. Stuff like that's been pointed out to me. I
16 think there's one brief time that they said he left the cars in
17 the foul, and that he was -- that was pointed out to me, but
18 otherwise, besides that he's been pretty good with his work. Real
19 good, as a matter of fact.

20 Q. Yeah, okay. So, I mean, would it be a fair characterization
21 to say, you know, you're looking at somebody who's new,
22 learning --

23 A. Yeah. Real new.

24 Q. -- maybe making a couple mistakes, but --

25 A. I'd say, I'd say we're looking at somebody who's new. He is,

1 definitely. I mean, there are new -- anybody who's worked in the
2 industry knows that, you're new -- you still get the training
3 beforehand and when you get by yourself, it's a lot different than
4 being there with somebody to coach you through it. You're having
5 to think the process, so it's a little slower process, a little
6 more time. And it's a learning curve for him because he's doing
7 it on his own without somebody, hey, no, stop, do that. He has to
8 make sure he -- the rules that he's learned, and to try to apply
9 them out here and do what he's doing the same time.

10 Q. Right, right. So, I mean, as with anybody who's new, there's
11 maybe a higher chance they could run into some snags just because
12 they're inexperienced?

13 A. Well, there's a good 50/50 chance you'll get somebody new
14 that's going to have -- run into some snags.

15 Q. Yeah. Okay. All right. You know, fair enough, fair enough.
16 Tomas was talking a little bit to you about just the UP. I
17 think he covered that pretty well. So just, for example, let's
18 just talk about Cadiz Yard.

19 A. Okay.

20 Q. So UP owns it.

21 A. UP owns it; we're leased to use it. Yes.

22 Q. Okay. So you guys got a lease to use it. So if you're going
23 to access that yard, you've got to talk to the dispatcher to get
24 through the main line switch to get into the yard.

25 A. To get into the yard, yes. Anytime to access that yard, you

1 have to talk to the dispatcher. Yeah.

2 Q. Got you. But then, so like let's say you were going to move
3 some cars from 401 to 402, then --

4 A. You wouldn't have to talk to the dispatcher. There's one
5 area in there you've probably got -- from 401 to 402, you wouldn't
6 have to talk to the dispatcher because you can probably get an
7 engine and three cars through, because you wouldn't be affecting
8 anywhere on their main line. You wouldn't even hit the circuit to
9 the main line.

10 But to do anything from top of the hill onto that, I guess,
11 where the foul, the -- they got a little gold mark there, let you
12 know where the circuit's at. From that point on there, yeah,
13 you're going to have to talk to the dispatcher. If you're coming
14 in the yard there to operate that switch, you know, you let the
15 dispatcher know you're going into South Cadiz. And he knows it's
16 a switch that still -- that he has that, I guess, mechanism to
17 unlock and unlock it so you can throw it when you need to. You
18 still have the keys to operate it.

19 Q. Got you, got you. And then just -- so, I mean, is there --
20 the way your lease works, is there any restrictions on that? I
21 mean, let's say that -- you know, you said UP rarely uses the yard
22 but --

23 A. There's really no restrictions that I know of. There's no
24 you can't take these cars; you can't take that cars. There's not
25 any restrictions whatsoever in Cadiz that I am aware of. For as

1 long as I've been here, I've never even heard of any restrictions.

2 Q. Okay. I'm just wondering -- let's say that UP did want to
3 drop off some cars there or something. That would -- how would --

4 A. They would contact us first to make sure they have the room
5 for that. They just don't come here and pull in and say, here you
6 go. Say, hey, man, I'm dropping off 75 cars over at Cadiz; you
7 got the room for it? It's either we do or we don't, you know.
8 And so, you know, we do have the room for it or -- who's these
9 cars for? You know, most of the time the cars are dropping off
10 all the time is pretty much for us.

11 Q. Okay. So that's like --

12 A. That's a rare occasion. It's like, if we don't have -- they
13 need to get it out of their yard and we missed make it into that
14 yard, then they'll pull it in and drop it off. But it's a very
15 rare occasion that that happens.

16 Q. Got you, got you. So is that typically with UP? I mean, is
17 it typically like you guys have got, you know, Cadiz Yard and
18 then, you know, UP's got the yards that they use, and usually
19 they're not mixing? Or do you guys do a lot of mixing on other
20 yards?

21 A. We mix them. There's other yards we go into. They have a
22 Browder Yard; we go in there. There's a CJ Yard across from
23 Cadiz. We'll use that every once -- that's once in a blue moon.
24 We used to use it together, in unison. And then there's Miller
25 Yard we go into. And that's pretty much their yards that we --

1 anything related to UP that we do, that -- not only you talk to
2 dispatcher or yard -- most of the time you'll talk to yardmaster,
3 and he'll let you know. Or you'll handle a dog crew and the crews
4 will talk with each other to let them know.

5 Q. Okay. So it kind of depends on the yard?

6 A. Yeah.

7 Q. So Cadiz Yard is pretty much --

8 A. Pretty much just all the time us. Yeah.

9 Q. Okay, okay. And then so just -- now not to get into the
10 super details, but given that UP owns it, does UP maintain the
11 yard, then, in terms of the --

12 A. Yes. Far as I know, UP maintains anything that has to be
13 taken care of as far as it's UP's maintenance of it. Because
14 there was several times they've had to work in our -- that yard
15 and do some work that they're told this track was shut down; we
16 have to work on it. So they do the maintenance as far as I know.

17 Q. Okay. So the maintenance, that includes, you know, the
18 track; that includes the switches, the --

19 A. Track, ties, switches, all that stuff are -- but there -- I
20 mean, that's, far as I know that's happened, that's the way they
21 do it. It's always been -- if there's some kink in there, we call
22 the UP. They need to come fix it.

23 Q. Okay. So that was going to be my next question. So yeah, so
24 if you guys notice, hey, there's an issue with this track or this
25 tie --

1 A. Yeah.

2 Q. -- or something like that --

3 A. Now, we have had where UP told us, we don't have the crews,
4 and our guys go out there and work on it. That does happen there.
5 But it would be, most of the time, if it's something major that
6 they consider they need to take care of, they take care of it.

7 Q. Got you, got you. Okay. I'm just trying to get a better
8 understanding, you know, kind of how this communication works
9 between, you know --

10 A. Yeah.

11 Q. -- you and UP. So that sounds like that's sort of like an
12 office level -- I mean, would that be you who would -- like, let's
13 say one of your crews said, hey, we got a busted switch or
14 something.

15 A. Yeah. We'll --

16 Q. And they would communicate that to you, and then --

17 A. They'll communicate it to us. We in turn talk to our MOW
18 department, have an MOW department, let them know. And -- because
19 there's some areas I, even I can't tell you who owns what and what
20 does, and sometimes I do know. But it's like, we'll talk to MOW
21 department. They go, okay, well, I need to tell UP; it's their
22 track. You know, that's pretty much how it goes down.

23 Q. Got you.

24 A. And it follows an exchange from there.

25 Q. Okay, okay. And then so I'm -- but would it be fair to say

1 on a day-to-day basis it's mostly the communication with the
2 dispatcher that's kind of controlling the --

3 A. Yeah. It's day to day, dispatcher all the time day to day
4 out there.

5 Q. Okay, okay. And then -- okay. And then, so I'm wondering
6 about, you know, like let's say you get -- you know, do you get,
7 like safety alerts or something from UP?

8 A. Yes.

9 Q. You know, do they have -- like how do you kind of coordinate
10 the safety --

11 A. The safety alerts usually come on -- we have a website that
12 the UP provided for us. It's UPR/foreign railroad, and you'll
13 look up your subdivision. And you'll type it up there, and
14 unusually the manager has to make that because we put it on the
15 board for all these people, and it's pretty much a daily
16 occurrence or, you know, that you have to look at it daily. And
17 you'll say, okay, anything different? Nothing's changed.
18 Nothing's new out here.

19 On anything you have as far as a Form B or Form C out there,
20 slow restriction or -- will be on your warrants. But anything
21 they have that -- anything, other kind of alerts that doesn't
22 relate to the movement of traffic, it's usually you'll find the
23 website and then -- or more the time that the yard men over there
24 will tell you, hey, this is happening in this area, something
25 that's not normal for us that's going to be on there. Let you all

1 know you can be out -- let us know the crews that are working out
2 there; we'll let them know.

3 Q. Got you, got you. Do you have like a point of contact,
4 somebody you can call from UP and say, you know, for --

5 A. It's MYO. Any one of the MYOs that are on duty, their
6 version of a trainmaster is on duty, that's who I contact. Either
7 that, or -- and of us going in the yard, I can talk to the
8 yardmaster.

9 Q. Okay, okay. I got you. So just in general, how would you
10 characterize your, you know, just from a safety management
11 perspective, your relationship with UP? Is it pretty good?

12 A. It's good.

13 Q. Is it -- any room for improvement anywhere?

14 A. As far as the level I know from the trainmaster level and the
15 crew level, it's good. There's not -- there's no, I hate you or
16 you hate me kind of a -- it's, we all try to work together so we
17 don't -- nobody gets hurt or anything else goes wrong. We just,
18 we work pretty much together real good.

19 Q. Good. Sounds good, sounds good.

20 So then the other topic I just kind of wanted to switch gears
21 and talk about -- I think Tomas covered it pretty well, you know,
22 sort of the supervision. But if we can kind of go back to, you
23 know, when you came on shift, and maybe just try to get any
24 details that you kind of -- you know, you might remember from when
25 you briefed this crew.

1 It sounded, when we talked to -- you know, when we talked to
2 the engineer, he said, you know, there was sort of a plan and then
3 they sort of had to change that plan a little bit?

4 A. Yeah, there was an original plan. Yeah.

5 Q. Can you try to -- you know, to the extent that you can
6 remember the details, can you really try to break that down for
7 us?

8 A. I can tell you I wasn't part of their job briefing at that
9 point in the plan. I can tell you what I've heard from what the
10 engineer told me what their briefing was and little bits the
11 conductor told me what their original plan was.

12 Q. Yeah, anything, as much as you can give us.

13 A. Okay. The original plan was that they were going to start
14 over there; they started in Cadiz. They were going to head and
15 grab 16 gondas, set them over to this 401 track, put their Texas
16 Stars back in. All right? And come on out and put the extra
17 transit cars they're taking up there for the next switch in a
18 track over there on the -- think it was the 902 track. And then
19 go ahead and do the customer and then come back down, go back into
20 400 track, grab their cars and head over to East Dallas for the
21 next customers. That was the original plan that I understood they
22 had.

23 Now, as far -- do you want what they told me about the
24 change-up plan? Because this is what -- he told me. He says,
25 while they were up there, they realized that their cars were

1 pretty much in a nice blocked order. And instead of taking all
2 this tonnage with them, they were going to shove their KCSes into
3 401, and the UPs are (indiscernible) with the UPs in 402. Go back
4 to 400, grab their cars that go to eastbound cars to Texas Star
5 and Texas Recycling, and head in that direction.

6 Q. Okay.

7 A. That's what changed. That's what -- so they did change it
8 up.

9 Q. Okay. So, you know, did you have any concerns about that?
10 You know, I mean --

11 A. No, it --

12 Q. -- on reflection, I mean, is that kind of a minor change? Is
13 that a big change? Is that --

14 A. That's a little minor change in your situation. I mean,
15 you're only out here -- if you want your working night safely but
16 efficiently. And so there's job briefings throughout the day.
17 This is not something -- you know, hey, we're going to do it like
18 this and we'll stay like this. You're going to have a job
19 briefing several times a day. Sometimes it might be twice a day.
20 Sometimes you might have five in one day because the situations
21 call for that, and change in that situations. So this is one of
22 those things. It was just a minor change. They just changed the
23 plans to what they were planning on doing.

24 Q. Got you, got you. Okay. So that wasn't like a world, you
25 know, change that --

1 A. It wasn't the end of the world. It was --

2 Q. This is just a relatively minor --

3 A. This is like a pin drop in water. It's like -- it's
4 something that you're just changing the way you wanted to -- what
5 your original plan was, and you just do one -- a different, just a
6 different way of doing it.

7 Q. Okay, okay. And then the -- I believe they've said that they
8 radio -- got in touch with you later in the day at some point. Do
9 you recall any of the communications you had with the crew? You
10 know, like not at the -- like after you dropped them off, you
11 know?

12 A. I can't tell you those communications with the crew because,
13 I mean, it's not like, we're going to do this; hey, this is going
14 on, somebody's out over here. I mean, I had like several calls.
15 You know, I mean, at one point I had one crew just look -- they
16 were trying to get rid of some cars and they had an area where
17 they had both never been, and I said -- I went up there to work
18 with these guys to take them through it because I've been in this
19 area; I've been in that area before, and I didn't want these guys
20 to go in there blind. And so I went up with another crew to work
21 with them and make sure they knew what they were doing in this
22 area. And being that he also had a real -- a brand, brand new
23 conductor just released. I mean, so I went up there to make sure
24 he's -- know where he was at, what's going on, and walked him
25 through the steps so he got -- then next time he knew what to do.

1 So that's pretty much what I would -- if they did talk to me,
2 I just, I probably was -- after I talked to them, and went over to
3 help this other crew out.

4 Q. Got you. So would it be a fair characterization to say, you
5 know, you communicated with them, but those were relatively minor
6 compared to --

7 A. They were, really small. They're really nothing really
8 major. Nothing to cause any problem or -- you know, it was, you
9 know, not even dealing with switches or something. You know,
10 like, hey, we got to wait on a couple of trains before we go.
11 Which was like, okay, I understand. I mean, it could be something
12 like that. It was not -- really something that was like an
13 everyday occurrence that you have to wait on trains so we can get
14 out of Cadiz. Okay.

15 You know, because any time these guys sit more than 30
16 minutes, they're supposed to report to the trainmaster to let them
17 know what's going on and that's pretty much it. And it's an
18 occurrence like, hey -- I think it could be when they were waiting
19 on the train before they did their work.

20 Q. I got you. I got you.

21 A. And it could be -- I think one of them was that they were
22 going to go ahead and take the 16 instead of the 8 up there. They
23 were going to take some more to be ready for the next switch. So
24 I mean, that's pretty much -- I mean, it wasn't like really, oh,
25 okay, what I want you to do. That was something they had and let

1 me know.

2 Q. Okay. Just them kind of keeping you in the loop and stuff?

3 A. Yeah. Pretty much.

4 Q. Okay. All right. And the other thing I was going to talk
5 about just a little bit was the -- there was a discussion of some,
6 you know, equipment issues where, you know, this motor is, you
7 know, not having a lot of pulling power. I'm just kind of -- is
8 that something that's on your radar that you've, you know, talked
9 about --

10 Q. All I can tell you, experience range gensets that they're
11 running with and compared to conventionals, gensets are not your
12 fast motors. They are not made for speed. They're not made to go
13 fast. They're not made for switching. Plus, he's got a six-axled
14 genset, which is not really made for any fast movement. It's not
15 very quick. It's -- gensets are just, I hate to say it, but
16 they're turtles. They're good as far as what they can do. They
17 can pull, but they're not going to be going really -- you know,
18 like, hey, let's get moving, kind of thing. They're not going to
19 be a quick motor. They're going to be about your average motor
20 running.

21 And there's some -- anything you're -- known effects that
22 motors have, being gensets are pretty relatively new to this
23 industry, there are still bugs you got to kick out of them that
24 are going to be popping up every now and then that we have to take
25 care.

1 Q. Got you, got you. I guess what I'm kind of, you know, kind
2 of what I'm getting at there is, you know, is there any concern
3 about the workload or the time people have to do their jobs? You
4 know what I mean?

5 A. Their workload where they're at, it's one of those things
6 that they know, take it as far as you can, guys; if I have to pick
7 you up, I'm going to be there to pick you up. I mean, we're not
8 going to sit here and give you a key; come on, let's give you
9 more, give you more.

10 They knew what they had to do that night. We ought to know
11 that, at a certain time -- I'm not going to say, hey, let's rush
12 it back. No. We're not going to even try to rush it back. I
13 don't even want to do that. You get a certain location, you got
14 it done; if you don't, going to be there again the next day. You
15 know.

16 Q. Okay. So there's -- and you know, I don't -- the engineer,
17 you know, he said that there was no rush. So, you know, I'm just
18 wondering was there a -- you can probably imagine what I'm getting
19 at, where if there's a motor that's not running, you have to get X
20 amount of cars with this amount of time --

21 A. You have get as much (indiscernible) running.

22 Q. -- but, you know, but it doesn't sound like that was --

23 A. It's not really an issue. I mean, you know, it depends on --
24 I've worked with several different people and what's their version
25 of, am I behind or not? What is their version? There are some

1 people that are always, oh my God, I got to hurry up, I got to
2 hurry up. Or some people, I just want to get this thing and go
3 home. You know, those people you got to watch out for. But
4 really, there wasn't any sense of rush on this job. It was the
5 same stuff they did for the -- you know, before, he's done before.
6 There was really not much of a rush. You really tied up on what
7 the traffic situation is how it's going to work with you. But
8 it's pretty much understandable, we do what we can. And if we get
9 -- we got a certain time, we don't get it done, well, it's there
10 tomorrow to take care of.

11 DR. HOEPF: Yeah, okay. Thanks. That's all the questions
12 I've got for now.

13 Troy?

14 MR. LLOYD: Yeah, this is Troy Lloyd for the NTSB; L-L-O-Y-D.

15 BY MR. LLOYD:

16 Q. Just a couple questions, basically piggybacking off of
17 Mr. Tomas. But does the GDNO [sic] have any specific rules on
18 when a conductor is shoving a move in, where he is to walk if he's
19 having to walk? You know, not looking at the move, does he walk
20 in the gauge of the track? Does he walk on the field side? Is
21 there any specific rules --

22 A. It depends on where it's safe and not obstructed. That's the
23 rules. I mean, he's able to -- if you can't see it further down,
24 he has to be on the point. All right? If he can observe from the
25 ground, he can observe from the ground.

1 Q. So what would be the specific rules at this particular yard
2 where there is plenty of clearance between 400 and 401?

3 A. Well, he shouldn't be in the middle of the gauge, if that's
4 what you're asking. Yeah, there's no way. He should either be on
5 the side, one side or the other, where he can observe the
6 movement, or be on the point riding it.

7 Q. Okay. Mr. Tomas mentioned efficiency testing.

8 A. Yes.

9 Q. You guys ever go out and just to make sure that you're --
10 just understanding, there are not people walking in the gauge of
11 the track --

12 A. Oh, yeah. If you're out there and you catch them out there,
13 you get ahold of them, let them know -- say, dude, you don't want
14 to -- you know, my biggest point with these people is, and I tell
15 them -- I use an example: How much is half a ton? And then
16 people are like, say I don't know. You tell them, close to half a
17 ton is 1600 pounds. Can you bench 1600 pounds? And they'll go,
18 oh, no, no. And I say, well, these cars are 145 tons loaded. So
19 if you can't bench 1600, there's no way in the world you're going
20 to stop that bugger, so you don't need to be standing in the
21 middle of the rail. Just to give them a point of how much they're
22 going to be dealing with and how much dangerous you can be.

23 Q. So you sort of make -- when you find someone doing something
24 that's not within the DGNO --

25 A. Yeah, you want to, you want --

1 Q. -- it's more of an education.

2 A. It's an --

3 Q. It's a learning process.

4 A. Yes, it is. A lot of educational process. I mean, you're
5 looking at stuff, you make sure that they understand what's going
6 on. And plus, you make a point -- even when you're not really
7 observing these guys, you can go to these guys and they'll be
8 sitting and looking, and says, man, you hear that train? What
9 train? And they look up; there's a train going by.

10 Just let them know, see how quiet these things are? Even
11 when you're not there and you're by them and they're no more than
12 50 -- you know, 100 yards away from them, they're coming by
13 quietly. You're not going to hear them. So you need to be
14 looking out for those.

15 These are things you can use to let them know.

16 Q. I know some railroads have rules where, for example, they are
17 not allowed to tell the car, you can come back 30 cars, or tell
18 that crew to come back 30 cars until they're at that point at that
19 coupler. Then they're watching the protected move.

20 A. Yeah.

21 Q. You never have that back toward the moving -- move toward
22 them. They always get back to the coupling point, then they'll
23 start, say bring them back. Do you all have anything written
24 about that?

25 A. You really don't want your back to the movement, but you want

1 to be in a position where you can at least observe the movement
2 and what you got going this way. Now, you don't want to be
3 standing with your back. You do tell these people that, you know,
4 you don't want to be standing to your back, and you try to get
5 them to be in a point -- and you don't want him to sit there when
6 he's making a joint, to be walking backwards and keep his eye on a
7 car. You know, you don't want that. You want to tell him, if
8 you're going to be walking and you're going to be -- make sure
9 you're looking at your (indiscernible). Take a glance every now
10 and then behind your shoulder.

11 I mean, you tell this to trainees all the times and you try
12 to emphasize this. You will emphasize this to a trainee. I know
13 I did. I always tell the guys, I mean, you might walk two steps,
14 but always look behind your shoulder constantly where that car's
15 going to be. Because these things are quiet. You don't know.
16 You won't even know that it's going on top of you.

17 And I've used the example before when I was -- first started
18 out, that I didn't even know a car came. And I was sitting -- I'm
19 lucky. It just popped me on the shoulder. And I said, I wasn't
20 paying attention to -- you need to do that. And they'll, they'll
21 be surprised, you know --

22 Q. Wake-up call.

23 MR. LLOYD: Thank you. I'm good. Thank you.

24 MR. CORLEY: Okay.

25 MR. LLOYD: Bret?

1 MR. STRICKLAND: Bret Strickland, S-T-R-I-C-K-L-A-N-D, FRA
2 OP.

3 BY MR. STRICKLAND:

4 Q. I may have missed this earlier when you were talking about
5 your experience. How long have you been a trainmaster? Did you
6 say?

7 A. I've only been a trainmaster 2 years.

8 Q. Two years. Okay. All right. And on the ops testing side,
9 how do you -- how were you trained on your ops testing?

10 A. I always set there -- told you we were looking for the
11 certain rules. We normally abide by GCOR rules. And then we'll
12 check to make sure everybody's following these GCOR rules relating
13 to the job and their environment. And then here is where -- if
14 they fail here, you mark it down as a fail, or you mark it down as
15 a pass.

16 Q. Okay. And you're using SafeTracks; is that right?

17 A. That's SafeTracks. Yes.

18 Q. To record everything?

19 A. Yes.

20 Q. So that training for your ops testing, is that something that
21 you did here on site, or did you go to Jacksonville or something?

22 A. It's actually on site. I got -- most of my training has been
23 on site. I'm one of the few people who has actually had -- that I
24 can say all of my training has been on site.

25 Q. And that was with the --

1 A. The regional guy.

2 Q. One of your --

3 A. Our local safety guy. I don't know what the title they give
4 him, though.

5 Q. Yeah. Just one of your locals?

6 A. Um-hum.

7 Q. Safety guys or supervisors or (indiscernible) --

8 A. Yeah. Safety supervisor, yes.

9 Q. -- everything here. Okay. Okay.

10 Do you -- and I think you already answered this, but I just
11 want to go over it again. Do you recall any issues or problems
12 with this particular conductor in the past? Anything that sticks
13 out at all in your mind that --

14 A. It doesn't -- there's really nothing that sticks out in my
15 mind. I mean, he's a really nice guy. He did serve in the
16 military. He did mention to me that he had PTSD and he's -- had
17 kind of overcome of it. But other, besides that, he was a real
18 nice guy. You know, and he was -- nothing wrong with him. And
19 he's always the one that if he had a question, he'd ask. I mean,
20 he was a really good guy.

21 Q. Okay. So nothing sticks out at all there, if --

22 A. No.

23 Q. Do you have any kind of mentoring program or anything on this
24 railroad like they do in some other places? If you have somebody
25 that you think needs a little bit of extra help, you have somebody

1 assigned to them?

2 A. There really is not a really mentoring program.

3 Q. Yeah.

4 A. Me, I've always took guys I've had and made sure they're --
5 I'm always doing something. You can ask guys if they've learned
6 something new. And if I get to them before they, before they --
7 you know, the end of the day or something like that, I always say,
8 what'd you learn today? You know, just to get them out -- you
9 know, that they're -- you know, hey, you did learn something
10 today.

11 And I let them know, this is a learning process. I've been
12 here going on 18 years, and there's stuff I still learn every time
13 I go out there. This is a job that you will never stop learning.
14 There is never a chance, because once you stop learning, you put
15 yourself in danger.

16 Q. True. There was some mention earlier about lights. And
17 understandably, I mean, there was some security issues --

18 A. Yeah.

19 Q. -- that some of the guys perceive with it. I'm sure they're
20 probably correct on some of it, but can -- what is the rule as far
21 as conductors or anybody having to carry lights?

22 A. They'll have a light with them or some kind of visional
23 thing. It's either there'll be a lantern, a flashlight or a
24 headlight. Some kind of --

25 Q. So you allow them to use the headlights here if they wish?

1 A. Yeah, they need headlights when they're switching. If
2 they're riding a shove, I prefer them to have a bright enough
3 light to, you know, bright enough light to see when you're riding
4 the shove. I do prefer them to have that.

5 Q. So is that something that you've seen an issue with some of
6 the guys in the past?

7 A. I really haven't seen issues of it. And the only thing I
8 said I've mentioned -- I mean, I saw one guy ride a shove with a
9 pretty much dim headlight, kind of -- or, you know, light. And I
10 said, well, he had a light; he was riding a shove. I just told
11 him I -- for my benefit, I mean, I'd rather you have a brighter
12 light. You know, if you've got a lantern, if you're riding a
13 shove, I'd rather you have that lantern, something for distance-
14 wise because, you know, you're -- this little thing here is not
15 going to see no more than two cars, if you're lucky, you know.

16 MR. STRICKLAND: All right. Thank you, that's all I have.

17 MR. GIOVANDO: I don't have any questions.

18 BY MR. IGNACIO:

19 Q. Hey, I've got another thing. Since it's UP --

20 MR. TORRES: Introduce yourself. Spell your name out.

21 MR. IGNACIO: I'm Noel Ignacio, OP inspector.

22 MR. TORRES: Spell your name out.

23 MR. IGNACIO: I-G-N-A-C-I-O.

24 BY MR. IGNACIO:

25 Q. Since this is UP Cadiz Yard, are you following UP rules when

1 you go there or you're using your rules?

2 A. Usually it depends on where we're going. We're following our
3 rules and safety procedures while we're in UP Yard. Or in our
4 yard -- in the yard. But if anything deals with something like
5 theirs, it's usually a few things that deal with it, but not a
6 whole lot, not the whole UP manual. It's more we're following
7 GCOR.

8 Q. Okay. Because UP got different set of rules.

9 A. Yeah.

10 Q. Right? in shoves, right?

11 A. Yeah, they have a different set than what we have on lining
12 shoves.

13 Q. What did they follow?

14 A. What did they follow?

15 Q. Um-hum. What do they follow, or what you --

16 A. They're following our GCORs that we follow by. Over our
17 safety rules and our procedures when they're over in Cadiz.

18 Q. So when UP -- does UP test -- do UP managers test your crew
19 right there in Cadiz Yard?

20 A. Yes, they do. You have -- they've done it once that I know
21 of. But other times like that, I would say I've seen them more on
22 the main line and their yard of testing them. But there's -- one
23 time I know they've tested in Cadiz.

24 Q. So when they test in Cadiz, when they tested in Cadiz, what
25 rules they use?

1 A. Really depends on who you have. Sometimes the guys will know
2 that we're using GCOR and follow the -- will follow the GCOR
3 rules. Some of the guys go by the UP rules. It's depending on
4 who does the testing.

5 I mean, I can't really tell you -- I've had some guys tell me
6 that, he got us on their UP rule, but not ours; but ours is
7 completely different from what theirs is. And I've seen -- and
8 like I said, and I've had guys that have just, like I said, done
9 ours, and --

10 Q. So if they got them on UP rules and they put failures, are
11 you guys taking it as a failure?

12 A. I cannot tell you at that point because I've never had to
13 deal with that being a failure at that point. I mean, as far as I
14 know, that there are -- I think there was one that I did have, but
15 that happened when I first started out. And it's dealing with the
16 main line track, which our rule says we have to have three brakes
17 when you're cutting off a main track, and their rule was five
18 brakes. But when I got to the scene, the guy had tied the -- I
19 guess they told him to tie some more brakes. And I saw the
20 brakes, but I didn't really see the failure. I saw it, like there
21 was five that the UP guys had told him to tie five brakes. And
22 when I got there, I was taking his word on what he saw. And he
23 was doing it with their rules, that it was five brakes.

24 Q. Okay. Thank you. Another question on your testing. You
25 said pass and fail, right?

1 A. Yeah, it's just -- it's actually, you want to look at pass
2 and fail, it's comply and non-comply, is what it says on the
3 thing.

4 Q. Is there anything as coach and counsel?

5 A. Yeah, you'll -- if you do catch the person at that time, when
6 you catch them, you do coach them, then and there, on what they're
7 doing wrong.

8 Q. So how you, how you mark it? Is it failure or pass? If it's
9 always (indiscernible) --

10 A. If it's a -- if you caught them doing it and you coached them
11 on it, you're going to mark it as a failure. All right? And if
12 he does something right, it's going to be a comply. And, you
13 know, you'll tell him, hey, you did great. You want to be -- it's
14 pretty much what you're going to be telling them.

15 But if it's something they did wrong, you will coach them on
16 that scene before they do anything else, and make sure when you
17 leave that they do have an understanding of what they did wrong.

18 Q. On your testing, do you put that in the remarks, that you
19 coached them or you just put the failure of this one?

20 A. If it's one of those things where I don't feel like the guy
21 really understood it, I would put it in the comments. If it isn't
22 -- if he doesn't -- that's when I put it. But if he understood it
23 and he relayed it back to me that he understood it and what he did
24 wrong, then I really don't put a comment, but I still classify it
25 as a fail because we had -- it was a coaching session.

1 MR. IGNACIO: Okay. I think I'm done.

2 MR. DUNN: Okay. This is John Dunn, SMART; D-U-N-N.

3 BY MR. DUNN:

4 Q. Is there a standard training for a new employee? You all
5 have a standard training classroom, field training?

6 A. Classroom, then field training.

7 Q. And how long is that?

8 A. That's like I previously said. You're looking at 6 to 9
9 months they'll (indiscernible) job out here. And then usually,
10 with a job, a week. If you feel like we need more, we put them on
11 for more time on that job, so they understand the procedures of
12 that -- when they're working on that job and understand the
13 territory.

14 Q. But 9 months long each?

15 A. Usually 9 months long. Usually it's 6 to 9 months long.

16 Q. So he -- in that training of that 9-month period, he's
17 working with a qualified train crew.

18 A. Qualified train crew, qualified conductor, qualified --

19 Q. And he's just there as a student to learn.

20 A. He's a student to learn, yes.

21 Q. Okay. And on your testing, is -- this is all recorded in
22 some database or something?

23 A. We will have a sheet that the conductor must -- we require
24 when the -- when he's testing them, when he's working with a
25 student during his training period of what he has related to the

1 area or -- not related to the area, but it's a whole -- just a
2 standard, standardized testing, and you'll mark -- you say, yes,
3 he's good, he's compliant with everything; he needs additional
4 training; or he has a good understand of what's going. They'll
5 just have four little boxes you check across there that tell you
6 what you need that the conductor fills out on pretty much every --
7 every day, it has to be taken care of.

8 Q. Okay. And your field testing that you perform these
9 structured tests or field testing, is there a discipline policy as
10 far as if someone continues to not protect the shove or get off
11 moving equipment or whatever? Are there -- some more rules more
12 serious than others that, you know, I've done talked to you about
13 this or -- can you elaborate?

14 A. Yeah, if you talk to him once and he does it again and it
15 gets serious and serious, I mean -- first you've got the verbal.
16 You give him the verbal warning, and then the second time, it's
17 not only a verbal, but you get a written. All right? Third time,
18 you've got a verbal, a written and plus you get time off. If you
19 get a fourth one on, that's where discussed if we need you here or
20 not. I mean, you've already got three strikes against you and we
21 gave you time off to think about this, and you're doing it again
22 here on a fourth time. Do we really -- is he something we need to
23 think about keeping his employment here, or is somebody we need to
24 terminate because he is basically putting himself and anybody
25 working with him in jeopardy?

1 MR. DUNN: All right, that's all I had. Thank you very much.

2 MR. CORLEY: Okay.

3 UNIDENTIFIED SPEAKER: No questions, thank you.

4 MR. TORRES: It's Tomas with the NTSB.

5 BY MR. TORRES:

6 Q. So how many trainmasters are at this location?

7 A. Right now there's three.

8 Q. Three?

9 A. In the future -- we did have four one time, but now we have
10 three.

11 Q. And you guys, like, work different shifts or --

12 A. No, it's -- yeah, it's -- you're either working days or
13 nights. There's either -- it's just -- a swing shift is not a set
14 pattern. I mean, the week might be for a set pattern. But the
15 next week might be different. You know, you might be working a
16 week, 2 weeks days, and the next week you might be doing 2 days.

17 Your day is often just going to be varied to the week, where
18 it depends on -- you might have the weekends off. You might be
19 working at -- you might be off in the middle of the week. It just
20 -- for us, there's not a standard, steady pattern that we even
21 follow. Oh, he's going to be here this week; we can do this
22 because this guy's here. There's not a pattern that -- you know,
23 you're just going, okay, well, where are they going to be? You
24 know, they'll just most likely call, hey, I'm not working right
25 now; this trainmaster's on duty, but what can I do for you? And

1 then you can get the, you can get the other trainmaster, let him
2 know. Or you just tell him to call.

3 Depending on the situation, you say, well, you might want to
4 discuss with your trainmaster who's on duty right now.

5 Q. So you don't have like an assigned --

6 A. There is no assigned days on the trainmaster, no.

7 Q. Hours? Anything like that?

8 A. No. It's just, it just goes -- from one week to another it
9 could be -- I could be working 2 days and 2 nights during the
10 week, or I can work all nights and all days, or I could be just
11 bouncing from one place to the other through the week. Because
12 there's no set schedule for a trainmaster.

13 Q. So they call you like the day before or what? I mean, like,
14 you know --

15 A. We got a schedule as far as we know as trainmasters where
16 we're going to be at. You know, we know it. And what -- number
17 of days we're working. And it is available if the crew wants to
18 know about it, but most of the crew, I can tell from experience,
19 don't even look at that. They'll call who they had the previous
20 day, and that's who they'll think there is to be working.

21 Q. So you guys operate, you have three around-the-clock --
22 you've got crews around the clock?

23 A. Oh, yeah, 24/7.

24 Q. So how many crews per shift?

25 A. Oh, let's see. Weekend's usually our light shifts. I know

1 during the day you'll probably have three crews during the day,
2 and the night we'll have four. And that's pretty much -- pretty
3 light during the -- Saturdays are even lightest. You might have
4 just three crews working Saturdays, and it's a pretty light day.
5 Monday through Friday, you'll probably have five crews there that
6 -- yeah. About five crews, five to six crews during the day.
7 Because we do have a relief job that bounces around. And five --
8 and the same thing with about nighttime, five to six crews. It's
9 just during the week, Monday through Friday, you'll have about
10 that number, but the weekends is pretty light.

11 Q. And who are the other trainmasters?

12 A. You want their names, you mean?

13 Q. Yeah. Yeah, I mean the --

14 A. Okay. One trainmaster is Michael Stewart. The other
15 trainmaster is Miguel Fernandez, and then myself. Those are the
16 trainmasters.

17 Q. And your safety officer? You mentioned a safety officer.

18 A. Safety officer? Well, I have -- our safety officer -- oh,
19 you mean the one for the SafeTracks? His name is Dale Anderson.

20 Q. Okay. In your facility, do you perform switching operations,
21 or is that just where they report to go on duty?

22 A. Mockingbird is also -- it's a yard, and also there's
23 switching operations in that yard.

24 Q. Yeah, and how many tracks do you have there?

25 A. You want as far as yard tracks, as far as customer tracks?

1 Both.

2 Q. Yard tracks. Where you guys actually --

3 A. Okay.

4 Q. -- do switching.

5 A. Ten total.

6 Q. Ten.

7 A. There's three incoming tracks, and then actually seven yard
8 tracks where you stage the trains up. I mean, three -- yeah,
9 three incoming and seven yard. Yeah.

10 Q. So you build trains there too?

11 A. We build them and then, you know, you'll get them --- they'll
12 bring trains in. We take, like, the interchanges where the -- the
13 three, the three are interchanged where you bring the train in,
14 break it down into the yard so it'll go to the other locations.
15 You know, you'll be building the next train for that, and the
16 other ones also take the interchange back to pick up more cars
17 from the, like, other railroads.

18 MR. TORRES: Okay, thank you. Mike?

19 DR. HOEPF: Okay. Thanks, Tomas.

20 All right, you still doing -- you want a break or anything?

21 MR. CORLEY: Oh, I'm fine.

22 DR. HOEPF: Okay. I think we're probably coming up to the --
23 I just have a couple of following-up sort of questions. You've
24 already touched on all this stuff, but just, you know, to be
25 clear.

1 BY DR. HOEPF:

2 Q. It sounds like UP's got a pretty minimal involvement, in
3 particular talking about operations in the --

4 A. Yeah.

5 Q. -- in the Cadiz Yard. Is there some -- is there any like
6 contact person or something if we did decide that we needed to
7 talk to somebody from UP for some reason? Do you have like a
8 safety person that would be sort of in charge of that might have
9 some insight? Somebody you talk to or anything?

10 A. As far as us talking to UP, or somebody at UP?

11 Q. I mean, somebody -- you know, like if we were to do another
12 interview with somebody from UP -- and like I said, I'm not sure
13 if that's really necessary, but just -- you know, is there
14 somebody you would -- like a safety oversight person that you've
15 been in contact with or something?

16 A. I could not really tell who their safety person is. I mean,
17 there's so many different yardmasters and trainmasters I talk to
18 in a shift. I might be talking to one, might be two -- one day
19 this one and have a different one the next day. I mean, I've got
20 one line to reach all of them. Whoever is that day is the one has
21 that phone.

22 Q. Okay. So you're talking to like --

23 A. There is --

24 Q. -- other people, kind of at your level.

25 A. Yeah.

1 Q. You're not talking to like --

2 A. I do not deal with their safety guy --

3 Q. -- the chief safety officer or something?

4 A. -- their chief safety guys. Don't even talk to their chief
5 safety guys or anything else. Anything that happens that their
6 safety guys saw that they'll tell us, that MYO will come and tell
7 us. That's pretty much it. Like I said, I don't really --

8 Q. That's totally fine. That's all -- that's no problem. Okay.

9 And then I just -- I wanted to follow up, you know, on the, you
10 know, maintenance of the Cadiz Yard. You know, I know you said
11 that you kind of -- you'd float something up to UP if you --

12 A. Yeah.

13 Q. -- found an issue or something. If we could just talk
14 briefly about is there some sort of standards for the conditions
15 of the switches that, you know, you -- is that about that -- and
16 if that's not your wheelhouse, you don't have to comment on it.

17 A. I can't really tell you what the standards of the switch is
18 because I'm not an MOW and what the requirement -- I cannot --
19 that's -- I cannot tell you anything relating to that. I can only
20 tell if you the switch is hard to throw or if it fails to line,
21 our crew report it to us, and I tell the MOW people. I cannot
22 tell you how it's supposed to be, a certain measurement, what's
23 (indiscernible). Could not tell you that because it's not
24 something I deal with every -- it's not what I do.

25 Q. Yeah, I don't -- yeah, I don't want you to speculate.

1 A. Yeah.

2 Q. You know, if it's -- if you're not the guy that's going out
3 there and does this --

4 A. Yeah, I'm not the guy that works with the switches or does
5 anything to them.

6 Q. Okay, okay. You would just be, if your crew reports to
7 you --

8 A. This switch is, this switch is --

9 Q. -- say, this -- I'm having trouble with this --

10 A. -- starting to gap, and -- or this switch isn't lining
11 properly; it doesn't line into the clasp. All right, then I tell
12 the MOW. That's just about the extent of my part as far as
13 maintenance on the switches.

14 Q. Okay. I got you. And have you heard anything from anybody
15 about any confusion or condition of the switches in the Cadiz
16 Yard? Is there anything, you know, in recent memory in terms of,
17 you know, the banner is falling off or it's got graffiti on it and
18 -- I mean, just anything that, you know, was brought up?

19 A. Banners falling off. You know, I've heard that before. It's
20 been replaced. Graffiti on trains and cars. And I mean, we see
21 it every day. Unless it affects where a guy is going to see a
22 switch or anything like that, if it's on a car, it's like, hey, we
23 see it all the time, you know, anyplace that people -- where they
24 tag these cars all the time. That's about it. I mean, really
25 there has not been a whole lot that, hey -- the only time I'd say

1 we had confusion when UP was working on it one time, and one
2 person didn't tell the other person that the track was open when
3 it was; it didn't get related down the line. And that's the only
4 time I really can say there was confusion.

5 And then when it's something like that, we're like, well,
6 we're still taking it. It's out of service until I know, you know
7 -- guys will call me. Hey, this one I know was told was out of
8 service, the crew told me. I'll check on you. I'm going to check
9 for you before we do something; otherwise, we're not doing it till
10 we know it's in service. And they won't -- they understand that.
11 I don't want you going in there unless I know it's back in service
12 too. You know, it's something that we make sure we always check,
13 and the guys will check with me. You know, hey, this one says it
14 isn't --

15 Now if it is taken out of service, we do have a thing called
16 the DOB to tell you this switch is out of service, and it's out of
17 switch service. If they do it and they report it, they'll call
18 our dispatcher. The dispatcher will get ahold of this crew and
19 say, hey, this switch is back in service; you can board it off
20 your DOB. And if they can't get ahold of the crew, the dispatcher
21 will call me. Hey, I can't get ahold of the crew; can you get
22 ahold of the crew and let them know? And that's pretty much -- if
23 he doesn't get ahold, he tries to get me to get ahold of them, and
24 I try to get ahold of them.

25 Q. Got you, got you. Okay, thanks for, you know, clarifying

1 that a little bit. You've already touched on this, but just real
2 briefly. So when you came in, you did have a job briefing with
3 this crew.

4 A. Yes, sir. It was very minor. I wouldn't say -- I mean, it
5 was just really small, you know. It was like not --

6 Q. Do you recall what you said or --

7 A. Well, you know it's hot. We're trying to get these guys to
8 understand it's hot, so take your breaks, make sure you're doing
9 everything. Keep your mind focused in the game. Make sure you
10 know what you're doing, you know. If you have any doubts of what
11 you're doing, don't do it. If you have any questions, call and
12 discuss with your engineer. If he doesn't have an answer, you
13 don't -- call. You know, let us know. You know, that's pretty
14 much -- or let me know. Or whoever's on duty, let them know.
15 Yeah.

16 Q. But then -- so, you know, would it be -- again, I think, I
17 think you've already described this, but a fair characterization
18 to say that once you drop them off, you've kind of got to rely on
19 this crew to function? At the end of the day, I mean, they're --

20 A. They're grown adults out there. They know what they got to
21 do on the job. I mean, they're aware of what the situation is and
22 where -- what's got to be done. You know, and so they're -- I'm
23 relying on -- here you go. It's like where you have your kids
24 that you grow up -- when you have your kids, you teach them what
25 you need to teach them to know, but at a point they're going to

1 have to go by themselves and do it, and you got to trust that
2 situation, they can do it.

3 Q. And, I mean, and you do pop by, you know, for operational
4 testing as you've described already, but --

5 A. I'll pop by. You know, I mean, the guys are -- you hear guys
6 on the radio when I'm scanning. Where's Robert at? I don't know.
7 I thought I saw him over here, or I thought I saw him over here.
8 You know, they're like trying to find where the manager is. So
9 when you hear that, you're like, I might be buzzing over there a
10 little quick.

11 Q. Right, right. But so -- yeah, so I mean, you go around and
12 -- I mean, you can't be everywhere at once, so it's, you know,
13 it's --

14 A. No, you can't. As one person, you can't be all the places
15 all the time. And like I said, I don't like crews -- I've got
16 people that have been here, tells me he's never been in that
17 location before. I have. I will get on the train and ride with
18 the engineer to make sure he's safe. And if it means I have to
19 ride the whole time where he's out there doing his little stuff to
20 make sure he understands it, I'll be out there the whole time with
21 him. If I go in there, a crew's never been on that location and
22 the crew is not experienced, I'll be out there to make sure --
23 we'll walk through this thing slowly and surely till you -- till
24 they understand what's going up here in this area.

25 We don't want them to say, hey, here you go; you just, like,

1 do what you want to. You know the area. It's just like riding on
2 the train. No, they need to -- you just, you just want to make
3 sure they understand where they're at, that there's still a danger
4 out there no matter where you're going. You just make sure -- you
5 don't want them to be in a situation where they're going to get
6 harmed.

7 Q. Right, right. Yeah, and so, you know, and so what I'm trying
8 to -- you know, what I'm kind of building up to -- I mean, so even
9 though you're trying to do the best you can, probably 95 percent
10 of the time these guys are unsupervised. You know, I mean,
11 they're supervised in the sense that you're the supervisor but,
12 you know, they're functioning independently.

13 A. You're looking about 85, 90 percent they're unsupervised and
14 they're doing a good job. They're telling us their job. They
15 know what they need to do and they take care of it, but I mean --

16 Q. Right. Right, and I mean, that's not unique to, you know --

17 A. Yeah, it's --

18 Q. That's all over railroading, right?

19 A. Yeah. Pretty much.

20 Q. So the question I've got, I mean, is something that we've --
21 you know, you see, unfortunately, a lot of times is somebody --
22 you know, let's go into the situation of where this accident
23 happened. If somebody's following the rules, you know, they
24 wouldn't be multitasking; they would just be -- you know, correct
25 me if I'm wrong here, but they would, you know, they'd direct a

1 train movement, they'd be clear of the, you know, they'd be clear
2 of the track. They'd watch the movement. They'd be using their
3 lights to make sure that they're verifying this position of the
4 switch. You know, maybe we have a situation where that, you know,
5 did or didn't -- maybe that didn't happen. You know, what are
6 your -- as a trainmaster, what do you, you know, what do you say
7 to that? What do we -- what could be -- how do we fix this
8 problem?

9 A. I mean, as a trainmaster, if they're not following the rules,
10 you're going to get them on the -- you're going to catch them on
11 the rules if you catch them doing it. I will say from experience,
12 I mean, you're focused on your job, and everybody in here who's
13 not, (indiscernible) your mind's going to wander, and it will do
14 that. And you'll tend to, you know, snap back what you're doing.
15 But, you know, you will focus on your task and do stuff right.

16 If you're doing something wrong and I see you doing something
17 wrong, you're going to be coached about it. You're going to be
18 told what you did wrong, and you're going to make sure before I
19 leave that you know what you did wrong. You know, and it's -- and
20 if I can't -- and like I said, if I catch them, see them again,
21 I'll remind them about what you did. You know, remind them -- you
22 know, not to the point where it's annoying, but, like, hey, don't
23 forget to look at this next time you're over there. Or when
24 you're over here, pay attention to your switches next time. Watch
25 where you cut this car off.

1 And I might catch them every now and then, remind them, you
2 know. Let them know that, hey, you did make this mistake and be
3 aware of it, you know.

4 Q. Yeah. Yeah, absolutely, absolutely. And so, you know, I
5 mean, do you have any suggestions, you know, for -- that's really
6 my last question, is, you know, to improve safety. I mean, is
7 there anything from your perspective that could be done better to
8 prevent these sorts of things from happening?

9 A. You can do all you want with safety. We were doing
10 everything we can for safety. It's -- once you get out there,
11 like I said, you can't really control human nature and what
12 they're thinking about and what's going through their mind. I
13 can't read your mind; you can't read my mind. You trust that they
14 know what they're doing out there, and if they do it wrong and we
15 catch them, we make sure they do it right.

16 I've even had other crew members telling other crew members
17 doing it wrong, and you approach that person about what they're
18 doing wrong and you let them know. You know, you're being overly,
19 you know -- your engineer tells me you're getting off moving
20 equipment before you get to the switch, or you're running when you
21 shouldn't be running, you know, you're putting yourself in danger.
22 And you know, they'll tell me that that week -- approach the guys
23 with that.

24 But as far as your timing with safety, we are doing what we
25 need to be doing with safety. We give them the proper teaching

1 and stuff like that that needs to be taken care of, and we hope we
2 -- like I say, with your kids, you help and you teach them. And
3 then when they get in that field, they do do these things and they
4 do do it properly, that events like this happen will not happen.

5 DR. HOEPF: Yeah. Okay. Thanks.

6 MR. LLOYD: I'm good, Mike.

7 MR. STRICKLAND: Bret Strickland, FRA operating practices.
8 S-T-R-I-C-K-L-A-N-D. Just a couple things real quick, just --

9 MR. CORLEY: Yes.

10 MR. STRICKLAND: -- for information.

11 BY MR. STRICKLAND:

12 Q. Company-issued cell phones. Do you use company-issued cell
13 phones on your jobs?

14 A. Yes, we do. Every job has a company-issued phone.

15 Q. Everybody has them.

16 A. And most of the time, the one that holds it is the conductor,
17 the one who's controlling the job.

18 Q. Did they have one on this day, this --

19 A. Far as I know, yes, they did. If they had it on them at the
20 time, I could not tell you.

21 Q. Yeah. But they -- every job was supposed to have one.

22 A. Everyone is supposed to have one.

23 Q. For a redundant --

24 A. And this job is one of the two jobs, since they're a relief
25 job, that they have a phone, a phone that they use. They don't

1 share with anybody else. It's specific to that job.

2 Q. Okay. So they have a specific number and everything --

3 A. Yes.

4 Q. -- that's usually assigned to the job?

5 A. Yes.

6 Q. Okay. We'll need to get the -- get that number, by the way.

7 Do you have any kind of peer-to-peer program? When we were

8 talking about safety and he was asking about focus on safety --

9 A. You talking about peer --

10 Q. A lot of railroads have a peer-to-peer program. Do you have
11 one here?

12 A. I don't really know there's a peer-to-peer program. I think
13 we have a more of a family kind of program where you want to keep
14 an eye on your brother, you feel like he's part of your family
15 and you keep an eye on him. You see him doing wrong, you let him
16 know. It's more like we're all here to help each other out. If,
17 like, you're talking about, hey, this is a peer person here, you
18 know, usually that -- you find out with us that there's somebody
19 that they go towards and understand this person, and they follow
20 what that person wants to do. And they are more likely they'll
21 ask their questions to that person. They trust this person.

22 Q. There's no structured program. I mean --

23 A. I mean, no really structured of, hey, this is your person;
24 he's your peer. If you don't -- you know, there you go. It's not
25 like that.

1 Q. The safety committee -- do you have a safety committee?

2 A. Yes, we do.

3 Q. And do they get active in any kind of that peer support or
4 any kind of --

5 A. Our safety committee is just to make sure -- they'll talk
6 about what needs to be done here, what needs to be fixed here.
7 This territory, that tree's hanging down; we need to cut this off.
8 There's some talk about some crew -- you know, and there might be
9 a mention that this crew's doing this when they should be doing
10 this. You know, they'll -- there's stuff like that mentioned. I
11 mean, the safety crew committee is all around trying to discuss --
12 you know.

13 MR. STRICKLAND: Okay. That's all I have. Thank you.

14 MR. GIOVANDO: I don't have any questions.

15 MR. IGNACIO: I don't have any questions.

16 UNIDENTIFIED SPEAKER: Pass.

17 UNIDENTIFIED SPEAKER: No questions.

18 MR. TORRES: There's no further questions. This will
19 conclude the interview. Thank you.

20 (Whereupon, the interview was concluded.)
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

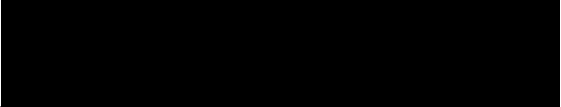
IN THE MATTER OF: DGNO TRAIN ACCIDENT IN CADIZ YARD,
 DALLAS, TEXAS, AUGUST 13, 2018
 Interview of Robert Corley

ACCIDENT NO.: RRD18FR010

PLACE: Dallas, Texas

DATE: August 15, 2018

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Eileen Gonzalez
Transcriber