

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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

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

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Interview of: WILLIAM KEITH WEEKLEY

Sunday,
May 26, 2013

The above-captioned matter convened, pursuant to notice.

BEFORE: MICHAEL FLANIGON
Investigator-in-Charge

APPEARANCES:

MIKE FLANIGON, Investigator-in-Charge
National Transportation Safety Board
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Washington, D.C. 20594

RICK NARVELL, Human Performance Investigator
National Transportation Safety Board

FRED PRINGLE, Chief Inspector
Federal Railroad Administration (FRA)

BRYAN ALDRIDGE
RANDY DUMEY
Safety Task Force
Brotherhood of Locomotive Engineers
and Trainmen (BLET)

CORY REYNOLDS, Senior Railroad Safety Inspector
Missouri Department of Transportation

KENNETH EDWARDS, Safety Team
United Transportation Union (UTU)

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

RANDY EARDENSOHN
Union Pacific Railroad (UP)

JAMIE DEMI
BLET Traffic, Missouri

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I N T E R V I E W

1
2 MR. FLANIGON: My name is Mike Flanigon. I'm with the
3 National Transportation Safety Board, the Investigator-in-Charge
4 of our investigation into the accident involving a BNSF freight
5 train and a UP freight train on -- yesterday, May 25th, about 2:30
6 in the morning. Today is May 26, and we're interviewing
7 Mr. William Keith Weekley, W-e-e-k-l-e-y.

8 My last name is Flanigon, F-l-a-n-i-g-o-n. And I'm going
9 to around real quick and ask everybody who's here to identify
10 themselves and spell your last name.

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

13 MR. DEMI: Jamie Demi (ph.), Vice Chairman, BLET
14 Traffic, Missouri.

15 MR. FLANIGON: And Jamie is here at your request as your
16 representative; is that correct?

17 MR. WEEKLEY: Yes, sir.

18 MR. FLANIGON: Okay.

19 MR. NARVELL: Rick Narvell, N-a-r-v-e-l-l, Human
20 Performance Investigator for the NTSB.

21 MR. EARDENSOHN: Randy Eardensohn, E-a-r-d-e-n-s-o-h-n,
22 Union Pacific, Operating Practices.

23 MR. ALDRIDGE: Bryan Aldridge, A-l-d-r-i-d-g-e, BLET
24 Safety Task Force.

25 MR. EDWARDS: Kenny Edwards, E-d-w-a-r-d-s, UTU Safety

1 Team.

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

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

5 MR. PRINGLE: Fred Pringle, Chief Inspector FRA,
6 Pringle, P-r-i-n-g-l-e.

7 MR. FLANIGON: Great. Let's start with a general
8 question and I'll start and follow that up with any specific
9 questions I have and we'll go around the group.

10 INTERVIEW OF WILLIAM KEITH WEEKLEY

11 BY MR. FLANIGON:

12 Q. Walk us through what happened that morning from your
13 perspective, and just take your time. You know, start at the
14 point where you think you need to start to kind of tell the story.
15 And just in your own words help us understand what happened.

16 A. Okay. Well, I will start about 2 miles prior to the
17 interlocker. We come around the corner looking for our field
18 signal to the interlocker. Both acknowledged that it was green.
19 We both called clear, which is an acknowledgement it's green, as
20 soon as we saw it. And once I went past the signal, I went ahead
21 and put my engines into a dynamic braking mode to start the slow
22 down process because the interlocker for us is 25 going across
23 there. We've got to be 20 going into Chaffee, so slowing it down.

24 I kept myself focused on the signals up ahead, and we
25 did have a clear at the interlocker at Rockview. I cleared Mays

1 and then I cleared North Chaffee then, like I said, I stayed
2 focused on that. I hit the interlocker at approximately 23 miles
3 an hour. As I went by the Mays signal I started blowing for the
4 crossing that was approaching. As we were getting to the crossing
5 or by the time we hit the crossing, the train went into emergency
6 and I had to react to that, and didn't feel anything, didn't hear
7 anything.

8 And, you know, called out emergency, emergency,
9 emergency over the radio. Called the dispatcher up and went to
10 reset my error. When I reset the error and it didn't reset -- in
11 other words, the flow stayed out at 194 -- I looked at the
12 conductor and I said, well, we might have an air hose on one of
13 the engines as we was coming across that road crossing. I'll go
14 check them real quick. And I went and checked my engines real
15 quick. They were fine.

16 I went back up to him and told him, I says, you know,
17 there's something back there. You're going to have to find out
18 what the problem -- what's wrong. And that's when he walked back
19 and conveyed to me over the radio what had happened. At that
20 point I asked about the UP crew. He said he didn't know, so I
21 just walked over to 96 and hollered for them to make sure they
22 were okay. And I talked to the dispatcher, you know, let him know
23 what was going on, but he had -- he already knew, so. That's
24 about as far as I can go with it.

25 Q. Well, can you expand a little on the conversation with

1 the UP crew?

2 A. I, I --

3 Q. Do you know who you talked to?

4 A. I called for them. The conductor answered. He -- I
5 didn't realize it was the conductor at first, but when he told me
6 the engineer was up and walking around then I realized it was the
7 conductor. And he said the engineer was up and walking around.
8 He said I have a cut on my head that's bleeding pretty good, but
9 otherwise I'm okay. We just don't know how we're going to get out
10 of here. It's a big mess. And that was about the extent of it.

11 Q. How long have you worked for the railroad?

12 A. Sixteen years. January of '97 I hired in with BNSF.

13 Q. And have you worked out on this run a good part of that
14 time or --

15 A. Since October of '05.

16 Q. So this -- so you've been over this track --

17 A. Yes, sir.

18 Q. -- dozens if not --

19 A. Numerous times.

20 Q. -- hundreds of times?

21 A. Yes, sir.

22 Q. At this location approaching the interlocking from the
23 direction you did in the case of the accident, or the other
24 direction, had you encountered in the past any kind of signal
25 troubles?

1 A. Yes, sir. You know, approaching the signal I have had
2 it drop red on us before. You know, I'd just stop the train, call
3 the dispatcher, and sometimes they would talk us through it.
4 Other times it would come back in.

5 Q. About how many times would you say that's happened?

6 A. Off the top of my head probably about three or four
7 times.

8 Q. When was the last one, if you recall?

9 A. That would be approximately six months ago maybe. The
10 road foreman and train master at Chaffee were riding with us and
11 we were -- we picked them up at Cape Girardeau and they were
12 riding with us into Chaffee when that occurred. It dropped red.

13 MR. FLANIGON: Okay. I think that's probably all I have
14 for now. Let me go around the table this way.

15 BY MR. DUMEY:

16 Q. Keith, your on duty time?

17 A. 1900 hours on May the 24th.

18 Q. That was St. Louis?

19 A. That was St. Louis. Yes, sir.

20 Q. How many -- how long have you been a locomotive
21 engineer?

22 A. Since 1999.

23 Q. Can you tell me if you've ever had any efficiency test,
24 any stop test at this location before?

25 A. At that location before? Yes, sir, I have.

1 Q. Okay.

2 A. Yes, sir, we have. Not knowing at the time. Maybe the
3 signal light's not able to come in, dispatcher talks us through
4 it, and the conductor goes out and runs the box and we go do our
5 thing. And only to find out later on that it was through the
6 computer and it was a test.

7 Q. Okay.

8 A. Yes, so we've had several of them.

9 Q. Can you tell me when the last time that was, by chance?

10 A. Probably last summer sometime maybe.

11 Q. I asked the conductor the same question too, as far as
12 number of slow orders on this subdivision?

13 A. The number of slow orders on this subdivision? For the
14 north end probably somewhere in the neighborhood of about seven or
15 eight. Yeah, about seven or eight of them.

16 Q. Are they very lengthy?

17 A. Most of them are, yes. Most of them are 25s and they're
18 lengthy.

19 Q. Do you know when your last stop test was? Not at that
20 location, but just --

21 A. Not the exact date. I've had one in the last couple
22 months. I've had a couple of banner tests in the last couple
23 months, one at St. Genevieve and one up at Crystal City. And
24 exactly how long ago they were I couldn't tell you, but it's been
25 months. And then, of course, the occasional -- I think I had a

1 block signal stop test here last -- it's recent.

2 Q. Okay. Do you recall seeing the headlights --

3 A. I do not.

4 Q. Okay.

5 A. I didn't see them at all.

6 Q. Okay.

7 MR. DUMEY: I don't have anything.

8 MR. FLANIGON: Okay. Fred, did you have anything?

9 MR. PRINGLE: No.

10 BY UNIDENTIFIED SPEAKER:

11 Q. Keith, have you been through enhanced safety training
12 this year? Enhanced safety training this year?

13 A. Yes, sir. Yes, sir.

14 Q. So you have been -- you've been through the 2013 --

15 A. Yes, sir.

16 Q. Okay. What's your thought or -- I mean what do you
17 think of it?

18 A. It's a good tool. It's a better now than what I thought
19 of it when it first started.

20 Q. Okay.

21 A. Mainly because it's -- to me it has migrated to safety
22 for our industry. It's something that I -- when they ask if I'd
23 like to go, yes indeed. I think it's a good thing.

24 Q. Okay. What was -- just to confirm -- your cell phone
25 number?

1 A. [REDACTED].

2 Q. Okay. Okay. Thank you.

3 A. Thank you.

4 BY UNIDENTIFIED SPEAKER:

5 Q. Good morning.

6 A. Good morning.

7 Q. Thanks for coming. I just had a couple things I guess

8 that I don't have here. What's the name -- what is your train

9 symbol?

10 A. Our train symbol?

11 Q. Um-hum.

12 A. It's U-KCKHKM -- and I couldn't give you the numbers,

13 the last --

14 UNIDENTIFIED SPEAKER: Here's a list.

15 MR. WEEKLEY: Okay. Let me put my eyes on here -- 005T.

16 BY MR. EDWARDS:

17 Q. Okay. You lost me. U-KCK -- what was the rest of it?

18 A. U-KCKHKM0-05T.

19 Q. 005T?

20 A. Yes, sir.

21 Q. Okay. Do you remember the lead unit --

22 A. BNSF 4138.

23 Q. 4138?

24 A. Yes, sir.

25 Q. Okay. I don't think I have any other questions. Thank

1 you so much. I appreciate it.

2 A. Thank you.

3 BY UNIDENTIFIED SPEAKER:

4 Q. You said you contacted the UP crew?

5 A. Yes, sir.

6 Q. And they generally said that they were okay? Was there
7 any conversation about them calling for help or anything along
8 those lines?

9 A. I don't recall that there was. The lights were -- I
10 could see lights coming down the road out of Chaffee at that time,
11 so they were going to be there in a matter of seconds anyway, so I
12 didn't -- but I didn't know if they had called or not.

13 Q. Okay. You didn't ask them?

14 A. I didn't ask them if anybody had called 9-1-1. You
15 know, any time we have an incident like this everybody -- you
16 know, people living in the neighborhood I think they got that
17 stuff on speed dial.

18 Q. Okay.

19 A. Because that -- they show up before you -- you know,
20 they know what's going on before we do a lot of times.

21 Q. Okay. And did you hear the dispatcher talking to them
22 or did you just go back to yours again?

23 A. I did not. I went back to ours and made contact with my
24 conductor again.

25 Q. Okay. And then, did you contact your dispatcher to tell

1 him that there was an incident?

2 A. I had. I had already contacted him.

3 Q. Before he had contacted you?

4 A. I don't recall if he had answered prior to me talking to
5 the UP crew or not. It was somewhere in that -- I toned him up on
6 the radio immediately, but I, I don't know which one came first.

7 Q. Okay. Thanks.

8 BY MR. NARVELL:

9 Q. Keith, this is Rick Narvell with the NTSB. I'm going to
10 switch gears here a little bit.

11 A. Okay.

12 Q. And I'm going to just kind of give you an idea of what
13 we're going to go into. That gives you some time to reflect on it
14 before you can respond.

15 One of the things -- and this is standard procedure --
16 and I'll get this -- not here, but we'll sit over there like we
17 did (indiscernible) -- is I'd like for you to be able to provide
18 us with the work registry for the four days prior to, if you can?
19 Not now.

20 A. Okay.

21 Q. We'll sit and talk more about this. A lot of times are
22 doing what you're just doing now. So just be thinking about that
23 and that's basically from this past Wednesday up to and including
24 the incident yesterday morning at 0230, okay? So we'll sit --
25 it's painless, trust me. So we'll get that offline here when we

1 get done.

2 A. Okay.

3 Q. I'm going to ask you some questions about your medicals
4 and health, you know, how you'd get interested in this, the
5 workload for that day, and had you worked with your conductor
6 before. And that's generally what we're going to get into, so
7 it'll take a couple of minutes. And again, if you don't know
8 that's fine too.

9 A. Right.

10 Q. Okay? Great. How did you become interested in working
11 for the railroads?

12 A. Well, I had gotten out of the military after about 12
13 years and I was going to college. And money was tight and I
14 spotted a little article in the corner of the newspaper at home
15 one day that they were doing a school. And I put in for it from
16 there and that's -- I went to the school and here I am.

17 Q. So you've been on board since January '97?

18 A. That's correct.

19 Q. Were you hired as a brakeman or a conductor?

20 A. Trainman.

21 Q. Trainman? And then an engineer since '99?

22 A. Right.

23 Q. So it wasn't too long a period there where you were
24 promoted to engineer?

25 A. Right.

1 Q. Okay. Can you give us a little idea of the workload
2 that -- from the time you went on duty at 1900 up to the incident?
3 I mean was it a high workload more and more or was it low?

4 A. Normal workload.

5 Q. Okay. Anything out of the ordinary?

6 A. No, sir.

7 Q. Okay. Was there any problems with any part of your
8 equipment up to the incident? Lights, bell, horn, radio, whistle?

9 A. No, sir.

10 Q. Nothing? And how about environmental type questions;
11 was it hot, cold?

12 A. It was warm initially. We had the air conditioner on
13 when we left St. Louis, and sometime after dark I put it on the
14 fan. So it had cooled down enough to be comfortable.

15 Q. All right. What about the weather conditions over --
16 obviously, it was dark, but --

17 A. It was clear, full moon.

18 Q. Clear? Okay. Great. Had you worked with your
19 conductor before?

20 A. Oh, yes. Numerous times.

21 Q. Numerous? Okay. Do you remember when first maybe you
22 met him?

23 A. Not exactly off the top of my head. It wouldn't have
24 been long after I got to Chaffee back in October of '05.

25 Q. October of '05? Somewhere in that period?

1 A. Right.

2 Q. Okay. Cell phones. When you went on duty did you use
3 your cell phone at any point from 1900 on the 0230 incident?

4 A. I did. I used it twice. The first one was up in St.
5 Louis. I had it on to report an engine.

6 Q. Okay.

7 A. Because I isolated it for field observation. And then
8 the second time was when we were coming into McBride we went by
9 the north end of McBride. We had a clear signal, and the south
10 end dropped it to red. So I brought my train to a controlled stop
11 and while the dispatcher was conferring with the chief as to
12 whether or not he could talk us by the south end, I did turn my
13 phone on and looked at the train lineups. But then I turned it
14 back off and -- when we got talked by and we left.

15 Q. Okay. Now, is that permissible to do while you're
16 working?

17 A. Yes, sir.

18 Q. Okay.

19 A. We were stopped. We weren't performing any service, so.

20 Q. That leads me to my next question. What is BNSF's
21 policy on cell phone use?

22 A. As long as we're not performing a service -- anybody on
23 the crew is performing a service, we can have them on.

24 Q. So just to kind of recap here, you went on duty at 1900
25 and what were the times, if you can remember, Keith, for both of

1 these? The first one was to report an engine. What was wrong
2 with the engine?

3 A. It was -- I actually had a field observation.

4 Q. Okay. And about what time was that? Do you remember?

5 A. Between 1900 and -- sometime between 1900 and 1940.

6 Q. Okay. And that was to -- who'd you talk to?

7 A. A BNSF computer.

8 Q. You talked to a computer?

9 A. Yes, sir.

10 Q. Okay. And how long was that?

11 A. How long was that?

12 Q. Roughly.

13 A. It normally doesn't take more than a couple minutes.

14 Q. Okay. And this would have been the number we talked
15 about?

16 A. Yes, sir.

17 Q. That's the only one you have?

18 A. Yes, sir.

19 Q. Does BNSF give you a company phone?

20 A. No, sir.

21 Q. Okay. So that was about 1900 to 1940 for a few minutes,
22 and then a signal dropped to red at McBride. And then, did you
23 turn it on back then?

24 A. I did, for a few, for a few minutes.

25 Q. And that was to look at the train lineups?

1 A. Right. Yeah, we were expecting to meet a train along --
2 within, somewhere within that area.

3 Q. Okay.

4 A. And he wasn't at St. Gen and he wasn't at McBride, so
5 where is he?

6 Q. Okay.

7 A. So I looked to actually see where they were at, and
8 their train was tied down at Wittenberg and they were tied up back
9 at Chaffee.

10 Q. Okay.

11 A. So that answered that. I turned it back off. We were
12 done.

13 Q. And what time roughly was that, if you remember?

14 A. Off the top of my head maybe 11, 11:30.

15 Q. 2300?

16 A. Yes.

17 Q. 2330? Okay.

18 A. Yes.

19 Q. Both times stopped?

20 A. Yes, sir.

21 Q. Which is in accordance with the policy?

22 A. Yes, sir.

23 Q. Any other cell phone use? Texting, talking?

24 A. Not until we tried to call the road foreman after the
25 incident had occurred and, you know, that was a while after that,

1 actually.

2 Q. Okay. So at no other time you talked to -- you never
3 talked to the dispatcher either time? One was --

4 A. Not on my cell phone.

5 Q. One was you talked to a computer?

6 A. Right.

7 Q. And the other one was you just looked at train lineups?

8 A. Right.

9 Q. Okay. Great. Keith, in the last year before this
10 incident anything in your life or your background that may have
11 been a basis for I'll say preoccupation or distraction? And let
12 me give you just a couple of examples, since I've been in this job
13 that I've seen as an example.

14 For example, like a recent death in the family or, you
15 know, bad medical news, or problems with finances in the last year
16 or so? Something that would have been a distraction to you?

17 A. No, sir.

18 Q. Okay. Great. A medical question. So, how would you
19 characterize your overall health?

20 A. Good.

21 Q. And when would have been your last physical date?

22 A. My last physical date. It's been a couple years since
23 I've have a physical, probably.

24 Q. For Part 2- -- of course, you get one every three years,
25 Part 240?

1 A. Well, as far as the railroad goes, it would have year
2 before last.

3 Q. Okay. So your last physical for the railroad was 2011?

4 A. 2011 or early 2012.

5 Q. And have you had any personal physicals?

6 A. No, sir.

7 Q. Okay. So that would have been -- your Part 240
8 re-cert --

9 A. Right.

10 Q. -- would have been late '11 or early '12?

11 A. Early '12, yes.

12 Q. For your three-year, right?

13 A. Right.

14 Q. Okay. All right. Your vision, do you know what your
15 vision rating is?

16 A. I don't -- couldn't tell you exactly what it's rated.
17 It's -- I use these for reading only and in other matters it's
18 good vision.

19 Q. I was going to ask about -- I see you got your reading
20 glasses, but, you know, that's only for reading?

21 A. That's --

22 Q. You don't wear them (indiscernible)?

23 A. That's the after 40 stuff, the over 40 stuff.

24 Q. Otherwise your vision is good? No problems?

25 A. Yes, sir.

1 Q. Okay. And, of course, that would have been a part of
2 your Part 240 too for FRA?

3 A. Right.

4 Q. The same question on hearing. Any issues or problems?

5 A. No, sir.

6 Q. Good --

7 A. Good hearing.

8 Q. Any medication use, Keith? And that's including
9 prescription and/or over the counter.

10 A. Other than Tylenol or ibuprofen for the occasional
11 headache, no sir.

12 Q. Did you use any of those on the night of into the
13 morning of yesterday?

14 A. No, sir.

15 Q. All right. So no recent use?

16 A. The 24th while up at the hotel when I woke up that
17 morning I had a headache, so I took a couple Tylenol and some
18 ibuprofen, but that was it. It was about 10:00 in the morning.

19 Q. Okay. And that was your last --

20 A. Yes, sir.

21 Q. About 10:00 a.m.? Okay. I got to ask the question, any
22 alcohol or illegal drug use?

23 A. No, sir.

24 Q. And while we're on that topic, were you drug and alcohol
25 tested after the incident?

1 A. Yes, sir.

2 Q. Okay. Tell us a little bit about what was taken and the
3 times.

4 A. Roughly about 7 a.m. they took urine and blood.

5 Q. Blood and urine?

6 A. Yes, sir.

7 Q. Were you given a breathalyzer?

8 A. No, sir.

9 Q. And have you heard any results from either of those
10 tests?

11 A. No, sir. I can tell you they're going to be fine.

12 Q. Okay. Good. That's what we like to hear. Prior to
13 this incident any other accidents that you've been involved in or
14 with, Keith?

15 A. Any accidents?

16 Q. Railroad accidents?

17 A. No, sir.

18 Q. When you went on duty how did your conductor appear?
19 Was he upbeat or was he -- was anything bothering him?

20 A. No, sir. We were both ready to go. You know, we're
21 going home, so that's --

22 Q. Right.

23 A. -- that's a positive, so --

24 Q. Okay, good. And you mentioned no problems with any of
25 your equipment or the weather or -- how about visibility? Any

1 issues with visibility?

2 A. No, sir?

3 Q. Cracked windshield, dirty, mud?

4 A. Visibility was good.

5 Q. Okay. Radio working okay?

6 A. The radio was working fine.

7 Q. Any dead spots out there?

8 A. No, sir.

9 Q. No dead spots. Great. That's all I have right now.

10 Thank you, Keith.

11 MR. FLANIGON: Rance?

12 BY MR. RANDLE:

13 Q. Yeah, I got one. Keith, earlier you mentioned that you
14 rung our dispatcher up and he then knew what happened?

15 A. Yes, sir.

16 Q. Do you know -- did he say how he knew?

17 A. He said that the UP corridor suit -- I think is the term
18 he use -- had already called him and told him that their crew had
19 ran the signal and run to the side of us.

20 Q. The UP corridor suit said that his crew run the signal
21 and hit you?

22 A. That's the way I understood it, yes.

23 Q. Okay. When you toned up our dispatcher I guess you hit
24 9-1-1?

25 A. 4-7-0.

1 Q. Oh, okay 4-7-0. All right. That's all I have.

2 A. That's because, Mr. Randle I didn't know he hit us.

3 Q. Right.

4 A. We were in an emergency, so.

5 Q. So when did you talk to our dispatcher I mean that he
6 said that?

7 A. Once he responded to us. It took several minutes for
8 him to respond to the 4-7-0 call and -- you know, and I told him
9 we were into emergency and I'm trying to get the air up, and
10 that's -- I had already checked my engines by that time so I knew
11 it wasn't the engines. I told him the conductor was going back to
12 find out what the problem is, and that's when he told me what the
13 problem was.

14 Q. Okay. All right. That's all I have.

15 BY MR. FLANIGON:

16 Q. Okay. Just one question on -- you mentioned that you
17 saw the flashing lights of the responding fire trucks, ambulances,
18 whatever was coming. About how long after you went into emergency
19 would you say that was?

20 A. Like just a couple minutes. I mean it was almost
21 immediately.

22 MR. FLANIGON: Okay. That's all. That's all I have.

23 UNIDENTIFIED SPEAKER: One other thing I wanted to ask
24 was just hours off prior to going back on again?

25 MR. WEEKLEY: We had tied up in St. Louis at midnight-35

1 on the night of -- early the 24th. So from midnight-35 to 1900
2 hours.

3 UNIDENTIFIED SPEAKER: That's all.

4 MR. FLANIGON: Fred?

5 MR. PRINGLE: Nothing.

6 UNIDENTIFIED SPEAKER: I just have one follow-up. You
7 said you stopped at McBride. How far away is McBride from the
8 area where the incident took place?

9 MR. WEEKLEY: About 80 miles.

10 UNIDENTIFIED SPEAKER: That's all I have. Thanks.

11 MR. WEEKLEY: Sixty miles. Yeah, I had to stop and
12 think. I did the math real quick.

13 UNIDENTIFIED SPEAKER: I have no questions.

14 MR. NARVELL: I have none, but we'll wrap up with
15 work/rest.

16 MR. FLANIGON: Okay. That's it from us. Anything from
17 you?

18 MR. WEEKLEY: I can't think of anything.

19 MR. FLANIGON: Well, we're glad you're okay and we
20 appreciate your time. So, I'll turn this off. Thank you.

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

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: UP AND BNSF TRAIN COLLISION
 MAY 25, 2013
 NEAR CHAFFEE, MISSOURI
 Interview of William Keith Weekley

DOCKET NUMBER: DCA-13-MR-004

PLACE:

DATE: May 26, 2013

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

Anne VanDereedt
Transcriber