



## National Transportation Safety Board

Washington, D.C. 20594  
Office of Marine Safety

### Interview Summary – DCA19FM032

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**Meeting with:** Adrian Balthazar, Union Pacific 2300-0700 Bridge Tender

**Date/time:** May 2, 2019 8:00 CDT

**Location:** USCG MSU Baton Rouge (by teleconference)

**Interviewed by:** Marcel Muisse, NTSB; LT [REDACTED], USCG MSU Baton Rouge

**In attendance:** Frank Thackson and Heath Douglas, Counsel for Terral River Services  
Mary Ann Sare, Union Pacific Safety Manager

Karen Keeler, Counsel for Union Pacific

**Case:** Allision of the tow from TV *Edna T. Gattle* with the Krotz Springs Railroad Bridge

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- He had new employee training for Union Pacific, two weeks in Omaha.
- He has worked 8 months for Union Pacific, at Krotz Springs.
- He works for Carlos Mendoza, Bridge Manager.
- He also trained at their West Lake Bridge.
- He works normally Thursdays to Tuesday, but worked all week covering someone on the night of the accident (Wednesday night).
- He has to call the Union Pacific dispatcher in Texas for permission to open the bridge.
- It takes two minutes to change the train signals before closing.
- On the night of the accident, it took 5 to 7 minutes to reach the dispatcher.
- It takes 5 to 10 minutes to open the bridge depending on how fast one moves it.
- A brake is set when the bridge is open.
- When the bridge is open he will call on VHF Ch. 13 all stations.
- The tug came in at a diagonal, "a little fast."
- The vessel layed on her whistle before hitting.
- Radio comms were good that evening.
- The weather was fine, it was not windy.
- He does not take any prescriptions nor wears glasses. He felt fine that evening.
- Bridge tenders do not give out water heights or air gap by radio.
- The times in the logs are from the clock in the tender's cabin and is "pretty good".
- He did not notice navigation lights on the tug or barge.
- He was in the tender's cabin when the towboat called. There was no outside maintenance going on.
- They use the column labelled "Name of pilot" to instead document the time permission was requested of the dispatcher and when it was given.