

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

\*

DERAILMENT OF UNION PACIFIC \*

RAILROAD TRAIN UEBLTG 20 WITH \* Accident No.: RRD19FR007

SUBSEQUENT FIRE AND HAZARDOUS \*

MATERIALS RELEASE, FORT WORTH, \*

TEXAS, APRIL 24, 2019 \*

\*

\* \* \* \* \*

Interview of: SHANNON SUMMERS  
Manager Track Maintenance

Homewood Suites  
Fort Worth, Texas

Friday,  
April 26, 2019

## APPEARANCES:

TROY LLOYD, Rail Accident Investigator  
Track and Engineering Group Chairman  
National Transportation Safety Board

RYAN FRIGO, Rail Accident Investigator  
Operations and System Safety  
National Transportation Safety Board

TODD NULL, Track Inspector  
Federal Railroad Administration (FRA), Region 5

DARIUS MACK, Track Specialist  
FRA Region 5

ADAM GIOVANDO, Deputy Regional Administrator  
FRA Region 5

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I N T E R V I E W

1  
2 MR. LLOYD: All right, we're on the record.

3 Good morning. My name is Troy Lloyd. I'm the NTSB track  
4 group chairman for this accident. We're here today on April 26,  
5 2019 at the Homewood Suites Fort -- in Fort Worth, Texas, to  
6 conduct an interview with Shannon Summers, who is the manager of  
7 track maintenance, who is in charge of maintaining the Midlothian  
8 subdivision for the Union Pacific Railroad.

9 This interview is in conjunction with NTSB's investigation of  
10 a Union Pacific key train of denatured ethyl alcohol that derailed  
11 and caught fire in the vicinity of milepost 48.8 on the Midlothian  
12 subdivision located in Fort Worth, Texas. The derailment occurred  
13 on April 24, 2019. The NTSB accident reference number for this  
14 accident is RRD19FR007. The purpose of this investigation is to  
15 increase safety, not to assign blame, fault or liability.

16 Before we begin our interview and questions, we'll go around  
17 the table and introduce ourselves. Please spell your last name,  
18 who you are representing and your title. I'd like to remind  
19 everyone to speak clearly so we can get an accurate recording.  
20 I'll start off with myself, and I'll pass off to the left -- no,  
21 we'll pass off to the right with Mr. Frigo.

22 Again, my name is Troy Lloyd. The spelling of my last name  
23 is L-L-O-Y-D. And I am with the NTSB track and engineering group  
24 chairman for this accident.

25 MR. FRIGO: Ryan Frigo, F-R-I-G-O, NTSB operations and system

1 safety.

2 MR. NULL: Todd Null, Region 5 track inspector, Fort Worth,  
3 Texas. Last name Null, N-U-L-L.

4 MR. MACK: Darius Mack, track specialist, FRA, Region 5.

5 MR. GIOVANDO: Adam Giovando, G-I-O-V-A-N-D-O, deputy  
6 regional administrator, Region 5.

7 MR. SUMMERS: Shannon Summers, Union Pacific Railroad,  
8 manager of track maintenance. My last name: S-U-M-M-E-R-S.

9 MR. LLOYD: All right. We can proceed with first names,  
10 Shannon?

11 MR. SUMMERS: Shannon, S-H-A-N-N-O-N. Yes.

12 MR. LLOYD: Is it okay to call your first name, Shannon?

13 MR. SUMMERS: Yes, sir.

14 MR. LLOYD: Okay. All right, before we start, as we talked  
15 earlier, we do have your permission to record our discussion with  
16 you today. And do you understand the transcript will be part of  
17 the public docket? As such, we cannot guarantee any  
18 confidentiality.

19 As we discussed, do you have any type of representative  
20 today? You can have a representative here if you want.

21 MR. SUMMERS: No.

22 MR. LLOYD: Okay. Again, I'd like to have everybody to speak  
23 clearly so we can just get a good transcript of the accident. So  
24 let's go ahead and proceed.

25 INTERVIEW OF SHANNON SUMMERS

1 BY MR. LLOYD:

2 Q. All right, Shannon, just go ahead and just give us a history  
3 of your work history at the UP from, you know, the day you got  
4 hired and how you worked up through --

5 A. I hired out in May of 2005. I hired out as a trackman in  
6 Fort Worth, Texas. I worked my way up through the ranks from  
7 trackman to the truck driver to foreman. I stayed foreman for  
8 many years till around 2012, I took a track supervisor position on  
9 the system rail side. And I worked as a track supervisor there  
10 for roughly a year, year and a half, and then came back to the  
11 Fort Worth service unit. Took a track supervisor position in 2015  
12 on the Fort Worth service unit. Worked as a track supervisor for  
13 year and a half and then took the MTM position on Midlothian and  
14 Ennis subdivision. I want to say it was around September of 2017.  
15 And I've been here on the Midlothian and Ennis subdivision ever  
16 since.

17 Q. Okay. So your current position now is the manager of track  
18 maintenance?

19 A. Yes, sir.

20 Q. Okay. What does that consist of? What divisions do you  
21 have? How much territory?

22 A. I have roughly 100 miles of main line and three switching  
23 yards. I have the entire Midlothian subdivision, which is from  
24 milepost 50.3 to 0; and then I have the Ennis subdivision from  
25 230.94 up to around milepost 260 and some change; and then I have

1 a partial of the Dallas subdivision going west to milepost 212.7  
2 -- from SP Junction to 212.7; and then I have a partial of the  
3 Mineola sub to the east from SP Junction to around milepost 206.

4 Q. So as your duties of manager of track, what does that --  
5 what's that entail?

6 A. Just keeping the track maintained. Minor repairs, inspection  
7 of tracks, just keeping the railroad -- keeping the tracks  
8 running, keeping the tracks up to grade.

9 Q. Okay. So you're actually the person in charge that schedules  
10 track maintenance? You have supervisors that report to you?

11 A. That is correct. I have two track inspectors, and then I  
12 have two track foremen, which -- tamping gang, welding gang. No  
13 immediate supervisors, just inspectors.

14 Q. Okay. So there's personnel that report to you. They assist  
15 you in maintaining the whole entire property or do you have people  
16 designated for the Midlothian subdivision or --

17 A. No, I have 11 guys, and that includes my 2 inspectors, and  
18 everybody else is just -- is the workers, whether it be -- I have  
19 two men -- two machine operators, two welders and five -- a five-  
20 man section gang. And we entire -- we maintain the entire 100  
21 miles of main line and the 3 switching yards.

22 Q. A lot of property for 11 people. All right. So just give us  
23 a brief history. Talk about the history since you've taken over.  
24 Talk about the history of the Midlothian subdivision.

25 A. We've had a -- the biggest thing we've had on the Midlothian

1 subdivision since I've taken it, we've had a tie gang come in, in  
2 -- started in December of 2018, and they laid ties, the new  
3 crossings, from basically milepost 50.3 to 0. Other than that, it  
4 was just every other day maintenance, you know, throughout the  
5 subdivision. I've had zero -- and since I've taken the territory,  
6 I've had zero main line derailments on the territory. Slow orders  
7 to the minimal. I've had -- since I've had it, I've had zero FRA  
8 violations as far as I've had Mr. Null, state inspectors, you  
9 know, come out periodically to do, you know, spot inspections, and  
10 I've had zero violations with zero track-caused derailments since  
11 I've been here.

12 We've had one instance of a washout at this location,  
13 September the 22nd of 2018.

14 Q. When was that? September --

15 A. The 22nd. Basically consisted of the lake, the lake  
16 overflowing and causing side wash, basically starting just about  
17 maybe 300 feet south of the FWWR over our railroad where it comes  
18 over us, about 1200 foot of side wash back in September. Other  
19 than that, as far as I've been on the territory, we haven't had  
20 any -- as far as any washouts or anything in that particular area.

21 Had one other instance of a train reporting high water, which  
22 the lake was full and of course running down the ditch, but  
23 nothing in the track.

24 Q. When was that?

25 A. That was -- it was around April the 16th.



1 Q. And that didn't cause any problems, any speed restrictions?

2 A. No structure damage, no speed restrictions. But other than  
3 that, that's about it.

4 Q. Well, since we're on the track of Echo Lake, before you took  
5 over the manager of track maintenance, do you know any other past  
6 histories where Echo Lake gave --

7 A. Just of hearsay, you know. Talked to MTMs that have been on  
8 the territory before. They've had issues with the lake  
9 overflowing for quite some time.

10 Q. All right. So it has been a past --

11 A. Yes, sir.

12 Q. -- problem. So when you do get those problems with the lake  
13 overflowing over on your track right-of-way and creating these  
14 washouts, how do you handle those?

15 A. Yeah, any time we get a flash flood warning tag from our  
16 dispatching center in that milepost range -- I mean, in that  
17 milepost range or on the northern end of the Midlothian territory,  
18 that's the first place we go inspect. And we inspect it every 2  
19 hours until the flash flood is expired. And we do it -- once the  
20 flash flood is expired, we'll do a final inspection on it. And if  
21 everything is good, then we go back to ordinary inspections, which  
22 is twice a week.

23 Q. And you would send inspectors out to --

24 A. Yes.

25 Q. -- look at that, and what power do they have if they would

1 see a problem with water overflow?

2 A. I mean, they have the power to restrict, remove -- or remove  
3 from service.

4 Q. Okay.

5 A. And like I said, they inspect it, you know, every 2 hours  
6 until the restriction is -- or until the tag has expired.

7 Q. Okay. So going back to the September 22 of 2018 where you  
8 had the washout, was that a flash flood warning that you got or is  
9 that something that you were notified ahead of?

10 A. It wasn't -- no, it was a flash flood tag. And my inspector  
11 went out, noticed the side wash, and took the track out of  
12 service.

13 Q. Okay. So the track had to be taken out of service --

14 A. Yes. That's correct.

15 Q. -- that day? And how bad was the track conditions?

16 A. It was about 1200 feet side wash. Just a little bit -- I  
17 don't know -- from the edges of the ties about partial way  
18 underneath the west rail. The side wash was on the west side.  
19 And it side washed about -- I don't know -- maybe 3 feet under the  
20 ties, 3 to 3½ feet under the ties for about 1,000 to 1200 feet.

21 Q. So how do you guys take care of that once that washout  
22 problem occurs?

23 A. We brought in riprap, big rock, and we armored the ditch line  
24 and the shoulders of the track. I don't know exactly how much rip  
25 we brought in, but quite a bit. And I've got pictures of it too,

1 so --

2 Q. So who gives you the flood watch or the severe weather  
3 alerts? How do you receive those?

4 A. We get that from our -- the HDC, from our dispatching center.  
5 I'm not sure how they get them or where they get them from, but  
6 once they get them, they notify us. And then we send somebody out  
7 right away, or myself.

8 Q. Prior to this accident, this one that we're interviewing, did  
9 you get any type of severe weather alerts?

10 A. No. No flash flood, no flash flood warnings.

11 Q. Did any other divisions get anything?

12 A. You know, I know there was a lot of flash flood tags around  
13 me after talking to folks. But as far as time frames, exact time  
14 frames on those flash floods, I'm not sure exact what time frames.  
15 I did get a flash flood tag at 3:30 -- around 3:30 a.m. Of  
16 course, we were already on the ground at 12:30, so it was a little  
17 too late for that.

18 Q. So let's talk about the drainage problems that exist. We  
19 went out there and walked yesterday, and we'd seen some street  
20 culverts. We seen one, adjacent street culvert where the street  
21 runoff comes in there at East Shaw and Todd Street. You guys  
22 don't maintain --

23 A. No, that particular culvert is maintained by the city. The  
24 culverts that go under our infrastructure, we maintain those. But  
25 the one that's the bad one, that one's maintained by the city

1 there.

2 Q. Have you seen them recently since you've taken over the  
3 manager of track maintenance? Have you seen the city out doing  
4 any --

5 A. No.

6 Q. -- kind of culvert maintenance or clean --

7 A. No, none. None at all. None at all. And, you know, that  
8 culvert -- there's a fence that runs along through there along the  
9 houses. And when they cut their trees and dump their trash, they  
10 dump it over the fence and it ends up in the culvert.

11 Q. Okay. So what about -- who would maintain the under --  
12 drainage culvert that runs underneath the crossing, the north and  
13 south culverts up here at 49.3?

14 A. Of the road itself?

15 Q. Yeah.

16 A. That's the city's.

17 Q. Okay. And how would they -- if they would want to do some  
18 culvert cleaning, some drainage cleaning, how would they notify  
19 you guys? I mean, I'm sure they'd have to come on your right-of-  
20 way.

21 A. Yeah, they would have to notify us for protection, for  
22 protection of trains. And how they do their clean-up, I'm not  
23 sure. But they'd have to notify us for -- to get on-track safety.

24 Q. And again, what date did you take over the manager of track  
25 maintenance?

1 A. I took the manager of track, September of 2017.

2 Q. And again, nothing from the city or state to notify you that  
3 they want to do some drain --

4 A. No. Nothing.

5 Q. -- culvert cleaning or whatever?

6 Do you know anything about who would maintain or own Echo  
7 Lake? Who would be responsible for the water that's overflowing  
8 onto your all's right-of-way property?

9 A. As far as I know, there's just a -- there's a sign there at  
10 Echo Lake that says that this is -- this property is facilitated  
11 by the city of Fort Worth, Texas. So as far as I know, it's the  
12 city of Fort Worth.

13 Q. Do you know if the city has done any type of studies to help  
14 -- to stop -- the prevention of the water running over to your  
15 property or --

16 A. I know of an engineering firm that we use, they sent me a  
17 file where, back in 2017, they were supposed to install a 42-inch  
18 -- I think it was a 42-inch culvert to help with the drainage --  
19 the overflow of the lake. But my understanding that -- my  
20 understanding that that was never done.

21 Q. So it was never done.

22 MR. LLOYD: All right, that's all I have. I'll pass it to my  
23 right, to Mr. Ryan Frigo.

24 BY MR. FRIGO:

25 Q. All right, Shannon. I'm just curious if you could walk me

1 through the process for when you receive a notification of an  
2 abnormal condition along the right-of-way, how do you receive  
3 those -- that information?

4 A. Well, an abnormal something on the side of the right-of-way  
5 is usually reported by a train going by. You know, the train will  
6 -- the train crew will notify the dispatching center and then the  
7 dispatching center will notify ourselves. And if it's high water  
8 or anything that's obstructing the track, we send out inspectors  
9 or ourselves will go out, inspect the track and make sure the  
10 structure's in sound condition.

11 Q. Okay, and do you -- and when you get out there, you take a  
12 look around. What are your next steps after you evaluate the  
13 reported conditions?

14 A. Well if it's water, high water coming up next to the tracks,  
15 we inspect, you know, ever hour to 2 hours to make sure it's  
16 receding. If it's going down, then we'll reinspect to make sure  
17 there's no rise in the water. And once we determine there's no  
18 rise in the water and there's no damage to the structure, then we  
19 go back to the -- to our ordinary everyday inspections.

20 Q. And is -- are those events tracked in a database?

21 A. Yes. The inspectors do put in inspection reports for their  
22 flash flood inspections, whether there may be flash flood or heat  
23 inspections or cold weather inspections or whatever it -- so we --  
24 they do go into the track inspection database.

25 Q. Okay. And do you -- is there any trend analysis that's

1 performed on the historical data that's collected that you know  
2 of?

3 A. None that I know of.

4 Q. Okay. And then when we spoke to the -- we spoke to the  
5 conductor on the accident train, and he mentioned that he reported  
6 a high water condition the week before.

7 A. Right.

8 Q. Is that something that you were familiar with?

9 A. Yes. That was the 16th -- I think, I believe that was on the  
10 16th. Yeah. Myself and my track inspector, we went out -- we  
11 both went out to that. And, of course, the lake was full as usual  
12 when it rains, and water was draining down the bar ditch just like  
13 it always does. Nothing over the ordinary.

14 Q. All right. So you thought it was okay. A decision was made  
15 that day to just proceed as normal --

16 A. Right.

17 Q. -- with operations?

18 A. Yeah. With the armoring that we did back in September with  
19 the rip, armored the shoulders and the ditches with the rip, you  
20 know, we thought that it was safe to keep running trains.

21 Q. Okay. And I know Troy just asked you about the -- if you  
22 were aware of any projects with the state or the city. What about  
23 the county? Anything with the county?

24 A. Yeah, I'm not aware of anything. The only thing -- like, I  
25 didn't -- I wasn't even aware until the engineering firm that we

1 use to do roadbed stabilization type projects, they made it --  
2 they're the ones that brought that to our attention about the work  
3 that was supposed to be done back in 2017 to the lake.

4 MR. FRIGO: All right, Shannon, thank you. I don't have any  
5 further questions.

6 BY MR. NULL:

7 Q. I got -- really the only one I got -- on the track authority,  
8 tracking time, do they -- whenever they do a special inspection or  
9 get called for like a flash flood or something, does it -- is  
10 there like a different name for it? Do they label it like a flash  
11 flood or heat inspection, anything like that?

12 A. You talking about my inspectors or the dispatchers?

13 Q. Yes, yes. Whenever they call to get time, it's --

14 A. Yes.

15 Q. Instead of just regular authority, they -- do they label it  
16 like a special inspection or --

17 A. Well, when they call to get time, they tell -- they just tell  
18 the dispatcher, hey, I'm such and such, such and such here to do a  
19 flash flood inspection. And all flash flood inspections --  
20 inspectors, whoever is doing the inspection, they take priority  
21 over running trains.

22 Q. That's what I wanted to know. That's what I was getting at.  
23 If they call and say, hey, we got some water out here, you called  
24 me up about the flash flood alert, I need to high rail 50 to 40 --

25 A. Yes. We take priority.



1 Q. They do take priority. Okay.

2 A. Yep.

3 MR. NULL: That's all I had, gentlemen.

4 MR. LLOYD: Darius?

5 MR. MACK: Darius Mack, M-A-C-K.

6 BY MR. MACK:

7 Q. The question I had was just, when you get the weather alerts,  
8 when they come to you from the dispatcher's office, is there some  
9 type of restriction put on the track at that time before it's  
10 inspected as far as --

11 A. The restriction is put on by the dispatcher.

12 Q. By the --

13 A. Yeah, I think they -- pretty sure the trains, they have to  
14 run at restricted speed until inspected.

15 MR. MACK: Okay. That's all I had.

16 MR. GIOVANDO: All right. Adam Giovando, FRA. Last name  
17 spelled G-I-O-V-A-N-D-O. I just have a couple follow-up  
18 questions.

19 BY MR. GIOVANDO:

20 Q. Going back to the territories that your inspectors have, you  
21 said they have 100 miles of main line?

22 A. Yes, sir.

23 Q. And then three switching yards?

24 A. Yes, sir.

25 Q. Do you know how many switches and yard tracks are in those

1 yards, the combined total?

2 A. I have one inspector that has 120 switches. And then the  
3 inspector on this end, he doesn't have but about -- I think it's  
4 about 80 switches, but he -- the inspector that I have that  
5 inspects on the Midlothian sub, he inspects another partial yard  
6 that doesn't belong to me. I don't really know how many switches  
7 are in that yard because it doesn't come up in my inventory. So I  
8 don't know what he inspects out at that yard.

9 Q. Okay, so just on your territory --

10 A. Yeah, I have about -- right around -- yeah, between the  
11 Midlothian and Ennis, right around probably 210.

12 Q. Okay. Okay. And then how many yard track miles would you  
13 estimate?

14 A. I couldn't -- man, I --

15 Q. Or how many yard tracks?

16 A. A bunch.

17 Q. A bunch? And so comparative to other MTM territories, is  
18 your territory an average or is it --

19 A. I have more yards. I have more yards, where most MTMs have  
20 more main line. You know -- I have a lot of yard. We got a lot  
21 of yard tracks, lots of industry tracks.

22 Q. All right. And then also following up on the -- you said  
23 there was a survey done in 2017, and they were supposed to install  
24 two 42-inch culverts. Who was --

25 A. I understand it was --

1 Q. -- supposed to install those?

2 A. My understanding, it was Tarrant County. That was done by  
3 Tarrant County and the city of Fort Worth, is what my  
4 understanding was on that.

5 Q. Okay. And do you know where those were supposed to be  
6 installed at, like, location-wise to --

7 A. There is a -- there is two small culverts in -- that go  
8 underneath the FWWR which basically is the lake dam. Those pipes,  
9 the new pipes that -- the 42-inch culverts were supposed to go in  
10 right beside those.

11 Q. Okay. And the other follow-up question on the -- you said  
12 that it was April 16th that -- you guessed that it was April  
13 16th --

14 A. Right. Yes, sir.

15 Q. -- when you went out there for the -- so that was a special  
16 inspection?

17 A. It wasn't a special inspection. It wasn't a flash flood  
18 inspection. It was just reported by the -- by a train going by.

19 Q. Okay. And do you know, did you put an inspection report in  
20 that day or did your track --

21 A. My track inspector would have.

22 Q. He did? Okay.

23 A. Yes, sir.

24 Q. And then one last question, a follow-up on the washout that  
25 you had in September of 2018. So the -- you said you put riprap

1 down to armor up the shoulder and the ditch.

2 A. Yes, sir.

3 Q. Was that considered a temporary repair, a permanent repair  
4 to --

5 A. That was, I mean, that was our permanent repair.

6 Q. Were there any other discussions as far as, you know,  
7 drainage, flooding in that area --

8 A. We've had a drainage project being built for the Midlothian  
9 sub for about a year, year and a half, waiting on it to go into  
10 effect, to get all of, I guess -- everybody to get all their stuff  
11 in the right spot. Waiting on bids from contractors and stuff  
12 like that. So we've had some works -- some stuff in the works on  
13 our side for a while.

14 Q. And that project, would it have entailed that area?

15 A. It would have entailed that area.

16 Q. Okay. And so as far as, you know, drainage project, what all  
17 would that have entailed? Would it have --

18 A. No, I haven't --

19 Q. -- expanded the right-of-way or --

20 A. That I couldn't -- I can't really answer totally because that  
21 goes through our engineering side, and I have not seen any  
22 print -- the prints on what they, you know, plan on doing.

23 MR. GIOVANDO: Okay. That's all I have. I appreciate it.

24 MR. LLOYD: All right, I'll continue. It's Troy Lloyd, L-L-  
25 O-Y-D.

1 BY MR. LLOYD:

2 Q. Let's talk about working with your inspectors' efficiency  
3 tests. How often do you get out and just, you know, monitor your  
4 inspectors to see how they're doing? You know --

5 A. I do --

6 Q. -- how do you, how do you document that and all that?

7 A. I do track inspector evaluations. I have two a month that I  
8 do on each inspector. And I basically get in and I meet them  
9 up -- I meet with them around 7:30, 8 o'clock once the conference  
10 calls are over in the morning. And I'm with them on their  
11 territory for the full day, riding track, walking track. Just  
12 monitoring, you know, what they're doing, how they're inspecting  
13 track and what they're -- how their track structure is looking,  
14 and just make sure they're doing what they're supposed to be  
15 doing.

16 Q. So what about when they -- are you dispatched when -- so  
17 let's just say a severe flood watch would come in. So you notify  
18 your inspectors?

19 A. They call -- yeah. I get the phone call first. And then  
20 I --

21 Q. And you dispatch your forces.

22 A. -- then I dispatch the inspectors.

23 Q. Now do you ever have to go out on any of them if it's -- if  
24 you know it's going to be pretty bad, or --

25 A. Yeah. I mean, typically on the weekends, I mean, you know,

1 one of my inspectors is off on 2 days of the -- one of my  
2 inspectors is off on Friday and Saturday. My other inspector is  
3 off on Sunday and Monday. So we kind of split the territory. And  
4 if we get a call in the area that I'm covering, I'll go. You  
5 know, and then that's on Friday and Saturday. Then I go the other  
6 direction on Sunday and Monday, so -- yeah, I do go out.

7 Q. So what about other parts of the divisions, subdivisions,  
8 that you're in charge of? Any other problems with water intrusion  
9 or, you know, adjacent water problems that's coming onto the  
10 property other than the Midlothian subdivision?

11 A. No, that's it. Just Midlothian sub. Haven't had any issues  
12 anywhere else. Knock on wood.

13 Q. How would you rate your track in the area from where we  
14 walked from that crossing at 49.3 down? I know my thoughts,  
15 but --

16 A. You know, I'd probably rate that as some of the best railroad  
17 I have. You know, it's -- the rail's in good shape, ties are in  
18 great shape, the roadbed's in good shape. I would rate that  
19 probably one -- some of the best railroad I have. Granted, it's  
20 only Class 3 railroad, but it's pretty good track.

21 Q. So besides the problems with the overflow of Echo Lake --

22 A. Nothing.

23 Q. -- Midlothian subdivision would be --

24 A. Pretty good territory.

25 Q. -- would be pretty good territory. Pretty good.

1 MR. LLOYD: Ryan?

2 MR. FRIGO: Ryan Frigo with NTSB.

3 BY MR. FRIGO:

4 Q. Shannon, are you familiar with a FRA railroad hazmat route  
5 planning checklist?

6 A. No.

7 Q. No. Okay. Are you familiar with any unique inspection  
8 criteria or anything above the normal that you would do on this  
9 route because it is a hazmat route?

10 A. No, sir.

11 MR. FRIGO: Okay. Okay, thank you.

12 MR. NULL: One question I forgot a while ago. Todd Null,  
13 FRA.

14 BY MR. NULL:

15 Q. Have your inspectors ever reported to you any trouble with  
16 the special inspection, like dispatcher going ahead and running  
17 trains in front of them instead of running them first?

18 A. No. My inspectors know if the dispatcher gives them  
19 anything, they're to remove the track from service.

20 MR. NULL: Good enough. Thank you, sir.

21 MR. GIOVANDO: No. No questions.

22 MR. LLOYD: No questions? I just have one more, Shannon.

23 BY MR. LLOYD:

24 Q. We'll just follow up with -- within the last 6 months or so,  
25 have you seen any changes in inspection practices that's been a

1 decision of the UP management where you had to change inspection  
2 practice? Frequencies, things of that nature?

3 A. No. No, nothing's changed on our side as far as inspection  
4 side.

5 Q. How often do you inspect your main lines?

6 A. We inspect our main lines twice a week with 1-day intervals  
7 in between. At least 1-day intervals in between.

8 MR. LLOYD: Anything, Ryan? Todd? Darius?

9 So I'd just like to follow up with -- and if you had any  
10 thoughts or anything, but if you could change anything where this  
11 problem would ever -- never happen again, what -- if you had the  
12 powers to do it, what would you do? What would you change?

13 MR. SUMMERS: Take a dozer and fill in Echo Lake.

14 MR. LLOYD: I hear you, brother. I hear you. That seems  
15 like it's your only problems.

16 MR. SUMMERS: Other than -- a better spillway on Echo Lake.  
17 I mean, it's just -- it's a continuous problem there.

18 MR. LLOYD: Yeah. And I hope you get there. I do.

19 Ryan, anything?

20 MR. FRIGO: Good.

21 MR. LLOYD: All right, we'll call the interview complete and  
22 we'll go off the record. Thank you, Shannon.

23 (Whereupon, the interview was concluded.)

24

25



CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF:            DERAILMENT OF UNION PACIFIC  
RAILROAD TRAIN UEBLTG 20 WITH  
SUBSEQUENT FIRE AND HAZARDOUS  
MATERIALS RELEASE, FORT WORTH,  
TEXAS, APRIL 24, 2019  
Interview of Shannon Summers

ACCIDENT NO.:                RRD19FR007

PLACE:                         Fort Worth, Texas

DATE:                          April 26, 2019

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.

  
Eileen Gonzalez  
Transcriber