



National Transportation Safety Board

Washington, D.C. 20594

November 20, 2020

Mr. Jordon Coffman:

Reference: **Interview Regarding the August 1, 2019 Danville, KY Natural Gas Transmission Line Rupture and Fire - NTSB case number PLD19FR002**

Attached is a transcript of your interview as a part of the on-going investigation of the above referenced accident. Please review the transcript for accuracy and make any necessary editorial changes.

You may either reference the relevant page and line number along with the suggested change or redline a copy of the document. Please initial any changes when marking up or redlining the original document.

When replying be sure to initial one of the three statements below, even if you have no changes.

Please submit replies to me via email no later than **December 30, 2020**.

I have reviewed my transcript(s) from the above referenced accident and...

I have no comments to make.

My comments are submitted herewith.

My comments are marked on the attached copy.

Please note that these transcripts must be treated as confidential at this time. These transcripts are for your use only, and not for release outside of the investigation. If you have any questions, please contact me by phone or email.

Thank you for your assistance and cooperation,

Alex C. Colletti

Pipeline Accident Investigator

National Transportation Safety Board

Office of Railroad, Pipeline, and Hazardous Materials Investigations

490 L'Enfant Plaza East, SW

Washington, D.C. 20594



1 over to Gary.

2 MR. BAUMAN: Hi. Good morning. Thanks for coming here
3 today. I guess you didn't have a choice, but --

4 MR. COFFMAN: No, sir.

5 INTERVIEW OF JORDON COFFMAN

6 BY MR. BAUMAN:

7 Q. Anyway, it's -- please tell me about your job. What's your
8 job title, and what do you do for an introduction?

9 A. I am a pipeliner out of our Danville Compressor Station. Our
10 day to day routine is One-Calls, encroachment work, anomaly digs
11 as far as staking in digs, taking care of our access points for
12 our national team, and assisting other techs with their day to day
13 operations as far as expand and control goes in that nature.
Nashville

14 Q. Okay. And how long have you worked for Enbridge?

15 A. Currently a little over 2½ years. It will be 3 years March
16 of this -- 2020.

17 Q. And tell us about your qualifications. Or what's your
18 background?

19 A. Prior to this job, I had no pipeline experience, but up to
20 this point, I've received or met all of the OQs that are required
21 of a pipeliner, and -- to do my day to day routine and task.

22 Q. By OQs, you mean operator qualifications?

23 A. Yes, sir.

24 Q. Do you live locally?

25 A. Yes, sir. I live 11 miles from the Danville Compressor

1 MR. HILLER: No further questions. Thank you.

2 MR. COFFMAN: Yes, sir.

3 MR. BAUMAN: One last follow up. Do you know the route
4 numbers to get to the -- Route 49? The roads that --

5 MR. COFFMAN: Yes, sir.

6 MR. BAUMAN: -- you took?

7 MR. COFFMAN: Yes, sir.

8 MR. BAUMAN: You started out on, was it Compressor Station
9 Road or something like that?

10 MR. COFFMAN: No, sir. Coming from my house, it would have
11 been Olockhem Road (ph.) onto Highway 1247, which intersects with
12 Highway 27, ^{Old Ottenheim Rd} which intersects with Highway 150 that goes to Airport
13 Road, which is the road our compressor station is on, which
14 intersects with US-127 where I headed south to intersect with
15 Highway 78, which runs into Highway 49 where our valve site's at.

16 MR. BAUMAN: Okay. We've asked you a lot of questions.

17 MR. COFFMAN: Yes, sir.

18 MR. BAUMAN: And is there some question we didn't ask you
19 that we should have? Or --

20 MR. COFFMAN: No, sir. I believe everything's covered.

21 MR. BAUMAN: Everything's covered? Okay. And then do you
22 have any comments, or anything you want to ask us, or any
23 additional things that are on your mind?

24 MR. COFFMAN: No, sir.

25 MR. BAUMAN: Okay.

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

NATURAL GAS PIPELINE RUPTURE *
AND FIRE, DANVILLE, KENTUCKY *
AUGUST 1, 2019 *

Accident No.: PLD19FR002

* * * * *

Interview of: JORDON COFFMAN
Pipeliner, Enbridge

Holiday Inn
Danville, Kentucky

APPEARANCES:

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National Transportation Safety Board

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PHMSA

BILL TZAMOS, Inspector
PHMSA

ANDY DRAKE, VP Asset Integrity and Technical Services
Enbridge Inc.

JORDON COFFMAN, Pipeliner
Enbridge Gas Transmission and Midstream

DANE JAQUES, Attorney
Steptoe & Johnson, LLP

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I N T E R V I E W

1
2 MR. HILLER: Good morning. I'm Mike Hiller with the National
3 Transportation Safety Board. I am the investigator in charge for
4 this accident. We are here today with Mr. Jordon Coffman in a
5 follow up to an accident that occurred on August 1st, 2019 in
6 Daleville [sic], Kentucky. We are at the Holiday Inn in
7 Daleville, Kentucky conducting this interview.

8 We're going to go around the room, introduce all of
9 ourselves, and then we'll begin with questions. Again, we're here
10 to get facts and information. This is a non-confrontational.
11 We're not here to find fault or lay blame. Very good.

12 Again, my name is Mike Hiller, that's H-I-L-L-E-R, and I'll
13 go to my right.

14 MR. BAUMAN: Good morning. I'm Gery Bauman, and I'm with
15 PHMSA.

16 MR. JAQUES: Dane Jaques, J-A-Q-U-E-S, with Steptoe &
17 Johnson.

18 MR. COFFMAN: Jordon Coffman, Danville pipeliner.

19 MR. DRAKE: Andy Drake, D-R-A-K-E, with Enbridge

20 MR. TZAMOS: Bill Tzamos, T-Z-A-M-O-S, with PHMSA.

21 MR. DIAL: Gary Dial, D-I-A-L, with Enbridge.

22 MR. HILLER: Okay, thank you. Jordon, could you just for the
23 record spell your last name?

24 MR. COFFMAN: Coffman, C-O-F-F-M-A-N.

25 MR. HILLER: Thank you, sir. And with that, I'll turn it

1 over to Gary.

2 MR. BAUMAN: Hi. Good morning. Thanks for coming here
3 today. I guess you didn't have a choice, but --

4 MR. COFFMAN: No, sir.

5 INTERVIEW OF JORDON COFFMAN

6 BY MR. BAUMAN:

7 Q. Anyway, it's -- please tell me about your job. What's your
8 job title, and what do you do for an introduction?

9 A. I am a pipeliner out of our Danville Compressor Station. Our
10 day to day routine is One-Calls, encroachment work, anomaly digs
11 as far as staking in digs, taking care of our access points for
12 our national team, and assisting other techs with their day to day
13 operations as far as expand and control goes in that nature.

14 Q. Okay. And how long have you worked for Enbridge?

15 A. Currently a little over 2½ years. It will be 3 years March
16 of this -- 2020.

17 Q. And tell us about your qualifications. Or what's your
18 background?

19 A. Prior to this job, I had no pipeline experience, but up to
20 this point, I've received or met all of the OQs that are required
21 of a pipeliner, and -- to do my day to day routine and task.

22 Q. By OQs, you mean operator qualifications?

23 A. Yes, sir.

24 Q. Do you live locally?

25 A. Yes, sir. I live 11 miles from the Danville Compressor

1 Station.

2 Q. And a lot of familiarity with roads and stuff like that?

3 A. Very familiar.

4 Q. Born and raised here?

5 A. Absolutely. Yes, sir.

6 Q. Okay. Great. You mentioned OQ. Tell us about your training
7 for your job.

8 A. As part of a pipeliner, we're required to attend -- it's
9 called a pipeline boot camp. We have two phases of that, Boot
10 Camp 1 and Boot Camp 2. And those are to help us gain general
11 knowledge of pipeline duties. And I've been to both of them boot
12 camps as well. And also, I attended an asbestos training, which
13 follows along with our pipeline stuff that we do.

14 Q. Okay. Now let me take you back to the night of the rupture.

15 A. Yes, sir.

16 Q. Kind of step us through what happened from your eyes.

17 A. That particular day was just a -- it seemed to be a normal
18 7:30 to 4:00 day. I left work that afternoon, went home, just did
19 my normal thing that I do in the evening time. I went to bed
20 around 10:30, 10:45, and at 1:23 a.m. I received a phone call from
21 a friend of mine that lives -- I'm going to guess approximately 2
22 miles from the rupture site.

23 He asked me what was going on. He did -- does know that I
24 work for gas pipeline company, and he called to see if I knew what
25 was going on at that time. I went to my back door, and at that

1 time, I could see the glow from where I live, which is, like I
2 said, 11 miles away.

3 I told him I had to go, and I called my immediate supervisor,
4 which is Barry Howard, and asked if he had any knowledge of what
5 was going on. And that was around the 1:27 to 1:28 a.m. mark. He
6 said it was believed that we had a line rupture, and he would get
7 back with me for -- with further information.

8 He said he did know that I needed to get on the road and head
9 to Highway 49 valve site, which is south of the rupture site. At
10 that time, at 1:28, was when I had made that phone call with
11 Barry. And I proceeded to get dressed, and I have a personal
12 vehicle at home that I had to take to Danville station to retrieve
13 my company vehicle.

14 And at that time -- I'm not sure exactly what time I arrived
15 at Danville station, but from 1:28, I arrived on site at Highway
16 49 valves at 2:13 a.m. When I arrived at the valve site, I had
17 already been in communication again with Barry Howard, was trying
18 to give me a heads up and help the process. And he gave me a
19 valve number to close, which was valve 15 -- I'm a little fuzzy
20 now, but valve 15-382 I think, which is a main line valve for Line
21 15 at Highway 49.

22 I started closing that valve at 2:13 -- or 2:15 a.m., excuse
23 me. And at 2:19, that main line valve was shut. At 2:20, we had
24 another station employee, Mark Henderson (ph.), arrived on scene
25 at Highway 49. And at that time, we did our standard procedure,

1 which is to verify and check close our crossovers and our main
2 line valve. And we went to our emergency manual, which gives us
3 step by steps on which valves to follow, or which valves to close,
4 or open if needed to complete that isolation from Highway 49
5 valves to Danville Station.

6 After we confirmed on phone call -- by phone to Barry, or
7 there was a -- he had another gentlemen, I'm not sure who he had
8 with him helping taking notes and stuff of that nature. We
9 confirmed that the main line valve, 15-382 was closed, all
10 crossovers were checked closed, and we proceeded onto the next
11 valve site south of that to start on a double block, which is just
12 our secondary block to prevent any other ways gas can get back to
13 Line 15.

14 We arrived at Highway 70 Terminal, which is the next valve
15 site or terminal south of Highway 49. I'm not sure what time we
16 arrived there. At that time, Mark Henderson and another pipeliner
17 were with me at that time as well. And they closed Crossover 25,
18 and I'm not sure the additional numbers on that. But I do know it
19 was Line 25 Crossover which is a crossover that goes from Line 25
20 to Line 15. And that prevents gas from getting to Line 15 itself.

21 After we confirmed that that was closed, we were redirected
22 back to Highway 49 to meet our station specialist, which is Ralph
23 Toyu (ph.), to do some additional greasing of valves, just to help
24 aid the valves in holding the gas back. After we arrived back at
25 Highway 49, I was directed to come back to Danville Station to

1 retrieve some other tools and supplies for some additional work
2 that they were going to be doing on Highway 49 to complete the
3 greasing task.

4 After I left Highway 49, I was directed by my supervisor to
5 head back towards Danville Station and find other instruction.

6 Q. Okay. How close do you live in miles approximately from
7 Highway 49 block valve?

8 A. I'm not sure exactly how many miles it is from my particular
9 Highway 49 valves, but driving at a normal rate of speed to
10 Danville station, it's approximately a 40 minute drive.

11 Q. Where is your home in relation to the station?

12 A. I would be northeast of the station, 11 miles northeast.

13 Q. Okay. So I'm a little unclear on the chain of events. And
14 it could -- you could help out. You left your home and went
15 where, and then went where, and ultimately ended up at the Highway
16 49? Can you --

17 A. Yes, sir.

18 Q. -- clarify?

19 A. I left my house in my personal vehicle to go to Danville
20 Station, which is 11 miles away to retrieve my company work
21 vehicle that has my tools, PPE, and any other necessary things to
22 complete the job. At time -- at that time, I left Danville
23 Station, and proceeded on Highway 127 onto Highway 78, which runs
24 into Highway 49, where our Highway 49 main line valves are.

25 Q. Okay.

1 A. And that timeframe was from 1:28 a.m. to 2:13 a.m. arrival
2 time at Highway 49.

3 Q. Okay. And who specifically go you to go close the block
4 valve?

5 A. Barry Howard instructed me to verify in my emergency manual
6 to close the main line valve 15-382. And once that was verified
7 that that was the correct valve, proceed in closing 15-382. At
8 that time it was verified that we had a pressure decrease on Line
9 15, which leave -- lead us to believe that there was a line
10 rupture on 15 itself, and we can go to our emergency manual, we
11 can look at our PLDs and CSDs, determine which valves -- which PLD
12 is Pipeline Diagrammatic, and CSD is Compressor Station
13 Diagrammatic. And it had a step by step valve numbers and
14 operation of those valves need to move in order to complete an
15 isolation.

16 Q. Okay. Have you ever practiced this and then -- in previous
17 -- previously have you ever practiced this leaving the station and
18 going to the block valve?

19 A. Yes, sir. We do a couple emergency simulations per year.
20 Some are tabletop, some are actually simulated where we do timed
21 runs to particular valve sites where we create the scenario of,
22 okay, we might have a potential rupture here. We need to go to
23 these valve sites and look at our emergency manual, and operate
24 the valves. But in our simulations, we don't operate the valves
25 just due to pipeline conditions. But yes, we do do timed runs and

1 verify that we can make it to these valve sites in a timely manner
2 and safe -- do it safely, sir.

3 Q. Okay. And you've actually practiced that run from the
4 compressor station to valve 49?

5 A. Yes, sir.

6 Q. Okay. Why were you picked?

7 A. I can't say why I was picked, but I do think it was due to
8 the fact that I made the phone -- initial phone call to my
9 supervisor before he had a chance to call me. So -- and I do live
10 further south in the county than some of our other station
11 employees do. So it naturally makes sense for me to get on the
12 road and head that way before somebody north of the station might
13 head that way.

14 Q. I'm a little unclear about locations. If -- in my mind,
15 valve 49 is southwest of here?

16 A. Yes, sir.

17 Q. Southwest of the compressor station?

18 A. Yes, sir.

19 Q. Okay. And you live northwest of the compressor station?

20 A. Northeast.

21 Q. Northeast of the --

22 A. Yes, sir.

23 Q. -- compressor station? So to kind of recap, you left your
24 home, went to the station, picked up the vehicle, and then went to
25 the block valve?

1 A. Yes, sir.

2 Q. Okay. Can you describe closing the block valve? What's that
3 like?

4 A. We strive to keep our valves in an operable condition in case
5 of an emergency itself, which we have a container that's on the
6 side of our operators. We call it a football, which is just an
7 oil containing device that we keep full of oil, which lubricates
8 the valve itself for operation.

9 Before and after each run of the valve, whether it's just
10 normal maintenance or change in pipeline conditions, we make sure
11 that device is filled up with oil for this particular situation.
12 When we come into an emergency situation, we don't have to worry
13 about filling that device up with oil. We can just immediately
14 turn on our power gas and put the valve in proper position, and
15 run it closed or open, whatever the situation requires.

16 Q. Okay. So you went there, and oiled the football?

17 A. No, sir. The football was already oiled at that time. When
18 I arrived at Highway 49, I positioned my truck with the headlights
19 on the valve. As I said earlier, I am very familiar with our
20 valve sites and our pipeline. And I knew at that particular
21 location, Line 15 was in the middle of this valve site, which our
22 lines at that time would go 25, 15, and 10.

23 Those -- I positioned my truck to where I could have ample
24 light to see the valve and verify a valve number. And I got out
25 and unlocked our -- we keep our valve sites locked up -- unlocked

1 our valve, proceeded to 15-382, verified valve number. I turned
2 on my power gas, put the valve in the downward position and run it
3 closed.

4 Q. How long does that take to run it closed?

5 A. Each valve is a little bit different just depending on the
6 type of actuator they have. But between 4 and 5 minutes -- maybe
7 3 minutes.

8 Q. Okay. Is there a manual way to close this valve?

9 A. Yes, sir. And there is a manual handwheel that we can put on
10 this valve, and that is done after the valve was run closed using
11 the operated -- operator. We put a handwheel on and verify, and
12 that's when we check close on that particular valve.

13 Q. And where do you get the handwheel?

14 A. It's hanging or chained -- at this particular location, it's
15 just, there's a hook on the side of the operator that this
16 handwheel hangs on.

17 Q. All right. Okay. Is it normal for you -- let me back up.
18 When you practiced this previously, was it explained that you
19 would come from your house to the compressor station, and then go
20 to the jobsite?

21 A. No, sir. Because that's not something we can predict. We,
22 you know, obviously never know when an incident like this could
23 happen. So most of our simulations are done from leaving the
24 Danville Compressor Station. But that comes in with knowing the
25 territory, knowing our roads, and being familiar with our area,

1 that I know I can come from my house and still get the job done
2 correctly and in a timely manner as well.

3 Q. Okay. What specific tools did you carry with you in your
4 truck that you used that night?

5 A. Obviously I used my (indiscernible), steel toed boots,
6 hardhat, safety glasses, leather gloves. But some main tools that
7 we use is a -- I use a Snap-On valve wrench, which has an
8 adjustable crescent wrench on one end, and a hooked valve wrench
9 on the other end, which we use that hooked valve wrench to operate
10 our power gas. And that's how we turn it on and off. And that's
11 the primary tool that we use for that.

12 MR. BAUMAN: Okay. All right. I don't have any additional
13 questions right now, but I'm sure -- well I'm not sure, but
14 perhaps you have some?

15 MR. DRAKE: This is Andy Drake, D-R-A-K-E. I appreciate --
16 your walk through this made it easy actually.

17 BY MR. DRAKE:

18 Q. Can you -- when you get to the valve site, obviously first
19 order was to close the main line valve?

20 A. Yes, sir.

21 Q. Can you describe the crossover's orientation? Are the
22 crossovers on both sides of the block valve?

23 A. Yes, sir. We have --

24 Q. Can I -- you've got three pipes, main line valves on each
25 three, and then, you know, the others -- you know, the segment

1 towards the compressor station, segment away from the compressor
2 station. Are there crossovers on both sides of that main line
3 valve?

4 A. Yes, sir. At Highway 49, we have three main line valves, 25,
5 15, and 10. And we have six crossovers, three on the north side
6 and three on the south side, which can cross -- can leave gas
7 paths to each valve itself, sir.

8 Q. Okay. So you had to close both sets of crossovers after you
9 closed the main line valve?

10 A. With the pipeline conditions the way that --

11 Q. Or not the -- both sets like the southbound side, but both
12 connections to 15 and 20 -- 15 to 10 and 15 to 25.

13 A. At this time, all crossovers were already in the closed
14 position.

15 Q. Okay.

16 A. We just verified and checked closed, just to make sure those
17 valves were close.

18 Q. Okay.

19 A. Yes, sir.

20 Q. Okay. And none of these valves are remote control?

21 A. No, sir.

22 Q. Okay. I did have -- do you have -- when you go through the
23 boot camp, you have phase 1 and phase 2?

24 A. Yes, sir.

25 Q. And, you know, obviously you have tests there I assume?

1 A. Yes, sir.

2 Q. Is there also a program of on the job training to help you
3 kind of get fluent with physical tasks? I mean, with the task
4 with somebody?

5 A. Yes, sir. We go through -- it's our operator qualifications,
6 it's our OQ task, which throughout the course of progressing as a
7 pipeliner, the task you do, you have to be signed off by an OQ
8 evaluator, which if you can meet the demands that that task
9 requires, whether it be just an assisted task or if it's a task
10 you can do by yourself, at that time you can get signed off and
11 complete your OQ task, which is -- goes along with the boot camp
12 process.

13 Q. Okay. So it's sort of a shadowing program?

14 A. Yes, sir.

15 Q. Who is your shadow? Who was your mentor?

16 A. The primary --

17 Q. Anybody in particular? Or just everybody?

18 A. The primary person that I learned more than anything from is
19 our station specialist, or valve specialist, which is Ralph Toyu.

20 MR. DRAKE: Okay. Now I appreciate it. Those are --

21 MR. COFFMAN: Yes, sir.

22 MR. DRAKE: That helped.

23 MR. TZAMOS: I don't have anything.

24 MR. DIAL: All right. Gary Dial following up on the operator
25 qualifications stuff.

1 BY MR. DIAL:

2 Q. So the -- there is a operator qualification task for valve
3 operation?

4 A. Yes, sir.

5 Q. And you got signed off on that particular task as part of the
6 boot camp? Or after the -- or where in that timeframe?

7 A. I was actually signed off, or qualified -- OQ'd to operate
8 valves prior to a boot camp by Ralph Toyu himself.

9 Q. Okay.

10 A. Yes, sir.

11 Q. How long -- you've been with the company 2½ years. How long
12 after starting with the company were you able to get signed off on
13 that?

14 A. Fairly early. I would say within the first 6 to 8 months I
15 was signed off, or OQ'd to do that task. Because operating valves
16 is something we do on a somewhat normal basis.

17 Q. Sure. Yeah. You had mentioned something when you got there
18 and closed the valve with the operator, and then cinched it closed
19 with the handwheel.

20 A. Yes, sir.

21 Q. Then you were sent back to the station -- or the -- somebody
22 came out to grease the valves. Why would you grease the valves?
23 I know you had said just, that's kind of standard. But why would
24 you grease them at that point?

25 A. Just due to the fact that there is always a potential for a

1 valve to not seat. We had a sealant in, which -- it's just, I
2 think all these things we do are just extra, going above and
3 beyond task that will verify and help us maintain that that
4 valve's going to hold.

5 Q. So it's kind of an extra precaution to keep any leakage or
6 anything --

7 A. Yes, sir.

8 Q. -- like that? Okay. Just another -- curious. If you were
9 to leave your house -- I know -- and go to the station, and then
10 from the station to the site versus going from your house to the
11 site -- and I know that's -- you need to come pick your pickup
12 truck. Would there be a difference in time going straight --

13 A. Yes, sir.

14 Q. -- from one to the other?

15 A. There would be an approximately 10-minute time difference in
16 going from my house straight to the valve site or going from my
17 house to the station then to valve site. There's an intersecting
18 road that I could take from my house that would intersect with
19 Highway 127, and -- where I could proceed onto Highway 49.

20 MR. DIAL: Okay. Thank you, sir. I don't have anything
21 else.

22 MR. BAUMAN: One follow up question.

23 BY MR. BAUMAN:

24 Q. When you do these practices, who typically is the person that
25 makes the notifications?

1 A. Can you give me an example please?

2 Q. Well you have a station operator there at Danville Station?

3 A. Yes, sir.

4 Q. When you do the practices, is it the station operator that
5 says, okay, this is a drill, it's time for you to go? Or is it
6 the supervisor? Or how are the practices run from the standpoint
7 of directions?

8 A. If it is an actual simulation rather than a tabletop, they
9 try to do it as uninformed as possible to make it as real as it
10 can be, which at that time, you know, we receive a phone call.
11 That way we can go through our proper documentation as far as
12 getting caller information, and then start the tasks that would be
13 necessary to send people here, have extra help come here. And we
14 would go through it as, you know, real as we can make it in a
15 simulation standpoint.

16 As far as a tabletop simulation goes, that's more of a joined
17 effort where we have everybody that could potentially be involved.
18 We all sit down, talk through what would be our response, go
19 through our procedures, look at our emergency manual where we can
20 verify and have everybody on the same page if our incident were to
21 occur.

22 Q. Did it seem odd to you that you were getting instructions
23 from your supervisor as opposed to from the station operator that
24 was on duty?

25 A. No, sir. It didn't. Just to the fact that our station

1 operator had already been in contact with our supervisor. Our
2 supervisor was, to the best of my knowledge, at the station or in
3 the vicinity, and was already taking precautionary steps, or
4 looking at it in the emergency manual himself to aid us in our
5 actions as were -- arrived on the valve site.

6 Q. Do you know where your coworkers live? Or some of your
7 coworkers?

8 A. Yes, sir.

9 Q. Is there anybody that lives closer to that valve site?

10 A. No, sir.

11 Q. All right.

12 A. I feel that I'm the closest to that particular valve site.

13 MR. TZAMOS: I have a follow up.

14 MR. BAUMAN: Sure.

15 MR. TZAMOS: Tzamos. If you had your company truck with you
16 at your home --

17 MR. COFFMAN: Yes, sir.

18 MR. TZAMOS: -- would you have gone directly to the valve
19 site? Or you would still go to Danville for additional
20 instructions?

21 MR. COFFMAN: No, sir. I wouldn't have went particularly to
22 Danville Compressor Station. But I would have still contacted my
23 supervisor or somebody would have contacted me prior to that to
24 instruct me to head to a particular location.

25 MR. TZAMOS: Therefore it would have been --

1 MR. COFFMAN: Yes, sir.

2 MR. TZAMOS: -- a little quicker? Ten minutes you said
3 approximately?

4 MR. COFFMAN: Yes, sir. Approximately 10 minutes faster.

5 MR. TZAMOS: Okay. That's it.

6 MR. DIAL: I do have one follow up on the vehicle. Gary
7 Dial.

8 BY MR. DIAL:

9 Q. So you show up at the station, do you -- as a pipeliner, do
10 you have an assigned vehicle that you go to that you know when I
11 show up there in an emergency, I need to go to X vehicle?

12 A. To an extent. Yes, sir. We have four pipeliners at Danville
13 Compressor Station. We have a semi-spare truck that's kind of
14 floated around. But to answer your question, yes, I do have a
15 truck that I get in and do my daily task each day with. Yes, sir.

16 Q. And inside of it, it has the emergency operating
17 procedures --

18 A. Yes, sir.

19 Q. -- for the respective area?

20 A. Yes, sir.

21 Q. And then you keep those up to date? Or somebody does?

22 A. Yes. We're responsible for keeping our emergency manuals up
23 to date and making sure our trucks are ready for an emergency
24 situation with -- as far as tools, supplies, PPE goes. Yes, sir.

25 MR. DIAL: Okay. Understood.

1 MR. BAUMAN: Do you have any follow up questions?

2 MR. HILLER: Yeah, I have a couple. This is Mike Hiller.

3 BY MR. HILLER:

4 Q. What is your job title again? Pipeliner?

5 A. I'm a pipeliner. Yes, sir.

6 Q. Pipeliner. All right. Thanks. You're very precise on your
7 times.

8 A. Yes, sir.

9 Q. How is it that you're able to be so precise with your time?
10 Do you wear a watch?

11 A. No, sir. With technology the way it is, all phone calls are
12 timestamped.

13 Q. Okay.

14 A. And that's the best way to verify times. You can go back and
15 see who you talked to, when you talked to them, and how long you
16 talked to them for that matter.

17 Q. So in preparation for this interview, you went back and
18 looked at your call logs so you know really accurately that you
19 were, you know, called by your friend at 1:27, and then at 1:28
20 you left? And --

21 A. Prior to this interview -- prior to this day, we've had to go
22 through and give some of our documentation, our notes to somebody
23 to transcribe and put in Excel.

24 Q. Okay.

25 A. That's how I know my times.

1 Q. Fair enough. So you were called at 1:27 by your neighbor --
2 or your friend who lived close to the --

3 A. Yes, sir.

4 Q. -- incident? And you had just like a, very brief
5 conversation with him?

6 A. It was very, very brief.

7 Q. Yeah.

8 A. Once I proceeded to my back door and I could see the glow, I
9 knew at that time it was a rupture of some sort.

10 Q. Yeah.

11 A. Or a fire. But at that time, I still couldn't confirm that
12 it was us, but I did tell him I needed to go and make other phone
13 calls.

14 Q. Okay. And then immediately you called Barry?

15 A. Yes, sir.

16 Q. Okay. And then you had a brief conversation with Barry, and
17 immediately after that, Barry told you to go ahead and start
18 moving towards --

19 A. Highway 49. Yes, sir.

20 Q. Okay. And for you to start moving towards Highway 49, you
21 needed to go to the compressor station --

22 A. Yes, sir.

23 Q. -- which was about 11 miles away?

24 A. It's 11 miles, yes, sir.

25 Q. Okay. And then how many miles away from the compressor

1 station to the valve?

2 A. I don't have an exact road mileage.

3 Q. Okay.

4 A. But milepost at the Danville Compressor Station is 427, and
5 then milepost at Highway 49 valves is 408.

6 Q. Okay. And the closure time of 2:19? Is that what you said?

7 A. Yes, sir.

8 Q. 2:19.

9 A. The valve started operating at 2:13 a.m.

10 Q. Oh, 2:13? Okay.

11 A. And it was fully closed at 2:19 and checked.

12 Q. Okay. So that's 6 minutes to close time?

13 A. Yes, sir. Roughly. It --

14 Q. Okay. Do you have emergency lights on your vehicle?

15 A. Yes, sir.

16 Q. Okay. What kind of -- what -- it -- describe the emergency
17 lights. Are they --

18 A. Just -- I have our standard amber wig-wag lights --

19 Q. Okay.

20 A. -- that -- I have them on the front and rear of the vehicle.

21 Q. Okay. And how long is boot camp?

22 A. It's usually a week for each segment, 1 and 2.

23 Q. Okay.

24 A. And both segments were completed at Danville Compressor
25 Station.

1 MR. HILLER: No further questions. Thank you.

2 MR. COFFMAN: Yes, sir.

3 MR. BAUMAN: One last follow up. Do you know the route
4 numbers to get to the -- Route 49? The roads that --

5 MR. COFFMAN: Yes, sir.

6 MR. BAUMAN: -- you took?

7 MR. COFFMAN: Yes, sir.

8 MR. BAUMAN: You started out on, was it Compressor Station
9 Road or something like that?

10 MR. COFFMAN: No, sir. Coming from my house, it would have
11 been [REDACTED] Road (ph.) onto Highway [REDACTED], which intersects with
12 Highway [REDACTED], which intersects with Highway [REDACTED] that goes to [REDACTED]
13 Road, which is the road our compressor station is on, which
14 intersects with US-[REDACTED] where I headed south to intersect with
15 Highway [REDACTED], which runs into Highway 49 where our valve site's at.

16 MR. BAUMAN: Okay. We've asked you a lot of questions.

17 MR. COFFMAN: Yes, sir.

18 MR. BAUMAN: And is there some question we didn't ask you
19 that we should have? Or --

20 MR. COFFMAN: No, sir. I believe everything's covered.

21 MR. BAUMAN: Everything's covered? Okay. And then do you
22 have any comments, or anything you want to ask us, or any
23 additional things that are on your mind?

24 MR. COFFMAN: No, sir.

25 MR. BAUMAN: Okay.

1 MR. HILLER: Very good. No further questions. And so
2 concludes this interview at 11:28 a.m.

3 (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: NATURAL GAS PIPELINE RUPTURE
AND FIRE, DANVILLE, KENTUCKY
AUGUST 1, 2019
Interview of Jordon Coffman

ACCIDENT NO.: PLD19FR002

PLACE: Danville, Kentucky

DATE:

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.


— Christy Wilson —
Transcriber