

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

ENBRIDGE OIL SPILL,
MARSHALL, MICHIGAN

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* Docket No.: DCA-10-MP-007
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Interview of: DARRELL CARTER

Conference Room
Holiday Inn Express
630 East Chicago Street
Coldwater, Michigan

Thursday,
July 29, 2010

The above-captioned matter convened, pursuant to notice,
at 10:55 a.m.

BEFORE: KARL GUNTHER
Accident Investigator

APPEARANCES:

KARL GUNTHER, Accident Investigator
National Transportation Safety Board

[REDACTED]
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MATTHEW R. NICHOLSON, Investigator-in-Charge
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Office of Railroad, Pipeline, &
Hazardous Materials Investigations

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JAMES BUNN, General Engineer
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JAY A. JOHNSON, Senior Compliance Specialist
Enbridge Energy Company, Inc.

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TOM TIDWELL
U.S. Fish and Wildlife Service

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JEFF RAHN, Pipeliner
Enbridge Energy Company, Inc.

[REDACTED]

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I N T E R V I E W

(10:55 a.m.)

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3 MR. GUNTHER: I'm Karl Gunther, National Transportation
4 Safety Board. We're doing interviews about a pipeline accident
5 that occurred in Marshall, Michigan on July 26, 2010.

INTERVIEW OF DARRELL CARTER

BY MR. GUNTHER:

7
8 Q. Could you please give your name, address, and phone
9 number for the record?

10 A. My name is Darrell Carter. My address is [REDACTED]

11 [REDACTED].
12 Q. And could you give your job title and company
13 affiliation?

14 A. Enbridge Energy, electrical tech.

15 Q. Okay. And go ahead and start from when you first found
16 out about the spill to the end of it, what exactly did you do?

17 A. Can you repeat that --

18 Q. Just go ahead and --

19 A. From when I found out?

20 Q. Yes, start --

21 A. When I found out it was confirmed a spill?

22 Q. Right. When you first arrived or whatever.

23 A. Well, my boss called me and said confirmed spill, head
24 to Marshall.

25 Q. Okay.

1 A. Downstream of the station. I arrived --

2 MR. RAHN: What time was that?

3 MR. CARTER: What time did I arrive? I wasn't --

4 MR. RAHN: What time did you get the call?

5 MR. CARTER: The confirm call, maybe 12:10, 12:05. I'm,
6 you know, speculating here. It's not an exact time, but it was
7 noonish time. It could have even been a little bit before then.
8 I'm just trying to put that together.

9 I arrived at Division Street. I made a turn on Division
10 Street after getting off 94, the way I came in, and there was some
11 firemen right there, and there was a guy who has been in here, one
12 of the DNR guys, he was there, and --

13 MR. JOHNSON: Was that Brian Fish?

14 MR. CARTER: The guy in the all green suit. I just saw
15 him downstairs.

16 MR. JOHNSON: Okay. Brian talked about being with you.

17 MR. CARTER: Okay.

18 MR. JOHNSON: So that's your connection also.

19 MR. CARTER: So I pull up and I can smell the presence
20 of crude oil, and the fireman was there, and I got out my truck
21 and got -- well, and I pulled my truck to the side of the road and
22 I park and went with the DNR guy, the conservation officer. And I
23 said, "Give me a minute." I grabbed my hardhat and then I
24 realized I needed to get a gas monitor because he was taking me
25 back in the woods -- well, back in the field. I call it woods; in

1 the marsh. And we confirmed that there was an oil spill.

2 The next thing I did, I come back out. We stayed back
3 there some time, I'm going to say not an hour. So my next thing
4 was to -- I come back out. I asked the fireman which one was in
5 charge of the incident. I say I want to go to the station and to
6 make sure that everything was isolated. When I say isolated, the
7 valves closed and the main-line valve closed. So I called Brian
8 Whittaker, whose station that is. I said, "Do you know if the
9 station's been isolated and main-line valve closed?" But I'm
10 driving then, and I'm just right downstream of that station.

11 MR. NICHOLSON: What station are we referring to?

12 MR. CARTER: Marshall station. And once he says, "I
13 don't know," I went straight to the station and I called Mick
14 Collier, because I knew I could hear him on the radios and people
15 telling me he was there, and I passed him on the road. I said,
16 "I'm going in to Marshall station, and I'm letting you know that
17 it's isolating and I'm going to crank the valves down by hand",
18 because they were already closed. I just wanted to take them off
19 the limits, if you know what I'm talking about.

20 I screwed down the main-line valve until it would bottom
21 out. I chained it. I put a chain on it and a lock on it. I went
22 to the discharge, the station discharge, and the station suction
23 valve, and I turned them back on to make sure they were sealed.

24 Mick Collier asked me can I go to 610 and do the same
25 thing, which we call Mile Post 610, the Kalamazoo River valve,

1 which is a little bit further downstream on the second part of
2 Division Street, because it stops there and you got to go up
3 Hughes and turn left. When I got to that site, I called Brian
4 Whittaker or Brian called me -- I don't remember -- and I said,
5 "It's a little tight in here." He said, "Watch the traffic." I
6 said, "I want to let you know that I am unlocking and making" --
7 the Kalamazoo valve" -- "River was closed." I told him, "I'm
8 taking it off its limits and I'm screwing it down by hand." I
9 locked it. He says, "Be careful getting out of there because it's
10 right at a hill," traffic-wise. I said, "There's nowhere to park
11 here; it's dangerous." I said, "I'll go and see where they need
12 me at next." That's it.

13 BY MR. PIERZINA:

14 Q. Okay, so when you got to the 610 Kalamazoo River valve,
15 was it -- it was closed remotely?

16 A. Yes, sir. The control center had shut that valve down.
17 All I did --

18 Q. Was ensure that it was?

19 A. Well, you got a little handle you push on it. We call
20 it "put it in hand". You push down and you hear a click. That
21 means you are turning it manually with your hand.

22 MR. NICHOLSON: You're overriding it.

23 MR. CARTER: I'm overriding the automatic control, and
24 when I say take it off its limits, we have a limit controller in a
25 valve, and we set it to where if you close a valve, it won't just,

1 bam, hit the pipe and reset it to where she just set. We raise
2 one. We don't want it screwing out the top of the valve, so we
3 set the limits. So what I was doing is actually making sure it
4 was all the way down. It was just another safety check we do. If
5 we're going to do a seal or something, we do that.

6 BY MR. GUNTHER:

7 Q. And were you able to screw it further down?

8 A. I think the limits on that are set like six turns.

9 Q. I mean when you got there before you actually manually
10 locked it --

11 A. If you go look at those --

12 Q. -- is it possible --

13 A. If you look at those valves, they got a UL wrote on it.
14 And it was set, I think, at about six. So it was like real quick
15 and she got tight.

16 MR. NICHOLSON: What kind of valve is this? Limit
17 torque?

18 MR. CARTER: I think they're, yes, sir. Limit torques,
19 I believe.

20 BY MR. GUNTHER:

21 Q. But the point was it wasn't 100 percent shut off until
22 you shut it off?

23 A. It was 100 percent shut. We just turn it some more to
24 make sure.

25 Q. Okay.

1 A. In other words, I probably only moved that valve
2 physically one-sixteenth of an inch. That thing is a 30-inch
3 valve. You don't even see that, the stem even move if you're
4 turning it, if you understand what I'm saying, sir.

5 Q. Yeah. Yeah.

6 MR. NICHOLSON: There's a beacon on the actuator as
7 well?

8 MR. CARTER: I can see it. I mean, we got the glass
9 tubes.

10 MR. NICHOLSON: Okay.

11 MR. CARTER: You can look at it because when we are
12 setting limits on them. You know, we hate to even do it because
13 you can't even see it move. The stem is like one inch, you know
14 what I mean? And you're trying to set that valve and you're
15 going, "Is it ever going to move?" Or one day I lost power and I
16 had to shut one by hand, and there was no power, and the control
17 center said, "I need that valve shut." And I'm going, "I'm by
18 myself," and I had to call for some help because it just wears you
19 out. So I basically probably moved that valve one-thirty-second
20 of an inch, if I did that much.

21 MR. PIERZINA: Did you chain it and lock?

22 MR. CARTER: Yeah, I put a chain and a lock on that one,
23 too. We call it the Kalamazoo River valve, but I just refer to
24 it, for professional reasons, because of you guys, Mile Post 610.

25 MR. PIERZINA: Got you.

1 BY MR. GUNTHER:

2 Q. What formal training do you have?

3 A. I have a lot of training. I mean, I'm trained
4 constantly: quarterly, monthly, there's always some training
5 here.

6 Q. Okay.

7 A. So you're welcome to ask my manager to get my training
8 records, and I'm fully -- I'm probably over-trained for what I do.

9 MR. NICHOLSON: What does the training consist of? Just
10 give us a feel. Is it electrical?

11 MR. CARTER: I have the NAFTA 70 training. I can just
12 go on. Emergency response, he still makes us be involved in
13 because we respond once a quarter doing tabletops, and he picks
14 specific locations. Like he'll reach and grab my area, you --
15 said to me, "Okay, we going to do Niles and Mendon today." And
16 you go, "Okay, you're picking on me this month", you know what I'm
17 saying, and give us an area. "Okay, don't forget about that
18 school you got in that high concentration area." So it's always,
19 he makes it fun, but --

20 MR. NICHOLSON: So the tabletops are your emergency
21 response --

22 MR. CARTER: That's not just tabletops. He asked what
23 some of my training consists of. I gave probably a pretty minute
24 one, you know what I'm saying, but training is constant. Plus, he
25 allows me to take two training classes at the company expense off

1 site if I want to. You know, I mean, I do that just for my
2 personal performance. You know, NAFTA 70, I might get that and
3 whatever else.

4 BY MR. GUNTHER:

5 Q. And how long are the classes, how often are they given?

6 A. The ones that I take personally?

7 Q. Yeah, or --

8 A. No, the ones that they let me take off site?

9 Q. Right.

10 A. I was allowed two this year, and I haven't got one done
11 yet because of work schedule, vacation, but he's going to make
12 sure that I don't let the money go back and say I didn't do it,
13 because it's part of my performance-based training too, and I'm
14 not going to miss that myself.

15 Q. I mean, do you do annual training and like HAZWOP or
16 things like that?

17 A. Yes, oh, yes we do that all the time.

18 Q. And are you qualified under the OQ program?

19 A. I'm fully. I'm in complete compliance.

20 Q. How many years of experience do you have?

21 A. With Enbridge?

22 Q. Yeah.

23 A. Just with Enbridge, I'm going to say going on number
24 eight year now.

25 Q. And before that?

1 A. I've been on electrical tech -- I'm 51. I turned a
2 journeyman at 22. So whatever 22 and 51 make, 14, and I never did
3 nothing else before in my life.

4 MR. GUNTHER: Okay, any other questions? Well, you got
5 any questions, Matt?

6 MR. PIERZINA: Matt, I think I've got a few, and I think
7 if I ask him, then that might spark some additional questions that
8 you might have, so --

9 MR. NICHOLSON: Yeah, I've got some too, so let's get --
10 they're probably similar.

11 BY MR. PIERZINA:

12 Q. Now, Darrell, you and I met sometime Tuesday morning.
13 We went out to the Marshall station and we looked at pressure
14 charts and --

15 A. Just data.

16 Q. Yeah. And talked about your activities --

17 A. Leading up to it.

18 Q. -- prior to the failure. So if you could just now --
19 we're talking about there being a tool room?

20 A. I'll just give you the complete story like I gave it to
21 you untarnished just as straight as I can be.

22 Q. I think that'd be helpful for everyone to understand.
23 But actually, what I -- kind of related to that, I'd like to know
24 what the -- you know, who tells you, you know, you got a tool run
25 coming up and, you know, how that process works?

1 A. Who tells me?

2 Q. Yeah.

3 A. Well, we get an e-mail sometime from the boss and said,
4 "Just a heads up, they're planning on a tool run this week. I
5 don't have the schedule yet, but just thought I'd let you know it
6 might be coming down the pipe."

7 Q. Okay, yeah.

8 A. That's what you want to hear? That part of it? That's
9 how I find out, is what you're asking me.

10 Q. Now, if you can just kind of tell us what, you know, so
11 what that involves for you, you know, the couple days prior to the
12 accident?

13 A. Well, Brian Buck, who is my manager, "Hey, guy, I might
14 mess up another one of your weekends. We've got a tool run, they
15 going to launch it Friday."

16 "Okay, Brian, just let the family know," you know?

17 And I have two locations. The one farthest upstream
18 would be -- we call it Nile station. It is in Cassopolis County.
19 I have a station in Mendon, which is in St. Joseph County. Both
20 of these places are upstream of Marshall. Do you follow what I'm
21 saying? Because I just want to tell the story once, and if I tell
22 the story once, I can just tell the truth and be done with it.
23 Okay?

24 BY MR. NICHOLSON:

25 Q. You've got those two stations?

1 A. Niles is first.

2 Q. Uh-huh.

3 A. And Mendon. They call it the west coast. They say I
4 have the best job in the company because I'm too far out for
5 anybody to come see me, and I love it that way, and I do a very
6 good job at it. As long as I'm doing my job, my boss don't have
7 to come and see me.

8 Q. I like that. But you don't have Marshall? I just want
9 to be clear, that's not your station.

10 A. I do go and assist Brian. Most of the time I'm the guy
11 who assists Brian.

12 Q. Brian?

13 A. Whittaker.

14 Q. Okay. That's his --

15 A. I help with his training. He's been around as long as I
16 have, but he transitioned to a technical position. Him and I are
17 friends, I think, and we are coworkers, and I will let you know
18 that. That's the truth. He helps me.

19 If he goes on vacation, he calls me and says, "Look, I'm
20 going on vacation, can you watch my store?" Vice versa. "Brian,
21 I've got a wedding to go to on Saturday, I'm on call; would you
22 take call for me?" "Sure." "Darrell, I'm going fishing, can you
23 take call for me?"

24 So we work together. We have a good working
25 relationship, and I ask him all the time -- you know, we have a

1 good, friendly -- you know, we're friends. We talk about fishing
2 and what our family's doing for the weekend, or what's going on,
3 how's your kids doing, that kind of thing. Now --

4 BY MR. PIERZINA:

5 Q. So yeah, Darrell, I think what we kind of want to get to
6 is that --

7 A. Well, it's leading up --

8 Q. You're getting ready to --

9 A. I decide -- I called Friday. I got up Saturday morning.
10 I called, I said -- Shane was working the control center on
11 Saturday morning. I said, "Shane, I'm your guy for your pig
12 tonight at Niles." This is Saturday. I said -- he goes, "They
13 didn't launch it yet." I said, "Well, I kind of need to know some
14 times because Niles is a long ways out and I don't want to be
15 caught out driving the middle of the night ducking deer; you know,
16 dangerous." He says, "Well, I can't really give you no numbers,
17 but I can give you some guesstimates." So he kind of figured up,
18 you might not even get it tonight. So I relaxed.

19 Get up Sunday morning and I call the control center, and
20 they said, "Yep, it looks like you might have it around 1630,
21 1700." So I looked at my wife and I told her, I said, "Look, I've
22 got to spend the night in Niles. I'm going to get one pig, you
23 know, 7:30 tonight local time. I'm going to get one at 9:30. I'm
24 spending the night in Niles." So I call and I get a hotel room.
25 So skip all that.

1 I called the control center, said, "I just want to let
2 you know, I'm heading up to Niles." Dave was working then. I
3 don't know his last name. He says, "Lookie here, what we're going
4 to do is, the line is going to shut down," and he used the time
5 1600. I said that's 6:00 my time. He says, "That's correct." He
6 says, "You can bypass Niles station at 1600 hours."

7 I drive to Niles, get a hotel. I show up at Niles
8 station. I call him, let him know I'm there. He says, "I'm
9 shutting down." I said okay. He shut down. I went up on the
10 hill because it's a different access gate. I said, "I'm going to
11 shut your station suction valve and your station discharge valve."

12 BY MR. NICHOLSON:

13 Q. This is at 1600 local time, correct?

14 A. No, I didn't say that. I said 6:00 local time.

15 Q. I'm sorry. Okay, that's what I wanted --

16 A. That's what I said.

17 Q. All right.

18 MR. JOHNSON: The control center doesn't change a thing.
19 It's Mountain Standard Time is what --

20 MR. CARTER: I just have to do those times with local
21 for myself.

22 MR. NICHOLSON: I know. I'm having the same problem.
23 Okay.

24 MR. CARTER: So I go to the station. He shuts down. I
25 close the station bypass and the station discharge automatically.

1 BY MR. PIERZINA:

2 Q. I want to make sure I understand. So you close the
3 station bypass valve?

4 A. No, I said station suction valve and station discharge
5 valve on the hill.

6 Q. Okay.

7 A. That's so the pig can't run into the station.

8 Q. Got it.

9 A. I call him back --

10 MR. NICHOLSON: And you opened the bypass?

11 MR. CARTER: No, I don't know what you're talking about.

12 BY MR. PIERZINA:

13 Q. Okay, what valve is on the main line? Is there, when
14 you're --

15 A. Mile Post 538 is a main-line valve.

16 Q. Is that normally a closed valve?

17 A. No, that stays open. That's on the main line.

18 MR. JOHNSON: It's different than what you're used to up
19 in Minnesota.

20 BY MR. PIERZINA:

21 Q. Okay, so they're --

22 A. I don't trap no pigs. You're talking about a bypass. I
23 understand. I know what you're talking about.

24 MR. JOHNSON: Well, the bypass valve's in Minnesota.
25 It's normally closed and you go through the station, so that's

1 what Brian's using.

2 MR. NICHOLSON: That's what I'm thinking, too.

3 MR. CARTER: Okay.

4 MR. NICHOLSON: That's what I'm calling the bypass.

5 MR. JOHNSON: At 6B we don't have a bypass valve. It's
6 normally open, and then it will just close the suction discharge
7 valve so --

8 MR. CARTER: The pig just travels through the main line.

9 MR. JOHNSON: So when the pig comes along it doesn't
10 get --

11 MR. CARTER: Doesn't try to go into the station.

12 BY MR. PIERZINA:

13 Q. Okay, so you close the suction and discharge so the only
14 flow is down the main line?

15 A. Yes, sir. Mile Post 530 is the valve number at Niles
16 station.

17 Q. And you manually closed those valves?

18 A. No, I --

19 Q. Oh, I'm sorry. You manually pushed a button?

20 A. There you go. And I stand there till she's shut closed.
21 The next thing I do is I call the control center, "I am isolated.
22 I see it. I'm going to the swimming pool. I've already got a
23 hotel," is what I tell them.

24 MR. NICHOLSON: What time was that you called in you
25 think? I mean how long does it take to do all of that, push two

1 buttons and --

2 MR. CARTER: Well, you've got to wait till the valve
3 closes. It might take three minutes, and then you take another
4 three minutes, and then you got to go in and you got to call in,
5 and then you've got -- I've got a security alarm on the door and
6 I've got to lock four gates now, because every valve is gated,
7 so --

8 MR. NICHOLSON: But you had the line isolated by, what
9 6:10?

10 MR. CARTER: 6:10.

11 MR. NICHOLSON: Station isolated, 6:10.

12 MR. JOHNSON: And that was Niles or Mendon? I'm sorry.

13 MR. CARTER: Niles.

14 MR. JOHNSON: Niles. You isolated Niles for a pig to go
15 by?

16 MR. CARTER: Yes, sir. But I knew the pig wasn't going
17 to make it that day. It was coming the next morning. And if you
18 let me give the story, we can be done with this, and you'll have
19 whatever you want.

20 BY MR. PIERZINA:

21 Q. We're still going to ask you questions, but --

22 A. Yeah, but I'm just saying, you know, you put that
23 bypass, I'm going I don't know if you know what you're talking
24 about. I just want to give it to you straight. And then, you
25 know, I'm being straight honest with you. Okay?

1 So I tell him, "I'm going to the hotel, you have my
2 information. If some reason tonight the schedule changes, give me
3 a call. I'm right there; I can come on anytime tonight." He
4 says, "Have fun."

5 I get ready to go to bed. I call him and tell him, ask
6 him, "Who am I working with tonight?" He says Tim. I said not a
7 problem. I asked Dave, "Who is going to be the person that might
8 need me, call me?" He said Tim. I never talked to him no more.
9 Go to bed. Telephone rings, cell phone, and it's the pig tracker.
10 Excuse me, two tracker. He says, "Darrell, three hours to Niles
11 station." "Thanks, Bob."

12 I get up, you know, start getting dressed, washing up,
13 you know, whatever, the whole nine yards. Twenty-five minutes
14 later the phone rings, or 30 minutes later, 40 minutes later. He
15 says, "No rush." They ran the line for 30 minutes, 36 minutes, I
16 don't remember, but it was 30, I think -- 36. I said, "Wow." I
17 said, "I need to get this pig. I'm tired of dealing with this.
18 This has been going on since Friday." I said, "I think I'll give
19 that guy a call."

20 So I called the control center, the 1-800-379-whatever.
21 Tim answered the phone, the control guy. I said, "Tim, this is
22 Darrell Carter." I said, "Look, I'm your guy." I said, "We need
23 to get this pig on through here." I said, "What's the problem,"
24 you know. Bob told me, he says -- he told me he's having some
25 technical problems. Well, I want to help him out now; technical

1 problems, that's me.

2 So I call him, I said, "Tim, listen, I want to get this
3 pig through." He says, "I'm having some technical problems." I
4 say, "What?" He says, "I lost suction at Marshall station." I
5 say, "You lost suction?" I say, "Did you call Brian?" He said,
6 "Brian who?" I said, "Brian Whittaker, the station technician,
7 the on-call guy," because Brian was on rotation call that week.
8 He said no. I said, "I will call him." I said, "Bye."

9 So I get dressed. I finish doing what I'm doing, and
10 when he told me he lost suction, I went to Niles station and
11 opened up -- we call them whistles.

12 You know, can you explain to them what that is?

13 MR. JOHNSON: It's just a manhole.

14 MR. CARTER: A confined space.

15 MR. JOHNSON: So you can look down there, you --

16 MR. CARTER: So Niles station --

17 MR. JOHNSON: -- a two-inch valve and you can look down
18 to see the main line.

19 MR. CARTER: Niles station is huge. When I say huge,
20 it's got a lot of land. The office sit here, the pump house sit
21 here. You know how the valves go up on the hill, so that's four
22 or five different gates. Well, I just started opening up my
23 things. He lost suction there. I just wanted to make sure there
24 was nothing wrong at Niles station.

25 MR. NICHOLSON: You opened your suction discharge

1 valves?

2 MR. CARTER: No, I never -- no.

3 MR. JOHNSON: He opened up the whistles to look in to
4 see if maybe he would see oil.

5 MR. NICHOLSON: Oh, I'm sorry. We're still on that.
6 Okay.

7 MR. CARTER: I'm looking for to see if I've got a
8 ruptured line or a piece of tube in the -- along the transmitter.
9 I'm just checking everything that my experience has led me to
10 believe could be wrong. So finally --

11 MR. BUNN: Excuse me. What time did you call Tim?

12 MR. CARTER: Let's see. I think I received the phone
13 call 5:03 local time. So I'd been calling him right after then
14 from the hotel phone.

15 MR. BUNN: Okay.

16 MR. CARTER: Then, I think, if you look at your notes,
17 your notes might be better than mine because I think I gave you
18 accurate times. I went through my phone with you.

19 MR. PIERZINA: I have noted that they ran for 37
20 minutes.

21 MR. CARTER: See. That's close.

22 MR. PIERZINA: And 5:08 local time.

23 MR. CARTER: Okay, so 5:08 local. So what I told you,
24 because I pulled my phone up in front of this guy and showed him
25 that.

1 MR. NICHOLSON: At 5:08 you called Tim? That's what --

2 MR. PIERZINA: No. At 5:08 you --

3 MR. CARTER: I received a phone call.

4 MR. JOHNSON: From the tracker?

5 MR. CARTER: From Bob, and I couldn't tell you his last
6 name, but he's a nice guy, and I always tell him, "You've got
7 better times with the pig. Give me a call. Here's my personal
8 number."

9 MR. PIERZINA: That's Bob the tool tracker?

10 MR. CARTER: Yes, sir. So I would have been calling Tim
11 10 minutes later, 5 minutes later, whatever.

12 MR. BUNN: Yeah. Perfect.

13 MR. PIERZINA: And Tim is at the control center?

14 MR. CARTER: Yeah, Tim. I don't know his last name.
15 Just Tim. And what I told you, I don't have to go back over that
16 again. You've got that on tape.

17 So I go to Niles station. I don't even go inside the
18 building. I just pull up, open the gate, and that hill is real
19 nice, you know, opening whistles and looking at cabinets or
20 whatever, and then I finally close up all the gates. I go inside
21 maybe an hour later. I go in there and put the man on site, and I
22 look at my pressures and I'm fine. I'm sectionalized. I'm
23 holding. Ain't nothing here. That's the way I feel.

24 MR. NICHOLSON: What kind of pressures?

25 MR. CARTER: I don't remember the numbers. You're not

1 going to make me do that. If I say 61 and you write 62, I done
2 lie. I don't remember the pressures, not right offhand I don't.

3 MR. JOHNSON: It's an off-line station.

4 MR. CARTER: Yeah. It ain't running.

5 MR. NICHOLSON: It's still not running.

6 MR. CARTER: I wasn't worried about him starting my
7 station up because he couldn't. I was isolated.

8 MR. NICHOLSON: That's right. That's right. Okay.

9 BY MR. PIERZINA:

10 Q. So when you look at pressures are you looking at the
11 main line pressure or the pressure in the station?

12 A. I can see main line pressure. In other words, I can see
13 station suction. I can see discharge, case, and suction. Inside
14 the station, remember, I'm off the main line. I'm isolated, but
15 I'm holding. I'm equalized.

16 MR. BUNN: You haven't lost any --

17 MR. CARTER: I ain't lost nothing.

18 MR. BUNN: I get what you're saying.

19 MR. PIERZINA: So you've got nothing unusual at Niles?

20 MR. CARTER: Nothing.

21 MR. BUNN: Yeah. He's holding --

22 MR. CARTER: I'm comfortable. I'm equalized.

23 MR. BUNN: In the station.

24 MR. CARTER: So me and Brian Whittaker start calling and
25 whatnot.

1 MR. NICHOLSON: But you're looking at main line
2 pressure, right?

3 MR. CARTER: No, I'm looking at the pressure inside the
4 station.

5 MR. NICHOLSON: Oh, the differential. Okay.

6 MR. CARTER: Whatever you want to call it.

7 MR. PIERZINA: It's idle and isolated.

8 MR. BUNN: It's idle.

9 MR. CARTER: If you knew the pipeline, in other words --

10 MR. GUNTHER: Right, it's isolated.

11 MR. CARTER: -- I'm isolated and I'm holding. I'm
12 equalized. You know what I'm saying?

13 MR. GUNTHER: Right.

14 MR. CARTER: Let's say I've got 70 across the board,
15 it's fine. So I think about that and I don't know if Brian called
16 me, Whittaker, or I called him, but we talked, and I said -- I
17 don't remember what I said. Go in the station. No one called me.
18 I said, "Look, you might want to get there." I said, "They don't
19 have any suction there." Say, "I don't know." He says, "No one
20 called me." I said, "I didn't want to wake you up at 5:00 or 6:00
21 this morning. The guy should have called you." That's what I
22 told him.

23 So I called the control center again about the pig, and
24 they dropped me on hold, and I said, ugh, you know, I'm trying to
25 figure out what's happening. I wasn't going to wait 15 minutes.

1 So Brian called me and I asked him to go check his pressures
2 again. He said, "I've been through the whole station. I can't
3 find shit."

4 MR. JOHNSON: And this is Brian Whittaker?

5 MR. CARTER: Brian Whittaker.

6 MR. JOHNSON: From Marshall station?

7 MR. CARTER: He done made it to Marshall. I say, "Well,
8 look around good, buddy." I said, "I'm all through my whistles.
9 I'm checking transmitters. I've been in the pump house." And
10 he's excited, he's looking, because I'm telling him something's
11 different. So I asked him to go inside. You know, we call about
12 seven, eight times, you know, back and forth. You know, I don't
13 know who calling who. And I said, "Go to your panel view for a
14 minute again. What are your pressures?" He said, "Zero suction,
15 one case." He says, "What's going on here?" I said, "You don't
16 have any oil in your pipes. That's it. I'm done. I'm driving.
17 I'm going home now."

18 MR. PIERZINA: You're heading?

19 MR. CARTER: I'm heading east. I'm going to my second
20 station. That's what I meant, my home station. Mendon is my home
21 station. Are you aware of that?

22 MR. NICHOLSON: Mendon's east of Niles?

23 MR. CARTER: Yes, this is the station upstream of
24 Marshall's. I want to check that. I haven't been there in two
25 days, you follow me? So I call Brian. He said, "Well, Jim Meny

1 is in the area," who is our mechanic. I said, "Can you give him a
2 call? I'm trying to drive." He's right at B and G getting stuff.
3 It's right there by the station. Jim say -- Brian called him the
4 foreman, and Jim Meny said, "Tell him I'll go."

5 MR. JOHNSON: Where did you want Jim to go?

6 MR. CARTER: Mendon station just to look around. He's a
7 mechanic. Well, before -- so passing on the highway, I see Jim
8 Meny. We wave. Jim Meny daughter's a summer student working. My
9 phone rung. "Yeah, what's up, Jim?" "This is Alyssa." "We got
10 the call from Brian, be sure and check that station for me." She
11 said, okay. I said, "Thank you, sweetheart." I get back on the
12 road.

13 Then Brian Buck called.

14 MR. JOHNSON: That's his supervisor. You were talking
15 to him --

16 MR. CARTER: Hold on. Yeah, Brian, my supervisor.
17 Brian Buck called and said, "Confirmed leak downstream, Marshall
18 station 6B. Head that way." Boom. That's what I did.

19 And I called Jim Meny and Alyssa answered the phone
20 again. "Tell Jim don't worry about going to Mendon station.
21 Confirmed leak on 6B. We already know." That was the end of my
22 day -- that morning coming up and meeting the conservation
23 officer. And that's it. That's the whole story.

24 BY MR. PIERZINA:

25 Q. Okay. I know it's, and that's a lot too, but it's

1 important to have that explained, and I think we probably, it's
2 actually a lot to digest, but --

3 A. I don't know what you mean digest.

4 Q. Oh, just to, for us --

5 MR. JOHNSON: Understand and process.

6 MR. CARTER: Okay.

7 MR. PIERZINA: -- with the facilities and stuff.

8 MR. NICHOLSON: Yeah, you have a 15-year, an 8-year head
9 start on us.

10 MR. CARTER: Say that again?

11 MR. NICHOLSON: You've got an eight-year head start on
12 us.

13 MR. CARTER: No, I got more than that, but --

14 MR. NICHOLSON: Well, I mean at this Enbridge.

15 MR. JOHNSON: Not me, buddy.

16 MR. CARTER: No, Jay been around since the pipeline been
17 born. But I think I got nine years coming up because it's '02
18 when I hired on, I think.

19 BY MR. PIERZINA:

20 Q. Darrell, backing up to when you were talking with the
21 control center operator about the shutdown and when you actually
22 isolated Niles station.

23 A. That would have been Sunday the 25th, I believe.

24 Q. Sunday the 25th at what time, do we know?

25 A. From the time -- are we talking at home?

1 Q. No.

2 A. He's telling me at home that he's going to shut the line
3 down. I'm at home when he's going, you can go at 6:00 -- 1600 his
4 time, but 6:00 my time. I'm standing on my front porch when we's
5 talking this because my wife is packing a bag for me. I'm giving
6 them the bad news I'm not going to make the game.

7 MR. NICHOLSON: I thought that was Saturday?

8 MR. GUNTHER: Is that a.m. or p.m.?

9 MR. NICHOLSON: Saturday or Sunday?

10 MR. CARTER: Sunday is -- I talked Saturday because I
11 was supposed to get a pig Saturday, but we know we not getting a
12 pig because it's not even in the line.

13 MR. GUNTHER: Right. And was this 6:00 p.m. or a.m. on
14 the 25th?

15 MR. CARTER: Was Sunday the 25th?

16 MR. GUNTHER: Right.

17 MR. CARTER: The time I shut the station down?

18 MR. GUNTHER: No. The time you were with your wife.
19 You said it's 6:00. Was it a.m. or p.m.?

20 MR. CARTER: I didn't say that. You got that wrong.

21 MR. GUNTHER: Okay, well --

22 MR. PIERZINA: At 6:00 you called the control center.

23 MR. CARTER: I called the control center in the middle
24 of the day Sunday to find out what time the pig was going to come.
25 You're getting the 6:00 because that's what time he's telling me

1 that I can have the station to isolate it.

2 MR. GUNTHER: Oh, okay.

3 MR. CARTER: You understand?

4 MR. GUNTHER: And that's p.m.?

5 MR. CARTER: Yes, sir.

6 MR. GUNTHER: Okay.

7 MR. CARTER: But I'm calling him at 1:00. I'm not
8 waiting till 4:00.

9 MR. GUNTHER: Right, right.

10 MR. CARTER: I get as much time as I can. I schedule my
11 life the best I can around the pumping station. I'm telling my
12 wife I'm leaving. I got to be there by 6:00.

13 MR. BUNN: So you said that you had the station isolated
14 at 6:10 p.m.?

15 MR. CARTER: 6:04, as soon as the pumps went down.

16 MR. BUNN: Yeah. That's fine.

17 MR. JOHNSON: That's Niles station?

18 MR. CARTER: Niles station.

19 MR. BUNN: Yeah.

20 MR. JOHNSON: No, we got it.

21 MR. NICHOLSON: Got it. We're good.

22 How many pumps are at Niles station? Just curious.

23 MR. CARTER: Running pumps? We run two.

24 MR. NICHOLSON: But you've got more than you run? You
25 mean just redundant? What do you mean? What wouldn't be running?

1 MR. CARTER: We don't run unit three and unit four
2 because vibration issue. We got two nice little pumps that run
3 pretty energy efficient, so we run one and two.

4 MR. NICHOLSON: So you've got four but you only use two
5 really?

6 MR. CARTER: Yeah.

7 BY MR. PIERZINA:

8 Q. The question that I asked, and I'm still not quite sure
9 I understood is: What time did you close the suction and
10 discharge valves at Niles?

11 A. 6:02. I started closing them. How long it takes to
12 close them, you might sit out there four minutes while the stem go
13 down.

14 Q. And that is?

15 A. P.m.

16 Q. On?

17 A. Sunday.

18 Q. On Sunday. I'm sorry.

19 A. Okay. No, you've been nice to me. I'm just making it
20 clear. That's why I'm saying Sunday and not giving another
21 because in a minute I'm going to be confused what time when he's
22 talking 6:00 this time, I'm going to note I showed up at 6:00.

23 MR. GUNTHER: I was just trying to clear whether it was
24 a.m. or p.m.

25 BY MR. PIERZINA:

1 Q. And when we were together, Darrell, we printed out some
2 graphs, and I've got one here, and I'd like to have you look at
3 what we printed out and --

4 MR. GUNTHER: That's what you're talking about.

5 BY MR. PIERZINA:

6 Q. Can you correlate that chart with when you isolated the
7 Niles station?

8 MR. NICHOLSON: Well, what are we looking at? This is
9 Marshall station's discharge; is that what we're looking at?

10 MR. PIERZINA: Exactly. We're looking at Marshall
11 station.

12 MR. GUNTHER: All right. He's just asking him, you
13 know, where on that chart would be the Niles closeout.

14 BY MR. PIERZINA:

15 Q. And so we would like to see, you know, on there when
16 Niles station was isolated, because we don't have anything on
17 Niles yet.

18 A. 7-25 at 12:00. You see that? I'm not giving you no --
19 I'm just going to make sure you understand where I'm at.

20 Jay, do you have this? I'm just letting them know to
21 look at this line so I can guide them through from this time, if I
22 can.

23 MR. JOHNSON: Yeah, you're fine.

24 MR. CARTER: No, I'm just letting you know. In other
25 words, I'm trying to give you guys a marker where we're starting

1 at.

2 MR. NICHOLSON: You want to mark on that?

3 MR. CARTER: No, I don't want to do no marking.

4 MR. PIERZINA: For the record, can we just let you know
5 that we're looking at paper copy of a pressure chart, and so we're
6 going to be doing a lot of pointing that you're not going to be
7 able to record.

8 COURT REPORTER: Okay, thank you.

9 MR. CARTER: I'm looking at 12:00. I'm trying to let
10 you guys guide on there with me. This would have been about the
11 time I come off-line because the next time it shows 7-26, 0:00,
12 which would have been midnight.

13 BY MR. PIERZINA:

14 Q. Right.

15 A. You follow what I'm saying? So I'm thinking 6:00 here.

16 Q. But this is --

17 A. And I'm just saying -- you kept saying you was wondering
18 was I talking about a.m. or p.m.?

19 MR. GUNTHER: Uh-huh.

20 MR. CARTER: I had said 1600, at 1600, which would mean
21 p.m.

22 MR. GUNTHER: Right.

23 MR. CARTER: I'm thinking in here, does that look about
24 6:00 to you in the afternoon? Because you come over here, it's
25 12:00. You see that?

1 MR. NICHOLSON: That'd be 12 hours, right? From 12:00
2 to zero? So 6:00 would be halfway, right?

3 MR. CARTER: I'm going to say -- yeah, I'm going say
4 about right here, you know? It looked like we fell off-line here.

5 MR. GUNTHER: And this would be 12:00. Or 00, 12:00
6 midnight.

7 MR. CARTER: This is MST time. This is not my local
8 time.

9 MR. GUNTHER: Oh.

10 MR. CARTER: See, that's the problem you're having here.

11 MR. NICHOLSON: Okay.

12 MR. GUNTHER: Oh.

13 MR. CARTER: You understand what I mean? We're talking
14 pipeline time versus local time.

15 MR. NICHOLSON: Oh, okay. So now we're back at 1600 or
16 4:00.

17 MR. CARTER: It's 12:00 right now. At this time right
18 here, at 12:00, it's really 9:00 this time, local time, the way I
19 look at it. You follow me? Because this says pipeline time,
20 doesn't it?

21 BY MR. PIERZINA:

22 Q. Yeah, isn't pipeline -- wouldn't you add three hours to
23 pipeline time --

24 A. No, in other words -- I got that wrong. I made a
25 mistake. It's 2:00.

1 Q. Add three.

2 A. Yeah, add three. It's 3:00.

3 MR. JOHNSON: Yes.

4 MR. CARTER: Sorry about that. I was trying to relay to
5 you that this is not my regular time at all.

6 MR. NICHOLSON: Okay, that's good to know because I --

7 MR. CARTER: And I was trying to give you the three
8 hours.

9 MR. GUNTHER: Well, that explains a lot. Believe me.

10 MR. PIERZINA: And so --

11 MR. JOHNSON: Right, wrong, or otherwise, on these, they
12 have to be reconciled. They are not always -- the Yokogawas are
13 not always pipeline time or --

14 MR. CARTER: Exactly, and I told you that when we was
15 talking. I don't know how accurate these times is.

16 MR. JOHNSON: So that's, and Brian, you have all of that
17 and everything else.

18 MR. CARTER: I told him --

19 MR. JOHNSON: We can reconcile the times. We've got
20 guys tomorrow that will talk about that, our PLC guys that set
21 these up, so --

22 MR. NICHOLSON: So are you telling me that after you
23 reconcile between Mountain Standard and local time --

24 MR. JOHNSON: No, no. Just the --

25 MR. NICHOLSON: -- or just simply because the time

1 stamps are off one or two minutes?

2 MR. JOHNSON: No, more than that.

3 MR. NICHOLSON: Okay.

4 MR. JOHNSON: I'm not even going to pretend that I know
5 that.

6 MR. NICHOLSON: Okay. Okay.

7 MR. JOHNSON: But we have the people that --

8 MR. NICHOLSON: So if I look at Marshall and I look
9 at -- well, the next one down the stream was the Mendon station.

10 MR. CARTER: Upstream.

11 MR. JOHNSON: They're not necessarily going to coincide
12 exact times.

13 MR. NICHOLSON: They won't. Okay. But you have a way
14 of doing that just by simply looking at the two current times and
15 then --

16 MR. JOHNSON: And people we have coming being
17 interviewed tomorrow.

18 MR. GUNTHER: They're going to be close. I mean, it's
19 within a few minutes.

20 MR. NICHOLSON: Well, that's what I'm trying to
21 establish, yeah.

22 MR. GUNTHER: It's not going to be hours.

23 MR. JOHNSON: Not necessarily. No, they can be hours.

24 MR. CARTER: And I don't know if I'm even -- you know,
25 I've been trained to read that a little bit, but I don't know how

1 accurate I'm being, what's really going on. I want that for the
2 record, too.

3 MR. NICHOLSON: We're not asking you to, yeah, tell
4 us --

5 MR. CARTER: I'm not swearing to this, and I -- him and
6 I, he asked me to talk about what we talked about on Tuesday
7 morning, am I correct?

8 MR. GUNTHER: Right.

9 MR. PIERZINA: Yep.

10 MR. CARTER: I mean, you --

11 MR. JOHNSON: So that, you know, don't get times --

12 MR. CARTER: You've got my sheet of paper. Can I have
13 that?

14 MR. JOHNSON: -- from those charts in your mind as
15 actual local times and try to have those correspond to one call
16 and everything else.

17 MR. NICHOLSON: You can have this one. We've written on
18 that. Is that okay?

19 BY MR. PIERZINA:

20 Q. Darrell, when we were at the station and we were looking
21 at the screen before we printed that out, and we saw that
22 basically that same graph and the time that I saw on the screen
23 that I wrote down was 1545 shutdown, and I couldn't correlate it
24 to that really at all, and so, yeah, that's been my confusion.

25 MR. NICHOLSON: 1545, 3:45. That's your three hours

1 ahead.

2 MR. CARTER: It'd be almost quarter to 6:00.

3 MR. PIERZINA: It is 12:45 -- yeah. So that's, it's
4 not, like you said, it's not that far off then.

5 MR. GUNTHER: It's going to be close.

6 MR. PIERZINA: Thank you.

7 MR. JOHNSON: Don't assume it's going to be close. That
8 will throw you. And if it is, great. If it stops confusion, but
9 Brian has been involved with our Yokogawas before and knows we
10 have to dial in the times.

11 MR. PIERZINA: Yeah, and there's people that we have
12 lined up tomorrow that will help.

13 MR. JOHNSON: And I wish I could explain it to you, man,
14 I just --

15 MR. PIERZINA: Get everything --

16 MR. NICHOLSON: We're going to have the guy -- we're
17 going to have your INT engineer here or somebody that --

18 MR. JOHNSON: Yes, tomorrow. Bill Buck. Bill Buck and
19 Gordy Walgren.

20 MR. GUNTHER: Because it's critical to find out.

21 MR. CARTER: That's who you need to ask about these. I
22 mean, you've got to talk with Gordy about these. He's an expert.

23 MR. JOHNSON: Yeah.

24 MR. CARTER: He can tell you. He will probably have
25 more information than this because, if you remember, we had

1 trouble scrolling to get this information. Do you remember that?

2 MR. PIERZINA: I do.

3 MR. CARTER: I mean, I'm going to try and scroll this
4 way and see what we can get.

5 MR. JOHNSON: And that's why we've got the experts
6 tomorrow.

7 MR. NICHOLSON: You typically wouldn't pull a trend like
8 that if you're shutting pumps down?

9 MR. CARTER: No.

10 MR. NICHOLSON: Okay.

11 MR. JOHNSON: He did it under the request of Brian.

12 MR. CARTER: Yeah, but I could --

13 MR. NICHOLSON: I understand. I'm just asking.

14 MR. GUNTHER: Right.

15 MR. CARTER: But, I mean, I look at that recorder
16 sometimes, you know, just to --

17 MR. NICHOLSON: Troubleshoot or no?

18 MR. CARTER: Different things, you know.

19 MR. NICHOLSON: Where I'm going with that is you're
20 pointing to a time that --

21 MR. GUNTHER: That's your rupture time. I mean, you
22 know --

23 MR. CARTER: I didn't say that.

24 MR. NICHOLSON: Hold on. Hold on. You're pointing to a
25 time that coincides with that vertical line, that drop is what you

1 were kind of pointing at, and I guess what I'm --

2 MR. CARTER: I'm thinking that's when he shut down.

3 MR. NICHOLSON: Do you see, is that typical for a
4 shutdown? Have you ever looked? Do you know?

5 MR. CARTER: Sometime I look. I might have had a look
6 this year when they shut down, what it's saying.

7 MR. NICHOLSON: Okay.

8 MR. CARTER: I normally, when they shut down just try to
9 figure out what I can get done that I can't get done when they're
10 running.

11 MR. NICHOLSON: Yeah.

12 MR. CARTER: Now that is my honest answer.

13 MR. PIERZINA: Right. Absolutely.

14 MR. CARTER: "How long are you going to be down? I've
15 been trying to get this unit for a week."

16 "Well I'm down for 12 hours."

17 "Good. I'm going to do some, get some PMs that I can't
18 get done while you're running."

19 MR. BUNN: Darrell?

20 MR. CARTER: Yes, sir.

21 BY MR. BUNN:

22 Q. You got a hotel on Saturday night, and then I think you
23 said the pig tracker called you at 5:00 in the morning, roughly?

24 A. Yeah, I gave it to him because I had it in my phone by
25 then.

1 Q. And he told you the pig would be there in three hours?

2 A. Well, he said three hours to pig time, whatever, and --

3 Q. And you called Tim in the control room?

4 A. No, the pig tracker called me back.

5 Q. Okay.

6 A. I'm getting dressed, maybe some 30 minutes later.

7 Q. Okay.

8 A. And said, "Don't rush. They just shut down." I said,
9 "What? Did he say why?" He said, "No, they ran 30-some minutes
10 and I called him and he talked to him and they said they had
11 technical issues." So I called the control center and he says, "I
12 got some technical issues. I lost suction at Marshall." This
13 would have been Tim.

14 Q. Right. So that was sometime after 5:00?

15 A. Yes, sir. I like that better.

16 BY MR. PIERZINA:

17 Q. Yeah, from when we talked and I jotted down 5:08 local,
18 but I didn't recall if that was when you talked to -- you know,
19 who it was that you talked to. You know, they tried to run it a
20 couple times, you know, and I wasn't sure if that was the first
21 one or --

22 A. I would have never known if they tried to run it a
23 couple times because he couldn't run my station.

24 Q. Right. Right.

25 A. Because I'm closed. I don't know if he -- I know that

1 he was starting up at a certain time because the pig tracker told
2 me get ready.

3 Q. So this is 5:08 local, and when did you get the call
4 that you got a confirmed leak?

5 A. Brian Buck called me, my manager, and it was noonish,
6 and I think that's what I told you. It could have been 12:01; it
7 could have been 11:59. I don't know. But I was in my truck.

8 Q. Okay, so that was about seven hours after you got the
9 call?

10 A. Six hours.

11 Q. So six or seven hours after you got no oil in the
12 pipeline, that would be -- right, when you're talking to Brian,
13 you know, and basically saying you got no oil --

14 A. This might have been -- me and Brian talked 20 times,
15 okay?

16 Q. All right.

17 A. I ain't tell you at 7:00 in the morning I told Brian
18 Whittaker he don't have any oil. You've got that wrong. I didn't
19 tell him that at 7:00 in the morning.

20 Q. Okay. All right, so at 5:00 you got --

21 A. Brian called me or I called Brian. He says, "We got no
22 suction," or whatever, whatever. And I'm calling Brian, and I go
23 into voice-mail because Brian is outside the station looking. He
24 ain't even answering the phone. But me and Brian talked a couple
25 of times that morning before the confirmed leak, and on one time,

1 I don't know which time, Brian's telling me that he's at the
2 station. I'm looking everywhere. "You got any ideas, Darrell?"
3 You know what I'm saying? Brian is looking. I'm not bothering
4 him because at the time you were talking 7:00 in the morning. I'm
5 on the hill at Niles doing my own job. I'm checking my station.
6 I'm not talking to nobody right now. You follow me?

7 MR. JOHNSON: Okay.

8 BY MR. PIERZINA:

9 Q. Right. So at 5:08 local you're looking for any
10 trouble --

11 A. No, at 5:08 local I'm getting out the bed.

12 Q. Okay, and then going to Niles and looking for any kind
13 of trouble?

14 A. No, I'm getting dressed. I ain't brushed my teeth yet.
15 The guy has given me a wake-up call. That's all he's given me, a
16 wake up call to start preparing so I can get breakfast. I'm only
17 10 minutes from the station. There's no rush. That's why I stay
18 there. I'm up at 5:08 because he's giving me a courtesy wake-up
19 call. I'm going to get my meds in me and -- I'm 51, I'm regular,
20 I've got a whole lot to do before I get there. I'm letting you
21 know everything. In other words, I'm preparing for my day.

22 MR. BUNN: Then he called you back --

23 MR. CARTER: I'm getting my meds, my water, plus at 6:00
24 Holiday Inn Express starts serving their breakfast. I just took
25 Diovan. I got to get something to eat. You know what I mean? So

1 I'm getting prepared to eat so I can be there. I got three hours.
2 It take me that long to get there.

3 MR. GUNTHER: Right.

4 MR. CARTER: You know, I got to get dressed. When the
5 guy called me -- I'm in the bed -- Brian, I reach over and grab
6 the nightstand.

7 MR. BUNN: But then he called you back and said there
8 was --

9 MR. CARTER: I'm up now.

10 MR. BUNN: Yeah, but after you were up he called you
11 back and said there was a problem? The pig tracker?

12 MR. CARTER: He said there's technical problems.

13 MR. JOHNSON: No, the pig tracker said the line is down.

14 MR. CARTER: The line is down. And he said -- the guy
15 said -- "Why is it down?" He said, "The guy is telling me
16 technical problems." That's what he said. I said, "Well, I'm
17 going to call him. I'm tired of this pig thing."

18 MR. BUNN: Okay.

19 MR. CARTER: That's all. Now, I ain't even fully
20 finished with my teeth and everything else. It's only been -- I
21 mean, I'm in no rush. I can't eat till 6:00, so I don't need to
22 be dressed because I don't want to tell you what happened after I
23 eat at 6:00.

24 MR. BUNN: So the pig tracker called and said the line
25 is down?

1 MR. CARTER: He called me and said, "Three hours before
2 you get the pig." The next call I got sometime later is, "The
3 line is shutting down, no rush."

4 MR. NICHOLSON: And that call came from?

5 MR. CARTER: The pig tracker.

6 MR. NICHOLSON: Okay, and the line was down, no rush
7 because they lost the suction or because the pig stopped?

8 MR. CARTER: No, he never said that. He said, he told
9 me technical problems.

10 MR. NICHOLSON: But technical on his side or --

11 MR. JOHNSON: The control center told the pig tracker
12 the line is down right now, technical difficulties.

13 MR. NICHOLSON: Okay, so it's the line, the technical
14 difficulty was on the line.

15 MR. JOHNSON: In other words --

16 MR. CARTER: No, didn't say difficulty on the line. The
17 pig, control center, however them two talk, I don't know who
18 called who, was told that -- the pig tracker told me he was told
19 that it was technical problems or technical difficulties. That's
20 why he shut down. He didn't say on the line, you know what I
21 mean? He shut down.

22 MR. JOHNSON: Technical difficulties.

23 MR. CARTER: Okay, whatever. I don't know. But he was
24 saying that technicals on the line.

25 MR. BUNN: So then after that you called Tim to talk to

1 him directly?

2 MR. CARTER: You know, I thought I could help.

3 MR. BUNN: Yeah, no, that's good. You did the right
4 thing. That's it.

5 MR. NICHOLSON: So they stopped the pig run because of
6 the problems they were having?

7 MR. JOHNSON: Well, when the oil stops, the pig stops.

8 MR. CARTER: That's what -- thank you, Jay.

9 MR. NICHOLSON: I think that's what I was trying to
10 clarify. Okay.

11 MR. CARTER: So he was just telling me, "You got
12 extra -- don't rush," because I'm getting there, it's going to be
13 dark. So he's going, "Don't rush yourself, Darrell."

14 BY MR. BUNN:

15 Q. So then after you talked to Tim, you went to the station
16 and started checking the station yourself?

17 A. I finished getting dressed, and then I never talked to
18 Tim anymore.

19 Q. Right.

20 A. After I told him what I told you I told him, I went to
21 my station, my area, and started checking my station.

22 Q. Right.

23 A. When I say mine, Niles station.

24 Q. And then you called Brian Whittaker?

25 A. Brian and I talked. I don't know who called who we

1 talked so much.

2 MR. JOHNSON: But quite a bit later? Any idea? Because
3 we can pull your phone records just to take a look.

4 MR. CARTER: I don't want you in my phone. It might
5 give my wife something.

6 MR. JOHNSON: I told you we got that 900 number's in
7 there.

8 MR. BUNN: You said --

9 MR. JOHNSON: So we're going to talk to Brian next.

10 MR. CARTER: No, I'm not hiding anything. I mean, I'm
11 being as up front as I can be. It seems like to me they --

12 MR. JOHNSON: Maybe Brian will have a better idea
13 because Brian will say I got a call from Darrell at this time. So
14 I think that will help.

15 MR. CARTER: Yeah, okay, what time I called Brian.

16 MR. JOHNSON: Because you called a bunch of people.

17 MR. CARTER: I mean, I'm on the phone and Brian might
18 call me back in 15 minutes. It might go to voice-mail, and I
19 go -- you know, I'm not answering the phone because I'm checking.
20 I don't even know if I got -- he probably called the station phone
21 because he knew I was in Niles because I let him know. What Brian
22 and I do, when I get the last pig at Mendon, I say, "Okay, Brian,
23 here's the real schedule in case somebody's schedule mess you up."
24 We talk all the time, but I'm normally the first guy to get the
25 pig because I'm up the street, and I'm normally the guy that get

1 it on the weekend or at 2:00 in the morning. Everybody else has a
2 convenient schedule, see, like it lands at the perfect time.
3 Mine's always in the middle of the night, it seems like, all the
4 time.

5 MR. JOHNSON: That's not easy to schedule to do that to
6 you, buddy.

7 MR. CARTER: I know. You try hard.

8 MR. PIERZINA: Darrell, we hear that from everybody, not
9 everybody can get the pig in the middle of the night, right?

10 MR. CARTER: I can show you some of them guys getting it
11 at 3:00, perfect time to stay over and get dinner. I got to go
12 back and get breakfast when I get it, and can't sleep, and then
13 the phone rings; you lay down, and it's the boss, you know, it's
14 8:00, "You got your pig?" Yeah, about 11:30 last night, I didn't
15 get done at 3:00, "What you want?"

16 MR. PIERZINA: Thank you.

17 MR. GUNTHER: Anybody got any more questions?

18 MR. CARTER: I've been up front. I gave you the whole
19 -- it's like a biography, and I can't do any better than that.

20 MR. GUNTHER: Okay.

21 MR. PIERZINA: You're doing a fine job.

22 BY MR. NICHOLSON:

23 Q. Go back to, I want to go back to something very early in
24 this conversation where you had checked, you talked about
25 checking, manually closing the valves?

1 A. Pushed a button to close the valves.

2 Q. Not Niles station. This is much earlier. Or, I'm
3 sorry, this is much later in the time. You talked about it
4 earlier. You manually closed the suction discharge valves, I
5 thought, at the Marshall station.

6 MR. JOHNSON: Cranked them down.

7 BY MR. NICHOLSON:

8 Q. Yeah, you called Brian Whittaker at Marshall to ask if
9 the valves had been shut and Brian didn't know.

10 A. I didn't call him at Marshall. I knew he wasn't there.

11 Q. Okay.

12 A. Because I called him to see was he there, and know about
13 a leak.

14 MR. JOHNSON: Is this when --

15 MR. NICHOLSON: This is after the leak was confirmed.

16 MR. CARTER: After the leak was confirmed, I knew Brian
17 and them was going crazy. I wasn't about to start calling people.

18 MR. NICHOLSON: Okay.

19 MR. JOHNSON: But when did you close the Marshall
20 valves?

21 BY MR. NICHOLSON:

22 Q. What was the order? I don't need --

23 A. When the DNR, the guy that was in here -- I wasn't
24 intending to meet him. I happened to turn down to go to the
25 station. I see fire trucks. The DNR guy is standing there, and

1 the firemen. I park and I can smell oil. You follow what I'm
2 saying?

3 MR. JOHNSON: Oh, yeah. Yeah.

4 MR. CARTER: And the DNR guy, officer, excuse me,
5 Mr. Fish -- what a weird name to be a DNR guy. But anyway, he
6 goes, "I can take you back." I said, "Let me get a gas monitor."
7 Boom, gas monitor and hardhat.

8 As soon as I finish riding back through there with him,
9 I asked the fireman, who was the lead, I said, "I need to go to
10 the station and check to make sure everything is closed." As soon
11 as he says, "You can go in," because they had the road blocked, I
12 called Brian then, Whittaker, that being. I say, "Brian, has the
13 station been isolated?"

14 "Darrell, I don't know."

15 I said -- he said -- I'm sure -- I don't know if he said
16 "I don't know." I said, "But I'm going to your" -- no, I told
17 him, "I'm going to the station to isolate and make sure everything
18 is closed, and I'm going to hand-crank your main-line valve."
19 That means taking off limits.

20 He says, "Okay."

21 I call Mick Collier who is a pipeline maintenance
22 supervisor. I said, "Mick, I want to let you know I'm closing the
23 valves, taking them off the limits, I'm isolating them, and I'm
24 putting the lock on it.

25 BY MR. NICHOLSON:

1 Q. Which one did you do first?

2 A. Marshall station main-line valve.

3 Q. Okay.

4 A. Those ones that I isolated are not important. I wanted
5 to make sure that main line is closed. Then Mick says, "When you
6 get done, can you go to 610 and do the same thing?" 610 is for
7 the downstream, the leak, which is the Kalamazoo River valve.

8 When I got there, me and Brian happen to talk because I
9 remember him tell me that corner is bad right there. It's a hill,
10 I mean, and it's hard to know where to get you a company vehicle.
11 And I said, "I'm hand-cranking this one down and I'm putting a
12 lock on it."

13 Me and Brian didn't talk no more because his phone fell
14 in the water. Now, end of story. And he still don't have a phone
15 because I did call him back a couple time that day and ask him
16 how's it going, and I kept getting voice-mail. And then I called
17 him back, I remember I left him a message, "They dropped off some
18 food, have you guys eaten too?" That's it. That's the last time
19 I called him. And then somebody told me his phone took a dive, so
20 I never talked to anybody else. I just started responding on what
21 things I was told to do.

22 And I don't think I can give you all any more than I've
23 gave you, and this is as up front and truthful.

24 MR. GUNTHER: Okay, any more questions? All right.
25 Thanks for your help.

1 MR. JOHNSON: Thanks, Darrell.

2 MR. GUNTHER: Cut it off.

3 (Whereupon, at 11:53 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: ENBRIDGE OIL SPILL
 MARSHALL, MICHIGAN
 Interview of Darrell Carter

DOCKET NUMBER: DCA-10-MP-007

PLACE: Coldwater, Michigan

DATE: July 29, 2010

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Amy Shankleton-Novess
Official Reporter

Kristen Shankleton
Transcriber