

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

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UNION PACIFIC RAILROAD REMOTE \*

CONTROL OPERATION YARD DERAILMENT \* Accident No.: DCA17FR013

WITH EMPLOYEE FATALITY IN ARLINGTON, \*

TEXAS, SEPTEMBER 22, 2017 \*

\*

\* \* \* \* \*

Interview of: GEORGE CERO

Hilton Hotel  
Arlington, Texas

Sunday,  
September 24, 2017

## APPEARANCES:

GEORGETTA GREGORY, Operations Group Chairman  
National Transportation Safety Board

STEPHEN JENNER, Ph.D., Human Performance Investigator  
National Transportation Safety Board

KELLY M. SEACHORD, Director of Regional Operations  
Union Pacific Railroad

KAMRON SAUNDERS, State Legislative Director - Texas  
International Association of Sheet Metal, Air, Rail  
& Transportation Workers (SMART)

ZACH ALLEN, Operations Inspector  
Federal Railroad Administration

STEVE SIMPSON  
(On behalf of George Cero)

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I N T E R V I E W

(10:44 a.m.)

1  
2  
3 MS. GREGORY: Okay, let the record indicate that today is  
4 September 24th, 2017. The location is Arlington, Texas. The  
5 purpose of this investigation is to increase safety, not to assign  
6 fault, blame or liability. A transcript or summary of the  
7 interview will go into the public docket. The interviewee can  
8 have one representative of your choice. Do you understand that  
9 the interview is being recorded?

10 MR. CERO: Yes.

11 MS. GREGORY: And would you please state your name and spell  
12 it? And then we'll go around the table and everybody will do that  
13 for the record.

14 MR. CERO: George Cero; G-e-o-r-g-e, C-e-r-o.

15 MS. GREGORY: Okay. And going to your right, is your  
16 representative.

17 MR. SIMPSON: Steve Simpson, S-i-m-p-s-o-n.

18 MR. ALLEN: Zach Allen, FRA; Z-a-c-h, A-l-l-e-n.

19 MR. SEACHORD: Kelly Seachord, Union Pacific Railroad;  
20 S-e-a-c-h-o-r-d.

21 MR. SAUNDERS: Kamron Saunders; K-a-m-r-o-n, S-a-u-n-d-e-r-s,  
22 investigator, SMART TD.

23 DR. JENNER: Stephen Jenner, S-t-e-p-h-e-n J-e-n-n-e-r, with  
24 the NTSB.

25 MS. GREGORY: And I'm Georgetta Gregory, G-r-e-g-o-r-y, with

1 the NTSB.

2 So the time is 10:45 Central Daylight Time. So what we're  
3 going to do, Mr. Cero -- do you mind if I call you George?

4 MR. CERO: I prefer it.

5 MS. GREGORY: Okay, George. I'm going to start with some  
6 questions and then we'll go around the table, and we may do that  
7 two or three times so that everyone has an opportunity to ask  
8 their questions. And again, this is just fact-finding. We will  
9 not assess fault or blame or any kind of liability. That's simply  
10 not our role.

11 INTERVIEW OF GEORGE CERO

12 BY MS. GREGORY:

13 Q. What I'd like for you to do, George, is just kind of walk me  
14 through Friday morning, starting when you went on duty and what  
15 you did. Explain your job to us as a footboard yardmaster and  
16 just kind of go through the events of the day up to the accident.  
17 Please take your time.

18 A. When we started out, we were in the back locker room shooting  
19 bull, and then Marcus came in and he was talking about -- they got  
20 to talking -- Marcus Richardson, which is the night manager on  
21 duty, he was getting off and they were excited about it because JP  
22 had just gotten the tickets to the Kansas City Cowboy football  
23 game. He was bringing his son in from Kansas. And Marcus, they  
24 were talking about the tailgate party they were getting together,  
25 you know. That had to have been about, I don't know, 6:30,

1 something like that.

2 I made my way to the front to go get on the computer and see  
3 what kind of work we had for the day. Shortly thereafter, you  
4 know, JP comes up there to get on the computer and look at the  
5 bulletins and also look at the yard tracks. I believe Brandon  
6 Shaw was in the back. He came in and he told us he had delivered  
7 to 2 rail, that's where the delivery was.

8 Well, we looked at our work, we saw that we didn't -- you  
9 know, go through the job briefing book, that there wasn't no new  
10 bulletins. You know, the general orders hadn't changed. Nothing  
11 of that has changed. The safety briefing hadn't changed for the  
12 day, for the week.

13 Then I ran the list that we needed and we go over that. You  
14 know, I ran those copies and marked them up, and JP was over there  
15 on my right and I told him, I said -- told him what we were going  
16 to do. You know, we went over it and I told him we were going to  
17 go dig those salt cars out and we'll go spot those. We had the  
18 five empties in the back, that we had to pull those. And we were  
19 originally going to go to International Paper, because I had  
20 talked to the 33 that day. Greg Carroll was on that job, and I  
21 asked him, you know, because he was the -- you know, the 33 powers  
22 on the west end of the yard in 2 rail and those two International  
23 Paper cars from the west end.

24 Q. Take your time. Take your time.

25 A. I don't know why that upsets me.

1 MR. SIMPSON: You're going back through something that was  
2 tragic.

3 MS. GREGORY: Yeah.

4 MR. CERO: So I asked him, I said Brandon, I said we got two  
5 cars, would you mind sending them over? And he said no, where do  
6 you want them? I said just send them to a clear track. I don't  
7 know what -- or I did say -- I think I told him to just send them  
8 to a clear track, I didn't even specify. But he said yeah, he'd  
9 do that.

10 And then -- so, you know, a little time passes and then I  
11 said JP, let's get over there. So we head over there, and I think  
12 it was probably like 8:00 that we got over, because we drive  
13 ourself. We leave Garrett Yard, the railroad pays us to drive our  
14 self over to the east end of Garrett -- or the east end of the  
15 Great Southwest Yard. We get on our power there. You know, we  
16 get on our power and he gets on the -- he always gets to the west  
17 motor, which is the 2628. He fires it up and I sit down, you  
18 know, we're getting ready for the day. I get on the 840 and I sit  
19 down and fire it up. You walk around them, you get fuel readings,  
20 look at the brakes, you look at everything, you know, taking an  
21 inspection of it, you know, a ground inspection. I think it's --  
22 I can't remember when I signed the cards. 7:55, 8. I don't even  
23 remember what time I signed the card on the (indiscernible) sign  
24 the cards.

25 And then as we're linking up, we get off the engine -- no,

1 before we get off the engine to do the vigilance test, I told JP,  
2 I said, listen, I think -- I don't think we're going to do the IP.  
3 We talked about it and I said IP -- we were up at International  
4 Paper the day before; they had two cars. We knew that the blue  
5 (indiscernible) would more than likely be up because there's --  
6 we're in a transition of moving some work around in Arlington  
7 where we're doing all the spotting at the industry, not so much  
8 yard switching. We're going out and doing the industry switching.  
9 That's transitioning from the 11R -- 11R, yeah. So we discussed  
10 that and said we're not going there.

11 And then JP had to call because we couldn't get zones from 52  
12 before -- this is even before we got there. That was 7:30 because  
13 we got the zones at 7:30. He said he had called Billy Walker.  
14 That's before he even got on the car, he had called Billy Walker  
15 to get the zones because they had already left. That's the 52  
16 that had the zones because we couldn't reach them on the -- we  
17 couldn't reach them. So he told me he got the zones at 7:30.

18 He told me that -- I'm out of sequence here because he got  
19 the zones, he told me that when he was getting his stuff out, when  
20 we were getting our stuff out of our vehicles, he told me had got  
21 the zones at 7:30 from Billy, that he talked to him and then he  
22 talked to Jordan, the -- or the MYO or whatever they call them  
23 there.

24 So getting back to the engines. Before we got off the  
25 engines to do our vigilance test, we decided -- we talked, and I



1 said he's going to check Zone 1. We're not going to go to  
2 International Paper because we decided they didn't need them; they  
3 weren't scheduled to us and they had cars for the weekend. We're  
4 going to go do salt and we're going to pull those empties out of  
5 packaging. So we get -- what else did we talk -- that's it.

6 So he's going to check the zones. I told him, when you check  
7 the zones, I'll have you line in to 2 rail. You blade those cars  
8 off down to those two salts. I believe they were 70. And I said  
9 just stay there and pitch it to me, I'm going to kick them out to  
10 5 and then I'll send them back to you. You make sure that joint  
11 makes because we have to, you know, check everything before we  
12 leave, that everything's together and secured. We do that and we  
13 get our cars, he does the air test and we take off.

14 He fires up his cigar. Well, he fired up his cigar before we  
15 got down. JP likes cigars. And it doesn't bother me that he  
16 smokes, so -- we just take it by our self. They're not out there  
17 watching us, he's going to smoke a cigar. Like I said, I don't  
18 have a problem with it.

19 We take off and we -- you know, we talked some more about the  
20 Kansas City -- we talked about the Kansas City, him going to the  
21 -- having those tickets. He made a new contact with a ticket guy  
22 to get them the tickets, baseball tickets and everything. He  
23 talked about he was going to Kansas City and he told me, you know,  
24 on the ride up, he's going to -- he's laying off next Friday, he's  
25 going to Kansas City to go get his George Brett bobblehead. K.B.,

1 he's going with. They talked about that when we got off Thursday.  
2 You know, then we just have our conversation up there, we're going  
3 -- it's normal, just a normal day. Everything.

4 We get up on the hill before we get off, because you got to  
5 run around those salt cars. We only have two cars. I said I'm  
6 going to get off and cut them; I'll stay with him. So we cut them  
7 off just like we always do. He ran back up, I was at the switch  
8 and he stays on the head end, pitches it back to me. We get the  
9 cars, I shove them around, we spot them. We come back down and  
10 then we go to pack. And he was running, he ran down there. Yeah,  
11 he ran down the hill.

12 I get up to get the switch. No, wait. I think I was running  
13 because I had the box. I was sitting -- because way we always did  
14 it, the operator always sat on the left side and the guy blowing  
15 the horn sat on the engineer's seat. That way, you know, I always  
16 thought that way both people are engaged, they had something to  
17 do. You know, he operated the box, he's watching that, and I had  
18 to pay attention for the crossings. That's just the way I like to  
19 do it. I've done that in my career, or ever since remotes. You  
20 know, some people don't like it. I just thought it kept somebody  
21 from not doing anything.

22 So we got down to the packaging switch. I got up to get off  
23 and he said I'll get it. I said no, I said, I'll get it. I went  
24 down there and everything's going. I think he's on his second  
25 cigar now. I get the cars out of packaging and everything's

1 standard, you know, stopping for the derail, you know, got the  
2 cars, air tested them, drug them across, you know. Then I walked  
3 up from the air test and then we're headed back to the yard. You  
4 know, it's just small talk. You know, paying attention to the  
5 small talk. I'm running the box. I'm running all the way back to  
6 the yard. As we approach the yard, I said we'll run through 3 --  
7 we'll run through 3, let's double our cars up to 1 because the 33,  
8 that's the Fort Worth outbound, we'll double to 3 because they  
9 left some outbound.

10 Backdating just a little bit from the start of the day, while  
11 I was inspecting the engine, the 33 was coming to get on their  
12 power. They always come in through the east end, drive down the  
13 long road to get to the west end. As I was inspecting the engine,  
14 I stopped them and talked to Brad and told him I don't need those  
15 cars, we're not going to International Paper, so don't worry about  
16 that.

17 And then he told me he's just going to grab five cars out of  
18 1 rail, which I think there was only 10, so that left 5. He's  
19 going to grab five cars out of 1 rail, double to 4 to get to  
20 Franke Filling, because Franke Filling was on the west end of 4.  
21 And then he's going to Franke and he was told to leave all the  
22 empties at Franke and go on light power to Fort Worth.

23 Okay. So we're coming through 3, and as we go through 3, I  
24 told JP we're going to run through 3 -- we'll go through 3, double  
25 our cars to 1; we'll come back up 3 and tie down. Three rail's

1 lined against us on the west end. I stopped -- I stopped at the  
2 yellow mark. He walks up, runs the switch, turns around and gives  
3 me a big go ahead, come ahead. I come ahead because 02 is on the  
4 west end; it starts at 9 rail, and I take them up around the  
5 corner. He stops me. Are you ready for the pitch; ready? Got  
6 it. And he starts back. It says man down, and it has never said  
7 that with JP. I said are you okay? No response, and I know I was  
8 down. There was no hesitation. I don't know why, but there was  
9 no hesitation; I was down. All I saw was the feet and I said, oh,  
10 goddamn, goddamn. I could not believe it. I said what -- I  
11 changed my radio to 67 and I said "Emergency, emergency. Garrett  
12 Yard, get me some help." I said get me -- "Call 911, the west end  
13 of the yard. Call 911."

14 And then I'm just jumping around, I couldn't believe it. And  
15 then I heard somebody -- I don't know if he didn't understand me,  
16 probably didn't, I don't know because I was, I was hysterical. I  
17 tell you, I could not believe what I just saw. I said what -- and  
18 I could hear people talking and somebody said call 911 and get  
19 over to the west end of the yard; he said call 911 and get to the  
20 west of the yard. And then I heard Todd say, Jordan, I'm running  
21 over there. After I talked to him, he said, he said, I could tell  
22 by your voice that there was something bad. I don't -- I figured  
23 JP's -- he said I was headed over there and he told me he flagged  
24 down somebody and got a ride. He's over at General Motors. I  
25 could tell what I saw that he was dead.

1 MS. GREGORY: Thank you, George. I know that was -- it's  
2 hard to talk about it and relive it and I appreciate you doing  
3 this for us. Would you like to take a little break?

4 MR. CERO: I guess I just -- you don't know, yesterday was  
5 harder than Friday and I thought today would be better.

6 UNIDENTIFIED SPEAKER: Can we take a break?

7 MS. GREGORY: Why don't we take a -- let's take a little  
8 break.

9 UNIDENTIFIED SPEAKER: Yeah, let's take a break, if that's  
10 okay. Yes.

11 (Off the record.)

12 (On the record.)

13 MS. GREGORY: Okay, we're going to resume again. It is 11:10  
14 Central Daylight Time.

15 UNIDENTIFIED SPEAKER: Got your recorder?

16 MS. GREGORY: I do, um-hum.

17 BY MS. GREGORY:

18 Q. So George, if we can, let's just back up to some more generic  
19 information. You said you're a footboard yardmaster. Can you  
20 tell us a little bit about your duties and what you actually do as  
21 a footboard yardmaster?

22 A. A footboard yardmaster. You know, I get the paperwork. They  
23 used to get it for me. The work orders come out automatically, I  
24 guess, up there at the front. But here lately, because they  
25 changed our start time to 6:01 -- we worked 7:00, they changed it

1 to 6:01. Mention that? Just while they had this tie project  
2 going on. They're retying the yard, 8,000 ties. They got a crew  
3 in there. They were on break. But so I get the paperwork, I'm  
4 pretty much in charge. I decide what we're going to go for the  
5 day.

6 Q. Um-hum.

7 A. I'm it. You know, if we ain't doing nothing, it's because I  
8 said we weren't doing nothing. I'm the man and I'm a control  
9 freak. People find me hard to get along with, but I'm an  
10 independent guy. I'm an extrovert. Or no, introvert. You know,  
11 I get along with JP, I get along with everybody and I'm not -- I  
12 guess I think of myself as hard to get along with because I'm not  
13 a very good conversationalist.

14 Q. How long have you been a footboard yardmaster?

15 A. Since they gave me the title. I've only worked at the Great  
16 Southwest. My railroad career is limited. I hired out to the  
17 Great Southwest Railroad in '77.

18 Q. Um-hum.

19 A. So I got -- I hired out in maintenance. I think  
20 Donny Mahan's dad is the one that hired me at Great Southwest  
21 Railroad. I hated that, and I told him I was quitting unless, you  
22 know, unless I got to be a trainman. They qualified me as a  
23 trainman and that's when you had to take five free trips before  
24 you could be -- and then you had to establish your seniority and  
25 you had to work a paid trip.

1 Q. Um-hum.

2 A. So I got my seniority in '78, January 19th, 1978. I worked  
3 for the railroad. I was laid off for 5 years, or about there in  
4 the early '80s, right there. I never thought I'd work for the  
5 railroad again. I bussed around and did a lot of different jobs,  
6 a lot of different jobs. I got a letter in the mail that said the  
7 railroad would give me \$5,000 for my seniority, and I couldn't get  
8 a stamp on it fast enough. And at the time I didn't even know  
9 that the Union Pacific had bought the Great Southwest or took  
10 control of it.

11 The check never came. I got another letter that said we're  
12 not going to give you 5,000, we're going to give you 2500. I put  
13 another stamp on it because I got all my mail through a post  
14 office, I put another stamp on it and mailed it before I left the  
15 post office. I didn't plan on coming back. Believe it or not,  
16 somebody called me and wanted to know if I was interested in  
17 coming back and I said -- and I didn't have a job at the time and  
18 I said where do I show up? And that I don't think -- I think, '84  
19 or '85, and working ever since.

20 Q. In the same position?

21 A. Well, no, back then I couldn't be there because we were kept  
22 separate. Great Southwest employees were kept separate from the  
23 Union Pacific because they didn't know what they were doing. I  
24 know I remember going to a safety meeting over at the Great  
25 Southwest and I don't even know who the superintendent was that I

1 said, what's your plans for the Great Southwest? They said we're  
2 going to sell it as fast we can. Or our plans are to sell it, get  
3 rid of it. I've been working ever since.

4 And a footboard yardmaster, I mean, that position didn't come  
5 until they merged our seniorities together because we ran out of  
6 people. The Great Southwest people were retiring, a couple of  
7 them passed on, disabled, for health reasons. And then, so I've  
8 always held a conductor's spot or a footboard yarder's spot. Like  
9 I said, I'm a control freak.

10 Q. And the job you were on Friday, is that your regularly  
11 assigned job?

12 A. Correct. I've been on --

13 Q. What is that --

14 A. -- a daylight job for -- I don't know how long I've been on  
15 that daylight job, but -- I don't know, years and years and years.  
16 Ever since this was a remote and before that.

17 Q. What is your job number on that, on the job?

18 A. It's Y-GW51R.

19 Q. Okay. And you go on duty at 6:01 and you get off at?

20 A. When we're finished. Here lately, you know, we lost a big  
21 account we had. It was the Biagi Brothers, the beer account.  
22 They moved into a new warehouse out of Prime Pointe and they've  
23 been gone since March, April, the end of April. No, longer than  
24 that. Probably mid-May, I think, is when they moved out of Prime  
25 Pointe.



1           Anyhow, so before that, I mean, it was 12 hours every day.  
2 We worked 7 to 7. But here lately, since that job, that work  
3 left, we've been, like I said, transitioning into doing the  
4 industry work up on the hill and everything else, because before  
5 all I ever did was the beer house and Mackey, which is a  
6 subassembly plant for General Motors. We do that, they're last  
7 spot in the evening, 5:00, 5:30, whatever.

8           MS. GREGORY: I'm going to pass it to Steve and let him ask  
9 his questions.

10          BY DR. JENNER:

11 Q. Great, thank you. This is Steve Jenner with the NTSB. Just  
12 some follow-up on your background there. How long have you been  
13 an RCL operator?

14 A. Since they went into operations. Since they first came on  
15 line.

16 Q. About when was that?

17 A. Oh, shoot.

18 Q. An estimate is just fine.

19 A. How long have they been operating? Fifteen years, have they  
20 been in Arlington?

21          MR. SEACHORD: 2003, 2004, somewhere around there we were  
22 cutting in during that time.

23          BY DR. JENNER:

24 Q. 2003-2004 period?

25 A. Yeah, but I mean, as soon as they came on line, I trained on

1 them and I was on the daylight job, this job here.

2 Q. Have you worked pretty exclusively with RCL operations since  
3 then?

4 A. Yes, that's it. Getting back to my history, the Great  
5 Southwest Railroad is the only railroad that I've worked on.  
6 That's the only experience I have in railroading. I have yet to  
7 line a main line switch or seen a (indiscernible). I'm just  
8 strictly an industry yard guy.

9 Q. Okay.

10 A. On this track.

11 Q. You've probably seen some technological changes since then.

12 A. Yeah.

13 Q. If you can conceptualize the changes and if they've been  
14 improvements or if they've taken a step back, what is your  
15 perspective on that?

16 A. Well, you know, when I first heard remotes were coming in, I  
17 said it wouldn't happen until after I was out of here. I just  
18 didn't believe that they could ever do it and pull it off. I  
19 thought it being an experiment like the -- what they come out  
20 with, those OBTs, onboard terminals, that they were going to do  
21 the work orders with and they sent us to a week of training, and  
22 that was the biggest fiasco they ever had. It never did work; it  
23 never did work. You'd sit there and wait for "waiting for  
24 update."

25 I thought it would be something like that, they're going to

1 try it, it's not going to work and they'll shit-can it like  
2 everything else, you know. And like everybody, you know, I didn't  
3 think it would work. I used it. I was working with Mike Scoggins  
4 at the time. He's struggling; he was on the tail end of his  
5 career. I remember training with him and they sent some -- you  
6 know, they had implementers with us or whatever, and this young  
7 girl was just riding his ass all the time. You know, he wasn't  
8 fast enough. I said listen, you know, for that vigilance to go  
9 off, he has 10 seconds. As soon as he hears that sound, he  
10 doesn't have to move that button, you know, he has 10 seconds.  
11 You know, get off of him.

12 But anyhow, the more I worked with remote control -- and I  
13 hope I can honestly tell you, I think it's better than having an  
14 engineer, for what I did, for the mere fact that I have control.  
15 I don't have to talk on a radio. I don't have to -- I have total  
16 control when I'm spotting boxcars. It works. It works and it  
17 works great, in my opinion. Don't tell any of your engineers I  
18 said that.

19 (Laughter.)

20 BY DR. JENNER:

21 Q. Okay. Are there aspects of it that you're not thrilled  
22 about?

23 A. No. There's some of the rules that the UP has in place that  
24 I think -- you know, before this accident, I didn't think -- I  
25 thought it was too much, I guess, or the penalties were too

1 severe. The red zone. I was one of the ones it just never made  
2 sense to me. If I have control of the box, me, myself, can only  
3 move that engine or make those cars move. So, I mean, all the  
4 other guy can do is put it in emergency. I always thought -- I  
5 mean, that red zone, why can't I -- now, you got to understand, I  
6 work in an isolated area; there's nobody else out there when I'm  
7 working. I'm the only job out there on that track probably 90  
8 percent of the time.

9 I mean, 52 is over at the sugar house and they're on the tail  
10 end of the shift. They're out of there by 10:30. There's nobody  
11 else there. And I have protection from the zones because I  
12 generally control both zones. When I come on duty, I generally  
13 get both zones so nobody can come in on top of me without talking  
14 to me. I mean, the only people that can start -- get anywhere  
15 where I'm at in the yard, they have to talk to me, unless they  
16 start in the yard, and there's nobody there but the 33 and I've  
17 already talked to them. And once they leave, they can't come  
18 back.

19 So getting back to -- I never -- I didn't understand the red  
20 zone, why the penalty was so severe if I just came in there and  
21 turned an angle cock or, you know, even less in an air joint. It  
22 just, you know, I mean -- now that's a critical rule. Before they  
23 would just write you up, I guess. I don't even remember if they  
24 put you in SIP, something like that. That rule happened. Other  
25 than that -- I don't know, I guess I was just rambling. I don't

1 remember what the question is.

2 Q. We're good, we're good. Now each job, I assume that on any  
3 given day you can work with a different partner?

4 A. No. No, only when somebody was laid off. I just -- my job,  
5 I've worked with Mike Scoggins. Well, he's retired. I forget  
6 (indiscernible). I don't know how long he's been gone.

7 But everybody, it just seems like if they get on my job, they  
8 work until they retire, so I work with the same person for long  
9 periods of time. I don't get a bunch of new people, except for  
10 when somebody lays off, you know, takes a day or vacations. Eddie  
11 Ramsey, I worked with Eddie Ramsey for years, you know. You know,  
12 they just don't bump around to get -- you know, there's not that  
13 much bumping around. I generally, when somebody comes and gets on  
14 my job, they generally stay for a while.

15 Q. Okay. So you've worked with JP for a long time?

16 A. Yeah, he was on the job for -- since, I believe, May. March.

17 Q. Since May of this year?

18 A. April or May of this year, yes.

19 Q. So the two of you have worked kind of exclusively since then?

20 A. Yeah.

21 Q. Okay.

22 A. Yeah, except for when he took off for his union meeting or,  
23 you know, a few vacations that he took. He went to his family  
24 reunion this year in Branson. But yeah, yeah. I mean -- yeah.

25 Q. What was his comfort level with RCL operations?

1 A. I would say as good as mine. I mean, he was -- JP was a guy  
2 -- you know, you work with new people and some of these new people  
3 coming on, I'm the kind of guy, being a control freak, that I  
4 didn't let people do stuff if I didn't have confidence and I  
5 couldn't keep them in my line of sight. When you worked with me,  
6 you couldn't pull -- you had the pull pins on the right side so  
7 I'd always keep you in sight. Some people pull the pins from the  
8 other side so the knuckle's open when it goes down in there and  
9 the chance of making a joint is greater. I look at that too many  
10 things could happen on that side; we'll just make joints. That's  
11 the way I look at it.

12 JP, I didn't -- getting back to that, when I work with people  
13 new or they first come work with me, I kind of watch them and  
14 assess them and if they're conscientious and if they feel like  
15 they know what they're doing and they're not -- they're focused on  
16 what they're doing. You know, they're not doing stupid things.

17 When JP would step off to do something, I didn't -- I knew he  
18 was going to do it. I knew he was going to do it the way it's  
19 supposed to be done. I just -- I didn't have to worry, you know.  
20 He used to ride down -- you know, most of the time he would do  
21 packaging because we did it going up and he'd ride those shoves  
22 back there and set out the cars where they needed to be. He  
23 didn't have a problem. I mean, he was good. I mean, there's a  
24 lot of people out there that I wouldn't say that about.

25 Q. Okay. So you answered my next question, was your overall

1 confidence in his ability and professionalism.

2 A. Correct.

3 Q. Okay. During operations, I guess you have to make decisions  
4 about when you're going to walk next to a moving train or when  
5 you're going to ride it. Can you explain to me under what  
6 circumstances you would do one versus the other?

7 A. Distance. If I have to ride very far, I'm riding. You know,  
8 today, switching and the way we did a lot of times is just like I  
9 told you when you picked those cars up this morning, I would --  
10 with the workload being reduced, we did a lot more of him making  
11 the cuts and me taking the cars down, because you generally have  
12 one or two bigger cuts and he'd be at the place, the longer cut,  
13 like, you know, where he made the cut, to make sure that joint  
14 made, walk up, make the cut and then I'd send him back to go get  
15 the cars.

16 That's pretty much what we did, you know. And the cars that  
17 I did kick, he very seldom had to ride out, I guess is what I'm  
18 saying, to line switches, because we weren't handling that many  
19 cars that I would go ahead and line the switches, send the cars  
20 down the track, and he would be more in the field to get the cars  
21 together.

22 Q. Usually JP would be walking rather than riding?

23 A. Yes. Yeah, when we're getting the stuff together. But like  
24 putting our train away or something, you know, most of the time  
25 we're going down a clear track and we're cutting them off, you

1 know, tying them down and cutting them off; testing them and  
2 cutting them; coming up a clear track and going home. That's  
3 generally how we finish our day.

4 Was it different yesterday -- or Friday? Yeah, we're riding  
5 back to make a joint on a cut of cars that were there. You know,  
6 that's probably the only thing different. But, I mean, that  
7 wasn't totally abnormal. I mean, that's not nothing -- a new move  
8 that nobody can't do.

9 Q. Okay. And again, I'm not looking for an exact number or  
10 anything, but when you say distance is part of your decision, what  
11 sort of distance in terms of car lengths or feet would you walk  
12 versus ride?

13 A. Me? It depends. I don't know, I guess it just depends on  
14 what you're doing, you know, what were you in the act of doing?

15 For example, going up on the hill where we cut those two cars  
16 off, those salt cars, you know, he's coming through the run-  
17 around; I'm at the switch to line him out. He stays on to go  
18 through the switch -- you know, he's riding through because  
19 there's a crossing right there and you don't get to it with the  
20 engines that we have. I'm lining the switch. Right there, I just  
21 stepped over and waited for the pitch because the engines are  
22 right there and I'm riding back to join four car lengths, five car  
23 lengths.

24 The other day we had to go International Paper, which is a  
25 move that you make when you're coming up, go down there and spot,



1 or if you're pulling empties, you pull those through, tie them  
2 down and cut them off and come through the run-around, and if I'm  
3 at the switch or if he was at the switch, whoever was cutting them  
4 off, they'd line the switch. But this time we got the switch on  
5 the other side of Carrier Parkway that's lined. You'd ride light  
6 power to blow through that crossing and get us lined up, that  
7 switch there, so we'd come down the hill. Well, if he was there  
8 or I was there, you'd walk. While the other guy is doing that  
9 move, you'd walk down there to be at the joint. So you're walking  
10 those four or five car lengths. That way you're there, you know.

11 I don't know, that's the way you -- both of us did it that  
12 way. So, you know, it's just -- I don't know, it's not a feeling.  
13 That move he was making, if it was me, I would've been on the end  
14 of the car and rode it. And I'm almost sure that's what --

15 Q. Okay.

16 A. And he was capable. He wasn't -- that day he didn't mention  
17 anything wrong with him. He didn't mention that his knee was  
18 hurting. He didn't mention -- I mean, I watched him walk that  
19 morning and I didn't see anything. He didn't mention any kind of  
20 soreness he had, anything. So I'm sure he would've -- I mean, I  
21 would have and I think he would've done the same thing.

22 I mean, you know, I physically didn't see how deep those cars  
23 were, but if they added cars for the west end where we cut the  
24 cars off the day before, and I would assume this is all -- I  
25 didn't ever look up the track because, like I said, the inbound

1 that the ARAR delivered the night before or that morning, we're in  
2 2 rail with the power for the 33. So you got the power of the 33  
3 that came out, so you're talking he was in clear of the 1 rail --  
4 it had to be at least four car lengths. It had to be at least  
5 four car lengths. And then if you line that switch, depending on  
6 if that 1 rail switch was lined or not, already lined, he got on  
7 at that 2 rail switch, you know, you're talking he had five car  
8 lengths before he got to the track to get off to see how far, and  
9 then them cars were probably another at least five car lengths, if  
10 not six, because we generally -- I can't remember when we cut them  
11 off Thursday, but on a normal day we would've cut them off a  
12 couple car lengths short of the yellow line and the clearance  
13 point. The yellow line is the line they got on the ties that's  
14 50-foot from the clearance point.

15 So on that move there, he would've -- I would have. I don't  
16 know if he did or not. I'm around the corner. I don't know what  
17 he did. I can't tell you.

18 Q. That's fine. Thank you. If you could educate me, you have a  
19 belt pack and a vest. When you're riding a car and you're going  
20 to ride up on the ladder position, can you describe how you secure  
21 yourself when a car is moving? How do you do that?

22 A. Yeah, I get on --

23 Q. And I'm sorry, one more qualification. This is when you are  
24 operating --

25 A. Right.

1 Q. -- that the pack is --

2 A. Right. Like I'm riding the point --

3 Q. Yes.

4 A. -- and operating. I'd get on the ladder, and I always hook  
5 my arm. And I'm left-handed, I ride left-handed, I eat left-  
6 handed and I play golf right-handed. So I operate that way.

7 Q. Are you facing the car --

8 A. To get them. Um-hum. Yes, I'd be on like this, facing this  
9 way with my feet -- generally, my left foot would be pointed  
10 towards that way and the other one's kind of just on the best grip  
11 I can, depending on the size of the footstep there or the steel.  
12 But I don't never ride from the stirrup, I always get up to where  
13 I'm above the stirrup, the next step up. Then there's generally  
14 the handling (indiscernible). So if I'm going this, I would be  
15 facing this way. Generally, this arm would be hooked so I could  
16 operate, you know, and then my foot, you know, my left foot would  
17 be pointed more towards the way we're going.

18 Q. Okay. Can you describe how JP liked to ride the point?

19 A. Yeah, he'd be pretty much the same way. I think he hooked  
20 his arm. I mean, it just -- I just feel better, you know? Yeah,  
21 because you can't hang on any other way.

22 Q. Right.

23 A. I can't.

24 Q. Do you, yourself, when you're riding the point and you're  
25 secure, do you feel that you're properly secured and still able to

1 operate the belt pack?

2 A. I do. Yeah, I -- yeah. Because, you know, once you get it  
3 going, you know, you're generally -- you know, you don't have to  
4 -- you know, I'm not hanging like that all the time, because once  
5 you get going, you don't have to mess with the box. You know,  
6 you're not -- I'm not throttling up and down the whole lot. You  
7 know, some situations you are. If you're, you know, approaching a  
8 crossing that you have to get off and, you know, push your  
9 throttling down and then you may have to give a little brake. But  
10 you know, if you're riding very long, you put the other arm up  
11 there to grab. So you know, JP's a large man, but he was always  
12 facing -- he was always facing the direction he was moving. You  
13 know, I was -- I'm always facing the direction I'm moving, but I  
14 got where I can look back, you know, like that.

15 Q. Okay. So you mentioned he was a large man. So did that  
16 influence the way he secured himself or operated from the point?

17 A. No, he did -- he pretty much -- you know, he rode like I did.  
18 Like I said, we didn't -- I didn't ride at the stirrup, it's too  
19 much strain on your arm. You know, it's too far of a stretch from  
20 the stirrup to here, you know, and then you have to let go of one  
21 hand like that. I just always felt -- so I was up on the first --  
22 well, I don't know what they call that.

23 MR. SIMPSON: The ladder.

24 MR. CERO: The ladder?

25 MR. SIMPSON: Yeah, yeah.

1 MR. CERO: Not the stirrup.

2 BY DR. JENNER:

3 Q. Okay, great. In this part of the yard, have you -- in your  
4 experience over the last few years, have there been any safety  
5 concerns in terms of lighting, visibility, the track, walking the  
6 area or any safety concerns?

7 A. You're talking about the west end of the yard or the whole  
8 yard?

9 Q. The west end of the yard, in particular.

10 A. The west end of the yard. No. I don't know if you know, but  
11 that switch, I ran through that switch about February. February  
12 of this year, so -- and the switch wasn't -- I mean, the switch is  
13 hard to throw. You know, that 2 rail switch. I call it the 2  
14 rail switch, the one inside the 1 rail switch. But as far as, you  
15 know, I work daylight, so I don't know if the lights work. The  
16 power switch works, you know, with the push button. It's kept  
17 under lock, you got to unlock it. That's the 9 rail switch coming  
18 out.

19 Q. Right.

20 A. No, all those switches on the west end tend to work pretty  
21 good.

22 Q. Okay. And let's say the tracks, itself, the integrity of the  
23 tracks, what's your opinion of that?

24 A. The west end's better than the east end. They just  
25 refurbished, you know, the 2 rail and while they were there, they

1 redid or release swept and I guess raised and straightened out the  
2 3 rail. They didn't add any ties, but they did straighten it out  
3 and brush it.

4 So you know, actually, you know, on the east end there's  
5 actually more of a footing problem now that they swept it because  
6 the rocks, you know, being swept and everything, they're loose, so  
7 when you walk, they push -- they kind of mound, there's more rocks  
8 there than probably need to be, so when you walk, you know,  
9 there's a lot of slippage on them, but that's on the east end.

10 Q. Okay. On this job, your title was foreman?

11 A. Yeah, footboard yardmaster, (indiscernible).

12 Q. Okay.

13 A. But foreman, I'm good with foreman. All that is, is -- in my  
14 opinion, all that is it pays me more money.

15 Q. Okay, very good.

16 A. I love that.

17 Q. In terms of working pairs of the crews, is it fair to say  
18 there's a foreman and a helper?

19 A. Correct, that's what we go by.

20 Q. And that was your title on this job. Are you usually the  
21 foreman?

22 A. Always.

23 Q. Always the foreman.

24 A. If I can hold the foreman, I am the foreman.

25 Q. Okay. When you're -- so that just -- that means you make the

1 decisions?

2 A. I make the decisions. I'm a control freak.

3 Q. Okay. So just to -- the day, up until the incident, how  
4 normal was that day?

5 A. Normal. I mean, it was -- I mean, he even talked about he --  
6 you know, Chase had asked him if he wanted to go to the football  
7 game, the A&M, A&M -- who'd they play?

8 MR. SIMPSON: Arkansas Razorbacks.

9 MR. CERO: Arkansas. Because, you know, Chase is an Arkansas  
10 Razorback, graduated there. And JP said he wasn't going, he was  
11 just going to stay at home. He had some cleaning to do and he was  
12 going out of town the next weekend to go to the Kansas City game  
13 and get his bobblehead, he was excited about his bobblehead. I  
14 don't know if you know he collected bobbleheads. He's got more  
15 bobbleheads in his attic than the Rangers have.

16 (Laughter.)

17 MR. CERO: He just got -- he had some shelves, he just got a  
18 hold of some shelves, that he was setting up a room, that he was  
19 actually going to display some of them.

20 So it was a totally normal day. Totally normal. Nothing out  
21 of the ordinary. Like I said, he was smoking a cigar. If he  
22 wasn't ever firing up a cigar, I'd have been worried. Everything.  
23 I mean, I can't believe it. It was -- everything was normal.

24 DR. JENNER: Okay.

25 MR. CERO: I mean, I can't -- not even a hint of something

1 that was wrong.

2 BY DR. JENNER:

3 Q. So just to reflect on some of the statements you made  
4 earlier, your conversation with him was normal, he didn't express  
5 any concerns about safety or his health?

6 A. No. No.

7 Q. Okay. And I'm going to finish up my first round of  
8 questions. Just tell me about the weather around 10:30, 11:00,  
9 the best you remember.

10 A. Humid, hot and humid.

11 Q. No precipitation?

12 A. No. No, it was just cloudy. Cloudy.

13 Q. Okay.

14 A. No, no rain. No.

15 DR. JENNER: Terrific. Thank you very much.

16 MR. CERO: We need a break?

17 DR. JENNER: You want a break before we ask some follow-ups?

18 MR. CERO: No, no, I'm okay.

19 DR. JENNER: We'll pass it around to my right. Just state  
20 your name.

21 BY MR. SAUNDERS:

22 Q. Kamron Saunders, SMART TD. I don't have much. I guess one  
23 of my questions is, as far as the foreman and helper, let's say,  
24 as the foreman you would do the paperwork, but as the day -- as  
25 your day goes on, there's really no rule, if you will, about who



1 does this and who does that. You all pretty much swapped off. It  
2 sounded like you -- you know, one day you'd get that switch, the  
3 next day he'd get that switch, or throughout the day.

4 A. That's correct.

5 Q. So those were pretty much -- you all worked hand in hand.  
6 Once you got out there, when you weren't doing paperwork or  
7 deciding where you were going, it was a two-person crew and you  
8 all did it --

9 A. That's right.

10 Q. -- however it worked out.

11 A. When we got to a place, you know, we were coming around and  
12 get to packaging. If we're going to packaging, we'd stop, you  
13 know, before somebody got off or actually before that, you know,  
14 we'd say, you know, we're going to stop here and do packaging. JP  
15 is saying I'm going to get off and go back there. If we've got  
16 three empties or five, whatever we got, he said he's going to take  
17 them all the way out to Frito and set them out and then we'll spot  
18 the rest and grab the empties and go or if we weren't taking the  
19 empties with us and go, go up the hill, I'd be doing the next. So  
20 yes. And then, you know, if we weren't doing packaging or  
21 something else, who knows, he may be doing IP the next time. It  
22 wasn't set that I do IP, he does pack, salt, whatever.

23 So you're right. You know, we decided that when we got to  
24 the location, you know. And then, like, if something changed down  
25 there, he would always -- you know, he would say listen, they're

1 going to have this other car, are we going to wait on it or not?  
2 He'd let me make that decision. He'd let me know that he's down  
3 here. Do you want to do this? What do you want to do?

4 MR. SAUNDERS: Sure. That's helpful, yeah. All right, thank  
5 you. That's all.

6 BY MR. SEACHORD:

7 Q. Kelly Seachord, Union Pacific. I've got a couple questions  
8 for you, George. When you talked earlier about the 33 job,  
9 doubling 1 to 4, earlier, was that from the east end or the west  
10 end?

11 A. West end.

12 Q. It was from the west end.

13 A. They always left out of the west end. They'd always have to  
14 call and get the zone. Standard days, in the processing of  
15 linking up, I would generally get a hold of the 52 to get the  
16 zones transferred to me and then call -- if I could reach him on  
17 -- I'd have to switch channels to reach him over at Garrett Yard  
18 to let them know that I got the zones and I give them a couple  
19 shots at it and if they didn't answer, you know, they got a lot  
20 going on with General Motors and everything else, I just flip back  
21 and we go by there and get a hold of them. Sometimes every day.

22 Q. So they were on the west end when you were down at the east  
23 end of 3. So they'd already been in one before you guys went in  
24 there.

25 A. We were in 2 rail, we got our cars out of 2 rail.

1 Q. Okay.

2 A. They were already -- they weren't even linked up yet when we  
3 got our -- they weren't linked up. They get on their power, but  
4 their power is cut away. They weren't making a move yet, but we  
5 were in 2 rail to get our cars.

6 Q. Okay, so I'm a little -- I'm just trying to figure. If they  
7 go into one before you guys did --

8 A. Oh, yes.

9 Q. -- on the day that you did --

10 A. Oh, yeah.

11 Q. And from the west end.

12 A. Correct, all their movements are from the west end. The 33  
13 jobs that comes over there is to take the Fort Worth tonnage to  
14 Fort Worth.

15 Q. Okay.

16 A. They get permission -- I'm sorry, they always call and get  
17 permission from me to get into Zone 2. So they do all the work on  
18 the west end. We start our day always on the east end and get our  
19 cars and we're going through the industrial park, going east,  
20 which is where Zone 1 is. This particular day, when I flagged  
21 that down to tell them not to set those cars over, and then he  
22 told me what he was going to do, I gave him permission for that  
23 Zone 2 at that point.

24 Q. Do you think they went into one on light power or do you  
25 think they had cars?

1 A. No, I think they went in light power.

2 Q. Light power, okay.

3 A. I think they went in there -- again, me -- well, he told me  
4 he was going to get his five cars out of 1 rail and double up to  
5 pull them.

6 Q. Okay.

7 A. Because he had to have covered cars. The only reason he's  
8 taking those is because he has to have it covered for Franke  
9 Filling. They're hazardous cars, it has to have five cars  
10 covering the load. So he definitely went light power because  
11 there's no -- he ain't doubled up in there.

12 Q. Okay.

13 A. So that's why I'm saying that joint that JP was going to make  
14 was at least -- it had to be at least six cars deep.

15 Q. Okay. When you came back out of 3, you came from the east  
16 end to the west end, right?

17 A. Correct.

18 Q. And so the 3 switch was against you?

19 A. Correct.

20 Q. And so that's when JP started to get off the line, is that  
21 right?

22 A. Yes. No, he didn't decide, he was told he was going to do  
23 it. He actually volunteered, he said I'm getting the switch. But  
24 yes, he got off.

25 Q. Now, if that switch would've been a-lined for you, would he

1 have still gotten off there?

2 A. No. If there would've been a line for us, we would've  
3 continued on out.

4 Q. Okay. And then he would've walked back and got on the point  
5 to --

6 A. I would've stopped at that 2 rail switch to let him off.

7 Q. Okay.

8 A. And then I would've continued on around.

9 Q. Okay, all right. Now, I've got some questions about the box.  
10 Like, if I'm going in this direction on a car, you know, and I'm  
11 hanging on a car, the throttle, I'll call it, or speed switch is  
12 on the right-hand side of the box, is that right?

13 A. Um-hum.

14 Q. Okay. So then, so we had someone talking, you know, while  
15 we're talking about all of this, they say they see a lot of guys  
16 riding -- I'm just curious on how people ride. If they ride on  
17 the side of the car like this, you know, you could cross with your  
18 left hand and hang on and then control the speed this way. Do you  
19 think JP rolled that way or do you really know?

20 A. You know, it started out -- I don't know that I can -- I  
21 don't know, I can't tell you, but I know watching him arrive to  
22 shove around, that he would have his hand hooked.

23 Q. Okay. And then the last question will just be a side  
24 question. What do you think would happen for operations and those  
25 kind of things if the railroad said you can't ride a car if the

1 shove is less than 25 cars?

2 A. Terrible. You'll wear your legs out. You wouldn't have any  
3 low holding points. I just don't think that's the answer. I  
4 don't know what the answer is, but walking on this ballast is not  
5 a good thing. I mean, especially the conditions. I mean, you  
6 know, if you had the right size ballast, maybe it wouldn't hurt as  
7 bad, but I mean, we have a small ballast that's part of it and  
8 it's just hard to walk. I mean, it's tough, I mean, and when you  
9 walk to lay the track off, I mean, it's not an easy walk. You're  
10 walking enough now. I can tell you the mindset, but it's -- you  
11 can get in so much trouble if you have more -- how do you phrase  
12 this? You have more opportunity of failure by getting on than it  
13 is to walk somewhere. You know, if it's only up over to that  
14 door, I'm walking because, you know, to get switches that are down  
15 the lee, I used to ride because, you know, you ride and stop and  
16 throw the switch and lining.

17 Now I walk, I walk more than I've ever walked on my railroad  
18 career, for the last 2 years, just because, you know, it used to  
19 be if you left the yard, you didn't have to make sure your tracks  
20 are together. What's the point of kicking that? If you're only  
21 going to kick out a few cars, you're better off to just shove, so  
22 you leave JP in the yard and you shove the joints. You don't  
23 stretch them and that way you don't have to back later to make  
24 sure they're together. There's just -- in my opinion, there's a  
25 lot of walking on the railroad now. I think there's a lot more

1 than there used to be.

2 MR. SEACHORD: I think that's all the questions I have.

3 BY MR. ALLEN:

4 Q. This is Zach Allen with the FRA. Kind of getting back to the  
5 same question, George. In your own opinion, do you feel --  
6 because, you know, there's always -- what's safer, riding or  
7 walking? Do you feel that one is safer than the other, in your  
8 own opinion? Or just depending on the conditions?

9 A. I guess it depends on what you're going to do. You know,  
10 what's your -- what are you trying to accomplish? You know, what  
11 are you going to do next? You know, like I said, doing that shove  
12 that JP was, I'm riding and I'm riding to the safety stop. You  
13 know, a shove around to these industries that I do, they're  
14 generally long shoves. You know, you're not going to walk that.  
15 You know, I think it just depends on what your objective is, I  
16 mean, what your task to accomplish is. You know, in the yard, I  
17 think there's a lot more walking that goes on than there used to.

18 Q. Is there any close clearance issues inside the yard?

19 A. Oh, sure, sure. Yeah, they're posted on both ends. You  
20 can't ride up the track with the cars on the adjacent track  
21 because some of them are close.

22 Q. Yeah, I have walked through them. I know they were tight.  
23 And this is kind of an odd question, but do you guys have  
24 hazardous material cars inside that yard?

25 A. Correct. On our side, on a delivery, they always send over

1 the Franke Filling, which are hazardous cars that are on our side.  
2 And we handle Pepsi Cola that has hazardous cars.

3 Q. Do you handle more than five hazardous cars in one pull or  
4 anything?

5 A. No. No, they just come in, I mean --

6 Q. It's very sporadic?

7 A. Yeah, they're sporadic and it's two at the most. I mean,  
8 Pepsi has a two-car spot up there and they very seldom ever get  
9 two at a time. It's generally one car.

10 Q. Now, going back, you -- where did you pick up the five cars  
11 that you were going to shove into one?

12 A. At packaging. At the industry.

13 Q. And how far is that from the east end to the west end of the  
14 yard?

15 A. Oh, shoot. Packaging is over there. I don't know. It's up  
16 in what we call the hole and it's by the Y that shoves up to  
17 packaging, which is a dead-end street or a dead-end track, a dead  
18 run into packaging, but you're talking it's got to be 5 miles.

19 Q. So you pulled the cars about 5 miles to the west end of the  
20 yard, basically, that morning?

21 A. Yeah, I'd say probably -- yeah, because I think that's -- I  
22 don't even know what milepost that is, but the mileposts over  
23 there are -- first off, there's no mileposts. We go by the sheds  
24 for the crossing gates. But yeah, I'd say 5 miles, at least.

25 Yeah.



1 Q. Okay. When you pull -- when you lined the switch for 3 and  
2 then you pull the eye, do you know if JP had to mess with the 2  
3 switch at all, since it's in the -- started in --

4 A. No.

5 Q. -- 1 track? It was already pre-lined for him?

6 A. Yeah, because he gave me that go ahead and he would've been  
7 walking up there and, before we got off, I can -- you can see that  
8 2 rail switch and I think it was lined. I mean, I know it was  
9 lined.

10 Q. Was it lined (indiscernible)?

11 A. Yes.

12 Q. I was guessing, maybe, that some of it's already been in  
13 there. By chance did you -- before JP got off, do you guys -- I  
14 mean, with the remote, you guys sometimes don't really discuss how  
15 you're going to protect things because you got the control. Did  
16 he really ever say if he was going to walk it in or ride it in --

17 A. No.

18 Q. -- or anything?

19 A. No. No, that's -- and you know, you're right, that's not  
20 something -- you know, generally, you know, in the district you  
21 generally have your eye on him so you know what he's doing. But  
22 if it's a long shove, you just assume he's going to get on there  
23 and he -- you know, he always would. But like I said, I don't  
24 know, I was around the corner, but he worked a lot like me and I  
25 would've got on, so I'm almost sure he got on. I don't know,

1    though.

2    Q.   Getting to the RCL, remote control boxes, do you know what  
3    the brand is that you guys are using as far as a year or that  
4    type?

5    A.   We have a green box.

6    Q.   Well, some places sometimes -- how long have you been using  
7    these remote control boxes?

8    A.   Basically -- I don't even know that.  I know we changed, I  
9    know we changed from the yellow box to this green box and I don't  
10   know how long ago that was.  I don't know.

11   Q.   So you're pretty well adapted to it?

12   A.   Years.  Oh, yeah.  Oh, yeah.

13   Q.   So you're pretty well adapted to it?

14   A.   Yeah, yeah.  I mean, I was -- well, I'll tell you what.  I  
15   was working with Eddie at the time when we converted and they  
16   said, the implementers out there, they were going to help us, and  
17   we did better than the implementer that was supposed to know what  
18   the hell he was doing.  He didn't know what he was doing and we  
19   did it ourselves and figured it out.

20   Q.   Yeah, (indiscernible).

21   A.   Yeah, yeah.  That ain't all.

22   Q.   I'm just kind of curious.  How long have you been using three  
23   engines, three locomotives?

24   A.   That's new.  We generally use two, but we've had that set put  
25   together since -- we've been on that set for a week.  This

1 would've been the second week using that, I think.

2 Q. So you guys are still pulling quite a few cars

3 (indiscernible) --

4 A. No, the reason they were doing that, we ran short of power.

5 Gosh, (indiscernible) my brain is all foggy.

6 The prior weeks, our engine went dead on the 15th, the  
7 engines we were using. Our remote unit that went dead, it went  
8 dead on the 15th and they didn't get any other engines over there.  
9 They finally got the 840, that we didn't even put that set  
10 together. The 11R put that together, if I remember right, but it  
11 took them until Thursday. I'd have to look at the calendar to  
12 give dates, but I'm almost sure Thursday after the 15th, the week  
13 -- the 15th, I think, was on a Saturday.

14 So we were swapping off and waiting for power from the 40 --  
15 the 52 until Thursday when that set was put together and they just  
16 put it together for convenience. That's why we were using three,  
17 so we didn't take up a track with power and we just kept them  
18 together because I'm not a big fan of oscillating power and it's  
19 already together and it worked fine, so we just kept it like it  
20 was.

21 Q. Is the remote -- do you guys sometimes refer -- have another  
22 remote unit on the west end or the east end?

23 A. I always try to keep mine on the east end just because I  
24 don't want to hear that horn blowing in my ear when I'm on the  
25 ground there in the yard.

1 Q. So that's why the engine was next to the cars --

2 A. Yes.

3 Q. -- that you guys were hooked up to?

4 A. Right. No, that's because I want the -- I like to have my  
5 remote power facing east because we do the majority of our work on  
6 the east end of the yard, leaving. And then, of course, we swap  
7 ends when we're coming back, so we're on the other end. We're on  
8 the 2628. And then most of that is just spotting and riding, so  
9 you're not outside. You're blowing the horn through the crossings  
10 and you're inside the cab, so you don't have to listen to that  
11 horn blowing in your ear.

12 Q. You were talking about shoving or kicking. So do you kick  
13 cars off the west end?

14 A. No. We hardly ever do any work on the west end, except for  
15 putting our engines out. It's a rare occasion that we do anything  
16 on the west end. All of our -- all of that kind of work that we  
17 do is on the east end.

18 Q. And I'm just curious. I have another question for you, too.  
19 Since you're the footboard yardmaster, are you guys now assigned a  
20 little cell phone that they switch the --

21 A. Correct.

22 Q. -- work orders?

23 A. Yes, yes.

24 Q. So you guys have to use that, as well?

25 A. Yes, yes.

1 Q. I thought I remembered you had to, but I --

2 A. Yes.

3 Q. -- making sure.

4 A. Yeah.

5 Q. So you do your print copies so that way you can go off the  
6 switch to --

7 A. Right.

8 Q. Then, you do everything on that?

9 A. Yeah.

10 Q. For (indiscernible)?

11 A. That's correct. I like it. I like to have something in my  
12 hand so I can mark, make marks. I got a switch in this folder  
13 that I keep them. JP did too, he had his copy, you know. Of  
14 course, he didn't have a phone. I used only that work order phone  
15 to fill out the paperwork or get the work done for the railroad so  
16 they can log it. You know, we changed that from -- we went to  
17 those because before I went in and did all of it on duty, inside,  
18 when I came in at lunch and then at the end of the shift. This is  
19 their new deal.

20 Q. Now, you were talking about riding a car, and I know you  
21 probably just don't really notice that much, but you know, you  
22 were talking about -- and I understand that it's easier to ride up  
23 on that first handle, you know, with your feet. Did JP normally  
24 do the same things?

25 A. Yes.

1 Q. Stand up there?

2 A. Yes. Yeah, especially if he was riding a shove any distance.  
3 I mean, it's very seldom. Even a short distance for me, it's just  
4 too much stress on my arm.

5 Q. Right.

6 A. It's too far of a stretch from the stirrup down here because,  
7 you know, I'm 6'2". You know, I couldn't -- this, this -- the one  
8 before the top one is not enough because it gives me too much  
9 slack, so I was always at the top one to where I'm tight, you  
10 know, to the engine or to the car.

11 Q. Most of those rungs, they go underneath the car so you're  
12 kind of at an angle without standing up straight. So maybe it's a  
13 little easier --

14 A. Well, you're right.

15 Q. -- to be straight up on that.

16 A. Right. It causes less stress on your feet, too.

17 MR. ALLEN: I think that's all my questions for this round.  
18 Do you need to take a break?

19 MR. CERO: No. Do you want me to take a break?

20 MS. GREGORY: Anybody else need to take a break?

21 MR. SIMPSON: Yeah.

22 MS. GREGORY: Okay. We're going to --

23 MR. CERO: Okay. Yeah, good.

24 MS. GREGORY: It's 12:05 and we're going to take a short  
25 break.

1 (Off the record at 12:05 p.m.)

2 (On the record at 12:18 p.m.)

3 MS. GREGORY: Okay, it is now 1:18 p.m. [sic] and we're going  
4 to go back on the record with Mr. George Cero. Cero.

5 MR. CERO: Cero. Long "E."

6 MS. GREGORY: Long "E." Cero's interview here. Were you  
7 through with your questions there, Mr. Allen?

8 MR. ALLEN: Yes.

9 BY MS. GREGORY:

10 Q. Okay, this is Georgetta Gregory and I have a few more  
11 questions for you. I know we've talked a little bit about the  
12 boxes and the training, but I'd like for you tell me when you --  
13 what kind of training you went through when you first started  
14 using the remote control locomotives.

15 A. They sent us to a -- was it a week, a 3-day class, something  
16 like that, a 3-day class. It's a classroom, took a test and then  
17 you went in the field for a half a day and operated the box and  
18 got a feel for it, moving a car, you know, backwards and  
19 forwards --

20 Q. Um-hum.

21 A. -- and everything. That was about it. And then they had an  
22 implementer that rode with us for a week.

23 Q. Did you also learn about the air brakes and how to set those  
24 up and the benefits of using them versus hand brakes or just --  
25 and was it your custom to lace up the cuts and use the air?

1 A. You know, as far as the -- you know, actually, I think I did  
2 all of that on my own and figured out the air.

3 Q. Okay.

4 A. I don't know that I was trained on the air. But yeah, I  
5 think I -- like I said, at the time I started -- but yeah, it was  
6 customary to use the air and you know, use it, but I think that  
7 was just to feel.

8 Q. Um-hum.

9 A. Feel. You know, the more I used the remote, of course, the  
10 better I got at it, but I could use more of the -- use more of the  
11 ability of it, I guess you'd say, you know, like setting the air.

12 Q. Um-hum.

13 A. You know, if I was going down, instead of letting the engine  
14 regulate, you know, it's supposed to regulate. If you're at 7,  
15 you're supposed to keep it at 7. Well, if I was going down the  
16 hill I could give it a little light set on it and you know, kind  
17 of help the engine out or something. And yeah, it's just --

18 Q. Yeah, thank you for that. And Steve touched a little bit on  
19 innovations and emerging technology, and I know that from the  
20 beginning of RCLs on the Union Pacific up until today there have  
21 been several different boxes and even different manufacturers and  
22 I think you were working with a Cattron unit on Friday, is that  
23 correct? The green one.

24 A. Green box. I don't know what -- I'm sorry, but I didn't keep  
25 up with the names.



1 Q. Oh.

2 A. It's just a green box. I guess it's just --

3 Q. How long have you been working --

4 A. -- a standard work procedure.

5 Q. How long have you been working with that particular box?

6 A. Like, since they converted over and I don't know how long  
7 that's been. It's been a while. Four or 5 years.

8 Q. Okay. So you have progressed through the different series of  
9 control boxes?

10 A. Yes, I have.

11 Q. And each time you'd get a new one what kind of training had  
12 you received?

13 A. Well, when they swapped over to the green box, all the  
14 training we got was an implementer was coming to ride with us and  
15 show us the new features and like I said, the one they sent with  
16 us, he didn't know how to operate the box.

17 Q. Okay.

18 A. Let's just say he was not an implementer. We sent him on his  
19 way and we did it ourselves.

20 Q. Thank you for that. You spoke about the zones and that you  
21 had been the only train working on that west end of the yard. How  
22 many zones are in the Great Western Yard?

23 A. Two. There's one on the east end and west end. And I would  
24 get the zones just -- one reason I got the zones is I have  
25 control. The second reason is that way I don't have to call when

1 I come -- approach the yard --

2 Q. Um-hum.

3 A. -- to get in. You know, there's a sign on both ends that  
4 says this is a remote control zone. Must contact the yardmaster  
5 or the manager in charge or the person in charge of the remote  
6 zone to enter. If I have the zones, I don't have to stop and  
7 call, I got control. People have to call me and get in.

8 Q. Um-hum.

9 A. And this works over there for the mere fact I'm the only one  
10 working over there after -- I think the 52 runs out of time at  
11 11:00, 11:30, but they never come back to the yard. Once they  
12 leave the yard they never come back, they tie up over at Tucker.  
13 So after the 33 leaves, I'm over there by myself --

14 Q. Um-hum.

15 A. -- and I work on another channel, I work on 35-35 to keep  
16 away from traffic and I just go about my business.

17 Q. And who controls the zone? Who keeps a record of --

18 A. Over at Garrett Yard, the manager on the MYOs.

19 MR. SIMPSON: Yeah.

20 MR. CERO: Is that what their titled? MYOs are now the --

21 MR. SIMPSON: They're SYOs now, I think.

22 BY MS. GREGORY:

23 Q. George, did you get any specific training on ergonomics or  
24 body mechanics for when you're riding the side of a car?

25 A. No.

1 Q. Are there right and wrong ways?

2 A. No.

3 Q. Do you ever have any difficulty in getting your arm behind  
4 the ladder? You know, some of them have fairly close --

5 A. Some of them do, so you don't get to do it that way.

6 Q. Um-hum.

7 A. And getting to all this, you know, a prior question was how  
8 do I ride? That's how I ride this, hooking the arm. But as far  
9 as when I'm starting to operate the box, you know, I would be --  
10 my arm wouldn't be hooked, obviously, because I'd be hanging on to  
11 get started and then as I'm riding, I'm hooked to take the  
12 pressure off of it.

13 Q. Um-hum.

14 A. I don't think I made that clear. I think you made it sound  
15 like I'm hooked before I even start, so I'm crossed still. I'm  
16 not really -- I'm actually hanging on with one hand to get started  
17 and then you move, you know, hitting the vigilance button and  
18 coming out and then I can throttle up with the left and throttle  
19 down. And I got the right for my brakes, if I need them.

20 Q. Um-hum. Okay, thank you. And you mentioned going uphill and  
21 "I was out in the yard yesterday and it looked pretty flat to me."  
22 So you talked about going up the hill.

23 A. Oh, that's through the industrial park, that's what we refer  
24 to. Going up the hill is probably 7, that's up the Carrier  
25 Parkway. Once you pass the line and go through what used to be

1 the golf course across the bridge, it's uphill all the way and we  
2 always called that old Great Southwest term and it got carried on.  
3 We called that the hill.

4 Q. So there is some undulating track or an ascending grade?

5 A. Yeah, it's an ascending grade all the way up.

6 Q. Okay. And --

7 A. But that's not in the yard. You know, that's out in the --

8 MS. GREGORY: Once you get out towards the industries. So  
9 you're going to touch on most of these questions, I think, Steve,  
10 and if you don't, we're going around.

11 DR. JENNER: Which questions?

12 MS. GREGORY: Here.

13 DR. JENNER: Sure, sure.

14 BY MS. GREGORY:

15 Q. Do you feel like the training you got for the RCL in your  
16 footboard yardmaster position, do you feel like the training was  
17 sufficient for the job?

18 A. Yeah, because, you know, I went through the training at the  
19 beginning, so everybody was new. So everybody was, you know,  
20 trying to get the feel of it, so -- and in my opinion, I think  
21 it's -- you actually really have to feel it.

22 Q. Um-hum.

23 A. I mean, I've trained -- I had a lot of trainees ride with me  
24 in prior years, when they were hired, a bunch, and you know, they  
25 just -- a lot of them, you know, you really got to watch them at

1 first, and I think one of the good things the Union Pacific did do  
2 in their training of these new employees that they were bringing  
3 on board was they used to be with me for maybe a week, 4 days, and  
4 then they're moving on to somewhere else. And 4 days, I could  
5 tell you, they don't know -- they don't have a clue.

6 When they went to -- and I think they were keeping -- I can't  
7 even remember. Isn't it almost, I think, 4 weeks? Four weeks.  
8 And most of them can get a hold of it by then. But when I started  
9 them, I'd let them -- they wouldn't do much the first time and  
10 then I'd watch them and then, you know, some grabbed it faster  
11 than others and they get a feel -- when they feel how much weight  
12 they're pulling and what it is and they -- I think they do a lot  
13 better with that. I think the training is better if they're still  
14 doing it that way.

15 Q. So when they're in training, are they an additional crew  
16 member on the job?

17 A. Yes, that's correct.

18 Q. So the third person.

19 A. Yeah.

20 Q. Or like an engineer in training, right?

21 A. Yeah.

22 Q. Sort of a student engineer.

23 A. I think, yeah. And I know there's some more coming through  
24 now, not the remote, but just -- with the remote training, I know  
25 they had a new rule that you had to keep them within an arm's

1 reach of the new guy.

2 Q. Um-hum.

3 A. And I think if you're going to have -- like, if you're going  
4 to put a guy with me training, if you're going to entrust me with  
5 a guy training, I think I should have the latitude, if it's my  
6 opinion, if that guy knows what he's doing, as long as I'm  
7 watching him, that I can let him go do something. Because I know  
8 when somebody's breathing down my neck, I can't think. I mean, I  
9 can think because I've been doing it long. I don't mean it like I  
10 can't think. How do you say it? You're just not as comfortable.

11 Q. Um-hum.

12 A. You're nervous. Am I doing this right, am I doing that  
13 right? You always -- just like he's tested, when they're out  
14 testing you all the time now, you're wondering, you know, am I  
15 doing this right, am I doing that right? You're almost second-  
16 guessing yourself where, you know, it's not that hard. I mean,  
17 it's not rocket science and that just puts pressure on you. Even  
18 when I get my ride, you know, I don't feel the pressure of being  
19 intimidated or anything, but it's just, you know, making sure you  
20 do everything exactly right because, you know --

21 Q. When was the last time you had a check ride?

22 A. Shoot. Just recently. Mark Brandt. A couple weeks.

23 Q. Wow. How long did he ride with you?

24 A. He rode with us 2 hours. He rode right with us.

25 Q. That's good.

1 A. Yeah, they come around quite frequently, to tell you the  
2 truth.

3 Q. And just for the record, did you have a cell phone with you  
4 on your person?

5 A. No, no.

6 Q. Okay.

7 A. No, there's no cell phones. We never -- I never take my cell  
8 phone. I've come back from lunch and saw that I had my cell phone  
9 in my pocket and it never got on the engine. I went back and put  
10 it up. JP never carried a cell phone. Like I said, we drove our  
11 self.

12 Q. Um-hum.

13 A. The cell phone stayed in the car.

14 Q. That's a good practice.

15 A. I -- yeah.

16 MS. GREGORY: That's all I have, Steve, if you want to take  
17 over now.

18 BY DR. JENNER:

19 Q. I do have some follow-up questions. Actually, most of these  
20 are operational-type questions we're covering. I have some  
21 background questions. Actually, you're the first person we're  
22 talking to on the scene and we're learning about -- at least some  
23 of us are learning about JP through you. You mentioned that you  
24 had a normal discussion that day, things -- normal conversation  
25 and normal events and he did not mention any health concerns of

1 his to you. But you mentioned he didn't complain about his legs  
2 or knees or anything like that. Can you talk to me about his  
3 overall -- as far as you know, his medical fitness?

4 A. He was fit. I mean, a while back he said something about his  
5 knee was bothering him, but you know, that was -- I can't even --  
6 you know, a month ago or something he had mentioned, you know,  
7 that he had -- you know, he got -- his knee was sore and he  
8 thought, you know, I may have to get that checked out. As far as  
9 I know, he never did. But yeah, he was totally fit. You know, I  
10 don't think he was limited in any way.

11 Q. Okay. He was a pretty big guy?

12 A. He was a big guy. And he'd sweat, you know, he was sweating  
13 -- I mean, I'm totally opposite from everybody at Garrett Yard.  
14 They keep it like a refrigerator, as far as I'm concerned. I like  
15 heat. So everybody else wants air conditioning as cold as they  
16 can get it, so -- but I mean, he was -- when he got those cars  
17 together, he was totally fine. I mean, he walked up to the switch  
18 fine, like he always does. He didn't say anything.

19 Q. Okay.

20 A. And I feel like if he wasn't feeling good, like he mentioned  
21 the knee, I didn't ask him about it, he just told me about his  
22 knee.

23 Q. Um-hum.

24 A. I think he would've said something. I think if he, if he had  
25 his arm or -- he never complained about his arm, shoulder or



1 anything else. The only thing he ever mentioned to me was the  
2 knee. I think if he wasn't feeling good or if he wasn't -- if he  
3 was hurting somewhere and he didn't think he could do it, he  
4 wouldn't just man up, I think he would've told me.

5 Q. Okay, I appreciate that. As promised, I was going to ask  
6 about your background in terms of medical fitness for yourself.  
7 How's your overall health?

8 A. Well, it's excellent because, in fact, I just got the results  
9 from my annual physical and my wife is very pissed off because  
10 when I go back -- my doctor does not give any information over the  
11 phone, you have to come in to get the results for your physical,  
12 so you've got to come in again and I've got like five happy faces  
13 and I go home and show my wife. How many happy faces do you get  
14 on your report?

15 (Laughter.)

16 MR. CERO: I'm totally healthy, I have no health issues.

17 BY DR. JENNER:

18 Q. Okay, so does that mean you have no chronic conditions?

19 A. I have no chronic. The only thing I have is -- I guess I  
20 take Synthroid, a synthetic thyroid pill, once a day and he told  
21 me I'm going to take it for the rest of my life until I die.

22 Q. What is that for?

23 A. I guess I got a hyperactive thyroid and he said it's just --  
24 he said it's going to make you feel better and I said I don't feel  
25 any different than what I felt before I started taking this thing.

1 He said, but your thyroid feels better. I don't know. I don't  
2 feel any different from taking that pill than I did before.

3 Q. Okay.

4 A. But he says I do.

5 Q. Okay.

6 A. Yeah, I had a complete physical. I mean, they did bone  
7 density and all of that, so --

8 Q. Great, great. And more recently, in terms of colds or  
9 allergies, are you suffering from any of that?

10 A. No.

11 Q. Okay. I see you're wearing glasses. Those are prescription  
12 glasses?

13 A. Prescription. I've been wearing those since I couldn't see  
14 -- at least 10 years.

15 Q. Do you wear those pair when you're working?

16 A. This is the pair I wear.

17 Q. Okay.

18 A. With these clip-ons.

19 Q. And you had them on the day that you were working?

20 A. That is correct.

21 Q. Okay. So no other medications besides the Synthroid?

22 A. Yeah, I got the generic version of -- what is that one? So I  
23 don't go to the bathroom a hundred times, I only go 50 times.

24 Q. Okay.

25 A. Tamisil (ph.) or something like that. I don't even know what

1 it's called.

2 Q. Okay.

3 A. The only other medication I take, I take four vitamins a day.  
4 Every morning.

5 Q. Great, okay. Okay, I'm curious about your work schedule. Do  
6 you have normal off days?

7 A. I do. I work Monday through Friday, off Saturday and Sunday,  
8 and there's a lot of people envious.

9 Q. Okay. Do you have normal work hours?

10 A. Yes. Well, when it was -- well, until this project came  
11 through, it was 7:00 in the morning until 7:00 at night. When the  
12 beer was here, it was 12 hours every day, but now I've been  
13 getting off in 8 hours.

14 Q. So prior was 7:00 a.m. to 7:00 p.m.?

15 A. Right.

16 Q. And what is it -- how recent has your schedule --

17 A. Oh, it's been the last 2 months.

18 Q. Okay.

19 A. Yeah, it's been -- so you know, I get a little overtime here  
20 and there. My overtime was cut from 20 hours a week to probably  
21 9, 8 to 10 hours.

22 Q. Over overtime?

23 A. A week.

24 Q. Okay. In the last 2 months, what is your normal schedule,  
25 then, start time and end time?

1 A. Well, that changed since this tie project, but it's -- you  
2 know, we're 6:01 now and we've been tying up in 8 hours here the  
3 last 2 weeks. I don't think we've gotten -- well, we got  
4 overtime, I think, one day or 2 days.

5 Q. Okay.

6 A. So we're off by one, normally. Or not normally.

7 Q. So about 7 hours, then?

8 A. Yeah, 7 hours.

9 Q. Okay.

10 A. Yeah.

11 Q. Okay, so you work Tuesday, Wednesday, Thursday, Friday and  
12 that same --

13 A. Monday, Tuesday, Wednesday, Thursday --

14 Q. Right. Okay, you worked a full week, this 6:01 a.m. until  
15 about 1:00 p.m.

16 A. One, yeah.

17 Q. Okay.

18 A. Yeah, we didn't get any overtime this week.

19 Q. Right. What do you do in the last few -- do you have a  
20 routine when you get off work? What's your routine when you get  
21 off work?

22 A. Yeah, I've -- I'm going to get used to the new -- because I'm  
23 getting up so much earlier, I tried to fight not taking a nap when  
24 I got home after eating lunch, but then I found out that 45  
25 minutes to an hour nap feels pretty good.

1 Q. Is that pretty regular for you?

2 A. It is now when I'm on these hours, but I just -- you know, I  
3 eat and take me a 45-minute to an hour nap and then I go up -- I  
4 like to work in the yard, I go out and work in the yard and stay  
5 busy. Walk the dogs. We've got two dogs that I love. And then  
6 here lately, since we've been getting off earlier, I've even been  
7 trying to go on a long walk --

8 Q. Um-hum.

9 A. -- before I walk the dogs, to get some exercise.

10 Q. Okay. And what time will you have dinner?

11 A. Oh, I don't eat until 7:30, 8:00.

12 Q. And what time do you go to bed?

13 A. I try to go to bed about 10:00.

14 Q. And what time do you fall asleep, do you think?

15 A. I'm pretty good. About 10:15.

16 Q. And what time do you wake up?

17 A. Four thirty.

18 Q. And how far is your commute to the yard?

19 A. Thirteen miles.

20 Q. And how long would that take in --

21 A. Twenty minutes. Fifteen to twenty minutes.

22 Q. Okay. How is your quality of sleep? When you wake up, do  
23 you feel rested?

24 A. Oh, yeah.

25 Q. Okay. And --

1 A. I generally wake up without an alarm clock. My body adjusts  
2 pretty quick and I guess I just don't like the sound of an alarm  
3 clock. When I wake up, I get up.

4 Q. Okay.

5 A. Yeah, it's generally, you know, I'd say 4:30, that's what  
6 time the alarm is set for and I get up, I get up at 4:15,  
7 something like that.

8 Q. Um-hum.

9 A. And I'll just get up and go through my regular routine, you  
10 know, take my Synthroid pill in the morning, I'll brush my teeth  
11 and use the restroom, take the dog out, feed the dog a half a cup  
12 of food. Only one gets up at that time with me. He goes back to  
13 bed and I'll sit there and scan through the paper on an iPod,  
14 believe it or not. And then I'll eat a bowl of cereal and then  
15 I'll gather the other dog up, take him out so the wife can sleep  
16 and I'll be off. I leave about 30 minutes before I'm supposed to  
17 be here. I generally show up 10 minutes, 10, 15 minutes before  
18 time to go to work. JP's generally already there, especially at  
19 7:00. If we're going to work at 7:00, he's showing up about the  
20 same time I am at 6:00.

21 Q. Okay. Does your wife tell -- ever tell you that you snore  
22 during the night?

23 A. Oh, I do snore.

24 Q. You do snore. Just out of curiosity, does your -- you had a  
25 physical through UP or through your private physician?

1 A. No. No, no, I go to my private physician.

2 Q. Okay.

3 A. I get one every year.

4 Q. Okay.

5 A. I've been doing that since I turned 50.

6 Q. Okay.

7 A. I have insurance.

8 Q. Right. Have you ever discussed any type of sleep  
9 disorders --

10 A. No.

11 Q. -- insomnia or --

12 A. No, I sleep good. I mean, I -- you know, I don't have -- my  
13 job, when I leave work, I don't think about work anymore, so I  
14 don't worry about this stuff. I got a clear conscience, I don't  
15 feel stressed. I feel stress when I'm at work. I don't feel  
16 stress when I'm off.

17 Q. Okay. One operational-type question. Thank you for the --

18 A. Uh-huh.

19 Q. -- background information. If you do see an unsafe condition  
20 in your work environment, whatever that is, what is the process  
21 for reporting that?

22 A. Well, my process is I tell the person in charge, the manager,  
23 that there's an issue. Mine is generally switches or, you know,  
24 if there's a rail, I generally report the rails, but the switches,  
25 not so much.

1           You know, before I -- you know, I guess I'm not happy. I  
2 used to call the hotline; I didn't see any results. I quit. You  
3 know, generally, now I just do it by mouth and generally, I give  
4 them a few days and if I see the head of -- Mark Brandt, now  
5 whatever title he has, (indiscernible) before, I would escalate to  
6 them and tell them there's an issue and hopefully it gets  
7 resolved. But as far as using -- I think the -- well, as far as  
8 on the Internet and reporting that, I think it's too cumbersome  
9 for somebody like me. They ask too many damn questions that they  
10 don't -- too much information. You know, why can't I just put in  
11 where the location is and what my problem is? Why is all this  
12 other questions have to be there? It's too much and I don't feel  
13 like it's going to get responded to, anyhow.

14           And I know there was a guy, Mike Woodrow, that was in charge  
15 of the remotes for a while, I think he was. Is he now? He said  
16 with these GenSets, I know people have complained about these  
17 GenSets. Do they run all the time? Hell, no. Is there issues  
18 with them? Yeah. I personally like them better than I do those  
19 -- that engine we were on Friday, our remote one, because they  
20 have more room up front, they're easier to get in and out of.

21           But he was telling me before you need to report these things  
22 on this hotline that goes directly to Omaha. I started doing that  
23 and they wanted all this information and it's like, shit, it ain't  
24 worth it. Let me try again. You know, I just feel like I should  
25 be able to report to somebody physical and tell them my issues and



1 if they want to fill out a five-page report, let them have it.

2 Q. Okay, when you reported a concern to a manager, how often  
3 does a safety concern come up for you?

4 A. For me, not very often. And you know, I was a big -- I'm a  
5 big complainer of switches. I don't understand why they can't  
6 clean the switch out to where there's nothing interfering where  
7 the bridle rods are, where the bridle rod sticks through,  
8 especially in the yard. I understand we work in an industrial  
9 park and not every switch is going to be perfect. But in a yard,  
10 I think every switch should be perfect because they get used, they  
11 get lined, and I know these maintenance people can muscle over --  
12 I can muscle over almost any switch one time. But if I want to  
13 line that switch 10 times, 15 times, I don't want to muscle it, I  
14 want it to line.

15 And I just don't understand why they cannot -- where the  
16 bridle rod is, why there can't be at least 2 inches clearance  
17 underneath that bridle rod all the way across, even past the tie  
18 bar where that rod slides back and forth. I just don't understand  
19 why a switch can't be cleaned. All they want to do is throw --  
20 here we go, throw some oil, sweep it out and throw some oil.  
21 Shit, that ain't doing nothing. I mean, once that tie -- bridle  
22 rod is rubbing on dirt, all it's doing is scooping up the dirt to  
23 keep film coming up. Yeah, you're sliding on it. You know, I'm  
24 picky. But I do think that's my big pet peeve and it's still a  
25 pet peeve, but I quit harping on it, I just let it lay. I mean,

1 are they liable? Yes, they're liable. They don't have -- you  
2 know, I still need my job.

3 Q. Okay, great. Oh, I have one more question. After the  
4 incident, did you have to give specimens for post-accident  
5 toxicological tests?

6 A. Yes, I did.

7 Q. If you can just walk me through where did that occur.

8 A. You don't even want to know. That was the biggest fiasco I  
9 think I've ever been involved in. You know, they told me -- Brad  
10 told me, came up there and said he was sorry. Brad  
11 (indiscernible) manager. I've known him, I'm known him since he  
12 was a switchman. He came up here and he said I'm sorry. And I  
13 said that -- he said I just want you to know we're going to keep  
14 you here because the detective wants to talk to you. There's  
15 probably a railroad guy that's going to talk to you, a special  
16 agent, or risk management. And he said you're going to have to do  
17 a drug test. You're going to have to do a drug test. I said --  
18 no, he didn't say drug test, he said you're going to have to do a  
19 white box. And I said okay. I mean, he was tore up, too.

20 So I'm just sitting there and Libby (ph.) was there and I  
21 asked her -- I had never heard the term white box, so I asked  
22 Libby, I said what's the white box? What's that entail? And she  
23 said well, she said they're going to draw blood. And I said I'm  
24 fine with that, I'm fine with that. It didn't bother me at all.  
25 And I knew that was going to happen.

1           And then they assigned Danny Allen to me, to watch me and  
2 although -- you know, that's fine. I never met Danny before.  
3 He's a nice guy. So I talked to the people I needed to talk to  
4 and then we go and he tells me, you know, he said George, I've  
5 never done this before, so I'm going to have to be on the phone,  
6 I'm in touch with this lady in Omaha and I'm probably going to  
7 have to call and fill out this paper, figure out how we're going  
8 to get this paperwork filled out, and I said I'm fine with that.  
9 And you know, we go to Arlington Memorial, we check into Arlington  
10 Memorial, but they tell us that we -- we go to the lab. They look  
11 at the box. Oh, we can't do that here. Well, where do we go now?  
12 She said well, you need to go to Quest Diagnostics. Where's that?  
13 She told us. She was very helpful. Googled it and found out how  
14 to get there. It wasn't a tenth of a mile. Or no, not even a  
15 mile, nine-tenths of a mile. We looked at it, we know how we're  
16 going to get there.

17           We go there. We wait, we had to wait in the waiting room and  
18 then this lady finally come out from doing somebody else's tests  
19 and she saw us and she said wow. She said -- she started looking  
20 at the paperwork and she looked at it. Oh, we don't do these  
21 tests. Oh, really? Where do we go? She said well -- she looked  
22 at the paperwork and I can't think of the -- she gave us two  
23 places that I think they will fill out the paperwork. She said  
24 that this, you know, this paperwork has to be filled out. She  
25 gave us a place. I can't -- God, I can't remember the name of the

1 place where we ended up, but it's right over here at Ballpark Way  
2 and Lamar. I can't think of the name of that.

3 UNIDENTIFIED SPEAKER: Concentra?

4 MR. CERO: Concentra? I think is that the one we -- the one  
5 we use for hearing and eye, that you can go get your hearing and  
6 eyes.

7 UNIDENTIFIED SPEAKER: I think that's a diagnostic.

8 MR. SIMPSON: Yeah, (indiscernible) to Concentra.

9 MR. CERO: Yeah, I think it was right there on Ballpark Way  
10 and Lamar. But anyhow, we're checking in there and they look at  
11 the box. Of course, they called the manager up there and she said  
12 oh, I don't think we can do these. I don't think we're set up for  
13 this. And I said what? So Danny said do what? They sent us --  
14 and whoever he is, the contact with Omaha got on the phone with  
15 this lady (indiscernible) wearing a damn Packers shirt, and they  
16 finally agree to do it.

17 In the meantime, this other guy shows up, which she's only  
18 going to draw -- another UP facilitator or whatever they call it,  
19 the guy that does the testing, he's going to do the breathalyzer  
20 and the urinalysis. Jeff was his name.

21 So we get back there pretty quick. I mean, the place is  
22 pretty busy and she brought us back there right quick. She draws  
23 the blood. Well, this guy that they sent over there, this is his  
24 first time to ever do a urinalysis.

25 Now, this Concentra is set up for nothing -- I mean, their

1 main business must be doing urinalysis and drug testing. I mean,  
2 they have Lab 1 and Lab 2, that the commode is just a commode,  
3 there's nothing else there but water in a commode and they've  
4 already got the dye in there. I mean -- and all your sinks and  
5 everything else is in a separate part. That's all that is in this  
6 room, so they're set up. This guy -- and this lady is DOT  
7 qualified. I mean, she's in charge of this office and she's  
8 trying to help this guy and he makes I don't know how many phone  
9 calls for everything. Had no idea -- he didn't have any idea what  
10 he was doing. And I know he was nervous, but that was just a  
11 terrible process, a terrible process because -- and I held it  
12 together until I got to the yard office, because I thought that  
13 was the most incompetent 2½, 3 hours of my fucking life.

14 I had no problem giving you blood. I had no problem giving  
15 you a urinalysis. I had no problem giving you a breathalyzer. I  
16 have nothing to hide. But that was terrible. And I don't know if  
17 they even told that guy that it was a fatality incident that he  
18 was dealing with. He just knew that it was a post-accident  
19 process. That was awful. That was absolutely awful. That needs  
20 to change.

21 Q. In the end, did they -- once they took specimens, the blood  
22 and the urine, was that process -- actual process of getting the  
23 specimens okay?

24 A. Yeah.

25 Q. Okay.

1 A. Yeah, I mean -- I mean, I've done plenty of urinalyses and  
2 breathalyzers over here at Garrett Yard. I mean, I'm not fazed by  
3 it. I mean, like I said, I don't have nothing to hide.

4 Q. Did you take a breathalyzer that day?

5 A. Yes.

6 Q. At the same location you described?

7 A. Correct.

8 Q. At the same time as the others?

9 A. Yeah, it was all one. She drew the blood in one room because  
10 they have that set up in one room, and then we went to a whole  
11 other room, she kept us there and then we all walked back to where  
12 the lab was. Like I said, they had it set up, they got a room  
13 here, a lab, a sink. Put all my belongings in a draw that locks.  
14 The commode, and the room with the commode, it's right there and  
15 you got a door so you got your privacy. And all the paperwork is  
16 right there. They're set up, a fax machine. He wanted to know if  
17 they had a fax machine he could use. That was -- I'm telling you,  
18 that was crazy that I went to three different places.

19 Q. Right.

20 A. That was five -- well, I don't even know what time I came in  
21 that office. This accident happened shortly after 11:00. I'm  
22 back at the yard office after 5:00. I haven't ate since 4:30. I  
23 wasn't hungry. I was hungry -- I was getting hungry when I was  
24 there, but I knew I couldn't do nothing. I just wanted, I just  
25 wanted it to be over and I wanted to go home. I mean, I didn't

1 have a problem staying there at the accident site until I talked.  
2 I knew, I knew pretty much that I was going to have to talk to  
3 people. But once I got in the car to do that testing, the white  
4 box, that should've -- that shouldn't have taken -- in my opinion,  
5 that shouldn't take an hour.

6 Q. Right.

7 A. The time I start to getting back. I mean, Arlington  
8 Memorial's 10 minutes down the road. Concentra was 5 minutes from  
9 the yard office.

10 Q. Have you ever taken random drug tests?

11 A. Oh, yeah.

12 Q. Where was that facility?

13 A. At Garrett Yard. They brought somebody in from Garrett Yard.  
14 Every time you derail or something, you get a drug test.

15 Q. Okay.

16 A. You get, you know, a critical violation, they drug test you  
17 now and send you home. So it's not, it's not like it's not a new  
18 process. That's done over at Garrett Yard, they use the  
19 conference room, you know, and use that one bathroom, the women's  
20 bathroom there at the front.

21 DR. JENNER: Okay. Great, I appreciate the details. Thank  
22 you.

23 MR. SAUNDERS: Kamron Saunders, SMART TD. I don't have  
24 anything further.

25 BY MR. SEACHORD:

1 Q. Kelly Seachord, UP. I have a couple more questions, right  
2 around the incident. So when you were up physically on the  
3 locomotives, were you -- which locomotive were you on?

4 A. The 2628.

5 Q. 2628.

6 A. It would've been the lead motor heading west.

7 Q. Okay, the west motor. All right. And then --

8 A. Not the lead motor, the west motor.

9 Q. Yeah. Was there any roughness before the "man down" came on?

10 A. No.

11 Q. It was just like a normal ride?

12 A. I didn't feel a thing.

13 Q. Okay.

14 A. Nothing.

15 Q. All right.

16 A. Nothing.

17 MR. SEACHORD: That's all the questions I have.

18 BY MR. ALLEN:

19 Q. Zach Allen, FRA, again. Getting back to riding the cars, do  
20 you normally go ahead and get up on top of the rung before you  
21 start a move --

22 A. Yes.

23 Q. -- or you start in the stirrup and you step up as you're  
24 moving?

25 A. No, I generally adjust myself first to be up there on the



1 step. Pardon me. Yeah, where I'm going to ride.

2 Q. Right. And do you recall JP doing the same thing and  
3 all --

4 A. Yes. I mean, from observation from the engineer's side, you  
5 know, where I can see him, he'd always be up and then start.

6 Q. On your cars, when you pick them up in the industry, I  
7 noticed the cars that you had that day all (indiscernible). Was  
8 that because you had to do an air test at the industry before you  
9 bring them to yard or do you switch with the yard air, a car with  
10 air on them one way or --

11 A. No. No, like the cars we pick up, when we pick up cars out  
12 of the industry, we air test them. Transfer air tests. Air test  
13 them and then we came back to the yard. As far as your question,  
14 kicking cars and stuff, they're always bled off.

15 Q. But when you bring them (indiscernible).

16 A. Yeah, whatever. If we're coming from industries, there's  
17 always air, we always operate with air. Out in the field, we're  
18 air. In the yard, if we're using air it's rare occasions.

19 Q. So there's no requirement in the yard for a certain amount of  
20 cars to be on air when --

21 A. No.

22 Q. -- switching or anything like that?

23 A. No.

24 Q. Earlier, Georgetta had asked you about your recertification  
25 testing and all. How often do you get re-familiarized or a

1 retest, is it biannually or annually? When it comes to your RCL  
2 qualification to get your recertification, do you take courses or  
3 are you tested?

4 A. Well, you got to have a re-cert ride. I think it's every  
5 year. I think they changed it to three times a year. No, it's  
6 you get two -- I know -- I know it's every year, you got to have  
7 it every year.

8 Q. And do you do rules testing, like on a computer system, like  
9 Year A or Year B? Different? All the same? Or do you guys do  
10 that?

11 A. Computer tested for what?

12 Q. For your rules. Rules testing.

13 A. Oh, my rules testing? Yeah, that's -- yeah, that's every 3  
14 years for me.

15 Q. Every 3?

16 A. Yeah, for the rules, actual rules.

17 Q. Okay.

18 A. Yeah, it's every 3 years. Yeah, because -- I'm off one year.  
19 What is it? It's every 3 years. I think.

20 Q. It's not that big a deal.

21 A. But there's a process. I know, I know I sweat this out,  
22 because there's one year you don't have to worry about anything  
23 and then there's --

24 MR. SIMPSON: (indiscernible).

25 MR. CERO: Yeah.

1 MR. ALLEN: That's fine.

2 MR. CERO: I can't remember.

3 BY MR. ALLEN:

4 Q. And who is it that re-familiarizes or tested your RCL  
5 qualification, was it Marvin or --

6 A. Marv did -- Marv comes out there and then I've had other  
7 people from -- out of the Union Pacific that do that stuff, that  
8 travel.

9 Q. There are different people --

10 A. Yeah.

11 Q. -- that certify?

12 A. I've had different people, yeah, I've had other people  
13 certify.

14 Q. On your zone, how far are your zones out? Like on the west  
15 end, does it go all the way to the Dallas sub or --

16 A. No, no, no, no.

17 Q. How far do they go?

18 A. That zone, the west-end zone is from 9 rail to the clearance  
19 point of the UPS switch, which probably would be 14, 16 cars. The  
20 east, Zone 1 -- that's Zone 2.

21 Q. Um-hum.

22 A. That's the west end of the yard. The east end, Zone 1, it  
23 stretches all the way just short of the switch points at 106th  
24 Street. So that's 35 cars.

25 Q. And getting back to one of the questions Steve asked you, did

1 you know who your track inspector was? If you found --

2 A. Oh, yeah.

3 Q. -- a possible track thing, you'd sometimes bring it up with  
4 him?

5 A. Yes, that's right. Mike Borden (ph.).

6 Q. Yeah.

7 A. I know all of them. Whoever the track inspector is, I meet  
8 all of them as they come around and I generally -- yes, I've  
9 talked to Mike Borden and bypass anybody else, you know, over  
10 there telling somebody, I tell him.

11 Q. And he addresses it pretty good for you?

12 A. Yes, he does.

13 Q. Do you remember or recall when was the last time that you had  
14 a question about any rail defects (indiscernible)?

15 A. Yeah. In fact, it was just recently down there at  
16 International Paper. I told him he needed to, he needed to go  
17 check that -- the switch going in and he said -- I told him, I  
18 said that track's getting loose in there. I said the ties are  
19 rotted or that the tie buck is -- or busted coming in, that you  
20 need to check in at and they fixed it 2 days later, I think. Two  
21 days. And then they even did more. They fixed that spot right  
22 there and he even found some more down to the back switch, so he  
23 made them put in some more ties. So it was nothing unusual for me  
24 to get a hold of him and tell him that there was an issue.

25 Q. And he would contact (indiscernible)?

1 A. Yes, yes.

2 MR. ALLEN: I think that's it for my --

3 MR. CERO: Especially for track. Except for the switches.

4 (Laughter.)

5 MR. CERO: Nobody knows how to clean out a switch.

6 MR. ALLEN: That's all the questions I have.

7 BY MS. GREGORY:

8 Q. I just have a couple more. This is Georgetta Gregory again.  
9 GenSet locomotives, that's new for me. Could you explain a little  
10 bit to me, just for my education --

11 A. Yeah, that's --

12 Q. -- what a GenSet is?

13 A. It's these engines that the Union Pacific got and I don't  
14 know how long they've been in operation. Fifteen years. Twenty  
15 years. They're fuel efficient.

16 Q. Okay.

17 A. Emissions-efficient engines that's -- I don't know what  
18 GenSet stands for, but that's what they are.

19 Q. Okay.

20 A. And they have -- they just have a bigger platform in the  
21 front and they seem -- they're more roomier in the cab.

22 Q. Okay. And I think someone asked you earlier if you had  
23 noticed any rough spots or joints that day while you were doing  
24 your switching, and so I just wanted to dig in a little deeper  
25 into that. Did you notice any kind of anomalies when you were

1 switching the cars out there in the yard Friday morning?

2 A. No.

3 Q. Okay.

4 A. No, it was normal.

5 Q. And --

6 A. Like I said, it was a normal day, there was nothing.

7 Q. Okay.

8 A. There was nothing.

9 Q. And then on the breathalyzer, do you know what time it was  
10 they actually got that? I know beyond the --

11 A. Wow. Probably at least -- I think we checked in at the  
12 Concentra at 14:45 and we got back there, I bet it was 3:30, 4:00  
13 before we even got to that part.

14 Q. Okay.

15 A. It seemed like I was in there forever. I'm telling you, that  
16 was --

17 Q. Okay.

18 A. That was -- that needs to be addressed. They need to have a  
19 place that does that.

20 Q. And you mentioned --

21 A. Or to stop.

22 Q. Yeah. You mentioned giving a statement to Union Pacific in  
23 the yard, before you left the yard there.

24 A. No, I didn't. I had a risk management guy.

25 Q. Uh-huh.

1 A. I forgot his name. I talked to him.

2 Q. So you just had a conversation, you didn't actually give a  
3 statement?

4 A. Yeah, yeah, he wrote it down and he wanted to know basically  
5 what happened, what were you doing, what was the move? Pretty  
6 much -- pretty much what the Arlington officer, investigator,  
7 asked.

8 Q. Okay.

9 A. Brandon Ramirez was the UP risk management.

10 Q. Okay.

11 A. And then Steve Greesbaugh (ph.) was the detective from  
12 Arlington that said he was handling the case.

13 MS. GREGORY: Okay, thank you very much. And that's all I  
14 had. Do you have anything else, Steve?

15 DR. JENNER: I do not have any others. Thank you.

16 MS. GREGORY: Kamron?

17 MR. SAUNDERS: No.

18 MS. GREGORY: Kelly?

19 MR. SEACHORD: I don't know if my clarifications are just  
20 questions, because you asked about recertification and we have  
21 different rides and I think that kind of confused him on what the  
22 rides are. But it's recertification every 3 years, a performance  
23 ride every year, and the rules test is every other year.

24 MS. GREGORY: Thanks.

25 DR. JENNER: Could you just identify yourself?

1 MR. SEACHORD: This is Kelly Seachord from Union Pacific.

2 DR. JENNER: Thank you.

3 MS. GREGORY: And Zach Allen, do you have any further  
4 questions?

5 MR. ALLEN: No, no questions from me.

6 MS. GREGORY: Okay. Is there anything you'd like to add,  
7 George? It is your interview and if there's anything you'd like  
8 to add?

9 MR. CERO: Have you all found -- I know I heard that he was  
10 riding, riding the car, but does anybody know the cause?

11 MS. GREGORY: At this point we are still collecting facts. I  
12 can assure you, we will leave no stone unturned to find the root  
13 cause of the accident. So I want to thank you for --

14 MR. CERO: Does anybody -- is there a fault or are they  
15 looking for somebody to blame?

16 MS. GREGORY: We are not.

17 MR. CERO: Oh.

18 MS. GREGORY: And --

19 MR. CERO: You're just -- yeah.

20 MS. GREGORY: Yeah.

21 MR. CERO: You told me that earlier that you're looking  
22 for --

23 MS. GREGORY: We are certainly not looking to blame anyone.

24 MR. CERO: Trying to make things better.

25 MS. GREGORY: Just make things safer and hopefully prevent --



1 avoid a reoccurrence.

2 MR. CERO: Okay.

3 MS. GREGORY: Just make it safer for you guys out there  
4 working. So again, I want to thank you for going through this, I  
5 know it's painful and my heart goes out to you and to Mr. -- to  
6 JP's family. I think Steve gave you his card. I'll get you one  
7 of mine. I didn't bring them downstairs this morning.

8 MR. CERO: Okay.

9 MS. GREGORY: But I'll get you my contact information. Do  
10 you have any further questions? At some point we may want to talk  
11 to you again. I think we have everything we need, but  
12 occasionally we need to --

13 MR. CERO: Okay, that's fine.

14 MS. GREGORY: -- have follow-up questions. And like I said,  
15 we'll get the transcript and we'll get that out to you so that you  
16 can correct anything that's -- if the transcriptionist --  
17 sometimes they don't get a good recording and so we'll send that  
18 out to you.

19 MR. CERO: So if I have an issue with it, I just call  
20 somebody or --

21 MS. GREGORY: You'll get a sheet -- I'll send you a note with  
22 an errata sheet.

23 MR. CERO: Oh, okay.

24 MS. GREGORY: And we can talk about it if you have any  
25 questions.

1 MR. CERO: Okay.

2 MS. GREGORY: Do you have anything else, Steve?

3 DR. JENNER: We're good.

4 MS. GREGORY: Okay, it is 2:10 p.m. and this concludes the  
5 interview of Mr. George Cero.

6 MR. CERO: It's only 1:00.

7 MR. SIMPSON: It's 1:00. They're on a different time zone.

8 MS. GREGORY: 1:10 p.m. Forgive me. This concludes the  
9 interview of the footboard yardmaster, Mr. George Cero, from the  
10 accident in Arlington, Texas, NTSB Accident Number DCA17FR013.  
11 And thank you very much.

12 (Whereupon, at 1:10 p.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:           UNION PACIFIC RAILROAD REMOTE  
CONTROL OPERATION YARD DERAILMENT  
WITH EMPLOYEE FATALITY IN ARLINGTON,  
TEXAS, SEPTEMBER 22, 2017  
Interview of George Cero

ACCIDENT NUMBER:           DCA17FR013

PLACE:                       Arlington, Texas

DATE:                         September 24, 2017

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.

PII

David Martini  
Transcriber