

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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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 *

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Interview of: JORDAN TYLER DILLARD

Hilton Hotel
Arlington, Texas

Sunday,
September 24, 2017

APPEARANCES:

GEORGETTA GREGORY, Operations Group Chair
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 (FRA)

DORIS BEUTEL-GUTHRIE, Senior General Attorney
Union Pacific Railroad
(On behalf of Mr. Dillard)

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I N T E R V I E W

(2:50 p.m. CDT)

1
2
3 MS. GREGORY: Okay. Let the record show that today is
4 September the 24th, 2017, and it is --

5 DR. JENNER: 2:50.

6 MS. GREGORY: -- 2:50 p.m. Central Daylight Time. We're
7 located in Arlington Texas at the Union Pacific Railroad in
8 connection with the derailment and employee fatality that occurred
9 on Friday, September 22nd at about 11:06 a.m. in Arlington, Texas.

10 Just as information for you, Jordan, the National
11 Transportation Safety Board is an independent federal accident
12 investigation agency. Since its creation in 1967, our mission has
13 been to determine the probable cause of accidents. We do not
14 assess blame or liability, just the probable cause. And then we
15 make the appropriate safety recommendations to improve
16 transportation safety.

17 The Board, the NTSB Board is comprised of five Board members,
18 one who serves as chairman, and one as vice chairman. They're
19 nominated by the President, confirmed by the Senate. We're part
20 of the Executive Branch; we are not part of DOT, as the FRA is.
21 We're separate and independent. We are not regulators.

22 Our proceedings are non-adversarial. We stay neutral. And,
23 again, we don't assign fault or blame. And we do conduct a very
24 thorough fact-finding investigation.

25 So you do have the right to have a representative of your

1 choice. And you've selected Doris. And we'll go around the table
2 in a minute and make introductions and get all the names on the
3 record. And, again, at any time you want to confer with your
4 representative, just let us know and we'll take a break.

5 This is not like a jury trial. There's no cross-examination.
6 And again, we're not going to place blame. That's really
7 important for you to understand. This is friendly. And I like to
8 quote one of my peers, that it is your investigation and anytime
9 you want to stop, you just let me know and we will stop.

10 So we are going to record the interview today. Do you have
11 any issue with that?

12 MR. DILLARD: No, ma'am.

13 MS. GREGORY: Okay. I can't offer you any guarantee of
14 confidentiality or immunity -- well, that's more for aviation.
15 But this will be placed in the public docket.

16 MR. DILLARD: Right. Yeah, I'm familiar.

17 MS. GREGORY: Okay.

18 MR. DILLARD: You all did a release one with Amtrak late last
19 week. I'm familiar.

20 MS. GREGORY: Oh, great, great. It's always good to hear
21 somebody's reading our stuff. So I just wanted to make sure you
22 were aware that it would go into public docket.

23 INTERVIEW OF JORDAN TYLER DILLARD

24 BY MS. GREGORY:

25 Q. So we'll get started. I'd like for you to just tell us a

1 little bit about yourself, your title, how long you've been in
2 that role, who you're employed by. If you could just kind of give
3 us some background history on yourself.

4 A. My name's Jordan Dillard. I've been with the company 2
5 years, started my third year back in July. All my years I've been
6 here at Arlington. I did a little bit of -- about a month over in
7 Dallas Yard, over there. But they've all been in the Fort Worth
8 Service Unit.

9 MS. GREGORY: Can you hold that thought just a second? I
10 failed to have the -- everybody introduce theirselves.

11 I'm Georgetta Gregory. I'm the Operations Group Chairman for
12 the National Transportation Safety Board.

13 DR. JENNER: I'm Stephen Jenner, S-t-e-p-h-e-n, J-e-n-n-e-r,
14 a human performance investigator with the NTSB.

15 MR. SAUNDERS: I'm Kamron Saunders, investigator with SMART
16 TD; K-a-m-r-o-n, S-a-u-n-d-e-r-s.

17 MR. SEACHORD: Kelly Seachord, Union Pacific Railroad. Last
18 name is S-e-a-c-h-o-r-d.

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

20 MS. BEUTEL-GUTHRIE: Doris Beutel-Guthrie, D-o-r-i-s,
21 B-e-u-t-e-l, hyphen G-u-t-h-t-r-i-e. And I'm an in-house attorney
22 for Union Pacific.

23 INTERVIEW OF JORDAN TYLER DILLARD

24 BY MS. GREGORY:

25 Q. Okay. So now we can get back to -- you've been employed with

1 Union Pacific for 3 years?

2 A. Starting my third years, yes, ma'am, back in July.

3 Q. And you've been -- and your title is?

4 A. The manager of yard operations.

5 Q. And have you been in that role the whole time?

6 A. I have been. Ever since -- I got -- I went through the OMT
7 program, which is the operations management training program, for
8 about 9 months. And then after that they marked me up, I've been
9 an MYO ever since.

10 Q. Okay. And you mentioned you had worked over in Fort Worth.
11 How long have you been over here in the Arlington?

12 A. Well, I did all my training and everything, and then they
13 moved me to Dallas for a little bit, just to help give me a
14 different perspective on the operations, because Arlington is so
15 specific on industry; Dallas is a flat switching yard, just to
16 move freight around, obviously, which is different. I did that
17 for about 5 months in 2016.

18 Q. And if you would, if you could just give us a description of
19 what your duties are, what your responsibilities are, what you do
20 every day?

21 A. Day-to-day, the safety contact with the crews, making sure
22 they're getting out the door in a timely manner, the right
23 paperwork, getting to the customer right. We have GM here in
24 Arlington, which is a big customer. So on-timeness with them is a
25 big deal. Kind of like a yardmaster in duties, where I keep

1 logbooks of like the zones for the trains that use remote control,
2 and then, trains that are coming in, make sure we have a slot for
3 them in the yard, a yarding plan for them. And just making sure
4 the right cars get on the right trains for the right connections
5 outbound.

6 Safety wise, I mean, I do our FTX events, field training
7 exercises, and just making sure everybody's working in as a manner
8 as we can.

9 Q. And what is your role -- I mean, are you the first line of
10 supervision for the remote control crews?

11 A. I guess you could say that. I mean, they -- the job at the
12 Great Southwest where the incident occurred is a footboard
13 yardmaster job, which they're kind of in control of their own
14 jobs. I brief with them, but they're allowed to take their own
15 lunch breaks, and they're supposed to be responsible for actually
16 preparing their own paperwork over there and doing their -- making
17 sure that their work gets done properly. That's kind of like the
18 bonus aspect of being a footboard yardmaster job.

19 But, yes, they have to concur with me on when zones are
20 transferred and who has the active zones over there, and things
21 like that.

22 Q. So, Jordan, are you the person responsible for keeping track
23 of the zones, authorizing the zones?

24 A. Yes, ma'am.

25 Q. And how do you do that?

1 A. We just keep a little daily sheet. We log it down. That's
2 all that we're required to do. At the end of each day, we're
3 allowed to throw it away. And it just has to be written down on a
4 piece of paper. There's no formal process for that. I mean, just
5 -- like I said, it just needs to be written down. So --

6 Q. So could you just kind of walk us through the morning, Friday
7 morning, your morning that day, up until the time of the accident?

8 A. So, Friday was my Monday of a 6-day, 5-day stint I'm about to
9 start. We do a 6:30 changeover from nightshift to day shift. And
10 I get there a little early always to do a turnover with the night
11 guy that's going out. And the night guy set me up really well. I
12 mean, there -- it was going to be a really easy day. We were just
13 sitting around. George and JP were already on duty. They come on
14 duty right at 6 a.m. And they were getting their stuff together
15 already by the time I was getting there. It's their Friday. They
16 usually, they try to get 7 hours on Friday, and then go home and
17 start their weekend early. So --

18 I do my turnover with Marcus. I talk with George and them.
19 They don't have much work, if any, work at all. They were just
20 going to do some classifying in the yard. I don't believe they
21 had any industry work to do. Because, again, he's a footboard, so
22 he's responsible for making sure all the jobs, the work gets done,
23 because he's a footboard.

24 And I tell JP and George have a good day and be safe out
25 there. And they get out the door and they get over there. I tell

1 them that 52R, the night job, still has the zones, to my
2 knowledge, because they haven't been released to me. And JP's
3 like all right, and then he goes out of his way to -- I believe --
4 I guess he starts contacting the crew that was on that 52R. And
5 7:30, George calls me and says, hey, we got the zones transferred,
6 and I was like, all right, the zones transferred at 7:30 from 52
7 to 51R, which gave them permission for the -- have zones 1 and 2
8 over there. And that's the last time I spoke with them before
9 George came on the radio.

10 Q. And that conversation, how did that go?

11 A. It went fine. I mean, JP just -- let me go, man. He was
12 just joking. He's like, I got to go, I got to go. Just saying
13 that he's got to get back to work, because that's how, I mean,
14 that's just his joking manner. He's always work, work, work kind
15 of guy. And that's what he said, he was going to go back to work.

16 Q. And then did you hear the radio transmission?

17 A. Yes. 11:00, I was in my office just snacking on some food,
18 and then George comes over on channel 6767, because at the Great
19 Southwest, they operate on 3535. And he's over on 6767, just
20 yelling 911, need an ambulance at the west end of Great Southwest.
21 And I can barely make out who this person is, because the
22 inflection and diction of his voice of needing an ambulance is
23 just something I never heard a man scream before in my life.

24 And I dialed 911, told them we need an ambulance. But I
25 don't know the physical address for the Six Flags Yard. So I told

1 them to come to the yard office there at Arlington, which I know
2 the address. I give them all that information. I get off the
3 phone. I tell three crew members in the office that George is
4 yelling for an ambulance. I told them to come here, because I
5 don't know to get there. But everybody in Arlington that's a crew
6 member or employee of Union Pacific knows where Great Southwest
7 Yard is. I was like, once they get here, you just show them over
8 there, because I got to hightail it over there. And everybody was
9 like, all right.

10 I told them to try to get a hold of Brad Hodo, my director,
11 also, while I was trying to get a hold of him. That's the process
12 with Union Pacific is any incident I heard, go up the channel. So
13 he's my direct report, so he would be there, and then go up and up
14 and so forth.

15 And so I tell that to Jimmy Savay (ph.), David Martinez and
16 Brandon Shaw, who all know JP very well. And I get out the door.
17 And I get -- I can't get a hold of Brad, so I call Jeremy Fulkow
18 (ph.), who's a MYO over in Dallas, whose office is right next door
19 to Brad's. And I was like is Brad there? This is going on, I
20 need -- the crew's yelling for an ambulance. He was like don't
21 worry about it; you get to the scene; I'll try and get a hold of
22 Brad, and he'll go up the chain of command. And I said, all
23 right; thank you.

24 I get over to Six Flags Yard probably 10 minutes after I make
25 the call to 911, if that. I don't really know the time frame

1 because I'm speeding and trying to get over there.

2 When I get over there, George and Todd Bridgeman are on scene
3 already, and they're just waving their arms. And I get out and
4 they're like he's gone; he's gone. And I'm looking at the
5 accident, and I see the car derailed and what is left of JP.

6 MS. GREGORY: Okay. I'm going to -- we're going to go around
7 the table, Jordan. So I'm going to see if Steve has any questions
8 for you.

9 BY DR. JENNER:

10 Q. Okay. This is Steve Jenner with the NTSB. Thank you for
11 your story so far.

12 You mentioned that part of your responsibilities, duties is
13 safety.

14 A. Yes, sir.

15 Q. Can you give us some detail about your responsibilities
16 there?

17 A. Just making sure the crew's mind is right every morning when
18 they come on.

19 Q. I'm sorry. Making sure?

20 A. Their mind is right, that they're focused on their job at
21 hand, their task. It is a -- I mean, it's a very dangerous job,
22 moving heavy industry freight. And that they know what they need
23 to do, and the -- we have requirements at the company as employees
24 to do -- they call them FTX events; it's field training exercises,
25 and just to -- that's just to observe them in their practice every

1 day just out in the field, and making sure that they're following
2 all the rules that Union Pacific has set as the standard for safe
3 work practice.

4 Q. Right. How often do you do that?

5 A. Well, we have a requirement of seven events a week. So they
6 tend to be spread out. I mean, you can do three one day, one a
7 day. You know, you don't want a -- don't want it to be
8 consistent, obviously, because then crews will plan for it. I
9 mean, whole idea is to be random, be in random spots doing random
10 things. It's just a -- don't ever want them to get comfortable
11 with the way that you test them.

12 Q. Okay. So is it part of your job description to make sure
13 that RCL operators are following procedures correctly?

14 A. I would say so, yes. I'm not a DSRCO, which is direct
15 supervisor remote control operation. They're the one that give
16 remote control operators their rides for their recert for licenses
17 and their performance rides, which makes sure that they're doing
18 the box right. I'm not qualified on that.

19 Q. So what role do you have in terms of overseeing RCL safety?

20 A. In RCL, I'll just make sure that they're just following the
21 general rules right, that they -- I can make sure that they're
22 wearing their vest and their box, and that they're lining the
23 switches right. But the actual operation of the box and making sure
24 that they're doing the steps right, I don't have any direct
25 authority on that yet.

1 Q. Okay. I think I cut you off a little. So what other safety-
2 related duties do you do?

3 A. I mean, I would say that's it, just making sure everybody's
4 mind right and then doing the field training exercises weekly,
5 just getting contacts and making sure nobody's too comfortable
6 with their job every night, that we need to make sure that we're
7 out there in front of them, making sure that we know that we're
8 watching them. You know, they need to be rule compliant or
9 there'll be consequences if they are breaking the rules, whether
10 it's just a simple coaching, or if they break one of our critical
11 rules, they'll be pulled out.

12 Q. Okay. Did I hear the initials FTA?

13 A. FTX. It stands for field training exercises.

14 Q. And if you could just describe some of that for me, please?

15 A. I mean, one of them is just a 20-minute observation, which is
16 you can just standing in -- out the window in your car, just
17 watching them switch back and forth. I mean, if they're walking
18 across the track wrong, not looking at the switch points, they
19 don't have three points of contact running equipment, just various
20 things like that, can be under a 20-minute observation.

21 You can also do structured events where you place a red board
22 on a track, which the red board represents -- could be man on
23 equipment, broken rail, any type of obstruction that they have to
24 stop short of, which that's a structured event. Or we have little
25 orange tags that we place in the switch points. And, obviously,

1 that's there for if they need to check the points. If they don't
2 remove the tag and they mash it over, you can tell that the tag
3 was destroyed, and that's a coaching event for that.

4 Q. Now, we know that on occasion sometimes the RCL operators
5 will ride the trains, the moving trains from point A to point B.
6 Is part of your safety duties to make sure that they're safely
7 riding the trains?

8 A. I would say so, yes. I mean, like I said about the three
9 points of contact, four points of contact, making sure they're on
10 the right positions, the right equipment, protecting the shove,
11 all those various things.

12 Q. Yeah. If you can explain the three points of contact or four
13 points of contact? If you needed to train a new person how to
14 safely ride with a belt pack and box, what's your instructions how
15 to do that?

16 A. Hanging on the side of the ladder, obviously, you still have
17 to maintain three points of contact, which that allows you one
18 free hand to operate the box with. So you need to have one foot
19 on the bottom step, if that's where you're lighting, and then
20 another hand hooked onto the ladder, with the other third hand --
21 the other hand free to operate the box.

22 The four points of contact is really when you're getting on
23 and off equipment, to make sure you're steady so you don't break
24 an ankle, trip or fall. Just make sure that the rock underneath
25 you is steady, or you didn't step down on a piece of metal or

1 something that might give away. And then that's when you're
2 climbing up the ladder also, is when you got to have four points
3 of contact, which is each had and each foot.

4 Q. In your role at this yard, do you recall ever observing JP
5 riding trains?

6 A. JP specifically? No. I'm -- I typically work more
7 nightshifts, actually, and he was on a daylight job. And so I
8 don't get the opportunity very often to do field training
9 exercises with JP and George.

10 Q. Have you, during your observations about three-point and
11 four-point training, have you identified where people aren't doing
12 it correctly?

13 A. I've noted. We had the one employee that I got -- I talked
14 to him about it, and he was swinging one of his feet in the air
15 during shove back, which is probably a major no-no, because
16 obviously you could swing yourself off maybe. But it wasn't JP.

17 Q. Okay. Have you observed JP in other safety observations?

18 A. Again, like I said, I worked nightshift most of the time and
19 JP's been on the daylight job now for a while. So I haven't done
20 it in a long time, any safety with him.

21 Q. So you did have a brief interaction with JP and George that
22 morning?

23 A. I did. I told them to -- I don't know what you have to do
24 today, but I just want to make sure that you're safe today. And
25 that was like one of the last things I told them that day.

1 Q. How did they seem to you?

2 A. They seemed fine. I mean, JP and George are both guys that
3 have been out here a long time. George has never even been on the
4 main line. All he knows is the Great Southwest, when he worked
5 for a short line, and then another short line. And then
6 eventually when the UP bought it from everybody, that's all he
7 knows is the Great Southwest.

8 And then JP, I mean, he was a good guy. He was the local
9 chairman around here. I mean, you can't get him to break a
10 critical rule, because that's -- when you're talking with him,
11 he's -- he just -- he says that you can't be a local chairman and
12 be a guy that breaks the rules; it just doesn't go hand in hand.
13 I mean, you talk to him outside of work, that's his philosophy.
14 And he's the initial guy that's got to be the representative for
15 his side of the company. And he very much believed in that.

16 Q. We heard a physical -- for some of us, we haven't met him
17 before. So we heard a description that he was a pretty good-sized
18 person.

19 A. He likes -- he enjoys his food.

20 Q. Okay. Did he ever -- aware you aware of any physical
21 limitations that he had?

22 A. He struggled with knee pain, but I don't know of anything
23 other than that, other than just old age and just being
24 overweight.

25 Q. Okay. Careful about old age here.

1 (Laughter.)

2 A. Right.

3 Q. Now in that days leading up to the accident, are you familiar
4 that he had any knee issues at that time?

5 A. No, sir. I -- he never complained about anything like that
6 either. You could just -- I mean, he would be huffing and
7 puffing, but -- and then he has a friend that says he has knee
8 issues, and that's why I know that. But I don't know of anything
9 other than -- he never complained about things like that. I mean,
10 like I said, he just wants to get the job done and be safe about
11 it.

12 DR. JENNER: Terrific. Thank you. That's all I have.

13 MR. SAUNDERS: Kamron Saunders, SMART TD. I don't have any
14 questions. I would like to say that I'm sorry that's something
15 you had to go through. I hope we never have to do it again.
16 Unfortunately, it is the nature of the beast. I hope we can all
17 use it to hopefully keep it from happening and keeping everyone
18 safe.

19 MR. DILLARD: Thanks.

20 BY MR. SEACHORD:

21 Q. Kelly Seachord, Union Pacific. Jordan, you might not know
22 the answer to this, but do you know why they were using three
23 units over --

24 A. We have a tie gang project going on right now in the Great
25 Southwest. And the weekend prior, they needed to dump ballast,

1 and the Gensets are -- they can't pull as much as the GP38s or
2 40s, so they sent on over over there and that's why they got that
3 one. So we gave it a triple header, and George mentioned
4 that -- he asked if he could cut it off, or get rid of it. And we
5 were like, well, you can if you want but they're probably going to
6 put it right back on there. And he was like, yeah, well, that's
7 fine. I guess he just left it on there because we weren't sure if
8 the tie gang was done dumping ballast or not, so that's why they
9 had a triple on there.

10 MR. SEACHORD: I think that's all the questions I have right
11 now.

12 BY MR. ALLEN:

13 Q. Zach Allen for the FRA. Jordan, was -- Mark Braxton [sic]
14 was the MTO over there, wasn't he, in Arlington?

15 A. Mark Bratton?

16 Q. Yeah, Bratton. Is he -- was he gone?

17 A. No. He's on vacation in London. He left Thursday to go on
18 vacation.

19 Q. Because you said you went straight to Brad, so I didn't --
20 maybe --

21 A. Right. Yeah, and I --

22 Q. -- he may have been out of pocket.

23 A. Yeah. He's way out of pocket.

24 Q. You kept saying that you've been working a lot of nightshift.
25 When did you start working dayshift?

1 A. That was the first dayshift in a long while.

2 MR. ALLEN: I have no more questions.

3 BY MS. GREGORY:

4 Q. Okay. This is Georgetta Gregory. I just have a couple
5 follow-up questions, Jordan. You mentioned that JP had knee
6 issues, but then did I understand you correctly that you heard
7 that from a friend of his? Or did JP tell you that himself?

8 A. Just from a friend that mentioned that JP has trouble with
9 his knees every now and then.

10 Q. And then as far as the three locomotives, were the other two
11 locomotives set up for RCL?

12 A. I'm assuming, yes, ma'am. Yeah, I mean, I got over there,
13 they had their boxes. None of them -- neither one of them are
14 qualified engineers. So --

15 Q. Yeah. I know that the -- I think it was the 840, was the one
16 that was controlling. It was next to the cars, and then there
17 were two GenX locomotives. And I was just curious if those two
18 locomotives were set up for remote control?

19 A. Well, they would have to be. It wouldn't function right.
20 The air between the locomotives wouldn't work. You would have all
21 kinds of issues if all three units weren't connected properly --

22 Q. Even if they were (indiscernible)? I'm sorry, if I --

23 A. Right. Yeah, I mean, you have to do a test then with your
24 box and everything, and you got to make sure all the air and
25 everything's working cohesively before you can even start touching

1 cars. So that's part of their daily startup.

2 Q. Just to better clarify my question. The other two
3 locomotives, were they set up to be the controlling unit in remote
4 control operations?

5 A. No. That wouldn't work either, I don't believe. I mean, you
6 can only have one controlling unit with the other two being the
7 additional power. So they would all --

8 Q. But were they capable of being the controlling unit?

9 A. Yeah. I think one other one. I think they had two remote
10 units over there in their consist and then this one conventional
11 that is just strictly power.

12 Q. And one last thing. You talked about the 20-minute
13 observation, and you're sitting back watching.

14 A. Yes, ma'am.

15 Q. Could you expand upon that a little bit? Do you go up and
16 have a conversation with them after that observation?

17 A. You do. You talk to them about things you observed, and then
18 if you're going to take any failures, just like what you saw them
19 do, switching, throwing switches, walking, running cars, anything
20 that they did during that 20 minutes, you debrief them afterwards,
21 and just talk to them, and they sign your books and stuff.

22 Q. And then my very last question, I promise. Do you know of
23 any medical conditions of either JP or George that would have had
24 any implication on their performance of their duties?

25 A. No, ma'am.

1 MS. GREGORY: That's all I have.

2 Steve, do you have anything else?

3 DR. JENNER: I do not have any follow-ups.

4 MR. GREGORY: Kelly, do you --

5 MR. SEACHORD: I do not have any further -- Kelly Seachord
6 with Union Pacific. I have no more questions.

7 MS. GREGORY: Zach?

8 MR. ALLEN: No, I have no more questions.

9 Kamron?

10 MR. SAUNDERS: No.

11 MS. GREGORY: Okay, and Kamron's Saunders has no further
12 questions.

13 So I want to thank you for agreeing to the interview and your
14 very direct answers. I appreciate that.

15 You will be provided with a copy of the transcript, as I
16 mentioned, and you'll get to provide any -- correction any errors.
17 And you can expect that in about 3 weeks.

18 And this concludes this interview at 4:15 --

19 DR. JENNER: 3:15.

20 MS. GREGORY: 3:15 -- too many times zones -- 3:15 p.m.
21 Sunday, September 24th, 2017.

22 (Whereupon, the interview was concluded.)

23

24

25

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 Jordan Tyler Dillard

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

Karen Coen-Brooks
Transcriber