

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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UP AND BNSF TRAIN COLLISION  
MAY 25, 2013  
NEAR CHAFFEE, MISSOURI

\* Docket No.: DCA-13-MR-004

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Telephonic Interview of: MICHAEL CLINTON

Sunday,  
May 26, 2013

The above-captioned matter convened, pursuant to notice.

BEFORE: MICHAEL FLANIGON  
Investigator-in-Charge

## APPEARANCES:

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RANDY DUMEY  
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Brotherhood of Locomotive Engineers  
and Trainmen (BLET)

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Missouri Department of Transportation

KENNETH EDWARDS, Safety Team  
United Transportation Union (UTU)

RANCE RANDLE, Operating  
Burlington Northern-Santa Fe Railroad (BNSF)

RANDY EARDENSOHN  
Union Pacific Railroad (UP)

JOE HENDRIX  
Representative

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I N T E R V I E W

1

MR. FLANIGON: Okay, I'm going to put that close to you.

2

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MR. CLINTON: All right.

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MR. FLANIGON: My name is Mike Flanigon and I'm with the National Transportation Safety Board. My last name's spelled F-l-a-n-i-g-o-n. It's May 26, 2013. We're conducting an interview with Mr. Michael Clinton, C-l-i-n-t-o-n, who was the conductor on the BNSF freight train that was struck broadside at an interlocking near Chaffee, Missouri yesterday, May 25th about 2:30 in the morning.

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Let's go around, I'm going to ask everyone who's here involved in the interview to identify themselves and to spell their last name. We can start with you.

MR. DUMEY: Randy Dumey, BLET Safety Task Force, D-u-m-e-y.

MR. FLANIGON: Okay. And?

MR. HENDRIX: Joe Hendrix --

MR. FLANIGON: H --

MR. HENDRIX: Representative with the club, Mr. Clinton. H-e-n-d-r-i-x.

MR. FLANIGON: Okay.

MR. NARVELL: Rick Narvell, N, like in Nancy, a-r-v, like in Victor, e-l-l. Human Performance Investigator with the NTSB.

MR. EARDENSOHN: Randy Eardensohn, E-a-r-d-e-n-s-o-h-n,

1 with Union Pacific.

2 MR. EDWARDS: Kenny Edwards of UTU Safety Team.

3 MR. RANDLE: Rance Randle, BNSF, R-a-n-d-l-e.

4 MR. REYNOLDS: Cory Reynolds, R-e-y-n-o-l-d-s, Missouri  
5 Department of Transportation, Railroad Safety Inspector.

6 MR. FLANIGON: And Bryan and Fred, can we get you --  
7 just walk up here and state your name so that we know that you're  
8 here and --

9 MR. PRINGLE: Fred Pringle, Chief Inspector, FRA out of  
10 St. Louis, Inspector-in-Charge for the FRA.

11 MR. ALDRIDGE: Bryan Aldridge, BLET Safety Task Force.

12 MR. FLANIGON: That's A-l-d-r?

13 MR. ALDRIDGE: A-l-d-r-i-d-g-e.

14 MR. FLANIGON: And Pringle, P-r-i-n-g-l-e?

15 MR. PRINGLE: Yes, sir.

16 MR. FLANIGON: Okay, great.

17 And, Mr. Clinton, I just want to verify that I have  
18 informed you that we'll record the interview and provide you with  
19 a transcript?

20 MR. CLINTON: Yes, you have.

21 MR. FLANIGON: So you're aware of that. Okay.

22 INTERVIEW OF MICHAEL CLINTON

23 BY MR. FLANIGON:

24 Q. And let's start with a general question, and I want you  
25 to just take the time you need to answer this in as much detail as

1 you can, if you'd walk us through what happened yesterday morning?

2 A. Okay. We -- at first we come up to the approach signal  
3 to Rockview, which was at milepost 139.9, had a clear aspect.  
4 Knocked the signal down, had a clear aspect at Rockview 141.7, I  
5 believe. Went through the interlocker -- took the signal, went  
6 through the interlocker.

7 I did look over to my left as we crossed the interlocker  
8 and was able to see the headlights of the oncoming train, but I  
9 assumed that it was stopped. I've seen numerous trains stopped  
10 there waiting for us to go through the interlocker, so just -- it  
11 was just a quick glance to the left. Seen them, just --  
12 immediately just turned ahead, straight back ahead of us.

13 A few seconds goes by. Our train goes into emergency.  
14 We go through our proper steps. Once when our train goes into  
15 emergency, engineer tries to get the air to reset. He goes back  
16 to inspect, to see if any air hoses have been -- come uncoupled  
17 between the engines. Goes back up to the headend. We determine  
18 that the air is not going to recover, and I start making my way  
19 back to do our train inspection to see what I can find. And then  
20 that's when I made my way back to the rear end and come up on the  
21 accident at the overpass there.

22 I had talked to an engineer on the radio, told him that  
23 there was a accident. He reported to our dispatcher that they  
24 needed to get someone out to -- some emergency crews out. And I  
25 had made my way back a little closer to the accident. I had seen

1 diesel fuel pouring out pretty good there from the accident. I  
2 didn't proceed any closer, just kind of kept my distance back.  
3 Really, then just -- I made my way back to the headend to wait for  
4 someone -- for the emergency crew to show up, and just kind of  
5 went from there. So that's generally how it went.

6 Q. Okay. Did you see the other crew, the UP crew?

7 A. No, I couldn't, I couldn't see any of the two UP engines  
8 through any of the wreckage that it had -- that was there. I  
9 couldn't make out anything at that time, of course, because of the  
10 darkness and it was just -- there was just so much clutter there,  
11 I couldn't make out anything, couldn't see the engines. I had  
12 thought that the engines were underneath the overpass at that  
13 point, but I couldn't tell.

14 Q. So you didn't see them, you didn't have any contact --

15 A. No.

16 Q. -- with them?

17 A. I do know that when I talked to my engineer I believe he  
18 swapped over to their channel and he hollered to make sure -- to  
19 try and get a hold of them to see if they were okay, and they did  
20 answer him and say that they were okay.

21 Q. Okay.

22 A. That they were -- he -- I believe the conductor said he  
23 had a gash on his head or something, and then he said but they  
24 were up walking around. So he did swap over to check on them.

25 Q. Okay. Yeah, I was going to ask you that next if you

1 shared a radio channel --

2 A. Yes.

3 Q. -- or a different --

4 A. Yes.

5 Q. -- different channel?

6 A. Different channel.

7 Q. You're on BNSF channel --

8 A. Yeah, we're on BNSF channel.

9 Q. -- and they're on UP channel?

10 A. They're on UP channel, right.

11 Q. But you have access to it?

12 A. Yes, we're able to swap --

13 Q. Okay.

14 A. -- swap over there.

15 Q. Yeah, he did. So, okay, that's good. We're going to  
16 talk to him later; we'll learn a little more. Did you -- did he  
17 tell you that or did you hear the conversation?

18 A. No, he told me that he had swapped over.

19 Q. Okay. Okay. I think that's probably all, all I can  
20 think to ask you at this point. Maybe just briefly if you could  
21 walk us through your railroad career, when you hired on, and when  
22 you got promoted and that sort of thing?

23 A. I hired on in September of 2003 in Springfield,  
24 Missouri. After I got out of conductor class, I had come --  
25 transferred over to Chaffee. I'm from Pucksfield (ph.), Missouri,



1 so it's closer to home for me.

2 Q. Um-hum.

3 A. And that's basically where I've spent my career here.  
4 Just, there's really not much to it actually. It's pretty --

5 Q. So --

6 A. -- pretty simple, really.

7 Q. You hired on in 2003?

8 A. Um-hum.

9 Q. You were promoted pretty quickly after that?

10 A. Pretty -- yes.

11 Q. A little bit of record.

12 UNIDENTIFIED SPEAKER: At 15 weeks of training.

13 MR. CLINTON: Yeah, at 15 weeks, yeah, we --

14 BY MR. FLANIGON:

15 Q. Okay. And is this a run that you routinely --

16 A. Yes.

17 Q. -- operate over?

18 A. Yes.

19 Q. How many --

20 A. I've been regular -- I worked regular on the south end  
21 going to Memphis for probably five or six years with occasional  
22 trips on the north end, and then here over the past couple of  
23 years I've been -- become a regular on there.

24 Q. And what is this route? It starts in Chaffee?

25 A. It starts Chaffee, goes to Lindenwood, and then, of

1 course, we stay over there and catch the train back from  
2 Lindenwood to Chaffee.

3 Q. About how many miles is that?

4 A. 138 by rail.

5 Q. Okay. Let's see. I think that's it.

6 MR. FLANIGON: We'll probably go around once and then  
7 maybe around twice --

8 MR. CLINTON: Okay.

9 MR. FLANIGON: -- and that usually wraps it up.

10 Do you want to ask any questions?

11 BY UNIDENTIFIED SPEAKER:

12 Q. Can you tell me what an average length is, average  
13 length of time for your trip from St. Louis to Chaffee? I mean, I  
14 know it's (indiscernible).

15 A. Usually it's anywhere from -- I'll give you an average;  
16 probably 9 to 10 hours usually. Like you said, sometimes longer,  
17 sometimes -- it's usually not any less than six, so --

18 Q. A fair amount of slow orders?

19 A. Yes.

20 Q. (Indiscernible).

21 A. Yeah.

22 Q. I guess what speed are we looking at on a lot of those?

23 A. Twenty-five. Majority is 25 and 40s.

24 Q. Okay. I don't know, we can get a lot of this, but can  
25 you tell me the on duty time?

1 A. 1900.

2 Q. Do you know how many hours off you were prior to going  
3 on duty?

4 A. Let's see, we tied up at -- tied up at midnight-30 that  
5 morning actually, and we was off till 1900 the following evening  
6 then.

7 Q. You gave us the years of service already  
8 (indiscernible). I'll just pass it along for now.

9 UNIDENTIFIED SPEAKER: Mike, what's your cell phone  
10 number?

11 MR. CLINTON: [REDACTED].

12 UNIDENTIFIED SPEAKER: Okay. That's all I had.

13 BY UNIDENTIFIED SPEAKER:

14 Q. I just had a couple of questions. You were southbound,  
15 correct?

16 A. Yes.

17 Q. And you were struck from the west side?

18 A. Struck from the east -- east side.

19 Q. Struck from the east?

20 A. Yes.

21 Q. Do you recall when you made arrangements and you got off  
22 to walk back to see what was going on, do you recall which side of  
23 your train that you walked?

24 A. I walked the west side.

25 Q. West side. Okay, I don't think I have any other

1 questions other than that.

2 BY MR. EARDENSOHN:

3 Q. Randy Eardensohn of UP. Did you notice any fire or  
4 smoke or anything when you got back to the incident?

5 A. At that point I didn't see any fire or smoke whenever I  
6 was back there when I first come up on it there.

7 Q. Okay. And that would have been, what, 10, 15 minutes  
8 after?

9 A. Probably 15 minutes at least. There -- I didn't notice  
10 any at that point.

11 Q. Okay. Thank you.

12 BY MR. NARVELL:

13 Q. Mike, this is Rick Narvell. I'm going to shift gears a  
14 little bit from the other questions here and I'll probably be a  
15 little bit a longer --

16 A. Okay.

17 Q. -- as a result.

18 A. No problem.

19 Q. But let me give you -- just give you a preview of some  
20 of the areas so you can be thinking about it. First and foremost,  
21 and we'll get this after our interview today because it may take a  
22 little while for you to think about it. I want to go back a four-  
23 day work/rest history for you.

24 A. Okay.

25 Q. For prior to the accident. And we can do that offline

1 here, because sometimes we like, you know, it takes some time  
2 sometimes to think. Sometimes the guys can't provide it.

3 A. Okay.

4 Q. So we'll get that offline here. So be thinking about  
5 that.

6 A. Okay.

7 Q. And it's basically when you went to bed, when you got  
8 up, when you went to bed, when you got up, for the four days, or  
9 96 hours prior to --

10 A. Okay.

11 Q. -- to yesterday morning. Okay, do you think you can do  
12 that?

13 A. Yeah, I should be able to do that.

14 Q. Okay, great. I'm going to ask you questions about  
15 medical, you know, your health and vision and hearing --

16 A. Um-hum.

17 Q. -- any problems with the equipment that day --

18 A. Okay.

19 Q. -- and just some general background questions. Your  
20 cell phone number, the 753, is that a personal or is that a --

21 A. That's cell phone, personal cell phone.

22 Q. Personal? Okay.

23 A. Um-hum.

24 Q. And then when you went on at 1900, you say, the night  
25 before?

1 A. Yes.

2 Q. Did you use your cell phone at all up to the time of the  
3 incident?

4 A. Up to the time of the accident?

5 Q. Yes.

6 A. I turned my cell -- we turn our cell phone off before we  
7 went on duty. We stopped in McBride. We were stopped there for  
8 probably 15 or 20 minutes. I did turn it on at that point then  
9 turned it right back off.

10 Q. What time was that roughly? Roughly.

11 A. Probably 2330 to midnight, somewhere in there maybe.

12 Q. Okay.

13 UNIDENTIFIED SPEAKER: What time, Mike, did you say?

14 MR. CLINTON: Probably 2330, somewhere in there.

15 BY MR. NARVELL:

16 Q. And did you just turn it on just --

17 A. I turned it on to see -- I think -- I believe I turned  
18 it on just to see if I had any missed call or voice mail or --

19 Q. Right.

20 A. -- anything from my wife.

21 Q. Okay.

22 A. And just turned it back off.

23 Q. You didn't do any texting or calling?

24 A. I don't think so. Not that I can recall.

25 Q. Okay. And that would have been from 1990 up to --

1 A. Yeah.

2 Q. -- you turned it on close to midnight and then --

3 A. Yeah.

4 Q. -- turned it back off?

5 A. Turned it off.

6 Q. There wasn't any activity on it?

7 A. I don't think so. Not that I can recall, no.

8 Q. All right. Are you familiar with the rules on cell  
9 phones --

10 A. Yes.

11 Q. -- for BNSF?

12 A. Yes.

13 Q. Okay, good. And who is your carrier for that?

14 A. AT&T.

15 Q. AT&T. Okay, great. All right. Okay, looking at some  
16 other background type questions, Mike, how did you become  
17 interested in working for the railroad?

18 A. Just through a friend that told me that there was a job  
19 opening there, and that's kind of how I went upon it. I didn't  
20 know anyone that worked for the railroad at the time.

21 Q. Okay.

22 A. And just went in and put my application. I always heard  
23 it was a good job, so --

24 Q. So your buddy kind of steered you to the railroad?

25 A. Yeah, he kind of steered me to the railroad.

1 Q. Okay. And that would have been in '03 that you hired  
2 on, right?

3 A. Yes.

4 Q. Okay, great. Excuse me. Prior to yesterday morning had  
5 you been involved in any other railroad accidents?

6 A. Up until a couple months ago, April we was -- I was on  
7 the train that had derailed there on the turnout at the  
8 interlocking there, basically at the same spot, except for on the  
9 turnout. We derailed I believe maybe two engines and three cars  
10 or something like that at that point.

11 Q. So you were in a derailment in --

12 A. Yes.

13 Q. -- April at the same spot this occurred?

14 A. It was the -- there's the turnout that goes from -- from  
15 the BNSF to the UP track there --

16 Q. Okay. Right.

17 A. -- there's a turnout.

18 Q. I haven't been out there yet, but okay.

19 A. Yeah. We were running on the UP at the time because we  
20 flooded out, and we did -- they had to detour our trains on there.  
21 And I happened to be conductor on that train.

22 Q. And did they ever determine the cause of that  
23 derailment?

24 A. I never heard exactly what it was on that.

25 Q. Okay. Any other incidents besides this?



1           A.    No, no.  Up to that, that had been it.

2           Q.    Okay, great.  In the last year or so has there been  
3 anything going on in your life that might be a basis for like a  
4 preoccupation or a distraction?  And let me give you a couple  
5 examples --

6           A.    Okay.

7           Q.    -- you know, I've seen in my 21 years here, just as  
8 examples.  For example, maybe a recent death in the family, you  
9 know, some bad medical news, some, you know, bad financial news,  
10 anything that might have been a basis for preoccupation or  
11 distraction?

12          A.    No, not -- my father had passed away a couple of years  
13 ago, but that was really the only thing I've had happen here since  
14 I've hired out that's been of any --

15          Q.    All right, good.  And they're just examples that I've  
16 seen.

17          A.    Right.

18          Q.    Okay, great.

19                Workload, can you kind of give us a sense or, you know,  
20 characterize your workload from the time you went on duty at 1900  
21 up to the incident?  Was it busy, was it normal, or was it low?

22          A.    It was normal.  We really didn't -- there wasn't much  
23 work to do on that train.  We went on duty.  We had to pick up a  
24 couple engines there in the yard.  Really just -- it was a pretty  
25 basic move, nothing hard.

1 Q. Okay.

2 A. Made our pickup of those couple motors and that was it.

3 And then it was just pretty easy from there on, so --

4 Q. Up to --

5 A. Up to that --

6 Q. -- 0230?

7 A. Up to 0230.

8 Q. So normal -- a normal --

9 A. Normal, yep.

10 Q. -- basically.

11 A. Normal run.

12 Q. All right. A couple questions on what I'll call medical  
13 here. How's your -- how would you would describe your health  
14 overall?

15 A. I'm in good health. Not -- don't have any prescribed  
16 medications.

17 Q. Okay. All right. I --

18 A. Just overall good health.

19 Q. -- just want to get to that too. Any -- taking any  
20 medications at all?

21 A. No.

22 Q. Okay. And that's prescription --

23 A. Right.

24 Q. -- nor over-the-counter?

25 A. Right.

1 Q. Okay. All right. When was your last physical?

2 Approximate.

3 A. Probably two years maybe, I believe.

4 Q. Now was this for the railroad or was this personal?

5 A. I think it was personal, I believe. I'm not sure on  
6 that.

7 Q. Okay. Just --

8 A. It's been --

9 Q. -- if you don't know, that's fine.

10 A. It's been a while.

11 Q. Do you think two years?

12 A. Yeah, probably two years.

13 Q. Now, does the BNSF require physicals for you?

14 A. I don't think they require a physical.

15 Q. Okay. So this would have been personal?

16 A. Just a physical, right.

17 Q. All right. And what did the doc say? Anything?

18 A. No, no problems.

19 Q. No problems? Okay, great. All right. How about your  
20 vision? Do you know what your vision rating is?

21 A. I'm not sure. I don't have to wear -- I don't have any  
22 problems with my eyes.

23 Q. Okay. So you don't wear glasses or contacts?

24 A. No.

25 Q. 20/20, or do you know what rating is? No problems?

- 1 A. No problems, yeah.
- 2 Q. And the same thing with your hearing? Any --
- 3 A. Right.
- 4 Q. -- problems with --
- 5 A. No problems with my hearing, no.
- 6 Q. All right. I've got to ask the question. Any illicit  
7 drug use or alcohol use before --
- 8 A. No. No, sir.
- 9 Q. Okay. And while I'm on this topic here, toxicology; now  
10 were you tested after the accident, drug and alcohol tested?
- 11 A. Yes.
- 12 Q. What was taken and what times?
- 13 A. Our blood was taken. It was somewhere around 0650, 0700  
14 probably. A urine sample just, just minutes after that, so --
- 15 Q. Did they do the -- did they do the alcohol breathalyzer?
- 16 A. No.
- 17 Q. Where it reads out right there?
- 18 A. No.
- 19 Q. Oh, they just -- they drew your blood out?
- 20 A. They drew my blood.
- 21 Q. But they didn't give you a breathalyzer?
- 22 A. No.
- 23 Q. Okay. And so you haven't heard any results from it?
- 24 A. No, I haven't heard any results yet.
- 25 Q. Either blood or urine?

1 A. No.

2 Q. Okay. All right. Let's talk about your equipment again  
3 up to the 0230. Any problems with your power or radio, lights,  
4 bell, horn, whistle on the locomotive?

5 A. No. No, everything worked as normal. Fine.

6 Q. No problems?

7 A. No problems.

8 Q. Okay. All right. Just a few more here I think.  
9 Problems with noise, vibration, temperature extremes, anything  
10 along there -- lines? Environmental stuff?

11 A. Environment? No, no problems.

12 Q. Now, had you worked with your engineer before?

13 A. Yes, yes.

14 Q. Okay. Tell me a little bit about him. How long had you  
15 worked with him, how many times, if you can?

16 A. I've probably worked with Keith 15 or 20 times, at  
17 least, on the north end there over the years.

18 Q. Okay. Do you remember when maybe when you first would  
19 have met him, roughly, a year? If you don't know, that's an  
20 answer to go with.

21 A. Yeah, I don't know. Yeah, it's -- because I couldn't  
22 give you an exact answer on that.

23 Q. Okay, great. Any -- let me put it this way. What do  
24 you like about working for the railroad? What's your -- what do  
25 you like?

1           A.    I enjoy the atmosphere.  I like working with a lot of  
2 the guys.  Everybody gets along pretty good here.  I enjoy --

3           Q.    Okay.

4           A.    -- enjoy working with them.

5           Q.    All right.  And, of course, the other side of this --

6           A.    The other side is --

7           Q.    -- any dislikes?

8           A.    Just the -- yeah.

9           UNIDENTIFIED SPEAKER:  How much tape you got?

10          MR. CLINTON:  Yeah.

11          UNIDENTIFIED SPEAKER:  I've got two pens.  That's about  
12 it.

13          MR. CLINTON:  Basically never knowing when you're going  
14 to go to work.  You know it's just the schedule is frustrating,  
15 but --

16          BY MR. NARVELL:

17          Q.    The work schedule?

18          A.    The work schedule.

19          Q.    Okay.

20          A.    Yeah.  And then, you know, just the amount of time  
21 you're home compared to the time you're away from home.

22          Q.    I got you.  Okay.  How long's your commute time from  
23 your house to --

24          A.    Roughly 40, 45 minutes.

25          Q.    Okay.  There's no problems with traffic or anything like

1 that?

2 A. No, no. Pretty, pretty easy highway.

3 Q. All right.

4 MR. NARVELL: Mike and Mike, I think that's all I have  
5 for now, but again, when we wrap up we'll get the detailed --

6 MR. CLINTON: Okay.

7 MR. NARVELL: -- and some other sleep and rest type  
8 questions --

9 MR. CLINTON: Okay.

10 MR. NARVELL: -- that will get offline.

11 MR. CLINTON: Um-hum.

12 MR. NARVELL: Thank you.

13 MR. FLANIGON: Okay. Randy?

14 MR. DUMEY: No, I don't have any at this time.

15 MR. FLANIGON: Okay.

16 BY MR. FLANIGON:

17 Q. I have just a couple. Through this area of the  
18 interlocking and approaching the interlocking from either  
19 direction have you in the past encountered much in the way of the  
20 way of signal problems that you can recall?

21 A. Not that I can recall, no. No.

22 Q. Okay.

23 A. I don't remember any real problems there at that --

24 Q. And -- okay. When you encounter the signals as you're  
25 approaching -- well, really any signals, what happens inside the

1 cab, you know --

2 A. You know, we see a signal we usually, we normally call  
3 it out to each other to let each other know, you know, what  
4 signal, just to kind of reassure each other we're seeing the same  
5 thing.

6 Q. Okay.

7 A. And when, you know, when you say it, it usually kind of  
8 prints in your mind that, you know, that way you don't forget it,  
9 so --

10 Q. Yeah. Do you write down the signals?

11 A. Yes. The signal sheet, yes.

12 Q. Signal sheet, okay. And that -- about the time of the  
13 accident, what was the temperature like? Did you guys -- were you  
14 cool or warm or comfortable or --

15 A. We were comfortable, yeah.

16 Q. Were you running the heater?

17 A. No.

18 Q. No heater, okay. Okay. All right. That's it for me.

19 MR. FLANIGON: Anything else?

20 UNIDENTIFIED SPEAKER: No, I'm good with this.

21 UNIDENTIFIED SPEAKER: No, sir.

22 MR. EDWARDS: Mike, did we get the date -- your age from  
23 you?

24 MR. CLINTON: The age?

25 MR. EDWARDS: Yeah --



1 MR. FLANIGON: Let's -- could we get that offline?

2 MR. EDWARDS: Okay.

3 MR. FLANIGON: I have to redact all the stuff from the  
4 transcripts, all the personal information. We don't --

5 MR. EDWARDS: Okay.

6 MR. FLANIGON: We don't --

7 MR. EDWARDS: Okay.

8 MR. FLANIGON: So it's --

9 MR. EDWARDS: Okay.

10 MR. FLANIGON: -- easier to not have to do that.

11 MR. EDWARDS: Right.

12 UNIDENTIFIED SPEAKER: No questions.

13 MR. NARVELL: None until we --

14 MR. CLINTON: Okay.

15 MR. NARVELL: -- sit and talk.

16 MR. CLINTON: Okay.

17 MR. DUMEY: No, I think we've about covered everything.

18 MR. FLANIGON: Okay.

19 BY UNIDENTIFIED SPEAKER:

20 Q. When you all come to that interlocking -- when you  
21 either depart Chaffee or whenever you're arriving at Chaffee, do  
22 you all tone the dispatcher up to get over there --

23 A. We --

24 Q. -- or is it, is it automatic?

25 A. We tell our dispatcher normally that we're ready to

1 leave and he'll usually put in the request or something.

2 Q. How about coming in?

3 A. Normally we don't -- coming in we don't. Normally the  
4 dispatcher, he takes care of that, so he knows --

5 Q. Okay. Who actually controls the signals? Is it the UP  
6 or is it the BNSF?

7 A. You know, I can't -- I'm not sure on it. I don't  
8 remember who. They've switched so many times.

9 Q. Okay.

10 MR. HENDRIX: It's a first come, first served basis now  
11 that I'm aware of. When you come in the interlocker now, it's  
12 wherever -- whoever's in that block first, whether they're coming  
13 into Rockview from the UP side or coming in from the river side,  
14 whoever's in that block gets the signal first.

15 MR. RANDLE: So it's automatic?

16 MR. CLINTON: Yeah.

17 MR. HENDRIX: It's automatic interlock.

18 MR. RANDLE: It's an automatic interlocking with --

19 MR. CLINTON: Correct.

20 MR. RANDLE: -- with supervisory control.

21 UNIDENTIFIED SPEAKER: Okay.

22 MR. RANDLE: So which essentially means it's an  
23 automatic interlocking and a, you know, it comes in based on a  
24 dispatcher's prompt.

25 BY MR. NARVELL:

1 Q. I lied. I have one other question.

2 A. Okay.

3 Q. You mentioned to someone here a minute ago that when a  
4 signal comes into view you and your engineer will call it --

5 A. Um-hum.

6 Q. -- so they're -- so you're on the same page.

7 A. Right.

8 Q. What do you do in a case where you're not green? Has  
9 that ever happened?

10 A. Well, not that I can recall, that we've ever had a  
11 disagreement over what the signal is. You know, as we get closer  
12 we're both usually able to determine what it is. And then if we  
13 pass a signal and then for some reason you can't recall what that  
14 last signal is, that's why, you know, I have it wrote down on my  
15 call sheet.

16 Q. Right.

17 A. That way you can just go back and look and --

18 Q. Okay.

19 A. -- you know.

20 Q. Since you've been with the BN, have you ever received  
21 any kind of a team training or have you heard of the term crew  
22 resource management, or CRF, team training, you know,  
23 communicating, et cetera?

24 A. Just with our -- are you referring to like our  
25 communication between each other --

1 Q. Right.

2 A. -- employees? We've -- I'm the UTU safety enhancement  
3 coordinator.

4 Q. Okay.

5 A. We've actually this last program we had has dealt with  
6 communication between employees and stuff.

7 Q. Is that formalized in some heading or topic like team  
8 training? I'm just -- I'm not putting words in your mouth. I'm  
9 just trying to --

10 A. We hold, basically, meetings. You know, we'll have a  
11 class with employees in there and go over this --

12 Q. Okay.

13 A. -- you know, the subject and have different safety  
14 issues that we discuss.

15 Q. But as far as actual crew resource management --

16 A. No.

17 Q. -- have you ever heard -- okay.

18 A. No.

19 Q. All right. Okay. I think that's all I have. Thank  
20 you.

21 MR. FLANIGON: Okay. So we'll wrap it up. Thank you  
22 very much. Appreciate your time.

23 MR. CLINTON: Thank you.

24 MR. FLANIGON: And we'll go off --

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           UP AND BNSF TRAIN COLLISION  
                                  MAY 25, 2013  
                                  NEAR CHAFFEE, MISSOURI  
                                  Interview of Michael Clinton

DOCKET NUMBER:           DCA-13-MR-004

PLACE:

DATE:                        May 26, 2013

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.

---

Kimberly Hawkins  
Transcriber