

NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :

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THE ACCIDENT INVOLVING TWO : NTSB Accident No.

UNION PACIFIC FREIGHT : DCA16FR005

TRAINS THAT OCCURRED NEAR :

GRANGER, WYOMING ON :

MARCH 14, 2016 :

 :

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INTERVIEW OF: NICOLE ROANE

Friday,
March 18, 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 Harriman Dispatching Center in Omaha, Nebraska, and we are interviewing a train dispatcher in connection with an accident that occurred at Granger, Wyoming on March 14, 2016. The NTSB accident number is DCA16FR005.

You understand the purpose of this investigation to increase safety and not to assign fault, blame, or liability?

MS. ROANE: Yes.

MR. TURPIN: Okay. We cannot offer a confidentiality or an immunity from any legal or certificate actions because we're going to make the transcript public.

MS. ROANE: Okay.

MR. TURPIN: Okay? Do you have a representative here?

MS. ROANE: Yes.

MR. TURPIN: And that is --

MS. ROSEBERRY: Connie Roseberry.

MR. TURPIN: Connie Roseberry. Thank you. And do you understand this is being recorded?

MS. ROANE: Yes.

1 MR. TURPIN: All right, thank you. Now
2 we'll go around the room. We'll have everybody, you'll
3 start. State your name, spell it, and your title or
4 position.

5 MS. ROANE: First name is Nicole Roane. R-
6 O-A-N-E. I go by Missy. M-I-S-S-Y.

7 MR. TURPIN: Okay.

8 MS. ROANE: And train dispatcher.

9 MR. TURPIN: Okay.

10 MR. CORUM: Mike Corum. C-O-R-U-M.
11 Operating practice specialist, FRA, region 6, Kansas
12 City.

13 MR. FORESMAN: Steve Foresman. Senior
14 director of operating practices and rules, Union
15 Pacific.

16 MR. NARVELL: Rick Narvell. N like in
17 Nancy, A-R-V-E-L-L. I'm a human performance
18 investigator with the NTSB of Washington, D.C.

19 MR. LISCHER: Tom Lischer. L-I-S-C-H-E-R.
20 Assistant vice president, Union Pacific.

21 MR. FISH: Brian Fish. F-I-S-H. Director
22 of dispatching practices and quality assurance, Union
23 Pacific.

24 MR. MOZENA: Lawrence Mozena. M-O-Z-E-N-A.
25 SMART TD, national safety committee.

1 MR. ALLBERRY: John Allberry. A-L-L-B-E-R-
2 R-Y. General director of safety, Union Pacific.

3 MS. ROSEBERRY: Connie Roseberry, Union
4 Pacific safety regulatory.

5 MR. TURPIN: Okay. Very good. Mind if I
6 call you Missy?

7 MS. ROANE: Not at all.

8 MR. TURPIN: All right. We start real
9 simple. Just tell us what happened the night of the
10 accident.

11 MS. ROANE: The first phone call that led
12 into this?

13 MR. TURPIN: Sure.

14 MS. ROANE: Okay. I received a phone call
15 from Mr. Litteral regarding a previous question I had
16 about using a Y at Granger. We spoke about that. He
17 then said he had a UP 5155 east going through the
18 signal suspension. He asked what the next move at
19 control point G844 would be.

20 I said, I was unsure if I was going to be
21 able to get that eastbounder through first because I
22 had someone working in the track that he needed to go
23 to.

24 I said, when we, the next move, as far as
25 they're concerned, are, I apologize, that's not right.

1 The next move, I wasn't, I said I was not sure about
2 the next move. Did not know if it was going to be that
3 or if we were going to have a westbound that would go
4 Main 1 to Main 1 at CP G844.

5 Mr. Litteral repeated back, okay, I'll wait
6 to speak to you before we make that move. We then had
7 a conversation about an unrelated train that was coming
8 eastbound on Main 2 track further where the signal
9 suspension was. Further west, and we said that he'd go
10 Main 2, Main 2, all the way up to 844.

11 MR. TURPIN: Okay.

12 MS. ROANE: He stated those back and said,
13 okay, we'll run that train from Hampton to CP G844 Main
14 2, Main 2.

15 MR. TURPIN: Okay. Was there any further
16 discussion about the 91, or the 5155?

17 MS. ROANE: No. We left it as, I was unsure
18 of what was going to be moved first at CP G844.

19 MR. TURPIN: Okay.

20 MS. ROANE: And that is when he stated,
21 okay, I'll wait to talk to you before we talk any, or
22 before we make a move there.

23 MR. TURPIN: Okay. Let's back up a little
24 bit further and just briefly give us an overview of the
25 movement of the local end that happened a little

1 earlier.

2 MS. ROANE: The movement of the local went
3 from, they were coming off of the Pocatello sub, so in
4 a previous conversation, we had set up that the UP
5 5155, the local would go OSL Main to OSL long siding.

6 MR. TURPIN: Okay. Did you stay in that
7 area with your radio? Did you hear any other
8 conversations from the pilots, the conductor pilots?

9 MS. ROANE: Throughout the shift, here and
10 there.

11 MR. TURPIN: Okay.

12 MS. ROANE: I would hear them talk.

13 MR. TURPIN: Did you hear them authorize the
14 local bound into long siding?

15 MS. ROANE: Not that I recall.

16 MR. TURPIN: Okay. Did you hear anything
17 out of conductor pilot Litteral when he talked to the
18 pilot at 844?

19 MS. ROANE: Which time?

20 MR. TURPIN: After you had the discussion
21 about, you weren't sure what the next move would be.

22 MS. ROANE: No.

23 MR. TURPIN: Okay. And you, did you ever
24 hear the conductor pilot at 844 talk to the 5155?

25 MS. ROANE: Not that I recall.

1 MR. TURPIN: Okay. About what time did all
2 that happen?

3 MS. ROANE: The first conversation that we
4 had was about 22:14, Central time.

5 MR. TURPIN: And that was the discussion you
6 had with conductor pilot Litteral, discussing the
7 potential move from 1 to 1?

8 MS. ROANE: Correct.

9 MR. TURPIN: Okay. All right. And when was
10 the last time you talked with him?

11 MS. ROANE: That was the last time.

12 MR. TURPIN: Okay. So then what happened in
13 the dispatching process for you here at the center?

14 MS. ROANE: I had a couple other calls.

15 MR. TURPIN: Okay.

16 MS. ROANE: My, the, one of the calls was
17 that one on Main 2 that was going, that was, I talked
18 to that train.

19 MR. TURPIN: The one way past Hampton?

20 MS. ROANE: No. The one that was on that 21
21 track segment.

22 MR. TURPIN: Okay. Down at Westvaco?

23 MS. ROANE: Yes.

24 MR. TURPIN: Okay. And that was the one,
25 I'm sorry, we've had other interviews, but is that the

1 one that was blocking the local --

2 MS. ROANE: Yes.

3 MR. TURPIN: -- from it getting out?

4 MS. ROANE: Yes.

5 MR. TURPIN: Okay. And then what? That was
6 between 22:14. After that --

7 MS. ROANE: After that, like I said, I don't
8 remember, I think I had a couple more calls, and then
9 we had turnover.

10 MR. TURPIN: Okay. What time is the
11 turnover?

12 MS. ROANE: Roughly around 22:30, 22:35-ish.

13 MR. TURPIN: Okay. When's the actual shift
14 end?

15 MS. ROANE: There's not a set time. Third
16 shift starts at 22:20, however we have safety meetings
17 that we have to go to once a week, and my relief went
18 that day, so he comes down after the safety meeting.

19 MR. TURPIN: Okay. So when are you
20 relieved, actually relieved?

21 MS. ROANE: When he comes down and after
22 turnover is done.

23 MR. TURPIN: Okay. How long's the turnover
24 last?

25 MS. ROANE: Depends on the day.

1 MR. TURPIN: All right. Do you remember on
2 this day?

3 MS. ROANE: It was an extended one because
4 the train incident happened during turnover.

5 MR. TURPIN: Oh, you were still there?

6 MS. ROANE: Yes.

7 MR. TURPIN: Okay. Had the relief sat in
8 the table, sat at the desk already?

9 MS. ROANE: Yes.

10 MR. TURPIN: Okay, 22:35, so between 35 and
11 40 when you were actually changing, physically changing
12 seats?

13 MS. ROANE: Correct.

14 MR. TURPIN: Okay. Okay. I'm going to go
15 around the room now and everybody can ask questions
16 specifically about the accident and the accident night,
17 and then we'll do some more filler questions later.
18 We'll go around. Mike?

19 MR. CORUM: Mike Corum, C-O-R-U-M. General
20 questions, this was a signal suspension, correct?

21 MS. ROANE: Correct.

22 MR. CORUM: Okay. And how long had it been
23 going on, relative to the accident?

24 MS. ROANE: It started, I believe, at 8:00
25 a.m. that day.

1 MR. CORUM: On that day. Okay. Had you
2 ever worked a signal suspension before?

3 MS. ROANE: Yes.

4 MR. CORUM: When was the last one before
5 this?

6 MS. ROANE: I don't know.

7 MR. CORUM: Don't know? Okay. And again,
8 I'm not, no blame, just trying to build a, build an
9 idea here. How long have you worked this territory?

10 MS. ROANE: Two and a half years.

11 MR. CORUM: Okay. When you work a signal
12 suspension system like this, how do you keep track of
13 where your trains are? In other words, do you see them
14 on the screen?

15 MS. ROANE: Yes. So, when, at this specific
16 location, that westbounder would be either on the 11
17 track segment, or the 21 track segment, and then when
18 they would go through the OS, traverse COS, we get an
19 alarm.

20 And so once they were clear of that
21 location, I would move them to the exiting track, that
22 they would be exiting the signal suspension.

23 MR. CORUM: Okay. And you would get an
24 alarm triggered because the occupancy occurred without
25 a displayed, say when you haven't flagged them through?

1 MS. ROANE: Correct.

2 MR. CORUM: Okay. How did you keep track of
3 what information you had given the, I think you all
4 have called them conductor pilots, but the block
5 operators, if you will, in the field? Did you, did you
6 have any conversation that I cleared this particular
7 train to go through?

8 MS. ROANE: Well, as in, I would just call
9 when they got up there. Or if there was a specific
10 road then we would talk about the, they were all, it
11 was usually, a train would just come up to that
12 location and we would talk about that train at that
13 time.

14 MR. CORUM: Okay. And other than just
15 talking about what may happen in the future, you didn't
16 have any specifics that we're going to run this one
17 first or that one second or whatever?

18 MS. ROANE: At that time, no.

19 MR. CORUM: Okay. Okay. For now or later.

20 MR. NARVELL: Okay. Rick Narvell with the
21 NTSB. I'll have some, one on the, specific to the
22 accident, and then I'll, probably near the end, I'll do
23 the background filler type questions, Missy. Okay?

24 MS. ROANE: Okay.

25 MR. NARVELL: Let's talk a little bit about

1 the turnover. Can you kind of give us a general
2 description? How does that happen when you, when one
3 dispatcher relieves another? What elements of that are
4 discussed?

5 MS. ROANE: We specifically, on this desk,
6 and with the individual that I was giving turnover to,
7 we, I print out an Excel sheet of the trains.

8 We have, we start off with the locals, and
9 then we have, we move with the westbounders, and then
10 we go to the eastbounders.

11 MR. NARVELL: Okay.

12 MS. ROANE: So on this day, we went over all
13 the trains, and then we were discussing the signal, we
14 always talk about, we have a turnover sheet, and we
15 follow the sheet that will talk about out of service
16 tracks, weather conditions, train conditions.

17 Specifically that day, we had a wide load
18 coming through. So something like that on the train,
19 we would talk about that. We would, then there's this,
20 any form A slow orders, form B, form C's, anything like
21 that, we would review.

22 And there's a general, just common section.
23 So we were going through that and we were down to the
24 form C, speaking of the signal suspension.

25 I let him know that I set it up and told the

1 conductor pilot Litteral that I was unsure of the move
2 at 844, and I told my relief that I left it up for him
3 to decide which move was going to be made there first.

4 MR. NARVELL: Okay. And these vary? These,
5 the time elements on these varies, I think you said
6 based on the days. Is that, is that a reference to the
7 activity level or, I don't want to assume that. But
8 you said they vary, the time allotment.

9 MS. ROANE: Oh, the time for turnover?

10 MR. NARVELL: Correct.

11 MS. ROANE: Yes.

12 MR. NARVELL: Okay. What's the longest that
13 you ever had to do a turnover?

14 MS. ROANE: I don't know.

15 MR. NARVELL: What's there a general time?

16 MS. ROANE: No. I honestly don't look at
17 the time --

18 MR. NARVELL: Okay.

19 MS. ROANE: Like, okay, I took, five minutes
20 was turnover today. I don't generally look at it.

21 MR. NARVELL: Okay. Was this considered,
22 would you have considered this a busy day or a normal
23 day or a regular day, workload-wise?

24 MS. ROANE: Pretty average.

25 MR. NARVELL: Average day, okay. And this,

1 the westbounds first and the eastbounds second, is this
2 the standard protocol that the UP's come up with, or is
3 this something --

4 MS. ROANE: No.

5 MR. NARVELL: -- that you do --

6 MS. ROANE: It was the, the, it's a, just a
7 relationship that we've established.

8 MR. NARVELL: Okay. Communications. How do
9 you ensure that the accuracy of communications to and
10 from the field are done? Is there a redundant system
11 in place here, or how do you do that if you do it at
12 all?

13 MS. ROANE: As far as communicating to the
14 field with what?

15 MR. NARVELL: X, Y, and Z. How do you know
16 that they actually heard X, Y, and Z? I mean, is there
17 --

18 MS. ROANE: They repeated it back.

19 MR. NARVELL: Verbatim?

20 MS. ROANE: Not necessarily for verbatim on,
21 when we're talking on plant, there's certain rules that
22 have to be repeated back verbatim.

23 MR. NARVELL: Okay.

24 MS. ROANE: There's other things that are
25 not.

1 MR. NARVELL: All right. Is radio
2 communications a problem to field folks sometimes
3 where, you know, cut off or stomped on or can't hear or
4 degraded or whatever? Is that a problem?

5 MS. ROANE: Depends on the location.

6 MR. NARVELL: Okay. How about this
7 location?

8 MS. ROANE: No.

9 MR. NARVELL: Okay.

10 MS. ROANE: There were, no.

11 MR. NARVELL: Had you, previous to this, had
12 you spoken with Mr. Litteral before in any capacity?

13 MS. ROANE: Yes.

14 MR. NARVELL: Okay. And any problems with
15 communication as far as clarity or content, et cetera,
16 from him to you?

17 MS. ROANE: No.

18 MR. NARVELL: Okay. All right, thank you.
19 That's all I have for now.

20 MR. TURPIN: Any questions? Larry?

21 MR. MOZENA: No.

22 MR. TURPIN: Okay.

23 MR. ALLBERRY: I got one. John Allberry.
24 Missy, did you intend for that westbound, did you tell
25 Litteral to clear that train through the form C?

1 MS. ROANE: No.

2 MR. ALLBERRY: Okay.

3 MR. TURPIN: That it?

4 MR. ALLBERRY: That's it.

5 MR. TURPIN: All right. Ted Turpin. Now I
6 want to look a little more about procedural things and
7 the movement of the trains and the use in your job and
8 how you perform it.

9 One of the ones specific to this suspension
10 was that they left the west end and the east end kind
11 of live. You were still in control of both those
12 control points, correct?

13 MS. ROANE: Where they exited on the west on
14 the Evanston sub, there was not a control point.

15 MR. TURPIN: Okay.

16 MS. ROANE: It was a mile post.

17 MR. TURPIN: And could they exit west or
18 east here on a signal?

19 MS. ROANE: Yes. That CP G844 was signal
20 indication as stated in the form C.

21 MR. TURPIN: Okay. And that's for
22 eastbound. What about westbound?

23 MS. ROANE: Westbound, no.

24 MR. TURPIN: Okay. How did you ensure that
25 that stayed stopped?

1 MS. ROANE: I had it in manual.

2 MR. TURPIN: Okay. So --

3 MS. ROANE: And I had a track blocks, there
4 was track blocks on the 32, the 12, and the 22 segment,
5 and CP G844, along CP G847, G002, and other, the other
6 control points west on the Evanston sub were all in
7 manual --

8 MR. TURPIN: Okay.

9 MS. ROANE: -- so that no trains could get
10 through there.

11 MR. TURPIN: Okay. And the track blocks
12 prevent a signal entering the territory. What about
13 the switches?

14 MS. ROANE: The switches were all blocked at
15 CP G847. They were taken, they were blocked and marked
16 out of service, and since I had control of switches at
17 CP G844, they would not have a block unless I had set
18 up a move with the conductor pilot.

19 So when I set up a move with the conductor
20 pilot, I'd line the switch, I would lock the switches,
21 and I would put an OS block, and that's our way here at
22 Union Pacific, we call it painting the route, so you
23 know what route they're going to be. You can see that
24 the switches are locked up the correct way.

25 MR. TURPIN: Okay.

1 MS. ROANE: Since we can't get a signal, so
2 you can't see it.

3 MR. TURPIN: And the last block you had on
4 place was with the siding switch line from 1 to siding?

5 MS. ROANE: It was not, it was, I took the
6 block off once that westbounder had gotten through.

7 MR. TURPIN: Once the west --

8 MS. ROANE: There was a westbound --

9 MR. TURPIN: About two hour, an hour early,
10 two hours earlier?

11 MS. ROANE: Yes. So, yes, so I didn't touch
12 the switches. The block was off just because there was
13 no move to be made at CP G844.

14 MR. TURPIN: Okay. But the track block was
15 on?

16 MS. ROANE: Yes. All blocks, all the track
17 blocks at CP G847, so that's why the 32, 12, 22 --

18 MR. TURPIN: Yes.

19 MS. ROANE: All those stayed --

20 MR. TURPIN: Yes.

21 MS. ROANE: -- because that was in monitor.
22 We, it was like they just didn't exist out there.

23 MR. TURPIN: Got it. You said you'd worked
24 suspensions before. Have you, have you worked it where
25 the switches were live at the ends? Do you recall?

1 MS. ROANE: I do not recall.

2 MR. TURPIN: Okay.

3 MS. ROANE: I know that I have where they
4 have not been, but I do not recall every suspension.

5 MR. TURPIN: Okay. The time before where
6 they weren't, they basically took everything then.
7 You, control point to control point was --

8 MS. ROANE: Yes. Or it started, I believe
9 one might've started in between the control point. I
10 don't recall where they started. So some --

11 MR. TURPIN: In the middle of the track
12 somewhere?

13 MS. ROANE: Yes. So similar to like on the
14 west end where it wasn't a control point, so there
15 weren't switches.

16 MR. TURPIN: Got you. Okay. So what's the
17 procedures? Are there written procedures for this
18 communication to authorize trains through?

19 MS. ROANE: There is, we do have rules as,
20 for the signal suspension.

21 MR. TURPIN: Right.

22 MS. ROANE: As far as directives, not set,
23 like you have to say it this way.

24 MR. TURPIN: Okay. And let's compare that.
25 Like if you issue a track warrant, right? A track

1 warrant has a specific format, a repeat, and a time,
2 correct?

3 MS. ROANE: Correct.

4 MR. TURPIN: During a signal suspension and
5 when you're communicating with a conductor pilot or an
6 EIC, that requirement is not in place.

7 MS. ROANE: Correct.

8 MR. TURPIN: Okay. Is there any other time
9 you communicate, say a movement of a train, without
10 having the formal read back and the formal time stamp
11 that you can think of?

12 MS. ROANE: No. Because I was not giving
13 the train the authority.

14 MR. TURPIN: Right.

15 MS. ROANE: I'm not sure what the rules are
16 in the field, as far as what they have to do.

17 MR. TURPIN: Okay. Do you recall being
18 explained this process of communicating with the EIC?

19 MS. ROANE: Which process?

20 MR. TURPIN: Of when you, when you call the
21 EIC and you say, let's say you wanted to make the
22 movement and you said the UP 5155, 1 to 1 at 8:44. Has
23 somebody explained to you how to do that verbal
24 command, that verbal instruction?

25 MS. ROANE: I believe so, during, because

1 we, I've had single track, where we've done single
2 tracking and it's very similar. We tell them the same
3 exact thing.

4 That's why I've worked with conductor,
5 that's why I've worked with Mr. Litteral before in that
6 same sense of lining the trains or setting up moves.

7 When I was training on this desk, this was
8 my first desk that I learned, and I trained on it. We
9 had that and that was just part of my training with my
10 trainer.

11 MR. TURPIN: Okay. And it, I have listened
12 to the tapes and I understand what you said, and I
13 understand that you said, you know, basically you said
14 you hadn't decided yet.

15 And we recognize that, and I know on this
16 night, that's what you said. How would you distinguish
17 when you, when you've made a firm decision of a move to
18 be made, and when you were still in process of kind of
19 figuring out the play? You understand what I'm saying?

20 Because this night, you had, you had given
21 him information on an informal basis, that you have a
22 pending move and you're thinking you're going to move 1
23 to 1, but you hadn't decided yet.

24 MS. ROANE: I would've said, we have the UP
25 1234 up here. They are ready to go west 1 to 1, and

1 then more times than not, there was a conversation
2 about the switches. So there would be a conversation
3 about the switches.

4 We had some conversations of the, almost an
5 identical conversation earlier in the night about a
6 similar thing. There was a conversation about an
7 eastbounder coming, but then there was a westbounder
8 sitting there that was going to go next. It was the
9 same thing.

10 He just stated, okay, we will talk again
11 when the UP 7082 clears, east clears. And then we'll
12 talk again about getting that westbounder through the
13 switches.

14 MR. TURPIN: Okay. So he recognized, we'll
15 talk later and make a firm decision at that point?

16 MS. ROANE: Yes.

17 MR. TURPIN: Okay.

18 MS. ROANE: So that's, this similar
19 conversation that happened before this incident, it was
20 almost an identical conversation that we had before.

21 MR. TURPIN: Okay. Okay. Can you, could
22 you summarize right now the number, or the types of
23 authorities you give trains where you actually have a
24 read back and a time stamp?

25 MS. ROANE: Track warrant.

1 MR. TURPIN: Okay.

2 MS. ROANE: A time stamp?

3 MR. TURPIN: It, a lot of times, or at least
4 a read back.

5 MS. ROANE: A read back, well we have the
6 track warrant, if you're working a track warrant
7 territory. If you're talking a train by a stop signal
8 you'll have it.

9 Generally, reverse moves, back up moves.
10 Those aren't necessarily authorities, but permissions.
11 Those sort of things. I mean, anytime you're in a
12 speed restriction, any sort of thing like that. Void.

13 MR. TURPIN: Okay. And the distinction, you
14 feel there, is that you're talking directly to the
15 train.

16 MS. ROANE: Correct.

17 MR. TURPIN: And in this case you're going
18 through a third party.

19 MS. ROANE: Correct.

20 MR. TURPIN: Okay. Okay. Would you have
21 expected someone to inspect that switch?

22 MS. ROANE: Yes.

23 MR. TURPIN: Why?

24 MS. ROANE: Because there was a flag man
25 located at CP G844.

1 MR. TURPIN: Okay. When do you normally,
2 outside of this circumstance, require an inspection of
3 the switch?

4 MS. ROANE: If you know --

5 MR. TURPIN: Is there anytime you require
6 them to inspect the switch?

7 MS. ROANE: I'm not sure what the rules in
8 the field are --

9 MR. TURPIN: Okay.

10 MS. ROANE: -- as far as when they have to.

11 MR. TURPIN: Okay.

12 MS. ROANE: Yes, I'm not sure. As long as
13 it's lined and locked on my board, I'm not sure what
14 they have to do out in the field.

15 MR. TURPIN: Okay. And the switch was lined
16 and locked on your board then?

17 MS. ROANE: Correct.

18 MR. TURPIN: Because you maintained the
19 communication with it at all times, so you're, you have
20 an indication of the switch.

21 MS. ROANE: Correct. It was showing lined
22 and locked.

23 MR. TURPIN: Okay. Okay. Think I'm ready
24 to go around the room again.

25 MR. CORUM: Mike Corum. You said that you'd

1 this job for two years? Roughly?

2 MS. ROANE: Two and a half.

3 MR. CORUM: You've been a dispatcher for how
4 long?

5 MS. ROANE: Two and a half.

6 MR. CORUM: Two and a half? Okay. Can you
7 walk me through, as near as you can remember, say the
8 two previous moves that you talked to anybody about
9 getting through the system, the suspension, excuse me?

10 MS. ROANE: I do recall the previous move
11 for the westbound train. I let him know that we were
12 going to go Main 1 to OSL long siding at CP G844. OSL
13 long siding to OSL Main, at CP G847.

14 That was established. Then we had an
15 eastbound, the UP 5155. Called, talked about that,
16 said we'll go UP 5155, go OSL Main to OSL long siding.

17 MR. CORUM: And there was no issue with that
18 movement whatsoever?

19 MS. ROANE: No.

20 MR. CORUM: Everything went according to
21 plan?

22 MS. ROANE: Yes.

23 MR. CORUM: Okay. When you, back up, you
24 have control of the switches at, in this case, 844,
25 correct?

1 MS. ROANE: Correct.

2 MR. CORUM: Okay. You see correct
3 indication, you know which way they're lined and once,
4 let's say you're going to change the route, so you
5 would line the switch, it would show locked up, then
6 you would tell the EIC, okay to let the train come
7 through?

8 MS. ROANE: Yes.

9 MR. CORUM: Is there anything that says that
10 employee has to observe the train to make sure that
11 that is the UP 1234 that goes by, and that is in fact
12 his marker that clears, so he'll know that train is
13 completely by his location?

14 MS. ROANE: I'm not sure what the rules are
15 out there.

16 MR. CORUM: Okay. And again, I'm not trying
17 to establish anything. It was just to --

18 MS. ROANE: Yes.

19 MR. CORUM: -- kind of get a context on how
20 we know where the trains are, what the next move to be
21 made, and how do you know that that move has been made
22 once you establish what we're going to do next.

23 MS. ROANE: I'm not sure how they keep track
24 of it out in the field. I don't know that side of it.
25 From my side, every time that we had an eastbound

1 clear, except for when there was a set of, a row of
2 them that came all at once.

3 But any other time that we had an eastbound
4 clear, the conductor pilot, the EIC would call me and
5 say, you know, so and so has cleared the limits. Or is
6 clear of G844 is actually what he would say.

7 MR. CORUM: Okay. Is it, had you been using
8 kind of what we used to call current of traffic? In
9 other words, east on track 1, west on track 2, whatever
10 the case may be.

11 MS. ROANE: Generally, yes, but not every
12 single time.

13 MR. CORUM: So you still had some
14 flexibility to get stuff around if you needed to.

15 MS. ROANE: Yes. So that is why we were
16 sorting the trains at G844, is so, because the switches
17 were on power, as opposed to 847, which they would've
18 had to hand lock.

19 MR. CORUM: Okay. Nothing further right
20 now.

21 MR. NARVELL: This is Rick Narvell again.
22 Missy, just, you mentioned on the turnover, you have an
23 Excel sheet that you kind of talk with your relief on,
24 you go down through it, right?

25 MS. ROANE: Um-hum.

1 MR. NARVELL: Do you have any kind of a
2 checklist in addition to that that you use?

3 MS. ROANE: Yes. We have a standard
4 turnover.

5 MR. NARVELL: Okay.

6 MS. ROANE: Union Pacific has a standard
7 turnover sheet.

8 MR. NARVELL: Okay. Can you, can you, what
9 are the elements in that document?

10 MS. ROANE: I described it earlier.

11 MR. NARVELL: I'm sorry.

12 MS. ROANE: That's okay. They are
13 generally, we have anything like out of service track,
14 anything with, of track characteristics or anything
15 like that.

16 We have the hours of service on the train, and
17 then we also have, like I said, anything, excessive
18 length trains, we'll put on there.

19 Like I, we had a, specifically that night we
20 had a wide load coming that was on there. We have
21 weather conditions. I don't remember if I said that
22 one already.

23 MR. NARVELL: I think you did. You did.

24 MS. ROANE: And then we had the form A, form
25 B, and form C, and any PTT's that are out there as

1 well. And then we have a section for comments.

2 MR. NARVELL: You did. I apologize. I --

3 MS. ROANE: Oh.

4 MR. NARVELL: -- gotta remember now.

5 MS. ROANE: Okay.

6 MR. NARVELL: Is there something on there
7 about switches?

8 MS. ROANE: Yes.

9 MR. NARVELL: Is (inaudible) on there?

10 MS. ROANE: Yes.

11 MR. NARVELL: And what does it ask or say or
12 --

13 MS. ROANE: It just says, so, and they're
14 just kind of like headers, and you, that was under the
15 track characteristic type. So if there's anything out
16 of service.

17 So on, for the switches on that day, they
18 were out of service at G847. That was covered
19 underneath the signal suspension.

20 MR. NARVELL: Just because the whole system
21 was being cut off.

22 MS. ROANE: Um-hum

23 MR. NARVELL: Okay. Very good. Thank you,
24 that's all.

25 MS. ROANE: Yes.

1 MR. LISCHER: This is Tom Lischer. We just
2 want to clarify, Mr. Turpin had asked you about
3 authorities that require read back and a time stamp.
4 So that's the okay time is the time. So all those
5 authorities that you give require a time stamp?

6 MS. ROANE: Not all of them. That's why he
7 said, I think he changed his question and said --

8 MR. LISCHER: Okay.

9 MS. ROANE: -- that they didn't have, maybe
10 not a time stamp, but a read back.

11 MR. LISCHER: All right. Thank you.

12 MR. ALLBERRY: John Allberry. Missy, did
13 you hear the, that any EIC, when this was occurring,
14 did you hear any of the EICs clear this 5155 westbound
15 that you had not made a decision on? Did you hear
16 anybody clear them on the radio?

17 MS. ROANE: The UP 5155 was actually the
18 eastbound, and then long siding.

19 MR. ALLBERRY: I mean, yes, the westbound.

20 MS. ROANE: The westbound, no. I did not
21 hear. The radio was not on.

22 MR. ALLBERRY: Okay. If you would've
23 instructed that EIC to clear that westbound, you
24 would've lined it 1 to 1.

25 MS. ROANE: Correct.

1 MR. ALLBERRY: And then what would that look
2 like from that EIC back to you, that they were calling
3 you and say, okay, I see the switches are lined. We'll
4 get them cleared through. Or I mean, how would that
5 conversation look?

6 MS. ROANE: No. They never, they didn't
7 necessarily every time, majority of the time, when I
8 would say, specifically actually there was a, that last
9 westbounder through, we had a conversation.

10 Okay, I want him to go Main 1 to OSL long
11 siding. The one that was a couple hours previous.
12 He's like, okay, go ahead and bend those switches.
13 We'll get him going when he gets here. There was no
14 conversation about the switches for the KGI LAC that
15 night.

16 MR. ALLBERRY: All right.

17 MR. TURPIN: All right. Back to the
18 turnover. Do you recall how you entered the
19 description on the westbound on the turnover? You said
20 you had your trains, do you remember what you had in --

21 MS. ROANE: They were, there was, are just
22 listed train Ids --

23 MR. TURPIN: Okay.

24 MS. ROANE: (Inaudible), and then the time
25 of the on duty time.

1 MR. TURPIN: Okay.

2 MS. ROANE: But during turnover, when we
3 were speaking of the signal suspension, like I
4 previously stated, I told my turnover relief that I
5 left CP G844, and said that, I said that the last
6 conversation that we had, I told him that I did not
7 know what was going to happen there, and that we were
8 to speak again before there was a movement to be made.
9 And I told him that I left that up to him.

10 MR. TURPIN: Okay. And that was the verbal
11 exchange with the relief?

12 MS. ROANE: Correct.

13 MR. TURPIN: Okay. And you mentioned
14 earlier, you were still there when the westbound hit
15 the OS. Did you see it as well?

16 MS. ROANE: Yes. The alarm goes off. We
17 have an alarm that goes off, so the alarm went off.

18 MR. TURPIN: Okay. And both of you were
19 there when that happened?

20 MS. ROANE: Correct. He was in the chair
21 and I was standing behind him still giving turnover.

22 MR. TURPIN: Okay. I'm ready to move to
23 employee history. Is everybody kind of done with the
24 event and the, any procedural questions? Okay. Tell
25 me when you hired out.

1 MS. ROANE: I started with Union Pacific, I
2 believe, January 7, and we have a six month training
3 course, three months in the classroom, three months on
4 the job training. And this specific desk was the desk
5 that I had my OJT, on job training with.

6 MR. TURPIN: Okay.

7 MS. ROANE: And you sit with a qualified
8 dispatcher and train on the job with them.

9 MR. TURPIN: What year did you start?

10 MS. ROANE: 2013.

11 MR. TURPIN: Okay. And how long have you
12 been on the desk this time you said? I think you
13 mentioned it.

14 MS. ROANE: As far as, this was my first
15 desk that I learned.

16 MR. TURPIN: Right.

17 MS. ROANE: So I've been a qualified
18 dispatcher since June 21st, and so ever since then I've
19 been qualified on that desk.

20 MR. TURPIN: Okay. And what is your current
21 shift and do, and --

22 MS. ROANE: I'm on extra board.

23 MR. TURPIN: Okay.

24 MS. ROANE: We actually have an assigned
25 relief job, and so I have that where I'm on call for

1 second and third shift.

2 MR. TURPIN: And you mentioned earlier,
3 remind me of the shift times.

4 MS. ROANE: First shift is 6:20, second
5 shift starts at 14:20, and third shift starts at 22:20,
6 all Central time.

7 MR. TURPIN: Okay. And as a, as a normal
8 practice, because of the transfer, people show up a
9 little earlier, right? On the --

10 MS. ROANE: Correct.

11 MR. TURPIN: Yes. Okay. When's the last
12 time you were on this particular desk?

13 MS. ROANE: The Thursday before.

14 MR. TURPIN: Rick's going to get into some
15 more detail on your time work cycles. I won't continue
16 with any of that. Okay.

17 MR. CORUM: Mike Corum. Tell me about the
18 desk. Is it all CTC? Is it TWC? Is it varied?

19 MS. ROANE: No, it's varied between, for 30
20 miles, Green River to Granger is CTC. After that we go
21 to a 914, 915 territory all the way down to Ogden, and,
22 well, it actually starts at Strawberry.

23 We start back with CTC, and it goes to, on
24 to Ogden, we have Main 1, Main 2, the bypass, and then
25 we have a yard there. And then I have a short chunk of

1 the Salt Lake sub, pretty much that feeds right into
2 Salt Lake, the north yard.

3 MR. CORUM: How do you, how do you rate this
4 job versus other desks that are out there? Does your
5 lighter --

6 MS. ROANE: I know four desks, and I would
7 say all four are very comfortable.

8 MR. CORUM: Roughly how many trains do you
9 think you've touched in the course of the shift on
10 average?

11 MS. ROANE: I'm not really sure. It's
12 varied. We, it depends if we have reroutes. It
13 depends on how the car loadings are doing and all that.

14 MR. CORUM: Okay. Just trying to get an
15 idea of maybe the way the job flows, kind of, you know,
16 do you feel it's, you're hopping all the time? Do you
17 kind of have a little time to catch your breath every
18 now and then?

19 MS. ROANE: Because of the 914, 915
20 territory, that doesn't require much planning because
21 one direction, they're going west on Main 1 and east on
22 Main 2, so the system pretty much takes care of that,
23 unless something was to arise of course.

24 As far as getting trains out of Green River,
25 it's, usually we're not, we don't do much with the

1 sorting there or anything like that. Usually, again,
2 westbounds are on 1, eastbounds are on Main 2, unless
3 there's something to come up, so it's, yes, we, I mean,
4 there's a lot of trains through Green River, but --

5 MR. CORUM: On your train list turnover,
6 which, what are you looking at, 20, 15 to 20 trains?

7 MS. ROANE: Maybe. Depends on the day.

8 MR. CORUM: Okay.

9 MS. ROANE: I mean, depends on the day,
10 depends on the shift.

11 MR. CORUM: But that would be close?

12 MS. ROANE: I don't know.

13 MR. CORUM: That's fine.

14 MR. TURPIN: Okay. That's all.

15 MR. NARVELL: You get to finish up with me,
16 Missy, I guess.

17 MS. ROANE: Okay.

18 MR. NARVELL: I'm going to ask you some kind
19 of background questions, (inaudible) and some other
20 kind of generic questions. These are SOP, standard
21 operating procedure that I would ask anybody during the
22 course of my part in the investigation, and the key is,
23 if you don't know, you don't know.

24 So let's start off with some work rest
25 information. What I'm interested in obtaining is, and

1 if you don't know, you can, you have my card, you can
2 just email it to me. Some of the folks can recall and
3 some can't. I'm trying to get a sense of your to bed
4 and up for a day or so prior to the accident.

5 So it goes back to the Friday, the 11th, up
6 to and including the 14th. I went to bed at this time,
7 I got up this time. I worked this time, I didn't work.
8 Those kinds of things. If you can't do it here, do you
9 think you might be able to email it to me?

10 MS. ROANE: Okay. I was actually --

11 MR. NARVELL: Or if you know --

12 MS. ROANE: Yes. I was actually out of
13 town.

14 MR. NARVELL: So this must start Friday.

15 MS. ROANE: Friday I left out of town,
16 roughly 7:00 in the morning.

17 MR. NARVELL: So you got up at --

18 MS. ROANE: 6:00.

19 MR. NARVELL: Okay, good. And went out of
20 town?

21 MS. ROANE: Correct.

22 MR. NARVELL: Okay. And then what time did
23 you retire for the evening?

24 MS. ROANE: I don't know.

25 MR. NARVELL: Okay. Okay, how about

1 Saturday? Up at --

2 MS. ROANE: I'm not sure.

3 MR. NARVELL: Okay. And did you work
4 Saturday?

5 MS. ROANE: No, I was still out of town.

6 MR. NARVELL: Off? All right. About, now
7 were you Sunday? Do you remember the time you got up
8 Sunday the 13th?

9 MS. ROANE: No, I don't know what time I got
10 up.

11 MR. NARVELL: Okay. Still out of town?

12 MS. ROANE: Yes.

13 MR. NARVELL: Okay. All right, now we're in
14 Monday. Now, you worked Monday.

15 MS. ROANE: Yes.

16 MR. NARVELL: Okay. Do you remember what
17 time you got up Monday the 14th?

18 MS. ROANE: No. Best, no.

19 MR. NARVELL: Okay. And what time did you
20 go on duty? You went on at --

21 MS. ROANE: 14:20.

22 MR. NARVELL: Okay. Kind of transition here
23 a little bit. I mean, standard questions that I would
24 ask. Does the UP require you to have a physical for
25 your job, physical exam?

1 MS. ROANE: No.

2 MR. NARVELL: Okay. Have you had one in the
3 last year or two? Personal or otherwise?

4 MS. ROANE: No.

5 MR. NARVELL: Okay. And just in general,
6 how would you characterize your health? Good, bad,
7 okay?

8 MS. ROANE: Good.

9 MR. NARVELL: Good. Any problems with
10 vision or hearing?

11 MS. ROANE: No.

12 MR. NARVELL: Wear glasses, contacts,
13 cheaters?

14 MS. ROANE: No.

15 MR. NARVELL: All right. And earlier, you
16 had already mentioned that your workload was a kind of
17 a normal day when you came on duty that day, correct,
18 at 14:20?

19 MS. ROANE: Yes.

20 MR. NARVELL: All right. Any problems with
21 your equipment? Radios --

22 MS. ROANE: No.

23 MR. NARVELL: Anything at all? All right.
24 When this event occurred, did you contact or did the
25 dispatcher contact RMCC?

1 MS. ROANE: Yes. The dispatcher that was
2 sitting in the chair did.

3 MR. NARVELL: Okay. Can you tell us a bit
4 about that aspect of the investigation? In other
5 words, post incident, in terms of getting the emergency
6 folks at there?

7 MS. ROANE: I was, I was there when the
8 alarm went off. I was there when he contacted the
9 field to find out what the indication was.

10 Once I heard him repeat contact, I went back
11 and, because part of our rules state that we have to
12 tell a quarter manager, so I was kind of relieving him
13 of that. And so I went back and told the quarter
14 manager.

15 After I told the quarter manager we have a
16 train accident or incident, I came back up and I saw,
17 observed the, that my relief was on the phone with
18 RMCC.

19 MR. NARVELL: Okay.

20 MS. ROANE: That's the extent of what I
21 know.

22 MR. NARVELL: Okay. That's one aspect that
23 I'm not really conversing with it, but that's one
24 aspect of what we're interested in, in terms of the
25 emergency and the response and who showed up and those

1 kinds of things. Do you have any idea of about what
2 time the first responders got there?

3 MS. ROANE: No.

4 MR. NARVELL: Okay. Okay. Thank you. I
5 think that's all I have.

6 MR. FISH: Brian Fish. Missy, you stated
7 that you hadn't had a physical. Did Union Pacific
8 require you to have a pre-employment physical before
9 you started work here?

10 MS. ROANE: Yes.

11 MR. FISH: Did that include a hearing and
12 vision color blindness test?

13 MS. ROANE: Yes.

14 MR. FISH: Thank you.

15 MR. NARVELL: And this is Rick Narvell.
16 What date was that, Missy, if you know?

17 MS. ROANE: I don't know.

18 MR. NARVELL: Okay, thank you.

19 MR. TURPIN: Larry?

20 MR. MOZENA: No, I'm good.

21 MR. TURPIN: All right. I just want to
22 double back real quick. I got close to it and then I
23 didn't, I didn't continue on. When the alarm went off
24 on the OS, do, did you have a conversation with the,
25 your relief? You remember --

1 MS. ROANE: Yes. He looked back at me and I
2 stated that should not be there, and to get on the
3 radio.

4 MR. TURPIN: Okay. Okay. And then I did
5 want to capture a little bit more of how often you may
6 have this kind of informal discussion with people in
7 the field. It's informational.

8 You know, the pending moves and the possible
9 moves, and the distinction between that and when we
10 say, okay, this is how I want to operate the train. Do
11 you, if you can kind of just narrate that a little bit,
12 you know.

13 MS. ROANE: Well, I think I said it before,
14 specifically we would talk about, okay, I'm going to
15 go, or we are going to go Main 1, Main 1 with this
16 train. There would never be a question.

17 There would never be, okay, let's get back
18 to it, or we'll talk again before it happens. It was,
19 the train was up there and we were going to do it.

20 MR. TURPIN: Okay. So you would make sure
21 you added that qualifier if you, if you have those kind
22 of discussions. And I'll call you later to tell you
23 what the plan, what we're really going to do. Kind of
24 --

25 MS. ROANE: Yes. Like I said, there is a

1 similar conversation that we had, almost very similar,
2 and it was the same thing. We were running an
3 eastbounder, and we were going to go west next, and
4 there was a conversation, we said, okay, we'll talk
5 again before the westbounder goes.

6 MR. TURPIN: Okay. Those conversations are
7 helpful, right? Informational?

8 MS. ROANE: Yes. A lot of times through the
9 shift, they'll ask you, just for planning purposes,
10 what do we have coming at us? Or what, you know, that
11 sort of thing. So --

12 MR. TURPIN: Yes.

13 MS. ROANE: We had those similar
14 conversations.

15 MR. TURPIN: So you'll say, like, I got
16 three east and four west, but I'm not sure, you know,
17 which one, which order?

18 MS. ROANE: Correct.

19 MR. TURPIN: It, just kind of overview
20 information. Okay. Okay. Thank you.

21 MR. CORUM: Mike Corum. Do you remember the
22 last move that went through that control point?

23 MS. ROANE: Yes.

24 MR. CORUM: What was it?

25 MS. ROANE: A westbounder. It went Main 1

1 to OSL long siding.

2 MR. CORUM: Can you point that out for me on
3 the diagram there?

4 MS. ROANE: Yes. It was a train that was
5 right here.

6 MR. CORUM: Okay.

7 MS. ROANE: And then they traversed this,
8 number 15 was reversed, then they go up to the OSL long
9 siding, and then they would go to OSL Main, and then
10 from there, I don't control G002, but they were
11 (inaudible) indication there.

12 MR. CORUM: Okay. Thank you.

13 MR. TURPIN: They were going to Pocatello,
14 right?

15 MS. ROANE: Correct.

16 MR. TURPIN: Anything else? All right. I
17 think that concludes the interview. Thank you.

18 MS. ROANE: Thank you.

19 (Whereupon, the above-entitled matter went
20 off the record at an undisclosed time.)
21
22
23
24
25

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 Nicole Roane

DATE: 03-18-16

I hereby certify that the attached transcription of page 1 to 46 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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