

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COLLISION OF TWO UNION PACIFIC

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FREIGHT TRAINS NEAR GALVA, KANSAS

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SEPTEMBER 25, 2014

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Interview of: RANDY YOUNG

McPherson, Kansas

Thursday,

September 25, 2014

The above-captioned matter convened, pursuant to notice.

BEFORE: DAVID BUCHER
 Rail Accident Investigator

APPEARANCES:

DAVID BUCHER, Rail Accident Investigator
Operations Group Chairman
National Transportation Safety Board
Washington, D.C.

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

ZACH ZAGATA
Federal Railroad Administration (FRA)

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Denver, Colorado

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SMART Transportation Division

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Safety Task Force
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Union Pacific Railroad
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Hutchinson, Kansas

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I N T E R V I E W

(2:00 p.m.)

MR. BUCHER: This is Dave Bucher, NTSB Rail Accident Investigator for the Union Pacific Freight Train collision near Galva, Kansas on September 25th. The accident number is DCA-14-FR-012. It's 2:00 p.m. and this is the interview of Randy Young.

To my right I have?

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

MR. BUCHER: And could you speak up as you go around? Because she's got to hear it.

MR. SMITH: Carl Smith, C-a-r-l, S-m-i-t-h, party participant with the SMART/UTU Transportation Division.

MR. BUCHER: No, go ahead.

MR. ZAGATA: Zach, Z-a-c-h, Zagata, Z-a-g-a-t-a, FRA.

MR. HANKEN: Terry, T-e-r-r-y, Hanken, H-a-n-k-e-n, Union Pacific Railroad, manager and terminal operations.

MR. FACKLAM: Steve, S-t-e-v-e, Facklam, F-a-c-k-l-a-n, BLET for their locomotive and engineers trainmen safety task force.

MR. GASKILL: Gary Gaskill, G-a-r-y, G-a-s-k-i-l-l, Senior Manager Operating Practices for the Kansas City Service Unit, Union Pacific.

MR. HARMER: Kevin Harmer, K-e-v-i-n, H-a-r-m-e-r, Director of Road Operations, Kansas City Service Unit, Union

1 Pacific Railroad.

2 MR. HENTON: Chad Henton, C-h-a-d, H-e-n-t-o-n, SMART
3 Transportation Division, Local Chairman at Harrington, Kansas.

4 MR. BUCHER: Okay.

5 INTERVIEW OF RANDY YOUNG

6 BY MR. BUCHER:

7 Q. And Randy, if you could give us your name and spell it,
8 please?

9 A. Randy Young, R-a-n-d-y, Y-o-u-n-g.

10 Q. Okay. Mr. Young, in reference to the accident yesterday
11 morning, could you go through the day from the time you got called
12 in the morning to getting up, going to the yard, getting on the
13 train and through the accident for us in your own words?

14 A. From the time I got called?

15 Q. Yeah.

16 A. Okay. Let's see. I was called at 1:55. I got up, got
17 around, let's see. I believe I left my house at 2:00 and got to
18 the depot at 2:30. And let's see. And then I turned in all my
19 paperwork, got ready for the day and waited for my engineer to get
20 there because I was a little early. And then we waited for about
21 an hour and a half before our train got in, I believe, before we
22 got on it. Let's see. Let's see, our train fueled. Then we
23 departed Harrington yard at, I believe it was 4:50, 4:55 and it's
24 pretty normal trip.

25 We met a auto train at Walnut and, let's see. We had

1 our, got to signal at 203.9, and we had our advance approach, or
2 not -- yeah, advanced approach. Then we got at their detector at
3 205.6 and we got a approach diversion at the control point TC207.
4 Let's see, prior, right prior to us, passing us, you know, we made
5 contact with the eastbound train. They were just getting to enter
6 Galva. And then we had our diversion approach check at the
7 Control Point TC 208 and we entered the siding and we met the head
8 (indiscernible) their train.

9 And, let's see, after we seen the rear of their train, I
10 believe it was just a matter of a few seconds, and then our train
11 went into emergency and that was about it. And we stopped and we
12 were stopped right at the mile pole 209. And our engineer right
13 then contacted them because we didn't think we were in the clear,
14 and they said that they'd already hit us and that was about the
15 extent of my day. I just, I don't, I don't know what was going
16 on.

17 Q. Did you -- this is Dave Bucher. Did you contact or the
18 engineer contact the train dispatcher right away or call out
19 emergency or --

20 A. No.

21 Q. Okay.

22 A. Because after they said they hit the rear of our train,
23 the dispatcher came right on --

24 Q. Right away?

25 A. -- (indiscernible) for the 911 call at Galva and they

1 talked to them.

2 Q. Okay. All right. I just have a couple questions --

3 A. Okay.

4 Q. -- and then we'll start around. Your train, you had no
5 problems with, any issues with your train?

6 A. Not at --

7 Q. Air brakes or anything like that?

8 A. No issues with any of our train.

9 Q. Okay. Let's see here. As you approached the siding at
10 Galva and you got the diverging to go into the siding, okay, you
11 didn't notice anything unusual because there was, you know, you
12 have the crossing there also?

13 A. Um-hum.

14 Q. The gates were working and everything when you --

15 A. Yes, they were --

16 Q. Okay.

17 A. -- gates were fine and working.

18 Q. Okay.

19 MR. BUCHER: Okay. I'm going to pass it off to Dr.
20 Jenner.

21 DR. JENNER: Great. Thanks.

22 BY DR. JENNER:

23 Q. Thanks for your recap so far.

24 A. Um-hum.

25 Q. We'll all go around and --

1 A. Okay.

2 Q. -- and sort of jump around a bit. But first of all, in
3 terms of the weather, visibility that night, how was that?

4 A. I mean, it was clear. No fog or nothing. It was pretty
5 dark, it was, for that time of the morning I'd say it was fairly
6 dark.

7 Q. Yeah, well, the accident happened, I think, give or take
8 around 5:45, is that --

9 A. Yeah, 5:45.

10 Q. -- right? So you're saying it was still dark at that
11 point?

12 A. Yes.

13 Q. Okay. So for you to observe signals, it wasn't a
14 problem?

15 A. No.

16 Q. Okay.

17 A. Not a problem.

18 Q. When you passed, you mentioned earlier, you passed the
19 eastbound train and you had contact with him, is that correct,
20 radio contact with them?

21 A. We had radio contact with them before we went in the
22 siding.

23 Q. Oh, okay. How was that initiated? Can you walk me
24 through who called who and what was discussed?

25 A. Conductor on the eastbound train called us saying they

1 were to be taking the main there at Galva.

2 Q. Was that the conductor who called you?

3 A. Yes.

4 Q. Okay. I'm sorry, and he said?

5 A. UP8572, we'll be taking the main Galva and I responded,
6 UP8120 understands UP8572 will be taking the main at Galva.

7 Q. So they're basically saying they're going to continue on
8 to the main line?

9 A. I believe they were letting us know they were coming
10 down the main line to verify, because we had an after arrival
11 track one of them to leave Galva.

12 Q. Oh, you had an after arrival?

13 A. Yes.

14 Q. Okay. From what they said, did that make sense
15 operationally?

16 A. Yes.

17 Q. Okay. And what was -- were you the person on the other
18 end of the radio? Did you reply to them?

19 A. Yes, I responded to them.

20 Q. And what was your response?

21 A. I responded UP810 understands the UP8572 is coming down
22 the main Galva and I believe that was my response.

23 Q. Okay. And I'm sorry, I think you may have already --

24 A. No, it's all right.

25 Q. You may have already stated that. At what point did

1 this conversation happen, where you were, you hadn't -- how far
2 apart to you were the two trains?

3 A. We hadn't passed the Control Point 207 yet. And shortly
4 after our conversation, we passed that and I heard them call out
5 their approach signal at Control Point TC 210.

6 Q. Okay. You started to answer another question I was --

7 A. Oh.

8 Q. -- about to ask, which is great. So you could hear them
9 call out signals?

10 A. Yes.

11 Q. Was radio communications, were they working well that
12 evening?

13 A. Yes. It seemed just normal --

14 Q. Okay.

15 A. -- radio wise.

16 Q. Okay. Do you know the other crew members involved in
17 the accident?

18 A. Very vaguely.

19 Q. Okay.

20 A. I've seen them before, but I don't think I've ever had a
21 conversation with either one until then.

22 Q. Did anything about how they communicated their
23 terminology or their voice or the tone or anything like that
24 concern you or did they sound like a normal-type communication?

25 A. They sound like normal.

1 Q. Okay. Okay. So from your story earlier, your -- when
2 was the first time that you realized something was wrong?

3 A. Probably right when we went in emergency, I suppose,
4 when -- I hadn't realized they hit us yet, but it was kind of a,
5 just didn't feel quite right that we went in emergency all of a
6 sudden right there, then right after we seen the rear of the
7 train.

8 Q. Did you feel your train jolt or run in on you or
9 anything like that?

10 A. It ran in a little bit, but not much at all.

11 Q. Okay.

12 A. It was pretty gentle as far as stopping wise.

13 Q. Okay. And if you can walk through that point? I'm
14 sorry, who from your train notified the, called out that you were
15 now stopped and in an emergency?

16 A. I believe I called out that we were stopped.

17 Q. To the -- who'd you call out to?

18 A. I just called it out that we were stopped.

19 Q. You made a radio broadcast?

20 A. Yes.

21 Q. Okay. And who can hear that? Can the dispatcher hear
22 that? Do you have to make a specific call to the dispatcher?

23 A. I don't know if the dispatcher can hear that, no.

24 Q. Okay. So you were just calling other --

25 A. Yeah.

1 Q. -- to notify other trains in the area. And what
2 response did you get?

3 A. I don't believe we did.

4 Q. Okay. So if you can just walk us through the rest of
5 the story? So both of you, did you remain in the head end of the
6 train or did --

7 A. Yes.

8 Q. -- either one of you -- okay. For how long, then, did
9 you remain in the head end?

10 A. Oh, it was quite a while. Five to six hours.

11 Q. Oh, is that right?

12 A. Yeah, we never left the head until we -- let's see. I
13 suppose around 11:00 when we got off of it.

14 Q. Okay. At what point did you realize that there was a
15 collision?

16 A. Did we realize there was a collision?

17 Q. Yeah?

18 A. Oh, as soon as the, when that eastbound train told us
19 that they had hit our rear end.

20 Q. Okay. And at what point did they communicate? Because
21 their locomotive was on its side.

22 A. Oh, it was shortly after that we went into emergency.

23 Q. Okay. And who was it that contacted you? Do you know
24 if it was the engineer or the conductor?

25 A. I think the conductor, but I'm not positive.

1 Q. What else did they, what details can you remember of
2 that conversation?

3 A. Not much. I remember my engineer asking them if they're
4 all okay and we asked them if they needed us, any help from us,
5 and they said they were fine and that was -- the dispatcher pretty
6 well took over --

7 Q. Okay.

8 A. -- after that.

9 Q. Either were you or your engineer in any way injured at
10 all from, as a result of this?

11 A. No, not at all.

12 Q. Okay. Let me change pace a bit. How -- have you, you
13 were operating westbound on this day. Have you operated eastbound
14 on that same part of the territory?

15 A. Yes.

16 Q. Okay. When was the last time that you traveled
17 eastbound?

18 A. I believe it was Monday.

19 Q. Okay.

20 A. I believe was the last date.

21 Q. In terms of -- oh, I'm sorry.

22 A. I'm trying to think.

23 Q. Okay. The accident happened Thursday, the 25th.

24 A. Yeah. It might've, it could've been Sunday even. I'm
25 not positive which, if it's Sunday or Monday.

1 Q. Okay. In terms of when you're traveling eastbound, the
2 signals that are sort of part of this equation, you have advanced
3 approach, approach and, I guess, maybe a home signal right around
4 the point of collision. How was visibility at those signals?

5 A. At which point?

6 Q. When you're traveling eastbound --

7 A. Oh.

8 Q. -- the three signals before the point of collision are
9 advance approach, approach and then what I think is a home signal.
10 And I'm just interested in your experience --

11 A. On the visibility --

12 Q. -- about the visibility while traveling?

13 A. -- going east wise?

14 Q. Yes.

15 A. I'd say it's normal, just as good as going west.
16 They're all really bright.

17 Q. Okay.

18 A. I can't think of anything out of the ordinary about to
19 be different from those than the other ones.

20 Q. No, that's good to know. Thank you. I think that's all
21 the questions I have right now. We'll pass it around --

22 A. Okay.

23 Q. -- a couple times. Thank you very much. And if you
24 ever need a break, let us know.

25 A. Okay.

1 Q. You good to go?

2 A. Yup, I'm good.

3 Q. Okay. Then we'll pass it on.

4 BY MR. SMITH:

5 Q. All right. Randy, Carl Smith. And I'm glad you're all
6 right. That's a pretty shaken experience, whether you're involved
7 or not. I just have, want to kind of expand on your eastbound
8 trips. I know that you were westbound --

9 A. Um-hum.

10 Q. -- this night? But on your eastbound, is there any
11 operating changes that have taken place recently on the territory?

12 A. The control point TC207 was just went in effect Monday.

13 Q. Control point TC20 --

14 A. 207.

15 Q. -- 207? And that went in effect on Monday?

16 A. Yes.

17 Q. And now do you know that's in effect? How are you aware
18 of that?

19 A. Our bulletins.

20 Q. Your bulletins? General orders?

21 A. Bulletins and they're in on Sunday. They showed it on
22 Sunday, they came out.

23 Q. Are there any job briefings or anything to point that
24 specific out you in the (indiscernible) from Harrington, correct?

25 A. Yes.

1 Q. That's where you go on duty, that travel point?

2 A. Um-hum.

3 Q. Any communications other than the general bulletin,
4 general orders?

5 A. Communications from?

6 Q. Just have you seen this, are you aware that this
7 situation has -- that there's a new general order out? Or you
8 just pull your general orders up as part of your paperwork every
9 day?

10 A. It's part of the --

11 Q. Okay. Every -- okay.

12 A. -- every day.

13 Q. Yeah, that's really what I -- how -- I guess one more.
14 How familiar, how long have you been operating on this territory,
15 the -- I'm not sure what the subdivision is?

16 A. It's the Harrington subdivision.

17 Q. It's the Harrington subdivision?

18 A. I've been operating on there since the 5th of August.

19 Q. 5th of August? And how long have you been working for
20 the UP system --

21 A. I just marked up the --

22 Q. You, that's your first paid trip, your first solo trip?

23 A. Yes.

24 Q. Okay. How many, just -- if you don't mind, how many
25 student trips did you get before you marked up? Approximately?

1 A. I don't know a exact number.

2 Q. You don't have to --

3 A. I spent --

4 Q. Yeah, when did you pass your GCOR class?

5 A. -- I spent a good 2 weeks on there. My GCOR class?

6 Q. Yeah.

7 A. Oh, I think it was the 11th of July. I'm not positive.

8 Q. Right. Yeah, that's close enough, because I know
9 working crazy hours, time is all run together. But that's all I
10 have right now.

11 A. Okay.

12 Q. Thanks again, Randy.

13 BY MR. ZAGATA:

14 Q. Zach Zagata, FRA. Who was the first person that you
15 came in contact with after the accident?

16 A. With the crew on the eastbound train would've been the
17 first people we were in contact with.

18 Q. Where did you see them at? I mean, physically came in
19 contact with that crew?

20 A. No.

21 Q. No? Okay. So who was the first person you physically
22 came in contact with?

23 A. We had two emergency response workers come up --

24 Q. Okay.

25 A. -- verify that no one was injured.

1 Q. Okay. And then after that, what'd you do after you came
2 into contact with them?

3 A. We just stayed on the head-in and they brought an EMT up
4 to, so I could sign some waivers so we didn't need checked out.

5 Q. At what point did you, if you did, did you see a
6 manager?

7 A. That came up to see us on -- we never.

8 Q. You never saw a manager?

9 A. Not until we got in the van to leave.

10 Q. And who was that manager then?

11 A. Mr. Gillson (ph.).

12 Q. I have no other questions.

13 A. Okay.

14 BY MR. HANKEN:

15 Q. Terry Hanken, Union Pacific Railroad. Communication
16 made when you're heading into Galva, when you there, past the
17 head-in, as you're going into the side and they're passing you on
18 the main, what did you see? Any hand gestures? What, I mean,
19 when you guys passed each other on the main line to say hey, how
20 are you doing, type thing? What, I mean, what did you notice in
21 the cab of their train coming down the main?

22 A. I honestly did not.

23 Q. You didn't notice anything in there? No --

24 A. No.

25 Q. -- flood light flipping on, waving or anything like that

1 or --

2 A. They did have a light on.

3 Q. Okay. Did you, like, did you notice how the crew was or
4 any --

5 A. No, I did not.

6 Q. Okay. All right. Thank you.

7 BY MR. FACKLAM:

8 Q. Steve Facklam, BLET Safety Task Force. Glad you're all
9 right. Pretty hard intro to the railroad, since August. A couple
10 quick questions here. You had state that you've worked eastbound
11 on this track out here?

12 A. Yeah, that's correct.

13 Q. Had you worked eastbound since you put that signal in
14 service at 207? I guess that's for the new grain plant out there?

15 A. I don't believe so.

16 Q. Okay. So you --

17 A. Because the trip before, I did that, head home from
18 Pratt, so I didn't --

19 Q. So it wasn't in service?

20 A. Yeah, I came back on --

21 Q. So the --

22 A. -- Sunday. Then the next trip I did heading home and --

23 Q. So it's never been lit up for you?

24 A. I've seen it going west, but not --

25 Q. Okay.

1 A. -- east.

2 Q. Okay. Between, as you're going eastbound, how would you
3 describe it as you're coming up to Galva siding and then all
4 through up to the grain plant? Would you describe it as flat,
5 undulating? Do you have a, I guess I want to know if you have a
6 clear line of sight of all the siding signals and if you've ever
7 noticed that new signal that they put in? Basically I think it
8 would be from, like, I would just say from 210 -- 210 is the
9 siding, right, the start of the siding?

10 A. Um-hum.

11 Q. Then 208 and then 207? From 210, can you see, if you
12 use the signal at 210, can you see the signal at 208 as well when
13 they're both lit up, if you can recall?

14 A. I don't recall.

15 Q. Okay. What type of operation, I notice you said you had
16 the track ward (ph.). What type of operation is in effect on the
17 -- is it CTC track ward or ABS right there?

18 A. It's enter in TWC ABS after going west.

19 Q. TWC ABS?

20 A. After control point 210.

21 Q. Okay. I was making -- I was told that it's CTC at one
22 time or -- so I was just wondering. It makes sense with the track
23 worn down after arrival. Let's see. You have, I guess, what was
24 it Sunday you had seen that general order about the new signal at
25 207 going into effect?

1 A. Yeah, Sunday. And it took effect Monday.

2 Q. Okay. And you'd seen that on your own? You didn't --

3 A. Um-hum.

4 Q. -- did UP have any job briefing or anything out there
5 to, other than the general order, to let the crew members that
6 that was going into --

7 A. I don't recall --

8 Q. No?

9 A. -- seeing anything else.

10 Q. Okay. And the signals at, on the siding at Galva going
11 eastbound or westbound, are they just regular signals or are they
12 the newer-type LED signals.

13 A. They're the LED.

14 Q. They are LED at the siding --

15 A. I do believe --

16 Q. -- at Galva?

17 A. -- they both were.

18 Q. Okay. That's all I have now. Thanks.

19 MR. GASKILL: I don't have any questions.

20 MR. HARMER: I'm good.

21 MR. HANKEN: Where does, real quick, Terry Hanken again.

22 MR. BUCHER: We'll go around again. How about if we
23 just stay in process?

24 MR. HANKEN: (Indiscernible) I got you.

25 MR. BUCHER: Dave Bucher.

1 BY MR. BUCHER:

2 Q. First, you need a break or anything?

3 A. No. I'm fine.

4 Q. Okay. Good. All right. I have one question, and like
5 I said, we'll go around in order. Did you notice on the
6 westbound, or on the eastbound, you're on the westbound, did he
7 dim his headlight for you?

8 A. Yes. It was, yeah, his headlight was dim when --

9 Q. Well, I mean, you saw him -- did you notice that he
10 power, you know, powered it back up after he got past? I mean, I
11 know it's going past you, but --

12 A. I did not.

13 Q. Okay. All right. That's it, the only extra one I have.

14 A. Okay.

15 BY DR. JENNER:

16 Q. If I can change directions a little, can I just get a
17 little bit about your background and your training, entering the
18 industry? You know, when did you hire on with UP and what sort of
19 training background do you have?

20 A. Okay. I hired on the 7th of April this year. I did a
21 four-week brakeman's class. And after that, I spent seven weeks
22 on-the-job training out of Harrington. And after that seven weeks
23 I did three weeks of the conductor training class. And then I
24 believe I had three weeks on-the-job training after that. I
25 believe it was three. And then I marked up.

1 Q. Okay. Were you in the railroad industry before April
2 7th?

3 A. No, I was not.

4 Q. Okay. Is all your operating time been on this
5 territory?

6 A. Yes.

7 Q. Okay. Have you ever had, in your short time, any other
8 incidents, been involved in any incidents?

9 A. No.

10 Q. Okay. Great. Thank you. If I can ask some standard
11 questions we ask --

12 A. Okay.

13 Q. -- everyone about just their general health. And I
14 guess you had a physical in order to hire on?

15 A. Yes.

16 Q. Is your hearing and vision normal?

17 A. Yes.

18 Q. Okay. Do you have any conditions, preexisting
19 conditions --

20 A. No conditions.

21 Q. -- or allergies? Are you on any type of medications?

22 A. No.

23 Q. Okay. Someone else is going to ask you more details
24 about your sleep and things like that. You ever been diagnosed
25 for any sleep conditions or anything like that?

1 A. No.

2 Q. So you're a healthy guy?

3 A. Far as I know.

4 Q. Great. Okay. Great. Thank you.

5 A. Yup.

6 BY MR. SMITH:

7 Q. I just have just a little bit. So is it common -- how
8 far -- this is rural? I've driven up here eight hours. Not a lot
9 of cell service. So is it common -- how far do you live from
10 Harrington from where you go to work?

11 A. Twenty-five miles.

12 Q. Twenty-five miles? And I mean, I know you haven't been
13 around long enough to really know everybody, but what's the, the
14 guys, how far do they drive? Do you know what -- what's the
15 longest? Because we all hear a story. Oh, this guy drives, you
16 know, I live in Denver, the guy drives from Larriman (ph.)?

17 A. About the longest I've heard is probably Lawrence.

18 Q. Lawrence?

19 A. Which is, I think he said, it's an hour and a half or 45
20 minutes.

21 Q. Okay. Yeah, that's all I have.

22 A. Okay.

23 BY MR. ZAGATA:

24 Q. Zach Zagata, FRA. Let me go with asking you a few
25 questions about your sleep patterns and that kind of stuff.

1 A. Okay.

2 Q. First thing, we'll go to that. Was this your regular
3 assignment? I believe you might've said before, but --

4 A. Yes, it --

5 Q. It is?

6 A. Yes.

7 Q. Okay. And you get a call for that?

8 A. Yes.

9 Q. Okay. How long of a call do you take?

10 A. About two hours.

11 Q. Okay. What time would you normally go to bed, say, on a
12 day off?

13 A. Ten o'clock.

14 Q. And how long do you normally sleep, as far as number of
15 hours if you're not disturbed?

16 A. Usually seven to eight.

17 Q. As far as your quality of rest prior to the shift that
18 you last sat, how would you rate it? Good, fair, poor, excellent?

19 A. I'd say it's fair.

20 Q. What would you say caused it to be in that fair state?
21 Was it just because of surroundings or something or --

22 A. Just the length of time, probably, I was sleeping.

23 Q. Do you normally take naps?

24 A. Yes.

25 Q. Is that pretty much every day or occasional or --

1 A. Just occasional. Usually not every day.

2 Q. Did you take a nap within eight hours of going on duty
3 this last time?

4 A. No.

5 Q. What would you rate your alertness level at just prior
6 to the accident, on a scale 1 to 5, 5 being very alert and one
7 being very sleepy?

8 A. I'd rate it a 5, I think.

9 Q. And you said you don't take any prescriptions or over-
10 the-counter medications?

11 A. No.

12 Q. Now, here's kind of a challenge thing. Sleep history,
13 usually for a 3-day period. So let's start on the day prior to
14 going to work. What time did you go to sleep that day, you
15 remember?

16 A. The day prior to?

17 Q. Just say on the 24th?

18 A. Okay. 24th, I believe it was 9:00 or 9:30 in the
19 evening.

20 Q. In the evening you say? And then what time did you wake
21 up from that?

22 A. 1:55.

23 Q. You said what time?

24 A. 1:55.

25 Q. 1:55? And that would've been on the 25th?

1 A. Yes.

2 Q. Okay. On the 23rd, do you remember what time you went
3 to sleep that day?

4 A. I honestly don't.

5 Q. Probably -- how about 22nd? You remember that one by
6 any chance?

7 A. No.

8 Q. No? That's okay. I have no further questions.

9 A. Okay.

10 BY MR. FACKLAM:

11 Q. Steve Facklam, BLET Safety Task Force. How was your
12 pull turn turning? Can you give me an average, let's say the past
13 week, how much time you've been able to have off between trips at
14 home?

15 A. Yeah, I'd say probably I average 15 to 20 hours.

16 Q. So it wasn't quite turning on your rest, but --

17 A. No, it wasn't.

18 Q. Okay. That's all I have. Thank you.

19 MR. GASKILL: No questions.

20 MR. HARMER: Kevin Harmer has no questions.

21 MR. BUCHER: I have no more.

22 Okay. Well, thank you very much. This concludes the
23 interview of Mr. Young.

24 (Whereupon, the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: COLLISION OF TWO UNION PACIFIC
FREIGHT TRAINS NEAR GALVA, KANSAS
SEPTEMBER 25, 2014
Interview of Randy Young

DOCKET NUMBER: DCA-14-FR-012

PLACE: McPherson, Kansas

DATE: September 25, 2014

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.

Karen Stockhausen
Transcriber