

## NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE: :  
 :  
 THE ACCIDENT INVOLVING TWO : NTSB Accident No.  
 UNION PACIFIC FREIGHT : DCA16FR005  
 TRAINS THAT OCCURRED NEAR :  
 GRANGER, WYOMING ON :  
 MARCH 14, 2016 :  
 :  
 -----:

INTERVIEW OF: MR. ERIC RYKS

Monday,  
 March 14, 2016

Union Pacific Harriman Dispatch Center  
 Omaha, Nebraska

BEFORE

TED TURPIN, NTSB  
 RICK NARVELL, NTSB  
 MIKE CORUM, Federal Railroad Administration  
 LAWRENCE MOZENA, SMART Transportation Division  
 JOHN ALLBERRY, Union Pacific  
 BRIAN FISH, Union Pacific  
 STEVE FORESMAN, Union Pacific  
 TOM LISCHER, Union Pacific

This transcript was produced from audio provided by the  
 National Transportation Safety Board.

## APPEARANCES:

On Behalf of Union Pacific, the Interviewee, and  
Other Individuals Involved in This Investigation:

CONNIE ROSEBERRY, ESQ.  
Union Pacific Railroad Company  
1400 Douglas Street  
Omaha, Nebraska 68179  
[REDACTED]

P-R-O-C-E-E-D-I-N-G-S

(Time not disclosed)

MR. TURPIN: My name is Ted Turpin. Today is March 18, 2016, and we're at the UP Dispatch Center in Omaha, Nebraska, interviewing a train dispatcher in connection with an accident that occurred near Granger, Wyoming, on March 14th, 2016. The NTSB accident number is DCA16FR005.

I want you know the purpose of this investigation is to increase safety and not to assign fault, blame, or liability.

NTSB cannot offer any guarantee of confidentiality or an immunity from a legal or certificate action. Okay, so like a conductor, they pull their ticket. NTSB does not do that.

A transcript or summary of the interview will be made available to the public in a public docket. And you are allowed a representative. And your choice for representative today?

MS. ROSEBERRY: It's me, Connie.

MR. TURPIN: Okay. You understand that this is the local court?

MR. RYKS: Yes.

MR. TURPIN: All right, thank you. So if you'd state your name and spell it?

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1 MR. RYKS: My name is Eric Ryks, E-R-I-C, R-  
2 Y-K-S.

3 MR. TURPIN: All right. And we'll go around  
4 the table and have everybody introduce themselves.

5 MR. CORUM: Mike Corum, C-O-R-U-M. Excuse  
6 me. Operating Practice Specialist, FRA, Kansas City  
7 Regional Base.

8 MR. FORESMAN: Steve Foresman, F-O-R-E-S-M-  
9 A-N, Senior Director of Operating Practices in Rural  
10 Community Settings.

11 MR. NARVELL: Rick Narvell, N like in Nancy,  
12 A-R-V-E-L-L. Human Performance Investigator with NTSB,  
13 Washington, D.C.

14 MR. LISCHER: Tom Lischer, L-I-S-C-H-E-R.  
15 ADP Airman Dispenser.

16 MR. FISH: Ryan Fish, F-I-S-H, Director of  
17 Special Practices, Quality Assurance, Union Pacific.

18 MR. MOZENA: Lawrence Mozena, M-O-Z-E-N-A,  
19 SMART TD National Safety Team Member.

20 MR. ALLBERRY: John Allberry, A-L-L-B-E-R-R-  
21 Y. General Director of Safety, UP Railroad.

22 MS. ROSEBERRY: Connie Roseberry, R-O-S-E-B-  
23 E-R-R-Y, Safety Regulatory.

24 MR. TURPIN: All right. Again this is Ted  
25 Turpin, T-U-R-P-I-N. You mind if I call you Eric?

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1 MR. RYKS: That's fine.

2 MR. TURPIN: All right, Eric, just tell us  
3 what happened the night of the incident?

4 MR. RYKS: I came in and I went to our  
5 normal SC meeting, our Safety and Communications  
6 meeting. Came back down, started taking the terminal  
7 from (phonetic) Missy.

8 And she was, we were going through what was  
9 going on with the signal suspension. And she had  
10 stated that no trains were authorized through there at  
11 the moment and was setting up and saying that I've got  
12 it set up to either go this way or this way, whichever  
13 way you want to go. Which is pretty much standard for  
14 us.

15 And about that time we were about probably  
16 halfway through the review of what was going on through  
17 the signal suspension.

18 Got an alarm, and I could see an alarm in  
19 the OS at the Control Point G844, and I started to turn  
20 to her and I said nobody's authorized in here.

21 But before I could get much of that out she  
22 says that's not good. And when she said that's not  
23 good, I went up on the radio and attempted to contact  
24 the two trains that were in the area to find out  
25 whether they were stopped or what was going on with

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1 them, make sure they got stopped.

2           There was no contact initially with the  
3 train. And then I tried to get a hold of the flagman  
4 that was on site. And a few moments later, if I  
5 remember right, the K train, I don't remember the unit  
6 number, responded that they had been in a collision.

7           MR. TURPIN: Okay. Keep going.

8           MR. RYKS: Okay. I immediately -- Missy was  
9 still there because we were interrupted in the  
10 turnover.

11           And, first thing, if I remember right, I  
12 asked is anybody hurt. Crew member said no, we're  
13 fine. I said what about on the local, the LCK41. They  
14 said no they got off.

15           Missy at that time said I'll notify the  
16 corridor. And I had grabbed our emergency response  
17 book and had opened it up and was starting to go down  
18 through it.

19           I notified RMCC about the incident, got them  
20 involved, and started to try and get more information  
21 about, you know, do we have cars on the ground, did any  
22 engines go on the ground, things like that. So.

23           MR. TURPIN: Okay, good. Let's back up a  
24 little bit. Do you recall the time you actually sat  
25 down at the desk?

1 MR. RYKS: Not exactly. It would have been  
2 about -- meeting was 9:22. Twenty -- probably got down  
3 to the desk about 36, 37 after the hour, something like  
4 that.

5 MR. TURPIN: Okay. What were the specifics?  
6 You mentioned that Missy had a conversation with saying  
7 it may go this way or that way. What was she talking  
8 about?

9 MR. RYKS: She was talking about because of  
10 the -- we had a local that was about to clear off of  
11 main 2 in the segment between 833 and 844 going east,  
12 that would allow the LCK41, the Kemmerer local, to get  
13 down.

14 Now he was dead on his hour's at 2 o'clock  
15 so that would be kind of the priority. It takes him a  
16 while to do his work. He works there. So try to get  
17 him in and get him there and at least get his work  
18 done.

19 But we also had the K train coming west, and  
20 so if the eastbound local that was already occupying  
21 was getting cleared for the Kemmerer local, if they  
22 hadn't cleared, then I could take the K train west  
23 first. So it was a who clears, who's there first,  
24 ready to go, type situation.

25 MR. TURPIN: Okay. Do you recall the local

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1 down at Westvaco what its status was when you sat in  
2 the chair?

3 MR. RYKS: It was still eastbound.

4 MR. TURPIN: On this track segment?

5 MR. RYKS: It was still on this track  
6 segment headed east. Because the track segment there  
7 shows in two different segments, it was in the east  
8 segment which means it was getting close to clearing.

9 MR. TURPIN: Okay. Do you recall what you  
10 thought your next move would have been?

11 MR. RYKS: I hadn't gotten that far yet. We  
12 would have finished turnover and then I would have  
13 decided.

14 MR. TURPIN: Okay.

15 MR. RYKS: Probably, if the others had  
16 totally cleared, it probably would have been the  
17 Kemmerer, the LCK41.

18 MR. TURPIN: Okay.

19 MR. RYKS: Simply because I know he was  
20 short and that he didn't have great hours, let's put it  
21 that way.

22 MR. TURPIN: Right, right.

23 MR. RYKS: You know, and it takes him, if  
24 he's got, it's cold out there, it was below freezing.  
25 Download his coal and all that in below freezing is a

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1 little tough for him sometimes. Takes a little longer.  
2 So that would have been something to get started as  
3 soon as possible.

4 MR. TURPIN: Kind of a side question. Would  
5 you have contemplated calling by radio the other  
6 eastbound just to see if they were -- how close they  
7 were to clearing? Like you said, the track segments  
8 are big so you really don't know but he's --

9 MR. RYKS: Probably not. If we were done  
10 with turnover I would have made a decision at that  
11 point.

12 MR. TURPIN: Okay.

13 MR. RYKS: Because it'd still take three or  
14 four minutes for him to, you know, he hasn't cleared,  
15 if he hasn't -- have you broken the OS going into the  
16 Blacks Fork Yard there, then I would have run the  
17 Kemmerer, because that would have meant I only had  
18 about 30 seconds left to wait.

19 MR. TURPIN: Got you. Okay. I'll come back  
20 and talk a little more about procedures and suspensions  
21 and stuff, but I think I'm done right now with actually  
22 the accident night. So we'll go around the table and  
23 focus on the accident.

24 MR. CORUM: Mike Corum. Aside from the  
25 signal suspension, anything else on turnover that

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1 caught your attention that out of the ordinary or --

2 MR. RYKS: No. I mean we weren't done with  
3 it. We weren't done with it.

4 MR. CORUM: You hadn't got that far?

5 MR. RYKS: But as far as anything we had  
6 seen or done so far, no, there was nothing weird or  
7 unusual.

8 MR. CORUM: Okay. That's all.

9 MR. NARVELL: This is Rick Narvell with the  
10 NTSB. Eric, can you tell us a little bit about what  
11 transpires when a turnover, just generally when you  
12 release --

13 MR. RYKS: The status of the tracks, status  
14 of the signal system, status of switches, if there's  
15 anything broken, anything that's out of service,  
16 anything that is impeding our ability to move the  
17 trains.

18 We go over the trains, kind of what the  
19 status, if anybody's short on hours, because we are  
20 kind of mountainous out there, a lot of times we will  
21 include hey, he's got high (phonetic) Pens prep axle  
22 which means he's not going to pull the hills very well  
23 and he's probably going to be restricted down the  
24 hills.

25 So that gives us an idea of what kind of

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1 speed that we do in maybe for sorting or to get  
2 somebody around where we can, and also to be looking  
3 for potential hours of service issues.

4 MR. NARVELL: Okay. Is this a -- do you  
5 work off a checklist or some other kind of a document?

6 MR. RYKS: There is a document. A lot of  
7 times we will go through that document, not line per  
8 line at the immediacy, but we go back over it and  
9 double-check that we have covered everything that is on  
10 that document.

11 MR. NARVELL: Okay. Have you had situations  
12 where there's various work gangs out there, for example  
13 track gangs, in the vicinity of a signal gang or vice  
14 versa or that you'd have to maybe pay a little more  
15 attention to? Has that ever happened up here from a  
16 dispatcher perspective?

17 MR. RYKS: I'm not sure I follow your  
18 question.

19 MR. NARVELL: If there's different work  
20 groups out there on your stack section track, do you  
21 have to coordinate with them as well?

22 MR. RYKS: As far as?

23 MR. NARVELL: Train movements and --

24 MR. RYKS: Yes.

25 MR. NARVELL: -- going on track or whatever?

1 MR. RYKS: Yes.

2 MR. NARVELL: Okay.

3 MR. RYKS: We go over how we're doing it.  
4 How it's being done.

5 MR. NARVELL: Okay.

6 MR. RYKS: Yes.

7 MR. NARVELL: Any problems with  
8 communications? I know you just got here, I mean you  
9 literally just walked in from your safety meeting, but  
10 was there any problem with communications the brief  
11 time that you, before all this happened.

12 MR. RYKS: With Missy? Because that's the  
13 only one I had talked to.

14 MR. NARVELL: Okay, you had not talked to  
15 anybody out at --

16 MR. RYKS: No, I had not been, I hadn't --

17 MR. NARVELL: You just got there.

18 MR. RYKS: I just, literally we were in the  
19 middle of the turnover and during the turnover we do  
20 not go outside. We don't answer the phone. The only  
21 thing we'll answer is our emergency light going off.

22 MR. NARVELL: Okay.

23 MR. RYKS: That's the only thing that will  
24 interrupt that turnover. That's so that have  
25 continuity through the turnover.

1 Any questions that are asked from each  
2 other, to make sure that there's full concentration on  
3 getting the information.

4 MR. NARVELL: So minimizing to the extent  
5 you can't have any kind of extraneous discussions or  
6 conversations or anything?

7 MR. RYKS: No.

8 MR. NARVELL: Okay, so, okay. All right.  
9 That's all I have for right now, thank you.

10 MR. TURPIN: Okay.

11 MR. ALLBERRY: Eric, John Allberry here.  
12 Did you instruct any of the EICs, and you probably  
13 answered it, but did you instruct any of the EICs to  
14 clear that westbound K through that forward C?

15 MR. RYKS: No, I did not. I had not been on  
16 the radio or phone at all.

17 MR. ALLBERRY: Okay.

18 MR. TURPIN: Okay. I'm going to have that  
19 you repeat yourself as well. During the turnover,  
20 Missy gave you verbal information about this westbound,  
21 at this location, right? And what was it she actually  
22 said?

23 MR. RYKS: That she had not cleared it  
24 through there. That it was coming up there and that it  
25 was my decision on which I wanted to run first.

1 MR. TURPIN: Okay, and she had mentioned the  
2 local as well?

3 MR. RYKS: Yes.

4 MR. TURPIN: In that --

5 MR. RYKS: Which, both locals she had talked  
6 about.

7 MR. TURPIN: Okay.

8 MR. RYKS: So I knew the LCK41 was on the  
9 long side and I knew the other one was headed back to  
10 Blacks Fort.

11 MR. TURPIN: Okay. Procedures now. You've  
12 handled suspensions before?

13 MR. RYKS: Yes.

14 MR. TURPIN: Have you handled suspensions  
15 where the switches and signals are completely  
16 suspended, where you no longer have control of them?

17 MR. RYKS: Yes.

18 MR. TURPIN: And have you handled situations  
19 like this where you still have the, the ends are  
20 available?

21 MR. RYKS: No.

22 MR. TURPIN: Okay, this was an anomaly you  
23 think?

24 MR. RYKS: I've only handled a couple of  
25 them so I don't know what --

1 MR. TURPIN: Okay.

2 MR. RYKS: -- whether this would be or not.

3 MR. TURPIN: Is this the -- but this is the  
4 first time you've had them where they were actually  
5 live at the ends for exit?

6 MR. RYKS: Yes.

7 MR. TURPIN: Okay. Did you have a  
8 conversation with Missy about that?

9 MR. RYKS: We were starting to, and that's  
10 when this happened.

11 MR. TURPIN: Okay. Is there anything you  
12 think is peculiar that you'd have to pay attention to  
13 by the fact that you had live exit points?

14 MR. RYKS: Just that I needed to make sure I  
15 included the EIC on all moves. No more than I would  
16 have at any other time.

17 MR. TURPIN: Okay. If you didn't have  
18 control of the ends, how would you instruct them to  
19 handle the switches?

20 MR. RYKS: I would have -- if I wanted the  
21 Kemmerer local out, for example, I would have said  
22 okay, I'm going to take the Kemmerer local UP, and I  
23 don't remember the numbers, UP1234, I want them lined  
24 from the long siding to Main 2 at Control Point G844.

25 MR. TURPIN: Okay. And in those

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1 circumstances are they, the dual controls, are they on  
2 hand all the time? With the power's off in the field?

3 MR. RYKS: If that was the case, I wouldn't,  
4 I couldn't tell. Because you've got signal suspension  
5 so I would not be able to see anything.

6 MR. TURPIN: Right, but that's what I'm  
7 saying. In those circumstances do they normally keep  
8 the power off the switches?

9 MR. RYKS: You would have to ask them. I  
10 don't know. That does not show on my board if they're  
11 suspended.

12 MR. TURPIN: If they put power on the dual  
13 control switch it would show up, wouldn't it?

14 MR. RYKS: If the code line was set up to  
15 see it.

16 MR. TURPIN: I got you. I got you.

17 MR. RYKS: If the code lines were cut --

18 MR. TURPIN: Because it could be a signal  
19 issue, you're right.

20 MR. RYKS: If the code line's not there, I  
21 couldn't see it.

22 MR. TURPIN: I see, that makes sense. Okay.  
23 And in this case you remember sitting down, you could  
24 see the switches?

25 MR. RYKS: Yes.



1 MR. TURPIN: Okay.

2 MR. RYKS: At Control Point G844.

3 MR. TURPIN: Okay. And everything was a  
4 stop?

5 MR. RYKS: Yes.

6 MR. TURPIN: Okay.

7 MR. RYKS: All signals that were exiting 844  
8 had stopped. All in 844 was at stop.

9 MR. TURPIN: Okay. And you recall the  
10 position of the switches?

11 MR. RYKS: Yes.

12 MR. TURPIN: And they were?

13 MR. RYKS: The -- you had the 11 Switch  
14 which is the switch that comes off the long siding was  
15 lined long siding to Main 1.

16 MR. TURPIN: Okay.

17 MR. RYKS: Main 2 was two to two. That 15  
18 crossover was normal which is one to one, i.e., in that  
19 crossover and two to two on the east end of that.

20 MR. TURPIN: Okay. Is there a written  
21 procedure on the verbal process of talking with an EIC?

22 MR. RYKS: Not that I know of.

23 MR. TURPIN: Is there a record-keeping that,  
24 when you're talking to the EIC and give them train  
25 movements, do you record that?

1 MR. RYKS: I keep it separate on a sheet of  
2 paper, yes.

3 MR. TURPIN: Okay. Is it authorized UP  
4 procedure unwritten or you just, do you use that?

5 MR. RYKS: I just do it just to double-check  
6 myself.

7 MR. TURPIN: Personal.

8 MR. RYKS: That's correct.

9 MR. ALLBERRY: Record-keeping, okay. Do you  
10 recall if Missy had a sheet like that?

11 MR. RYKS: I do not know.

12 MR. TURPIN: We didn't ask her so I was  
13 wondering if you'd noticed.

14 MR. RYKS: I did not know. I don't know  
15 what she does, how that works for --

16 MR. TURPIN: Okay. We're comparing this  
17 instruction to the EIC to instruction that you'd  
18 normally give to a train. So if you were to authorize  
19 a train to proceed through here what process would you  
20 use?

21 MR. RYKS: I've got to make sure that the  
22 route is lined. I have to make sure that the -- yes,  
23 assuming that I've got control of the switches, that  
24 the switches are aligned for their movement and  
25 blocked. There's no conflicting move, that the track

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1 occupancy, or the track that he's going to is blocked  
2 so no computer can line anything in there and I can't  
3 line anything in, just accidentally.

4 It takes quite a bit more to do it when the  
5 block is there. And then I have a verbal to authorize  
6 them by it.

7 MR. TURPIN: Okay, and that verbal process,  
8 is that formal?

9 MR. RYKS: Yes.

10 MR. TURPIN: And do they repeat?

11 MR. RYKS: Yes, they do.

12 MR. TURPIN: Okay. Do you end up with a  
13 time?

14 MR. RYKS: Giving them a time on it? No.

15 MR. TURPIN: Okay. Unlike, say, if a track  
16 warrant would actually have time.

17 MR. RYKS: No, it does not.

18 MR. TURPIN: Okay. Would you say your  
19 communication with the EIC is as formal as the one  
20 you'd do for a train, or just a little less formal?

21 MR. RYKS: I would say I have the, that it's  
22 the same, I mean I always say the same thing basically  
23 is, you know, telling them what the move is and what I  
24 want done.

25 MR. TURPIN: Okay.

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1 MR. RYKS: And I am, you know, I want this  
2 train, this UP number, I want him two to two westward  
3 at 844, I want two to one at 847.

4 MR. TURPIN: Do they normally repeat?

5 MR. RYKS: Yes, I make sure they repeat so  
6 they have it right.

7 MR. TURPIN: Okay. Do you have informal  
8 discussions with EICs just to help them do their work,  
9 like you've got two west coming and two east?

10 MR. RYKS: I will very carefully say yes, I  
11 would say yes. I'm coming -- if I know I'm coming with  
12 two, I'll tell them the two.

13 MR. TURPIN: Yes.

14 MR. RYKS: I'll say we're coming and give  
15 him the route, and this is the number and this is the  
16 number.

17 MR. TURPIN: Okay.

18 MR. RYKS: If I don't know and he's asking  
19 oh, I, can we realign a switch. I said, I might say  
20 yes, I'm planning to go this way, but I won't give him  
21 a UP number.

22 MR. TURPIN: Okay.

23 MR. RYKS: I won't give him the number so he  
24 doesn't have any thought that he's got authority to run  
25 it.

1 MR. TURPIN: Okay, so you make a distinction  
2 by leaving out that engine number.

3 MR. RYKS: That's correct.

4 MR. TURPIN: Okay.

5 MR. RYKS: And I also tell them flat out I  
6 believe I'm going to go this route. You want a line,  
7 go ahead, because sometimes they say these switches are  
8 getting harder, they're freezing up, we need a little  
9 extra time.

10 MR. TURPIN: Okay.

11 MR. RYKS: So I'll go ahead and give them  
12 the route I'm going to go but I won't give them the UP  
13 number.

14 MR. TURPIN: Okay. Go around the room?  
15 Thank you.

16 MR. CORUM: Mike CORUM. Was this the first  
17 time that you sat down at this desk with a discussion?

18 MR. RYKS: At that location? Yes.

19 MR. CORUM: That's all I've got.

20 MR. NARVELL: I just have one on the  
21 accident. Mr. Turpin had asked you about talking with,  
22 communicating with the EICs. Have you ever had a  
23 difficulty with them understanding you or you  
24 understanding them, either formal or more informal  
25 communications?

1 MR. RYKS: Once in a while I will ask for  
2 clarification. Sometimes they'll throw a term at me  
3 that I'm not a hundred percent on. So, to be a hundred  
4 percent sure, I will ask for clarification.

5 MR. NARVELL: Okay, great, thank you.

6 MR. TURPIN: Okay. Anything? All right. I  
7 think I'll hand you over back to Rick.

8 MR. NARVELL: He just came on.

9 MR. TURPIN: Oh, you don't need any of that?

10 MR. NARVELL: No.

11 MR. TURPIN: Okay, well let's at least do  
12 employment history. Where you're hired out, when?

13 MR. RYKS: I was hired out in November of  
14 '97 working for CMS, Crew Management, and then in, was  
15 it July of '99 I got picked up as a dispatcher,  
16 qualified in February of 2000.

17 MR. TURPIN: Okay. And what is your normal  
18 shift now?

19 MR. RYKS: Third shift on that desk.

20 MR. TURPIN: How long have you been on that  
21 desk?

22 MR. RYKS: I actually don't know. I don't  
23 follow that that much, just --

24 MR. TURPIN: All right. But you're regular  
25 on it?

1 MR. RYKS: I'm the regular. I've been 1400  
2 days on it, 1400 shifts on it.

3 MR. TURPIN: Oh, wow. Okay.

4 MR. RYKS: So.

5 MR. TURPIN: That's a bunch.

6 MS. ROSEBERRY: Yes.

7 MR. TURPIN: You must like that desk.

8 MR. RYKS: It's a challenging time so I like  
9 the challenge. It's, some days it's easy as can be,  
10 you know, line them up and let them go and everybody  
11 works. And other times it's tough.

12 MR. TURPIN: Yes.

13 MR. RYKS: Working with the locals out there  
14 in the soda patch and then all the stuff in Ogden yard  
15 and everything else. Some days it's tough. But I just  
16 can't --

17 MR. TURPIN: Just kind of a personal -- why  
18 do you prefer third shift?

19 MR. RYKS: I had kids when I was young.

20 MR. TURPIN: Okay.

21 MR. RYKS: And I was able to go to their ball  
22 games and do things with them. I could get home and  
23 see them off to school. I'd be up when they got back.

24 MR. TURPIN: Okay.

25 MR. RYKS: And so for that reason and also

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1 the wife worked nights until about six months ago. So  
2 we were on the same schedule that way.

3 MR. TURPIN: Okay. I've heard some  
4 dispatchers say they don't like maintenance away, but.

5 MR. RYKS: I get maintenance away at night  
6 sometimes, you know, not as much, but yes, it's just a  
7 personal, I'm just now used to it, and so.

8 MR. TURPIN: Yes, okay, good, thank you.

9 MR. CORUM: Well I just have a couple  
10 questions, Eric, about the post incident, so.

11 MR. RYKS: Okay.

12 MR. CORUM: You called all, you got your  
13 emergency play lookout.

14 MR. RYKS: Correct.

15 MR. CORUM: Contacted RMCC?

16 MR. RYKS: Yes.

17 MR. CORUM: Okay. Any idea how long that  
18 was until the first responders could actually arrived  
19 on scene? I'm just curious. If you know.

20 MR. RYKS: I do not know.

21 MR. CORUM: Thank you.

22 MR. TURPIN: All right, anybody else have  
23 anything? We're done with this interview.

24 (Whereupon, the above-entitled matter went  
25 off the record at an undisclosed time.)



C E R T I F I C A T E

MATTER: Union Pacific Freight Train Accident  
Granger, WY March 14, 2016  
Accident No. DCA16FR005  
Interview of Eric Ryks

DATE: 03-14-16

I hereby certify that the attached transcription of page 1 to 25 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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