

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

TRAIN CRASH IN CROZIER CANYON *

NEAR KINGMAN, ARIZONA * Accident No.: RRD18FR009

JUNE 5, 2018 *

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Radio Dispatch Calls
(Seligman#2)

Tuesday,
June 5, 2018

KEY

- DS11 = Dispatcher
- OC = O'Connell
- SS = Sarah Stroup
- UI = Unidentified Speaker
- YAR = Yarborough

R E C O R D I N G

1
2 **(Talking clock: 15:42:44)**

3 DS11: BNSF DS11. Over.

4 6613: 6613, DS.

5 DS11: Go ahead. Over.

6 6613: You were trying to get a hold of us?

7 DS11: Yeah, several times. So where -- we're taking this main
8 1 Hualapai, main 2 Hualapai? Which side? Over.

9 6613: Actually, I guess there's a bare-table now. We're
10 going to be Hackberry main 1.

11 DS11: Okay. Well, that's news to me. Hackberry main 1. I
12 think he ordered your van for Hualapai. So I guess you
13 need that redirected? Over.

14 6613: Yes, if you could (indiscernible). Sorry I didn't hear
15 you earlier. We're dumping rail in the canyon.

16 DS11: Okay. He made it sound, I guess -- well, without me
17 saying too much. Anyway, you still working? Or when
18 are we moving again? Over.

19 6613: Yeah, we're dumping rail right now, still working. We
20 plan on tying up at Hackberry.

21 DS11: Okay. How much more work do you have? Over.

22 **(Talking clock: 15:44:04)**

23 6613: About 45 minutes, sir, yes.

24 DS11: Forty-five minutes, and then we're, we're done with
25 dumping rail? Over.

1 6613: That's correct.

2 DS11: Okay. Can your engineer comply with the stop indication
3 at West Valentine? Over.

4 6613: Engineer can comply with the stop indication at West
5 Valentine. And to give you a heads up, we're going to
6 be 15 once we stop dropping rail.

7 DS11: All right. So you're going to be 15 mph? Over.

8 6613: That's correct.

9 DS11: All right. And where are you at now, exactly? Over.

10 6613: We're at 479.9.

11 DS11: At 479.9? Over.

12 6613: That is correct.

13 DS11: Oh, boy. Okay. Sounds good. Let me know when you're
14 moving again, then, please. Over.

15 6613: Okay. Yeah, we got (indiscernible).

16 **(Talking clock: 15:45:13)**

17 DS11: Okay. Yeah, I see it now. Thank you. Over.

18 6613: (Indiscernible)

19 **(Talking clock: 15:48:48)**

20 DS11: -F DS11.

21 1502: Yeah, DS, this is your 1502 dog catch crew looking for
22 some info, GTB. What do you got for us?

23 DS11: All righty. I think the plan is the S-ALT-FP0301 -- the
24 303, rather.

25 1502: 3030? Yeah. That's what I'm showing.

1 DS11: (Indiscernible) plan, as far as I know.
2 1502: Okay.
3 DS11: (Indiscernible), you know what I mean? It's been
4 changed a couple times. Looking for a GTB 38,022.
5 1502: 38022?
6 DS11: Right. And your train is at Erin (ph.) right now, which
7 is like 383.
8 1502: Right.
9 DS11: I would guess if you snuck in at Kingman, or whatever,
10 and we'll make a decision. I don't, I don't think
11 you're going to go all they way to Seligman. That'd be
12 too long of a wait for them to sit there.
13 1502: Okay. I'll give you a holler around Kingman.
14 DS11: It'll probably be like Valentine, Peach, Truxton,
15 something like that.
16 1502: Okay. Roger that.
17 DS11: Thanks.
18 1502: All right. All right, good.
19 **(Talking clock: 15:55:20)**
20 DS11: BNSF DS11. Omni radio. Over.
21 3900: BNSF 3900 West here at Pica. Over.
22 DS11: Yeah, plan on taking main 1 as soon as I get the track
23 back here. Stand by.
24 BNSF DS11 to Yarborough. Over.
25 **(Talking clock: 15:56:13)**

1 DS11: BNSF 3900 West, I'll get back to you shortly. Over.
2 3900: Roger that.
3 DS11: BNSF DS11.
4 1341: BNSF (indiscernible) 1341, dog catch crew checking in.
5 DS11: Which one is this? 1341?
6 1341: Yeah, going out to (indiscernible).
7 DS11: Yeah. Excuse me. I already told you to go to Seligman,
8 didn't I?
9 1341: No. You told me to call at Kingman.
10 DS11: Oh, I'm sorry. Yeah, all right -- yeah, let's head
11 there then.
12 1341: Going to Seligman. Here we go.
13 DS11: Yep. All right.
14 **(Talking clock: 16:02:21)**
15 DS11: -F DS11. Over.
16 7614: 091, DS11.
17 DS11: Go ahead. Over.
18 7614: Yes, sir. Here at McConnico. I want to see if we can
19 get out of here, run down to Griffith, run around that
20 train. We got about 15 minutes of work at Getz and then
21 we'll clear out at Berry.
22 DS11: What, what track at Getz there? Main 2 or main 1?
23 Over.
24 7614: Main 2 at Getz.
25 DS11: Okay. Do you come out PTC or not? Over.

1 7614: No. No, PTC.

2 DS11: All right. So you want to enter main 1 O&E between West
3 Berry and East Griffith for western movement; is that
4 correct? Over.

5 7614: Yes, sir. That is correct.

6 DS11: All right. You're the BNSF 7614, correct? Over.

7 7614: Yes, 7614.

8 DS11: All right. BNSF 7614 at McConnico, you have authority
9 under main track number 1 between West Berry, East
10 Griffith for western movement. Over.

11 7614: Yeah, understand. BNSF 7614 has authority under main
12 track number 1 O&E between West Berry and East Griffith
13 for western movement. Over.

14 DS11: That is correct. Over.

15 7614: Got everything. Thank you, sir.

16 DS11: BNSF (indiscernible).

17 **(Talking clock: 16:13:35)**

18 DS11: BNSF C&I -- excuse me -- DS11. Over.

19 YAR: BNSF foreman Yarborough. DS11, I got a speed
20 restriction to void in (indiscernible).

21 DS11: Yeah, I was trying to call you about half a dozen times,
22 but -- anyways, go ahead, Yarborough. Over.

23 YAR: In the Seligman Sub main 1, o-n-e, track, milepost
24 451.3, 4-5-1-decimal-3, (indiscernible) and milepost
25 451.6, 4-5-1-decimal-6, (indiscernible) 10, 1-0,

1 passenger/freight is (indiscernible).

2 DS11: Okay. Temporary Form A, Seligman Sub, 451.3, 451.6 the
3 10 on main 1 is void; is that correct? Over.

4 YAR: Yes, sir. That is correct. And, yeah, sorry about the
5 missed calls. I don't know, we, we never heard you.

6 DS11: Okay. Yeah, I was just seeing if that time was going to
7 be accurate. I'm trying to plan my meets here, but --
8 all right. Thanks. Over.

9 YAR: All right. Thanks. Have a good one. (Indiscernible).

10 **(Talking clock: 16:15:02)**

11 UI: BNSF 5.

12 OC: DS11, if that's you, I can't hear you very well here at
13 Yucca. Over.

14 DS11: DS11 Franconia Radio. Over.

15 OC: Loud and clear now. This is (indiscernible) O'Connell.
16 I have a 10 mph to void when you're ready. Over.

17 DS11: Go ahead. Over.

18 OC: And that's 540.0, 540.2 there on main 2 track
19 (indiscernible)?

20 DS11: No, a little bit -- .0 to .1. Over.

21 OC: Zero to 1 for the 10 mph. Copy. At this time you can
22 fill me 2 track, t-w-o, 540.0, z-e-r-o, 540.1, o-n-e;
23 10, 1-0, mph for passenger and freight, you can now show
24 that void and good for timetable speed. Over.

25 DS11: All right. Temporary Form A Seligman Sub, 540.0, 540.1,

1 10 on main 2 is void; is that correct? Over.

2 OC: That's correct, 540.0, 540.1, main 2 good for max.

3 Over.

4 DS11: Okay. Thanks. Over.

5 OC: Thank you very much. Have a good afternoon. Here we

6 go. O'Connell out.

7 **(Talking clock: 16:16:31)**

8 MACK: Mack to the local. Over.

9 LOCAL: Go ahead.

10 MACK: You going to be a while before you get in between East

11 and West Griffith? Over.

12 LOCAL: Just shoving out of McConnico right now. Maybe 15

13 minutes before we get down there.

14 MACK: Okay.

15 Mack, DS11. Over.

16 DS11: Yeah, go ahead. Over.

17 Go ahead, Mack. Over.

18 MACK: Yes, sir. Could you time out Griffith? I can get

19 through East Griffith right, right quick before that

20 local gets down there.

21 DS11: Gave them authority on the main -- let's see -- 14

22 minutes ago. They're not getting close to East Griffith

23 now? Over.

24 MACK: They're still shoving out of the track there in

25 McConnico. Over.

1 DS11: All right. Then they're going to run around their train
2 and they're going to want to come back on main 2. How
3 long is this going to take? Over.

4 MACK: I'll be off the track before they can run around their
5 train. Over.

6 DS11: -F-11, BNSF 7614. Over.

7 UI: (Indiscernible)

8 DS11: DS11, BNSF 7614. Over.
9 DS11, BNSF 7614, west at McConnico. Over.

10 7614: 7614. Go ahead, DS.

11 DS11: Yeah, are you guys moving yet? Over.

12 7614: Yeah, we're lining the switch back right now.

13 DS11: The engineer comply with a stop indication at East
14 Griffith? Over.

15 7614: I can barely hear you. You have a stop indication
16 where?

17 DS11: East Griffith. Over.

18 7614: Yeah, 7614 engineer can comply with stop indication East
19 Griffith.

20 DS11: Okay. Thanks. Over.

21 7614: No problem. Thanks.

22 **(Talking clock: 16:19:14)**

23 UI: Don't unlock that. Line the switch first.

24 **(Talking clock: 16:19:40)**

25 DS11: -F DS11 to Mack. Over.

1 MACK: Mack. Go ahead. Over.

2 DS11: And I guess, if you want, request one for the siding.

3 Over.

4 MACK: Okay. Here we go out.

5 **(Talking clock: 16:20:07)**

6 UI: Lined back and locked up.

7 UI: 90.

8 UI: 9102 (indiscernible).

9 DS11: Go ahead. Over.

10 UI: Switch at McConnico lined and locked, main track

11 movement, we're heading west.

12 DS11: Okay. You're all out on main 1 and headed west, switch

13 is lined/locked normal. Thanks. Over.

14 UI: That's correct. Yes, sir.

15 DS11: All right. I think I got a track inspector trying to

16 finish up here. He needs Griffith to -- main 2 there.

17 He said he'll probably have it done before you run

18 around your train. Over.

19 UI: Okay. Sounds good. Thanks.

20 **(Talking clock: 16:22:16)**

21 DS11: BN -- excuse me. DS11 Omni Radio. Over.

22 **(Talking clock: 16:22:30)**

23 DS11: -F DS11 Omni Radio. Over.

24 BNSF DS11.

25 1308: Hey, DS11. I forgot to tone up when I got on the train.

1 1308 dog catch BNSF 4698. Relief crew on board.

2 DS11: Okay. On the Nick-Lack, correct?

3 1308: On the Nick-Lack. Correct. GTB 37561.

4 DS11: (Indiscernible)

5 **(Talking clock: 16:23:19)**

6 DS11: Okay. 1308, you're on 37,561. Sounds good. I'll let
7 my partner know.

8 1308: Art?

9 DS11: Yeah, (indiscernible).

10 1308: That other guy?

11 DS11: Which other guy?

12 1308: All right. No, I says you'll let the other guy know?

13 DS11: Yeah, the Seligman East, uh-uh.

14 1308: Okay. You got it, sir.

15 DS11: All right.

16 1308: Thank you.

17 DS11: BNSF DS11, Mack. Over.

18 MACK: Mack. Go ahead. Over.

19 DS11: Yeah, I gave you the main. Did you get East Griffith
20 no, West Berry no, 8938? Over.

21 MACK: Yes, sir. Thank you.

22 DS11: All right. And where are you trying to make it to?
23 Like Harris or something, or what? Over.

24 MACK: 516.4. Over. Kingman. Over.

25 DS11: Okay. And you said somebody can have that done before

1 the local can run around their train? Over.

2 MACK: Yeah. Once I get out of the siding here, I'll be on my
3 way right quick. Over.

4 DS11: Okey-dokey. Then I won't be able to even have them run
5 around their train while you have the track and time out
6 there on the main, but -- all right. Thanks. Over.

7 **(Talking clock: 16:31:39)**

8 **(Talking clock: 16:33:06)**

9 DS11: -F DS11. Over.

10 **(Talking clock: 16:33:34)**

11 DS11: BNSF DS11. Over.

12 UI: Yeah, DS, that dog catch crew, toolbar 131. We're at
13 Kingman.

14 DS11: 1431?

15 UI: Yeah.

16 DS11: All right. Like an hour and 15 to get to Seligman.

17 UI: About an hour to get to Seligman? About -- yeah, that's
18 about right. Take the freeway.

19 DS11: Is it a -- you're in a single van, right? No crew's
20 with you?

21 UI: Yeah, a single van.

22 DS11: You're in a single van. Okay. Yeah, we'll put in at
23 Seligman for you.

24 UI: Excellent. Thank you.

25 DS11: Okay. All right.

1 UI: Right.

2 **(Talking clock: 16:42:03)**

3 DS11: -F DS11. Over.

4 5491: BNSF 5491 East to dispatch. Over.

5 DS11: Go ahead. Over.

6 5491: Yes, sir. It looks like we're going in a hole in
7 Valentine. Do you know if we're going to be here long?
8 Over.

9 DS11: Yeah. No, just one west. Over.

10 5491: One west. Okay. Thank you, sir.

11 UI: Any word on that throttle?

12 **(Talking clock: 16:44:00)**

13 (Static; indiscernible)

14 **(Talking clock: 16:45:06)**

15 DS11: BNSF DS11, BNSF 5491 East. Over.

16 5491: BNSF 5491. Over.

17 DS11: Yeah, chief says you can be exempt from throttle
18 limitations. Over.

19 5491: Okay. Chief said we can be exempt from throttle
20 limitations. Hey, thank you for your help. Thank you,
21 (indiscernible).

22 DS11: That westbound you were meeting, they're already by
23 Valentine, so it'll just be in and out of the siding
24 there. Over.

25 UI: Okay. In and out of the 10-mile-an-hour siding.

1 Thanks, DS. Here we go.

2 **(Talking clock: 16:51:53)**

3 DS11: -F emergency radio, DS11. Over.

4 BNSF DS11. Emergency radio, Berry radio. Over.

5 BNSF DS11. Berry emergency radio. Over.

6 6613: Emergency. Work train. Come in, DS.

7 DS11: BNSF DS11, emergency radio. Over.

8 SS: Yeah, we had a, we had -- the back of our rail train out

9 here.

10 DS11: Okay. The radios keep going off. What happened? Over.

11 SS: (Indiscernible)

12 DS11: BNSF DS11, emergency radio. Come in. Over.

13 BNSF DS11 answering emergency radio. Over.

14 SS: Yeah, we had a train hit the back of our rail train

15 here.

16 DS11: BNSF DS11 answering emergency radio. Over.

17 6613: 6613, DS. We're in emergency. We had a train run

18 into the back of the work train. We need emergency

19 response. Current head-end location is milepost --

20 about 480. The rear of our train is about 480.6. We

21 need emergency personnel. Train ran into the back of

22 the work train. Over.

23 DS11: 480.6. Work train, the train behind you ran into the

24 back of you, correct? Over.

25 6613: That's correct. We need emergency personnel out here

1 immediately. Over. We're in the canyon.
2 DS11: 480.6, in the canyon. Understood. I'll get it called
3 in. Over.
4 (End of recording.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TRAIN CRASH IN CROZIER CANYON
 NEAR KINGMAN, ARIZONA
 JUNE 5, 2018
 Radio Dispatch Calls (Seligman#2)

ACCIDENT NO.: RRD18FR009

DATE: June 5, 2018

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.



Transcriber

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

TRAIN CRASH IN CROZIER CANYON *

NEAR KINGMAN, ARIZONA * Accident No.: RRD18FR009

JUNE 5, 2018 *

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Radio Dispatch Calls
(Seligman)

Tuesday,
June 5, 2018

KEY

- JD = Justin Dollarhide
- MSG = Recorded Message
- RF = Road Foreman
- ROC = Rail Operations Center
- SI DESK = Service Interruption Desk
- SS = Sarah Stroup
- UI = Unidentified Speaker

R E C O R D I N G

1

2 **(Talking clock: 16:20:07)**

3 UI: Lined back and locked up.

4 UI: Copy.

5 UI: 91, DS. You there?

6 DS11: Go ahead. Over.

7 UI: Switched to (indiscernible) lined and locked. Main
8 track movement. We're heading west.9 DS11: Okay. You're all out on main 1 and headed west. Switch
10 is lined and locked normal. Thanks. Over.

11 UI: Correct. Yes, sir.

12 DS11: All right. I think I got a track inspector trying to
13 finish up here. He needs Griffith main 2 there. So
14 probably have it done before you run around your train.
15 Over.

16 UI: Okay. Sounds good. Thanks.

17 **(Talking clock: 16:22:16)**

18 DS11: BN -- excuse me -- DS11 (indiscernible). Over.

19 **(Talking clock: 16:22:30)**

20 DS11: Yeah, DS11 (indiscernible). Over.

21 What's up? DS11.

22 UI: Hey, DS11. I forgot to tone up when I got on the train.
23 1308 (indiscernible) BNSF 4698. Over. Relief crew on
24 board.

25 DS11: Okay. On the Nick-Lack, correct?

1 UI: On the Nick-Lack. Correct. GGB37561.
2 DS11: (Indiscernible)
3 **(Talking clock: 16:23:19)**
4 DS11: Okay. 1308, you're on 37,561. Sounds good. I'll let
5 my partner know --
6 UI: Art?
7 DS11: -- yeah, (indiscernible).
8 UI: That other guy?
9 DS11: Which other guy?
10 UI: All right. No, I says you'll let the other guy know?
11 DS11: Yeah, the Seligman East, uh-uh.
12 UI: Okay. You got it, sir.
13 DS11: All right.
14 UI: Thank you.
15 **(Talking clock: 16:30:17)**
16 DS11: DS, DS11. Mack. Over.
17 MACK: Mack. Go ahead. Over.
18 DS11: Yeah, I gave you the main. Did you get East Griffith
19 no, West Berry no, 8938? Over.
20 MACK: Yes, sir. Thank you.
21 DS11: All right. And where are you trying to make it to?
22 Like Harris or something, or what? Over.
23 MACK: 516.4. Over. Kingman. Over.
24 DS11: Okay. And you said somebody can have that done before
25 the local can run around their train? Over.

1 MACK: Yeah. Once I get out of the siding here, I'll be on my
2 way right quick. Over.

3 DS11: Okey-dokey. Then I won't be able to even have them run
4 around their train while you have the track and time out
5 there on the main, but -- all right. Thanks. Over.

6 **(Talking clock: 16:31:39)**

7 **(Talking clock: 16:33:06)**

8 DS11: -F, DS11. Over.

9 **(Talking clock: 16:33:34)**

10 DS11: DS11. Over.

11 UI: Yeah, DS, that dog catch group, toolbar 131. We're at
12 Kingman.

13 DS11: 1431?

14 UI: Yeah.

15 DS11: All right. Like an hour and 15 to get to Seligman.

16 UI: About an hour to get to Seligman? About -- yeah, that's
17 about right. Take the freeway.

18 DS11: Is it a -- you're in a single van, right? No crew's
19 with you?

20 UI: Yeah, a single van.

21 DS11: You're in a single van. Okay. Yeah, we'll put in at
22 Seligman for you.

23 UI: Excellent. Thank you.

24 DS11: Okay. All right.

25 UI: Right.

1 (Talking clock: 16:42:03)

2 DS11: -F DS11. Over.

3 5491: BNSF 5491 East to dispatch. Over.

4 DS11: Go ahead. Over.

5 5491: Yes, sir. It looks like we're going in a hole at
6 downtown. Do you know if we're going to be here long?

7 Over.

8 DS11: Yeah. No, just one west. Over.

9 5491: One west. Okay. Thank you, sir.

10 UI: Any word on that throttle?

11 (Talking clock: 16:44:00)

12 (Static; indiscernible)

13 (Talking clock: 16:45:06)

14 DS11: BNSF DS11, BNSF 5491 East. Over.

15 5491: BNSF 5491. Over.

16 DS11: Yeah, chief says you can be exempt from throttle
17 limitations. Over.

18 5491: Okay. Chief said we can be exempt from throttle
19 limitations. Hey, thank you for your help. Thank you,
20 (indiscernible).

21 DS11: That westbound you were meeting, they're already by
22 Valentine, so it'll just be in and out of the siding
23 there. Over.

24 UI: Okay. In and out of the 10-mile-an-hour siding.

25 Thanks, DS. Here we go.

1 (Talking clock: 16:51:53)

2 DS11: -F, Emergency radio, DS11. Over.

3 BNSF DS11. Emergency radio, Berry radio. Over.

4 BNSF DS11. Berry emergency radio. Over.

5 6613: Emergency. Work train. Come in, DS.

6 DS11: BNSF DS11, emergency radio. Over.

7 SS: Yeah, we had a, we had -- the back of our rail train out

8 here.

9 DS11: Okay. The radios keep going off. What happened? Over.

10 SS: (Indiscernible)

11 DS11: BNSF DS11, emergency radio. Come in. Over.

12 BNSF DS11 answering emergency radio. Over.

13 SS: There was a train that hit the back of our rail train

14 here.

15 DS11: BNSF DS11 answering emergency radio. Over.

16 6613: 6613, DS. We're in emergency. We had a train run

17 into the back of the work train. We need emergency

18 response. Current head-end location is milepost --

19 about 480. The rear of our train is about 480.6. We

20 need emergency personnel. Train ran into the back of

21 the work train. Over.

22 DS11: 480.6. Work train, the train behind you ran into the

23 back of you, correct? Over.

24 6613: That's correct. We need emergency personnel out here

25 immediately. Over. We're in the canyon.

1 DS11: 480.6, in the canyon. Understood. I'll get it called
2 in. Over.

3 **(Talking clock: 16:54:07)**

4 SI DESK: Service interruption. This is Dave.

5 DS11: Yeah, DS11 on the Seligman subdivision.

6 SI DESK: DS11. Yeah, what's going on?

7 DS11: 480.6 on the Seligman sub, we just had a train run into
8 the back of the work train.

9 SI DESK: The train ran into the back of a work train?

10 DS11: That is correct. They want emergency personnel out
11 there.

12 SI DESK: Okay. What are the -- what's the train symbols?

13 DS11: The work train is the WNEESGM104.

14 SI DESK: Sierra-Golf-Mike?

15 DS11: Correct.

16 SI DESK: And what's the other train?

17 DS11: The train is the S, like in Sierra, MEMFPO102.

18 SI DESK: Was this at a crossing or not?

19 DS11: They just said in the canyon at 480.6.

20 SI DESK: Do we know about injuries or anything?

21 DS11: Yeah, they requested emergency personnel.

22 SI DESK: Okay. All right. Let me get a hold of ROC and get
23 emergency personnel running. All right. Thanks.

24 DS11: Yeah. Bye.

25 **(Talking clock: 16:55:40)**

1 DS11: -F, DS11. Over. DS11, BNSF 5491 East. Over.
2 5491: BNSF 5491 East. Over.
3 DS11: Yeah, I took that signal back from you, East Valentine.
4 We might have a situation ahead of you there. Over.
5 UI: Stop the train. Derailment.
6 5491: Copy that. Thank you. Over.
7 DS11: They got a derailment ahead of you. Thanks.
8 Anybody else, emergency radio? Over.
9 BNSF 6613 West, the service interruption desk has been
10 notified. They're notifying the ROC. Over.
11 **(Talking clock: 16:56:49)**
12 DS11: BNSF DS11, emergency radio. Over.
13 UI: (Indiscernible) we're getting trains stopped and got
14 emergency personnel on the way.
15 **(Talking clock: 16:57:15)**
16 DS11: DS11 answering Valentine radio. Over.
17 UI: Repeat the last part -- you broke up -- please.
18 DS11: All right. These emergency radios keep going off here.
19 6613 West, is that who's talking? Over.
20 **(Talking clock: 16:57:58)**
21 DS11: BNSF DS11, emergency radio. Over.
22 6613: DS11, this is the work train out here with that
23 emergency. We need immediate medical personnel here.
24 It's bad. We need people out here as soon as possible.
25 There's a derailment also over on the main 2. You need

1 to shut it all down.

2 DS11: Okay. Understood. Yeah, I got it protected. Service
3 interruption desk has been notified and they're
4 notifying the ROC, which should be contacting emergency
5 personnel. Over.

6 6613: Okay. We need it as soon as possible, please, please.

7 DS11: Understood. Over.

8 **(Talking clock: 16:58:54)**

9 **(Talking clock: 16:59:46)**

10 DS11: -F, DS11. BNSF 4283 West. Over.

11 **(Talking clock: 17:00:06)**

12 DS11: DS11. BNSF 4283 West. Over.

13 MSG: BNSF detector, milepost 452.1, main 1, no defect.
14 Repeat, no defect. Total axel (indiscernible)

15 6613: We talked to the DS. He's notifying all trains in the
16 location to stop due to derailment. Over.

17 DS11: BNSF DS11. BNSF 6613 West. Over.

18 6613: They said emergency personnel is on the way. They've
19 also contacted ROC and everybody else they can. So
20 we're just waiting.

21 DS11: BNSF DS11. BNSF 6613 West. Over.

22 6613: 6613 West. Go ahead, DS. Over.

23 DS11: Yeah, were you guys moving when this happened? Over.

24 6613: Yes, sir. Over.

25 DS11: Okay. You were moving westward? Over.

1 6613: No, sir.

2 **(Talking clock: 17:01:22)**

3 DS11: All right. And who's injured there? Over.

4 6613: Sir, I don't know. I'm on the head end with the big
5 radio. I just know that from what I've been told, we
6 need immediate emergency personnel. I know there was
7 three gentlemen on the rear of the train. I haven't
8 heard from any of them yet. Over.

9 **(Talking clock: 17:01:49)**

10 6613: You copy that? Train crew's accounted for. One they
11 have, two other possible deceased. Over.

12 **(Talking clock: 17:02:31)**

13 UI: (Indiscernible) accident reported out the train crew
14 from the other train or the train crew plus the brakeman
15 on the rear. Over.

16 **(Talking clock: 17:02:55)**

17 UI: (Indiscernible)

18 6613: Copy that, DS? Over.

19 DS11: I'm sorry. Come again? Over.

20 6613: Yes, sir. The westbound train that impacted the back of
21 the work train, they're accounted for. The Herzog truck
22 is in really bad shape and they're trying to account for
23 the three gentleman that were in it, which is one train
24 crew and two Herzog. They said it's not looking good.
25 We need help, please.

1 DS11: Okay. The crew on the westbound train is accounted for;
2 the Herzog truck is in rough shape, and they're still
3 trying to account for the three on the work train, on
4 the rear? Over.

5 6613: The work train -- the train crew that was on the
6 westbound is accounted for that ran into the back of our
7 train. But our brakeman and the two Herzog gentlemen
8 right now are unaccounted for and they're trying to get
9 to them.

10 **(Talking clock: 17:04:13)**

11 DS11: BNSF 4283 West. Over.

12 JD: Right. Dollarhide to Stroup. Over.

13 SS: Yes, go ahead.

14 JD: Yeah, where are you? Over.

15 SS: I'm trying to get in there. I, I don't know how to get
16 in there.

17 JD: I'm coming back out in Cole's truck. Just hold
18 tight.

19 SS: Where are you going? East or west on the train?

20 JD: 479.8 is where I'm leaving.

21 **(Talking clock: 17:04:53)**

22 SS: Okay. I'll go in, back in Truxton.

23 JD: Okay. The rest of the crew is first exit. Meet me
24 there, or stay there.

25 **(Talking clock: 17:05:20)**

1 JD: Dollarhide to Robinson. Over.

2 **(Talking clock: 17:06:16)**

3 **(Talking clock: 17:06:50)**

4 DS11: BNSF DS11.

5 RF: DS11, Road Foreman Hines. Getting a worrisome report
6 that we had a collision?

7 DS11: That's correct. At 40. -- 480.6. 480.6.

8 RF: What, what's going on there?

9 DS11: 480.6, the work train was dumping rail. I had a train
10 in behind them. Apparently they must have been going
11 east, I would hope, within the same signal block. And I
12 have a westbound train lined in behind them, and the
13 westbound hit them.

14 RF: How did they, how did they hit them? I'm not
15 understanding. At 480.6 the work train is on what
16 track?

17 DS11: Main 1.

18 RF: Okay. You have a train behind them going westbound on
19 main 1?

20 DS11: Correct.

21 RF: And then an eastbound train hit them on main 2?

22 DS11: No.

23 RF: On main 1? How do we got, how do we got east and west
24 on main 1?

25 DS11: Okay, man, you're going to have to call the chief. I

1 got my emergency radio going off still, so --

2 RF: Okay. All right. (Indiscernible)

3 DS11: -F DS11, emergency radio.

4 UI: (Indiscernible). Over.

5 DS11: BNSF DS11, emergency radio. Over.

6 UI: (Indiscernible)

7 DS11: BNSF DS11, emergency radio. Over.

8 UI: BNSF (indiscernible), good night.

9 DS11: BNSF DS11, emergency radio. Over.

10 6613: Yeah, DS, everybody's accounted for. One severely

11 injured, one fatality current. Over.

12 DS11: Okay. One fatality, one severely injured. So you said

13 there were three back there. So the other one's okay,

14 then? Over.

15 6613: Yes, sir. That's correct. Do you have any updates on

16 emergency response at all?

17 DS11: I can look into that next. Over.

18 **(Talking clock: 17:09:36)**

19 DS11: BNSF DS11. Over.

20 UI: Yeah, this is Jeff (indiscernible).

21 DS11: Yeah?

22 UI: Yeah, I need to get all the information I can, I guess,

23 on the train on train.

24 DS11: All right.

25 UI: I got the symbols. Do you got lead engine for the

1 westbound, the SMEM?

2 DS11: It's a WNEEGM --

3 UI: Okay.

4 DS11: -- 04.

5 UI: He didn't give me all that. Okay. Let me review that

6 again. Oh, wait a minute. WNEESGM1- -- okay, I got

7 that one. And what's the lead engine that one?

8 DS11: 6613, 6-6-1-3.

9 UI: 6-1-3. And then what was the other train?

10 DS11: (Indiscernible)

11 UI: SMEM?

12 DS11: M, MFDO102.

13 UI: 102. And the lead engine for that one?

14 DS11: BNSF 4283.

15 UI: 4283. And that one hit the work train, right?

16 DS11: Correct.

17 UI: Okay. Any injuries that you know of or anything?

18 DS11: One fatality, one -- one severely injured.

19 UI: One -- how do you spell fatality. I'll have to look

20 that one up. And one severely injured.

21 DS11: And they wanted me to look, to get back in to see where

22 their emergency personnel is. So unless you hang on,

23 (indiscernible) get off --

24 UI: Yeah, what main (indiscernible)?

25 DS11: Main 1 O&E. And main 2 is locked.

1 UI: Main 1 -- main 2 locked. Okay. I'm sorry. And what
2 did you ask me?

3 DS11: Oh, I got to -- they want --

4 UI: You got a lot stuff to do and go to, yeah. I'm --

5 DS11: (indiscernible) and these, these radios keep going off
6 like this.

7 UI: Oh, I know. I'm sorry. I just -- I got to get the
8 other line too. Okay. All right. I got --

9 JD: I just did a double -- that we got every --

10 DS11: BNSF DS11.

11 ROC: Hey, it's (indiscernible) with the ROC. Did you just
12 give us a call?

13 DS11: Yeah, maybe tried to. They've got a train-on-train
14 accident out here with a fatality and a severely
15 injured. They're wondering where their emergency
16 personnel is at 480.6 on the Seligman sub?

17 ROC: Yes. We called Mojave County at 1558 Central Time. We
18 don't know what their ETA was, but you are saying that
19 there is confirmed injuries and fatalities?

20 DS11: Correct.

21 ROC: Okay. How many? Do you know?

22 DS11: One fatality so far and one that's severely injured.
23 They're like (indiscernible) --

24 ROC: Do you happen to know that injury specifically?

25 DS11: I don't.

1 ROC: I didn't know if you knew what was injured so we can
2 give an update to the local so they know what to bring.
3 DS11: Yeah, hold --
4 ROC: No, I mean, if you can't, it's okay. I understand.
5 DS11: Sure.
6 ROC: Okay.
7 DS11: Hold on.
8 -F DS11, BNSF 6613 West. Over.
9 6613: 6613.
10 DS11: I don't have an update yet. They contacted the Mojave,
11 I guess, police or emergency personnel at 1658, Central
12 Time 1558, 14 minutes ago. But do we happen to know the
13 injuries so they can relay that to the personnel? Over.
14 6613: Stand by.
15 Come in, Dollarhide. Over.
16 JD: Hey, guys, I have left the scene. I'm at the highway.
17 Cole or the train crew from the, from the westbound will
18 be the ones to contact. Over.
19 6613: Okay. Come in, Dimonne. Over.
20 Hey, you got any current updates we can give the
21 emergency personnel an update of what they're looking
22 at?
23 You broke up. Please repeat. Over.
24 Okay. At this time, DS, I got a laceration and serious
25 back pain on one, and the other one's deceased. Over.

1 DS11: Okay. A laceration and back pain on one? Over.

2 6613: That's correct. Serious laceration, serious back
3 pain, limited mobility. And one is deceased. Over.

4 DS11: Okay. And the third, third personnel or third crew,
5 have a brakeman and two Herzog, and the other one's
6 okay? Over.

7 6613: That's correct. Yes, everybody's accounted for. The
8 two injured are the DOA and the laceration and major
9 back pain. Over.

10 DS11: Okay. I'll let them know. Over.

11 ROC: BNSF Police.

12 DS11: Yes, DS11 on the Seligman sub again.

13 ROC: Yes, sir?

14 DS11: Serious back pain and a laceration, limited mobility on
15 one of them.

16 ROC: Okay. All right. I'm on the phone with the locals and
17 I'll give them, give them the update. Okay?

18 DS11: Okay. Do you have an update on their ETA?

19 ROC: Well, they were about to answer. I was still on hold.

20 DS11: Okay.

21 ROC: Do you want to hold on for a second?

22 DS11: Well, I got people in the pod.

23 ROC: Okay.

24 DS11: Yeah.

25 ROC: I understand.

1 **(Talking clock: 17:17:21)**

2 UI: (Indiscernible) Cole.

3 DS11: DS11.

4 1502: Yeah, DS. This is 1502 dog catch crew. We're
5 heading Kingman.

6 DS11: Okay. I don't know what to tell you guys. 1502 --

7 1502: Yeah, we're originally planned for that Alt 203. Still
8 with that?

9 DS11: Yeah, why don't -- just head to Seligman. I don't know.
10 You'll probably -- I don't know if you'll end up being
11 needed or not, but we can probably get the other crew
12 off the train. Head for Seligman.

13 1502: Seligman it is. All right. Here we go.

14 DS11: Okay. Thanks.

15 1502: All right.

16 DS11: BNSF DS11. Kingman radio. Over.

17 UI: 491 (indiscernible)

18 DS11: Go ahead. Over.

19 UI: (Indiscernible)

20 **(Talking clock: 17:18:31)**

21 DS11: Have indication East Griffith. Over.

22 UI: (Indiscernible)

23 DS11: I can barely hear you.

24 (Indiscernible) 7614 at East Griffith. You have
25 authority past the signal showing stop indication, main

1 1 and main 2 westward. Over.

2 UI: BNSF copy (indiscernible) main 1 East Griffith, main 2

3 keep our train west (indiscernible).

4 DS11: That is correct. Over.

5 UI: (Indiscernible). Thank you, sir.

6 **(Talking clock: 17:19:44)**

7 DS11: BNSF DS11, BNSF 4283 West. Over.

8 BNSF DS11, BNSF 4283 West stack train. Over.

9 **(Talking clock: 17:20:12)**

10 DS11: BNSF DS11, BNSF 4283 West stack train. Over.

11 **(Talking clock: 17:20:26)**

12 DS11: -F DS11, BNSF 6613 West. Over.

13 **(Talking clock: 17:20:54)**

14 DS11: BNSF DS11, BNSF 6613 West work train. Over.

15 DS11, BNSF 6613 West work train. Over.

16 (End of recording.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TRAIN CRASH IN CROZIER CANYON
 NEAR KINGMAN, ARIZONA
 JUNE 5, 2018
 Radio Dispatch Calls (Seligman)

ACCIDENT NO.: RRD18FR009

DATE: June 5, 2018

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.


Transcriber

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

TRAIN CRASH IN CROZIER CANYON *

NEAR KINGMAN, ARIZONA * Accident No.: RRD18FR009

JUNE 5, 2018 *

* * * * *

Radio Dispatch Calls
(Seligman)

Tuesday,
June 5, 2018

KEY

DS11 = Dispatcher
SS = Sarah Stroup
UI = Unidentified Speaker

R E C O R D I N G

1
2 **(Talking clock: 15:42:44)**

3 DS11: BNSF DS11, over.

4 6613: 6613, DS.

5 DS11: Go ahead, over.

6 6613: Yeah, you were trying to get ahold of us?

7 DS11: Yeah, several times. So, where -- we're taking this
8 main 1 Hualapai, main 2 Hualapai? Which side? Over.

9 6613: Actually, I guess there's a bare-table now. We're going
10 to be Hackberry main 1.

11 DS11: Okay. Well, that's news to me. Hackberry main 1. I
12 think he ordered your van for Hualapai. So I guess you
13 need that redirected? Over.

14 6613: Yeah, if you could (indiscernible). Sorry I didn't hear
15 you earlier. We're dumping rail in the canyon.

16 DS11: Okay. You made it sound -- I guess, well, without me
17 saying too much. Anyways, is he still working or when
18 are we moving again? Over.

19 6613: Yeah, we're dumping rail right now, still working. We
20 plan on tying up at Hackberry.

21 DS11: Okay. How much more work do you have? Over.

22 **(Talking clock: 15:44:04)**

23 6613: About 45 minutes, sir, yes.

24 DS11: Forty-five minutes and then we're, we're done with
25 dumping rail? Over.

1 6613: That's correct.

2 DS11: Okay. Can your engineer comply with the stop indication
3 at West Valentine? Over.

4 6613: Engineer can comply with the stop indication at West
5 Valentine. And to give you a heads up, we're going to
6 be 15 once we stop dropping rail.

7 DS11: All right. So you're going to be 15 mph? Over.

8 6613: That's correct.

9 DS11: All right. And where are you at now, exactly? Over.

10 6613: We're at 479.9.

11 DS11: At 479.9? Over.

12 6613: That is correct.

13 DS11: Oh, boy. Okay. Sounds good. Let me know when you're
14 moving again, then, please. Over.

15 6613: Okay. Yeah, we got (indiscernible).

16 **(Talking clock: 15:45:13)**

17 DS11: Okay, yeah I see it now. Thank you. Over.

18 6613: (Indiscernible)

19 **(Talking clock: 15:55:19)**

20 UI: (Static; indiscernible).

21 **(Talking clock: 15:56:10)**

22 UI: (Static; indiscernible)

23 **(Talking clock: 16:02:15)**

24 DS11: BNSF DS11. Over.

25 Go ahead. Over.

1 **(Talking clock: 16:02:42)**

2 DS11: What, what track at Getz there? Main 2 or main 1?
3 Over.

4 DS11: Okay. Do you come out PTC or not? Over.

5 DS11: All right. So you want to enter main 1 O&E between West
6 Berry and East Griffith for western movement; is that
7 correct?

8 DS11: All right. You're the BNSF 7614, correct? Over.

9 DS11: BNSF 7614 at McConnico, you have authority
10 under main track number 1 between West Berry, East
11 Griffith for western movement. Over.

12 DS11: That is correct. Over.

13 **(Talking clock: 16:07:43)**

14 **(Talking clock: 16:09:57)**

15 **(Talking clock: 16:10:12)**

16 **(Talking clock: 16:11:57)**

17 **(Talking clock: 16:13:34)**

18 DS11: BNSF C&I -- excuse me -- DS11. Over.

19 DS11: Yeah, I was trying to call you about half a dozen times,
20 but -- anyways, go ahead, Yarborough. Over.

21 **(Talking clock: 16:14:11)**

22 DS11: Okay. Temporary Form A, Seligman Sub, 451.3, 451.6 the
23 10 on main 1 is void; is that correct?

24 DS11: Yeah, I was just seeing if that time was going to
25 be accurate. I'm trying to plan my meets here, but --

1 all right. Thanks. Over.

2 **(Talking clock: 16:15:09)**

3 UI: Over.

4 UI: Hot rail. Main 2 westbound coming in the canyon.

5 **(Talking clock: 16:15:40)**

6 (Static; indiscernible).

7 **(Talking clock: 16:16:30)**

8 MACK: Mack to the local. Over.

9 MACK: You going to be a while before you get in between East
10 and West Griffith? Over.

11 MACK: Okay.

12 MACK: Mack, DS11. Over.

13 MACK: Yes, sir. Could you time out Griffith? I can get
14 through East Griffith right, right quick before that
15 local gets down there.

16 **(Talking clock: 16:17:24)**

17 MACK: They're still shoving out of the track there in
18 McConnico. Over.

19 MACK: I'll be off the track before they can run around their
20 train. Over.

21 **(Talking clock: 16:18:03)**

22 DS11: DS11, BNSF 7614. Over.

23 DS11, BNSF 7614, west at McConnico. Over.

24 DS11: Are you guys moving yet? Over.

25 DS11: The engineer comply with a stop indication at East

1 Griffith? Over.

2 DS11: East Griffith. Over.

3 DS11: Okay. Thanks. Over.

4 **(Talking clock: 16:19:40)**

5 DS11: DS11 to Mack, over.

6 Mack: Mack. Go ahead. Over.

7 DS11: I guess, if you want, request one for the siding.

8 Over.

9 **(Talking clock: 16:20:17)**

10 DS11: Go ahead. Over.

11 DS11: Okay. You're all out on main 1 and headed west, switch

12 is lined/locked normal.

13 DS11: I think I got a track inspector trying to finish up

14 here. He needs Griffith to -- main 2 there. He said

15 he'll probably have it done before you run around your

16 train. Over.

17 **(Talking clock: 16:22:15)**

18 (Static; indiscernible)

19 **(Talking clock: 16:22:29)**

20 (Static; indiscernible)

21 **(Talking clock: 16:23:47)**

22 UI: (Static; indiscernible)

23 DS11: All right. (Static; indiscernible)

24 **(Talking clock: 16:30:20)**

25 DS11: DS11, Mack. Over.

1 MACK: Mack. Go ahead.

2 DS11: Yeah, I gave you the main. Did you get East Griffith
3 no, West Berry no, 8938?

4 DS11: All right. And where are you trying to make it to?
5 Like Harris or something, or what? Over.

6 MACK: 516.4. Over. Kingman. Over.

7 DS11: Okay. And you said somebody can have that done before
8 the local can run around their train? Over.

9 MACK: (Static) out of the siding here, I'll be (indiscernible)

10 DS11: Okey-dokey. Then I won't be able to even have them run
11 around their train while you have the track and time out
12 there on the main, but -- all right. Thanks. Over.

13 **(Talking clock: 16:41:04)**

14 (Tone)

15 **(Talking clock: 16:42:03)**

16 DS11: BNSF DS11. Over.

17 5491: BNSF 5491 East to dispatch. Over.

18 DS11: Go ahead. Over.

19 5491: Yes, sir. It looks like we're going in a hole in
20 Valentine. Do you know if we're going to be here long?
21 Over.

22 DS11: No, just one west. Over.

23 5491: One west. Okay. Thank you, sir.

24 UI: Any word on that throttle?

25 **(Talking clock: 16:44:00)**

1 (Static; indiscernible)

2 **(Talking clock: 16:45:06)**

3 DS11: BNSF DS11, BNSF 5491 East.

4 5491: BNSF 5491. Over.

5 DS11: Yeah, chief says you can be exempt from throttle
6 limitations. Over.

7 5491: Okay. Chief said we can be exempt from throttle
8 limitations. Hey, thank you for your help. Thank you,
9 (indiscernible).

10 DS11: That westbound you're meeting, they're already by
11 Valentine so it'll just be in and out of the siding
12 there. Over.

13 UI: Okay. In and out of the 10 mile-an-hour siding.
14 Thanks, DS. Here we go.

15 **(Talking clock: 16:50:21)**

16 UI: Emergency, emergency, emergency, milepost 480-decimal-2.

17 **(Talking clock: 16:50:52)**

18 UI: Emergency, emergency, emergency. (Indiscernible)

19 UI: Emergency at 480.2 Over.

20 (Tone)

21 **(Talking clock: 16:51:45)**

22 DS11: -F emergency radio, DS11. Over.

23 BNSF DS11. Emergency radio, Berry radio.

24 (Tone)

25 DS11: BNSF DS11. Berry emergency radio. Over.

1 6613: Emergency, emergency, emergency. Work train. Come in
2 DS.
3 (Tone)
4 DS11: -F DS11, emergency radio. Over.
5 SS: Yeah, we had a, we had -- the back of our rail train out
6 here.
7 DS11: Okay. The radios keep going off. What happened? Over.
8 SS: Yeah, we had a, we had a -- back of our rail train out
9 here.
10 DS11: The radios keep going off. What happened? Over.
11 SS: (Indiscernible).
12 DS11: BNSF DS11, emergency radio. Come in. Over.
13 BNSF DS11 answering emergency radio. Over.
14 SS: Yeah, we had a train hit the back of our rail train
15 here.
16 DS11: BNSF DS11 answering emergency radio. Over.
17 6613: 6613, DS. We're in emergency. We had a train run
18 into the back of the work train. We need emergency
19 response. Current head-end location is milepost --
20 about 480. The rear of our train is about 480.6. We
21 need emergency personnel. Train ran into the back of
22 the work train. Over.
23 DS11: 480.6. Work train, the train behind you ran into the
24 back of you, correct? Over.
25 6613: That's correct. We need emergency personnel out here

1 immediately. Over. We're in the canyon.
2 DS11: 480.6, in the canyon. Understood. I'll get it called
3 in. Over.
4 SS: Yeah, what's up? What's going on?
5 SS: Yeah, we, we got the DS. I'm trying to get out of
6 here. What's up with Cole? Are you going back there?
7 SS: Okay, I'm on my way right now.
8 (End of recording.)

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CERTIFICATE

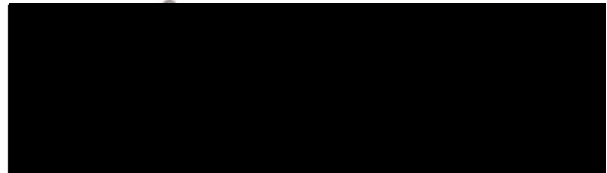
This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TRAIN CRASH IN CROZIER CANYON
 NEAR KINGMAN, ARIZONA
 JUNE 5, 2018
 Radio Dispatch Calls (Valentine#2)

ACCIDENT NO.: RRD18FR009

DATE: June 5, 2018

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.



Transcriber

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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* * * * *
Investigation of: *
*
TRAIN CRASH IN CROZIER CANYON *
NEAR KINGMAN, ARIZONA * Accident No.: RRD18FR009
JUNE 5, 2018 *
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Radio Dispatch Calls
(Valentine)

Tuesday,
June 5, 2018

KEY

JD = Justin Dollarhide
MSG = Recorded Message
ROC = Rail Operations Center
SI DESK = Service Interruption Desk
SS = Sarah Stroup
UI = Unidentified Speaker

R E C O R D I N G1
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(Talking clock: 16:20:17)

UI: Go ahead. Over.

DS11: Okay, you're all out on main 1 and headed west. Switch is lined and locked normal.
I think I got a track inspector trying to finish up here. He needs Griffith main 2 there. So probably have it done before you run around your train.

(Talking clock: 16:22:15)

(Static; indiscernible)

(Talking clock: 16:22:29)

(Static; indiscernible)

(Talking clock: 16:23:47)

(Static; indiscernible)

(Static; indiscernible)

(Talking clock: 16:30:20)

DS11: DS11. Mack. Over.

MACK: Mack, 11.

DS11: Yeah, I gave you the main. Did you get (indiscernible) on East Griffith no, West Berry no, 8938?
All right. And where are you trying to make it to? Like Harris or something, or what? Over.

MACK: 516.4. Kingman. Over.

DS11: Okay. And you said somebody can have that done before the local can run around their train? Over.

1 MACK: (Indiscernible) out of the siding here, I'll be on my
2 way right quick. Over.

3 DS11: Okey-dokey. Then I won't be able to even have them run
4 around their train while you have the track and time out
5 there on the main, but -- all right. Thanks. Over.

6 **(Talking clock: 16:41:04)**

7 (Tone)

8 **(Talking clock: 16:42:03)**

9 DS11: BNSF DS11. Over.

10 5491: BNSF 5491 East to dispatch. Over.

11 DS11: Go ahead. Over.

12 5491: Yes, sir. It looks like we're going in a hole in
13 downtown. Do you know if we're going to be here long?
14 Over.

15 DS11: No, just one west. Over.

16 5491: One west. Okay. Thank you, sir.

17 UI: Any word on that throttle?

18 **(Talking clock: 16:44:00)**

19 (Static; indiscernible)

20 **(Talking clock: 16:45:06)**

21 DS11: BNSF DS11, BNSF 5491 East.

22 5491: BNSF 5491. Over.

23 DS11: Yeah, chief says you can be exempt from throttle
24 limitations. Over.

25 5491: Okay. Chief said we can be exempt from throttle

1 limitations. Hey, thank you for your help. Thank you,
2 (indiscernible).

3 DS11: That westbound you were meeting, they're already by
4 Valentine, so it'll just be in and out of the siding
5 there. Over.

6 UI: Okay. In and out of the 10-mile-an-hour siding.
7 Thanks, DS. Here we go.

8 **(Talking clock: 16:50:21)**

9 6613: Emergency, emergency, emergency. Milepost 480-decimal-
10 2.

11 **(Talking clock: 16:50:52)**

12 6613: Emergency, emergency, emergency (indiscernible).
13 Emergency at 480.2. Over.

14 **(Talking clock: 16:51:45)**

15 DS11: -F, Emergency radio, DS11. Over.
16 BNSF DS11, Emergency radio, Berry radio. Over.
17 -F DS11, Berry emergency radio. Over.

18 6613: Emergency, Emergency, Emergency. Work train. Come in,
19 DS.

20 DS11: DS11, emergency radio. Over.

21 SS: Yeah, we had a, we had a -- the back of our rail train
22 out here.

23 DS11: Okay. The radios keep going off. What happened? Over.

24 SS: (Indiscernible)

25 DS11: BNSF DS11, emergency radio. Come in. Over.

1 BNSF DS11 answering emergency radio. Over.

2 SS: There was a train that hit the back of our rail train
3 here.

4 UI: BNSF DS11 answering emergency radio.

5 6613: 6613, DS. We're in emergency. We had a train run
6 into the back of the work train. We need emergency
7 response. Current head-end location is milepost --
8 about 480. The rear of our train is about 480.6. We
9 need emergency personnel. Train ran into the back of
10 the work train. Over.

11 DS11: 480.6. Work train, the train behind you ran into the
12 back of you, correct? Over.

13 6613: That's correct. We need emergency personnel out here
14 immediately. Over. We're in the canyon.

15 DS11: 480.6, in the canyon. Understood. I'll get it called
16 in. Over.

17 SS: Yeah, what's up? What's going on?

18 6613: (Indiscernible)

19 SS: Yeah, we got -- we have trouble trying to get out of
20 here. What's up with Cole? Are you going back there?
21 Okay. I'm on my way right now.

22 **(Talking clock: 16:55:03)**

23 SS: Yeah, I can hear you.

24 6613: Yeah, roger that.

25 Come in DS. Over. 6613 to the DS. Over.

1 (Tone)

2 DS11: -F DS11. Over. DS11, BNSF 5491 East. Over.

3 5491: BNSF 5491 East. Over.

4 DS11: Yeah, I took that signal back from you, East Valentine.

5 We might have a situation ahead of you there. Over.

6 UI: Stop the train. Derailment.

7 5491: Copy that. Thank you. Over.

8 DS11: Derailment ahead of you. Thanks.

9 Anybody else, emergency radio? Over.

10 BNSF 6613 West, the service interruption desk has been

11 notified. They're notifying the ROC. Over.

12 BNSF DS11, emergency radio.

13 UI: (indiscernible) we're getting trains stopped and got

14 emergency personnel on the way.

15 **(Talking clock: 16:57:15)**

16 DS11: DS11 answering Valentine radio.

17 UI: Repeat the last part -- you broke up -- please.

18 DS11: All right. These emergency radios keep going off here.

19 6613 West, is that who's talking? Over.

20 **(Talking clock: 16:57:58)**

21 DS11: BNSF DS11, emergency radio. Over.

22 6613: DS11, this is the work train out here with that

23 emergency. We need immediate medical personnel here.

24 It's bad. We need people out here as soon as possible.

25 There's a derailment also over on the main 2. You need

1 to shut it all down.

2 DS11: Okay. Understood. Yeah, I got it protected. Service
3 interruption desk has been notified and they're
4 notifying the ROC, which should be contacting emergency
5 personnel. Over.

6 6613: Okay. We need it as soon as possible, please, please.

7 DS11: Understood. Over.

8 **(Talking clock: 16:59:44)**

9 DS11: DS11, BNSF 4283 West. Over.

10 **(Talking clock: 17:00:05)**

11 DS11: -F DS11. BNSF 4283 West. Over.

12 **(Talking clock: 17:00:27)**

13 UI: I was talking to the DS. He's notifying all current
14 locations to stop due to derailment. Over.

15 DS11: DS11, BNSF 6613 West. Over.

16 6613: They said emergency personnel is on the way. They've
17 also contacted ROC and everybody else they can. So
18 we're just waiting.

19 DS11: BNSF DS11, BNSF 6613 West. Over.

20 6613: 6613 West. Go ahead, DS. Over.

21 DS11: Yeah, were you guys moving when this happened? Over.

22 6613: Yes, sir. Over.

23 DS11: Okay. You were moving westward? Over.

24 6613: No, sir.

25 **(Talking clock: 17:01:21)**

1 DS11: All right. And who's injured there? Over.

2 6613: Sir, I don't know. I'm on the head end with the big
3 radio. I just know that from what I've been told, we
4 need immediate emergency personnel. I know there was
5 three gentlemen on the rear of the train. I haven't
6 heard from any of them yet. Over.

7 **(Talking clock: 17:01:48)**

8 6613: You copy that? Train crew's accounted for. One they
9 have, two other possible deceased. Over.

10 **(Talking clock: 17:02:30)**

11 6613: (Indiscernible) accident reported out the train crew
12 from the other train or the train crew plus the brakeman
13 on the rear. Over.

14 **(Talking clock: 17:03:01)**

15 6613: Copy that, DS? Over.

16 DS11: Come again? Over.

17 6613: Yes, sir. The westbound train that impacted the back of
18 the work train, they're accounted for. The Herzog truck
19 is in really bad shape and they're trying to account for
20 the three gentleman that were in it, which is one train
21 crew and two Herzog. They said it's not looking good.
22 We need help, please.

23 DS11: Okay. The crew on the westbound train is accounted for;
24 the Herzog truck is in rough shape, and they're still
25 trying to account for the three on the work train, on

1 the rear? Over.

2 6613: The work train -- the train crew that was on the
3 westbound is accounted for that ran into the back of our
4 train. But our brakeman and the two Herzog gentlemen
5 right now are unaccounted for and they're trying to get
6 to them.

7 **(Talking clock: 17:04:13)**

8 DS11: BNSF 4283 West. Over.

9 JD: Right. Dollarhide to Stroup. Over.

10 SS: Yes, go ahead.

11 JD: Yeah, where are you? Over.

12 SS: I'm trying to get in there. I, I don't know how to get
13 in there.

14 JD: I'm coming back out in Cole's truck. Just hold tight.

15 SS: Where are you going? East or west on the train?

16 JD: 479.8 is where I'm leaving.

17 **(Talking clock: 17:04:52)**

18 SS: Okay. I'll go in, back in Truxton.

19 JD: Okay. The rest of the crew is first exit. Meet me
20 there, or stay there.

21 **(Talking clock: 17:05:19)**

22 JD: Dollarhide to Robinson. Over.

23 **(Talking clock: 17:06:59)**

24 JD: Dollarhide to Robinson. Over.

25 **(Talking clock: 17:07:12)**

1 6613: Robinson, Dollarhide's trying to call you.

2 6613: Go ahead, Dollarhide.

3 JD: I just (indiscernible) if they found anything more,
4 I would try to get help in there, but I took his truck.
5 I took his (indiscernible).

6 6613: Robinson, you copy that? He took your truck to the
7 highway.

8 **(Talking clock: 17:07:44)**

9 6613: Everybody's accounted for; one fatality, one injured,
10 correct?
11 (Tone)

12 DS11: BNSF DS11, emergency radio.

13 UI: (Indiscernible)

14 DS11: BNSF DS11, emergency radio.

15 UI: (Indiscernible) BNSF --

16 DS11: BNSF DS11, emergency radio.

17 UI: BNSF 4360 (indiscernible), good night.

18 DS11: BNSF DS11, emergency radio.

19 6613: Yeah, DS, everybody's accounted for. One severely
20 injured, one fatality current. Over.

21 DS11: Okay. One fatality, one severely injured. So you said
22 there were three back there. So the other one's okay,
23 then? Over.

24 6613: Yes, sir. That's correct. Do you have any updates on
25 emergency response at all?

1 DS11: I can look into that next. Over.

2 **(Talking clock: 17:09:34)**

3 JD: Dollarhide to track (indiscernible). Roy, you on there?

4 SS: Come in, Dollarhide.

5 JD: This is Dollarhide, Sarah.

6 SS: What's going on?

7 JD: I'm trying to get up to the highway so I can try to
8 get emergency vehicles in here. Anyhow, I'm almost to
9 the highway.

10 SS: Where are (indiscernible)

11 UI: To -- yeah, (indiscernible)

12 JD: (Indiscernible) milepost, going to be about 478, is
13 where I'm currently coming out of. Over.

14 SS: About (indiscernible). What's the status of Cole?

15 JD: Cole -- everybody's accounted for; one fatality,
16 one severe injured right now.

17 **(Talking clock: 17:10:57)**

18 JD: Foreman Dollarhide, DS11. Over.

19 (Tone)

20 6613: Work train to Dollarhide. Last time I talked to him I
21 was trying to get an update on emergency response.

22 Over.

23 JD: Okay. Guys, I just did a double check to make sure we
24 got everything shut down on main 2 between East
25 Valentine and Cherokee. When they do get here, we are

1 going to have to go down main 2 to get to them. Over.

2 UI: (indiscernible) stop all movement due to derailment

3 and everything going on, on main 2. Stop everything.

4 JD: Okay. Appreciate it. Thank you, guys.

5 **(Talking clock: 17:12:22)**

6 DS11: BNSF DS11, BNSF 6613 West. Over.

7 6613: 6613. Go ahead.

8 DS11: I don't have an update yet. They contacted the Mojave,

9 I guess, police or emergency personnel at 1658, Central

10 Time 1558, 14 minutes ago. But do we happen to know the

11 injuries so they can relay that to the personnel? Over.

12 6613: Stand by.

13 Come in, Dollarhide. Over.

14 JD: Hey, guys, I have left the scene. I'm at the highway.

15 Cole or the train crew from the, from the westbound will

16 be the ones to contact. Over.

17 6613: Okay. Come in, Dimonne. Over.

18 Hey, you got any current updates we can give the

19 emergency personnel an update of what they're looking

20 at?

21 Okay. You broke up. Please repeat. Over.

22 Okay. At this time, DS, I got a laceration and serious

23 back pain on one, and the other one's deceased. Over.

24 DS11: Okay. A laceration and back pain on one? Over.

25 6613: That's correct. Serious laceration, serious

1 back pain, limited mobility. And one is deceased.
2 Over.
3 DS11: Okay. And the third, third personnel or third crew
4 have a brakeman and two Herzog, and the other one's
5 okay? Over.
6 6613: That is correct. Yes, everybody's accounted for.
7 The two injured are the DOA and the laceration and major
8 back pain. Over.
9 DS11: Okay. I'll let them know.
10 JD: Dollarhide, DS11.
11 6613: DS11, Dollarhide's calling you.
12 JD: Dollarhide to work train. Over.
13 6613: The work train. Go ahead, Dollarhide.
14 JD: Hey guys, if you do talk to them again, if I don't
15 see anybody, milepost 90.8 on Route 66 is where they
16 need to come in, and I'm sitting here. Over.
17 6613: Okay, 90.8 on Route 66. Okay.
18 JD: Yes, sir. Over.
19 (Tone)
20 **(Talking clock: 17:16:22)**
21 6613: 6613 to the DS. Over. Come in. Over.
22 **(Talking clock: 17:16:54)**
23 JD: Dollarhide to (indiscernible). Over.
24 6613: Dollarhide, this is head end of the work train
25 (indiscernible)

1 JD: Okay. I appreciate it, guys. I'm just kind of
2 curious. There's two ways to get in there. There's a
3 way down there by your head end or where Cole's truck
4 was, and I'm trying to figure out which one's the best
5 way. Over.

6 6613: Well, (indiscernible) where my head end's at right
7 now is (indiscernible). There's just no real roads in
8 here. There's (indiscernible)

9 JD: Okay. That's what I was curious. I didn't know
10 which one was closer. So I'll get them in this way.
11 Over.

12 UI: (Indiscernible)

13 UI: BNSF (indiscernible)

14 DS11: BNSF DS11, EM radio. Go ahead. Over.

15 **(Talking clock: 17:18:29)**

16 DS11: (indiscernible) at East Griffith. You have
17 authority past the signal showing stop indication, main
18 1 and main 2 westward.

19 6613: 6613 work train calling the DS. Come in DS.

20 JD: Got two vehicle's going up, guys, at the highway.

21 6613: Right on. Right on. Okay, thank you.

22 6712: 6712 West, DS.

23 **(Talking clock: 17:19:26)**

24 (Tone)

25 **(Talking clock: 17:19:43)**

1 DS11: BNSF DS11, BNSF 4283 West. Over.

2 BNSF DS11, BNSF 4283 West stack train. Over.

3 **(Talking clock: 17:20:12)**

4 DS11: BNSF DS11, BNSF 4283 West stack train. Over.

5 -F DS11, BNSF 5613 West. Over.

6 **(Talking clock: 17:20:54)**

7 DS11: BNSF DS11, BNSF 6613 West work train. Over.

8 BNSF DS11, BNSF 6613 West work train --

9 (End of recording.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TRAIN CRASH IN CROZIER CANYON
 NEAR KINGMAN, ARIZONA
 JUNE 5, 2018
 Radio Dispatch Calls (Valentine)

ACCIDENT NO.: RRD18FR009

DATE: June 5, 2018

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.


Transcriber