

Phone Interview (Conducted by UP John Allbery) – Green River Engineer Matt Reeves

*Operated the MGRCY04 between Green River, WY (originating station) and Rawlins, WY

*Train was built in 2 different tracks by Green River yard crew. Crew was RCO.

*Stated that carmen/mechanical/yard crew in Green River had performed Initial Terminal air test using yard air

*Reeves added power to train and doubled tracks together

*Stated that ETD emergency capability test was done next to locomotive (“bench test”, not on rear of train)

*Had to stop train before leaving Green River because PTC would not initialize. Dropped the PTC breaker on the UP 5412 and PTC initialized after breaker was moved back to the on position (rebooted PTC).

*Had a steady flow of 17 cfm between Green River, WY and Rawlins, WY

*Tied train down in Rawlins, WY. The outbound crew was not on duty at the time they arrived.