

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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RAILROAD WORKER FATALITY

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AT EVERGREEN PACKAGING PLANT

* Docket No.: DCA-15-FR-007

PINE BLUFF, ARKANSAS

*

APRIL 3, 2015

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Interview of: JONATHAN SCOLES

Holiday Inn Express
Pine Bluff, Arkansas

Friday,
April 10, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: JOEY RHINE
Investigator-in-Charge

APPEARANCES:

JOEY RHINE, Investigator-in-Charge
National Transportation Safety Board

GEORGETTA GREGORY, Railroad Division Chief
National Transportation Safety Board

DANA SANZO, Survival Factors Investigator
National Transportation Safety Board

ARDELL CARTER, Operating Practices Inspector
Federal Railroad Administration
Region 5 - Arkansas

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I N T E R V I E W

1
2 MR. RHINE: My name is Joey Rhine, and I am the NTSB
3 Investigator-in-Charge for this accident.

4 We are here today on April 10, 2015, at the Holiday Inn
5 Express in Pine Bluff, Arkansas, to conduct an interview with
6 Mr. Jonathan Scoles who works for Railroad Switching Services,
7 Incorporated.

8 This interview is in conjunction with NTSB's
9 investigation where an employee of Railroad Switching Services,
10 Incorporated was fatally injured while performing railcar
11 switching duties at the Evergreen Packaging Plant on the evening
12 of April 3, 2015, in the City of Pine Bluff, Arkansas, Jefferson
13 County. The NTSB Accident Reference Number is DCA-15-FR-007.

14 Before we begin our interview and questions, let's go
15 around the table and introduce ourselves. Please spell your last
16 name, who you represent and your title. I would like to remind
17 everybody to speak clearly so we can get an accurate recording.

18 I'll start off and then pass to my right. Again, my
19 name is Joey Rhine. The spelling of my last name is R-h-i-n-e,
20 and I am the NTSB Investigator-in-Charge for this accident.

21 MR. CARTER: Ardell Carter, C-a-r-t-e-r, Federal
22 Railroad Administration, Region 5, Operating Practices, Arkansas.

23 MS. GREGORY: Georgetta Gregory, G-r-e-g-o-r-y, chief of
24 the Railroad Division with the NTSB.

25 MS. SANZO: Dana Sanzo, S-a-n-z-o, investigator with the

1 NTSB.

2 MR. RHINE: Thank you. Do we have your permission to
3 record our discussion with you today?

4 MR. SCOLES: Yes.

5 MR. RHINE: And do you wish to have a representative
6 with you at this interview?

7 MR. SCOLES: No.

8 MR. RHINE: Okay. I'd like to ask everybody to clearly
9 announce your name and title before questioning.

10 INTERVIEW OF JONATHAN SCOLES

11 BY MS. SANZO:

12 Q. If we can just start on the day of the accident and tell
13 us when you arrived at the jobsite and just tell us -- walk us
14 through that day.

15 A. We had switched out the warehouse. We pulled out at
16 least one car from each track. There's three tracks. We pulled
17 the bottom car out of 713, the bottom car out of 711, and two cars
18 out of 710. I'm pretty sure it was the bottom or next to bottom
19 car out of 710. After we had gotten all of our loads together, we
20 were heading out to the yard, the class yard, to put up our loads
21 and start doing our outbound. And Bradley, he went to the
22 restroom at the office and Kye was sitting on the other side of
23 the engine watching my blind side. And we rode out to the yard
24 there, and I didn't even know Bradley wasn't with us. I thought
25 he was on the point. And Kye told me on the way out there.

1 And we got out there and we started setting out our --
2 we hooked in to 4 rail, I believe, with our loads on us because
3 the bottom car was a pull car, and we started doing our outbound.
4 I think it was only supposed to be seven moves. And we were about
5 halfway through with it, and we were shoving in and Kye told me
6 that we had three cars left, and we were trying to clear up the
7 rail. But after he said three cars, I repeated it back to him,
8 and a few seconds after that, there was kind of like static where
9 someone keyed up the radio. And I asked him what he said and I
10 didn't get a response. And I asked him again and I didn't get a
11 response.

12 So I blew the air out and set the independent brake. I
13 kept hollering at him on the radio and still didn't get a response
14 from him. So I went to the other side of the engine, leaned out
15 the window, because that was the side he was working on. From
16 where I could see, I could only see where we went, you know,
17 around the curve into 4 rail.

18 And I never could get a response from him, so I grabbed
19 my flashlight and I grabbed my hardhat and I set -- I set the
20 engine to isolate, set my brakes, and I climbed down and I went
21 towards the east, heading east, and followed the cars until I seen
22 his hardhat. I want to say it was probably six or seven cars from
23 there, from the engine. And I kept going towards it and whenever
24 I got close enough to where I could see, there was blood on the
25 inside of the rail, and I was hollering his name at that point and

1 I couldn't get anything back from anyone.

2 So I took off running down the track parallel with the
3 cars and I found him -- I believe it was the next car, underneath
4 the car and halfway on the track. And I had to make sure that --
5 I mean, I knew he was gone, but I had to make sure that he was not
6 breathing, and I made sure of that. And I didn't have a phone
7 that I could call on, all I could do was text. So I immediately
8 texted Justin Costello, call 911 and get to the class yard.

9 And he texted me back, and I'm not sure exactly how
10 long, you know, relatively quick, he showed up. He pulled up in
11 his personal car and then everybody started arriving, you know,
12 from the mill and the police department, paramedics. And from
13 that point, they ushered us back into the mill, me and Bradley.

14 Q. Okay. Thank you very much.

15 BY MR. CARTER:

16 Q. You okay, Jon?

17 A. Yeah.

18 Q. Is it okay if I call you Jon?

19 A. Yes, sir. Yes, sir.

20 Q. All right. A few questions for you. Your position at
21 Railserve, which is now RSS, is what?

22 A. Well, I was an operator at this point in time. I've
23 worked for three different companies out there at the same site.
24 I worked for IRSS, Industrial Railway Switching and Services, back
25 I want to say in '99; and then I worked for Railserve for 2, 2½

1 years; and that was back in 2007, 2008, and then I just come back
2 on I think 2 to 3 weeks prior to the incident.

3 Q. So when you were with Railserve and IRSS, you were a
4 promoted operator?

5 A. I was operator and -- I mean, I was signed off on crew
6 leading and the switchman.

7 Q. So you could do all three jobs?

8 A. Yes, sir.

9 Q. Okay. And when you came on -- when did you start the
10 last time with Railserve? When did you --

11 A. This time, it was the 16th.

12 Q. Of March?

13 A. Yes, sir.

14 Q. Okay, 3/16 of this year?

15 A. Yes, sir.

16 Q. Okay. And when you came on, that was approximately 15
17 days after RSS has taken -- I mean, took over?

18 A. Yes, sir.

19 Q. And did you know anybody --

20 A. Yes, sir. I knew Anthony Bearden.

21 Q. Okay.

22 A. I had actually gotten him an application before I quite
23 with Railserve. I knew Justin Costello, and other than that, I
24 didn't know anyone else. They had been there the length of time
25 since I quit.

1 Q. And did Anthony Bearden, assistant manager, do your
2 sign-off ride or did he just know you've always been an operator
3 or was there any kind of formal --

4 A. Well, I didn't get any formal paperwork, no, sir.

5 Q. Okay.

6 A. But I helped train Anthony on the engine when I was here
7 at -- with Railserve.

8 Q. Okay. When you were -- the last time you worked for
9 Railserve and you were in the capacity of an operator, did you
10 receive your, for lack of a better term, your certification as an
11 operator with Railserve?

12 A. Well, they -- I don't know exactly what you mean,
13 certification. I mean, they had us train and then they had -- it
14 was Charlie Parker that trained us, and they had us up there and
15 trained with him for a month and he would -- he sat there with us
16 for about 2 weeks of it, and my idea of it was they signed off
17 with Keith Mann.

18 Q. Okay. Jon, what shift were you assigned at the time of
19 the accident?

20 A. At the time of the accident I just switched to nights.
21 It was my first night on nights.

22 Q. And by nights, what do you mean?

23 A. The 5 to 3; 5 p.m. to 3 a.m.

24 Q. 1700 to 3 a.m. And prior to that, how many days had you
25 been off?

1 A. None. I had worked the day before on days.

2 Q. So Thursday, April 2nd, you had worked from 6 a.m. to 4?

3 A. To 4, yes, sir.

4 Q. To 1600?

5 A. Yes, sir.

6 Q. That would have the previous Thursday.

7 A. Yes, sir.

8 Q. So you were on daylight, so that's 0600 to 1600. So can
9 you tell me, from 4:00 Thursday -- that's almost -- that's a
10 little over 25 -- that's 25 hours. What kind of sleep did you
11 have during that time?

12 A. Well, I slept from about 9:00 that night until about
13 10:30 that next morning. It was off and on. You know what I
14 mean, I don't sleep real steady. But, I mean, it's up and down
15 most of the nights. I've got kids all in the house, so --

16 Q. So would you call it -- if you had to classify it, would
17 you call it a good sleep or an interrupted sleep or --

18 A. It was a good sleep. I was well rested.

19 Q. You felt like you were well rested?

20 A. Yes, sir.

21 Q. Okay. Do you have a preference, daylights or nights?

22 A. It wasn't a big difference to me. I worked nights out
23 there for years and I worked days out there for years. So, I
24 mean, I prefer days because of my family.

25 Q. Okay. That Thursday that we talked about, previous of

1 that, how many days had you worked?

2 A. I had been off for 6 days before that.

3 Q. So 6 off, daylights on Thursday, rotate to night on
4 Friday?

5 A. Yes, sir.

6 Q. And you were anticipating working how many days on
7 nights?

8 A. Seven days on nights.

9 Q. Okay. So you were working 7 on and -- or 8 on and --

10 A. There's 8, yes, sir.

11 Q. -- and 6 off?

12 A. Yes, sir.

13 Q. Okay. Let me ask you a question she asked earlier on
14 the day of the accident. I understand you guys -- your first move
15 was to go over and pull the loads out of the -- off a loading
16 dock.

17 A. Yes, sir.

18 Q. And I understand you had four loads.

19 A. Um-hum.

20 Q. Is that correct?

21 A. Yes, sir.

22 Q. Okay. When you went to the class yard from the loading
23 docks, were you shoving or dragging?

24 A. We were dragging.

25 Q. Okay. You were on the engineer's side, which would have

1 been on the north, and Mr. Stewart was riding the conductor's
2 side on the south.

3 A. Yes, sir.

4 Q. You crossed Smart Road, access 6 rail, go all the way to
5 the west end.

6 A. Yes, sir.

7 Q. All right. And when you got to the west end, can you --
8 so I understand it, can you step me through what your plan of
9 operations was to do? You had four cars with you.

10 A. Yes, sir.

11 Q. All right.

12 A. He was going to hook into our outbound cars. I wish I'd
13 have brought -- I still got my switch list at the house, but --

14 Q. Would this help you?

15 A. Yes, sir.

16 Q. If you ignore my jotting and jiddling on it.

17 A. Yes, sir.

18 Q. So you had four cars you pulled to the west end.

19 A. Yes, sir, and the bottom car, which is the one that come
20 out of 713, was a pull car also. So we hooked in to the cars here
21 on 4 rail and we drug them up to the cut. All right. Yeah, we
22 drug them up to the cut. And we set this one out, this pull BN.
23 It goes to 1 rail. The UPs go to 103. And, I mean, I'm kind of
24 speculating because, you know, when I'm at the engine there, I
25 can't really see exactly everything --

1 Q. Yeah.

2 A. -- that's going on around the curve.

3 Q. Yeah. Now here's the question I want to ask, and I'm
4 not asking you to speculate.

5 A. Yes, sir.

6 Q. But as an engineer, and tell me if I'm wrong, your nose
7 is against the boxcar.

8 A. Yes, sir.

9 Q. You're on -- if you'll look at that diagram right there,
10 you're on the south side basically.

11 A. This was the way I was shoving in.

12 Q. That's right.

13 A. I was on the, I was on the west end --

14 Q. Oh.

15 A. I was on the west end of the yard.

16 Q. Okay. Yeah, the west end.

17 A. And we were shoving back in and around.

18 Q. Yeah. And you were nose forward, short hood forward.

19 A. Yes, sir.

20 Q. So you were shoving forward. That would put you as the
21 engineer on the right side --

22 A. Yes, sir.

23 Q. -- or the south side of the yard?

24 A. Yes, sir. I was looking down the switches.

25 Q. Yeah, that's -- thank you. That's a better way to put

1 it. You could see the switches.

2 A. Yes, sir.

3 Q. Now where did you say Mr. Stewart was operating? Where
4 was he working from?

5 A. He was working from the north side.

6 Q. Okay.

7 A. I could not -- I couldn't see him.

8 Q. All right. You communicate primarily by radio or do
9 you --

10 A. Yes, sir.

11 Q. Primarily radio.

12 A. Yes, sir, radio.

13 Q. Did you have any issues with the radio communication?

14 A. We had a problem in the warehouse, where I was coming in
15 and he gave me a -- I think it was a two car count, and then as I
16 was coming in, I was looking at the ground -- and this is on the
17 long track, 710, and we were going back in to spot it up after we
18 had already pulled all our loads. And he gave me a two car count
19 and then next I heard it was a half car count, but I was already
20 -- I mean, I was coming down real slow. I was probably moving
21 mile and a half, probably maybe 2.

22 Anyway, when he said half a car, I just threw everything
23 on and it stopped. I didn't hit the bumper in the back or
24 anything. And I addressed him right then. Bradley was in between
25 us. He was at the front to cut the cars coming out of the

1 warehouse. And he could hear Kye talking and he could hear me
2 talking, but Kye couldn't hear me and I couldn't hear Kye. I
3 mean, it was kind of -- it was spotty. I mean, I could hear him
4 at times, but it was -- I mean, it just ended up that way when it
5 got to the very back of the warehouse.

6 And I didn't know at the time, but they told me later on
7 that evening that they had been having problems in the warehouse
8 to where when they're at the back, they couldn't hear each other,
9 and they had had, I don't know who it was, come in and done some
10 work on the radios there in the office the week before. So that's
11 the only problem that we had, but, I mean, it was bad enough that
12 it could have been a lot worse.

13 Q. As an operator, and you're using radio signals and you
14 hear two cars, what's your procedure?

15 A. Well, I'm already -- I'm usually running with, you know,
16 my big air on, probably 5 pounds, maybe 10, just depending on what
17 I got on me. And, I mean, I was coming in real slow. Because the
18 week prior, we had had an incident where the engine jumped a rail,
19 you know what I mean. We were going into (indiscernible) and just
20 one set of wheels come off, and I was real skittish, you know. I
21 was trying to be really, really careful. So I was puttering
22 around everywhere that I went. And --

23 Q. Well -- excuse me. Go ahead.

24 A. Well, by the time that I'm coming in -- the Union
25 Pacific engine is a little bit different. You know, it's got a

1 lot more power and it's got a lot more weight. So it's more of a
2 feel thing with it. With a switching engine, it's easier to run
3 with your -- you know, just a little bit of big air and your
4 independent brake. This one you couldn't do that. I mean, it's -
5 - you were having to throttle back and forth, you know, you had to
6 feather your independent brake plus keep some big air on. But I
7 mean, like I said, I was just putting in there.

8 Q. So what you like to do is, if you're making a shove to a
9 spot, so when you stop, it absolutely stops.

10 A. Yes, sir.

11 Q. You keep a little air on it.

12 A. Yes, sir.

13 Q. Is that like a minimum set or do you go beyond that?

14 A. No, it's just a hair above the minimum setting.

15 Whenever it brakes over, it's just a little bit further, because
16 you can watch your air gauge and your minimum setting really
17 doesn't put much on it at all.

18 Q. Okay. If I'm a member of the crew and I tell you two
19 cars and you don't hear from me in a reasonable period of time,
20 what do you do?

21 A. I blow the air, and I'm watching the ground to see where
22 the car count is. You know, if I'm two cars out from the door of
23 the warehouse and he gives me a two-car count, by the time I'm
24 halfway there, it's time to quit.

25 Q. Is this the first time in all your experience you ever

1 worked with a GP60 locomotive?

2 A. Yes, sir.

3 Q. Okay. And let me ask you this, and I'm sorry if it
4 sounds like I'm trying to tell you something, but I'm just trying
5 to get my head around it. Knowing that you like to make moves
6 with a little bit of air so when you stop you stop, would this
7 engine, the way it was lowing, was there issues with the slack?

8 A. No, not really.

9 Q. It stayed pretty tight?

10 A. Yeah, it stayed decent.

11 Q. Okay. All right. Did they give you -- when this --
12 when did they get this GP60, UP 1912?

13 A. I don't know. I wasn't there then.

14 Q. Okay. So when you showed up and you went to work your
15 first day, did anybody give you any walk around, I mean, or did
16 they just say there it is, get on it or --

17 A. No, I rode with Anthony Bearden. I rode all day with
18 him the first day I was there.

19 Q. Okay.

20 A. And he stood over me and, I mean, I pulled a couple of
21 empty boxcars. You know, and I done the inbound, the BN inbound,
22 and broke it up. I think it was only three or four moves. But he
23 was standing over me while I was busting it up.

24 Q. Okay. Switching gears a little bit here, Jon. Give me
25 your overall impression, daylights or darks, working in the class

1 yard, the condition of the class yard?

2 A. It's spooky out there. I mean, the rails aren't very
3 good. There's a lot of -- you know, there's a lot of sway to
4 them. There's a lot of broken railroad ties and there's a lot of
5 debris. There's pieces of broken tie just laying beside the track
6 out there a lot.

7 Q. What about -- I know you're in the engine compartment,
8 but what about visibility?

9 A. It's not too bad, and it depends on where you're going
10 in the class yard. Like where I was at, shoving in, going east,
11 you can't see anything but, you know, just whatever cars until it
12 goes into the rail that you're going into.

13 Q. Would you normally, when you're in that configuration,
14 have your headlight off?

15 A. I keep my headlight going in the direction that I'm
16 moving, just so that way my guys can see which direction I'm
17 going.

18 Q. Okay. Let's see here. Oh, you know what I forgot to
19 ask you, do you have a driver's license number?

20 A. Yes, sir. It's [REDACTED].

21 Q. All right. I'm almost through. In all the time you
22 worked for Railserve or RSS, have you ever been counseled on
23 fatigue awareness, like your sleep habits?

24 A. No, sir.

25 Q. Okay. What about -- what do you understand the cell

1 phone use policy to be?

2 A. No use while any equipment is moving, and that's only --
3 the only cell phone use is the company cell phone and the crew
4 leader is supposed to have it, and all moves are supposed to be
5 stopped.

6 Q. Okay. Does the crew leader, and I don't know where I
7 got this, do they leave the company cell phone on the unit with
8 you, the locomotive with you, or do they keep it with them?

9 A. No, not -- some of them do it, but they never done it
10 with me.

11 Q. Okay. And what's your understanding of the drug and
12 alcohol policy of Railserve or RSS?

13 A. It's zero tolerance.

14 Q. Do they have -- you're an operator. I was an operator
15 for 32 years, so -- do they have -- did either of the companies
16 have what I call a reportable health event policy? If you have to
17 go to the doctor take medication or something, that you're
18 required to let Anthony or Mr. Costello know about it?

19 A. Not that I know of.

20 Q. All right. Let me ask you this. Have you ever been
21 subjected to rules testing by any manager since you've worked
22 here?

23 A. This time, no, sir.

24 Q. What -- okay.

25 A. When I was at Railserve, you know, it was a daily -- we

1 had daily toolbox training, and I had to be tested before I could
2 ever even go in the field with them. They run a little study
3 course with the rulebook, and it usually lasted about a week for
4 every new hire. And then after that week, they gave you a testing
5 over each section, and you had to pass before they let you go to
6 work.

7 Q. What about manager, either Anthony or Mr. Costello, out
8 in the field and doing what we call field efficiency tests to see
9 if you're complying with the rules?

10 A. Not that I know of.

11 Q. Okay. One last question. What is your understanding of
12 the footwear policy for RSS or Railserve?

13 A. Railserve had a lace-up boot policy only, and it was my
14 understanding that you could wear pull-ons with RSS.

15 Q. Okay. Okay. Jon, is there anything else? Did I miss
16 something that you could add or --

17 A. Not that I know of. I mean, I went over this whole
18 thing a million times in my head.

19 Q. Okay. Do you have any questions for me?

20 A. No, sir.

21 Q. All right. Thank you.

22 MS. GREGORY: I just have a couple. This is Georgetta
23 Gregory.

24 BY MS. GREGORY:

25 Q. Let's see. You worked for you said IRSS, Industry Rail

1 Switching Services?

2 A. It's Industrial Railway Switching and Services. It was
3 out of Texas.

4 Q. Okay. And then you went to work for Railserve and
5 worked for them for 2, 2½ years --

6 A. Yes, ma'am.

7 Q. -- until about 2008.

8 A. Yes, ma'am.

9 Q. Where did you work in between Railserve and coming back?

10 A. I worked for G&L Drywall. It's a local drywall company.

11 Q. Okay. And you mentioned Charlie Parker --

12 A. Yes, ma'am.

13 Q. -- when you were with Railserve, that you got your
14 training from him. Who was he? Was he an instructor?

15 A. He was a -- he worked for BN probably -- I don't know
16 how long. I mean, he retired from there and then come out there.
17 He had worked for them so many years and then come out there to
18 Railserve and worked until he could retire.

19 Q. Um-hum.

20 A. I'm really not sure. He was an older man, and he was a
21 very thorough instructor.

22 Q. Okay. And then just back to your -- my last question
23 here. When you came out of the warehouse, you came -- which track
24 did you come -- you came through 6 --

25 A. Yes, ma'am.

1 Q. -- 6 rail?

2 A. We come from the mill.

3 Q. This way?

4 A. Down through 6 rail and around, all the way up past the
5 115 switch, the 103 west lead.

6 Q. And you had four cars?

7 A. Yes, ma'am. Well, I mean, whenever we come in, we
8 hooked into -- once we cleared 4, he stopped the move, and then we
9 hooked back into 4 and then drug back out. Whenever everything
10 was said and done, I was probably right about the 115 switch
11 whenever I stopped.

12 Q. Okay. So this 4 switch, then, when you went over to set
13 the loads into 1 and 3 --

14 A. Yes, ma'am.

15 Q. -- was in the reverse position, and it's remained in the
16 reverse position?

17 A. Um-hum.

18 Q. Okay. And so you pulled out here and you made the --

19 A. Yes, ma'am.

20 Q. -- the cars you set out. And then you said your lead
21 was on the north side? He was in here?

22 A. Yes. He was right in this area here, in between --
23 right past the 4 switch going into 4 rail.

24 Q. Okay. So you set the two cars out and then he walked
25 over to here?

1 A. I don't know. I could not see.

2 Q. All right.

3 A. I didn't -- he was never on this side of the track.

4 Q. Okay.

5 A. I never seen him physically.

6 Q. That was what I had. Thank you.

7 MR. RHINE: I think that's it. Nobody has anything
8 else?

9 BY MR. RHINE:

10 Q. Okay. Do you have anything that you'd like to add at
11 all?

12 A. No, not that I can think of right now.

13 Q. Okay. We may have some follow-up questions. Would you
14 mind if we contacted you?

15 A. That's fine.

16 MS. SANZO: What would be the best way for us to contact
17 you, Jon?

18 MR. SCOLES: I got a cell phone number on here. That's
19 the only way I got to get any contact right now.

20 MS. SANZO: Okay.

21 MR. RHINE: And is this one -- is it text only or is
22 this a --

23 MR. SCOLES: No, that's a calling number.

24 MR. RHINE: Okay.

25 MR. SCOLES: The text only is the one in my pocket. I

1 don't even know what the number is because I don't never call it
2 or text myself.

3 MR. RHINE: Okay.

4 MR. SCOLES: But, yeah, that's my wife's phone.

5 MR. RHINE: Okay. All right. Well, that's it. I
6 appreciate you coming down. On behalf of the NTSB, thank you for
7 your time and cooperation.

8 MR. SCOLES: Yes, sir.

9 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: RAILROAD WORKER FATALITY
 AT EVERGREEN PACKAGING PLANT
 PINE BLUFF, ARKANSAS
 APRIL 3, 2015
 Interview of Jonathan Scoles

DOCKET NUMBER: DCA-15-FR-007

PLACE: Pine Bluff, Arkansas

DATE: April 10, 2015

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.

Kathryn A. Mirfin
Transcriber