

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

FATAL UNION PACIFIC TRAIN CRASH \*  
IN SALTON SEA, CALIFORNIA \*  
ON SEPTEMBER 8, 2022, \*

Accident No.: RRD22LR014

\* \* \* \* \*

Interview of: STEVEN TERRELL, Corridor Manager  
Union Pacific Harriman Center

Omaha, Nebraska

Saturday,  
September 10, 2022

APPEARANCES:

STEPHEN JENNER, Ph.D., Human Performance Investigator  
National Transportation Safety Board

RYAN FRIGO, Investigator,  
National Transportation Safety Board

DAVID MOULDON, Operating Practices Supervisor  
Federal Railroad Administration

CHAD KLINTWORTH, Signal and Train Control Inspector,  
Federal Railroad Administration

ERIN BATT, Assistant Vice President of Locomotive  
Distribution and Network Operations,  
Union Pacific

KEN ABELL, Safety Task Force Investigator,  
BLET (Brotherhood of Locomotive Engineers and Trainmen)

DAVID CARR, Operating Practices Accident Chief,  
Federal Railroad Administration

KEVIN GARCIA, Senior Manager of Train Operations,  
Union Pacific

SCOTT JONES, National Safety Team Investigator/State  
Legislative Director,  
SMART Union

THAD LAFERRIERE, Investigator/Inspector,  
State of California CPUC

JIM MAYNARD, Task Force Investigator,  
BLET (Brotherhood of Locomotive Engineers and Trainmen)

ISAAC MCKEITHEN, Operating Practices Track Inspector,  
Federal Railroad Administration

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I N T E R V I E W

(1:30 p.m.)

1  
2  
3 DR. JENNER: Good afternoon. My name is Stephen Jenner. I'm  
4 with the National Transportation Safety Board. Today is September  
5 10th, 2022 and the time is 1:30 Central Time. We are currently at  
6 the Union Pacific Harriman Center in Omaha, Nebraska. Today we  
7 are conducting an interview with Mr. Steven Terrell, regarding the  
8 collision of the Union Pacific freight trains on Thursday,  
9 September 8th, 2022 in Mecca, California, and the NTSB case number  
10 is RRD22LR014. Before we get started, I want to go round the room  
11 and ask everyone introduce themselves. Again, if you would just  
12 spell your name and give us your title. I'm Stephen Jenner. I'm  
13 a Human Performance Investigator with the National Transportation  
14 Safety Board, and I'll go to my left.

15 MR. MOULDON: David Mouldon, D-a-v-i-d, M-o-u-l-d-o-n, with  
16 the FRA, Operating Practices supervisor.

17 MR. KLINTWORTH: Chad Klintworth, C-h-a-d,  
18 K-l-i-n-t-w-o-r-t-h, Signal and Train Control, FRA.

19 MR. TERRELL: Steven Terrell, S-t-e-v-e-n, T-e-r-r-e-l-l,  
20 Corridor Manager with Union Pacific.

21 DR. JENNER: Okay. Do you have representation today?

22 MS. BATT: Yeah, that's me, Erin Batt, E-r-i-n, last name, B-  
23 a-t-t. I'll be representing Steven. I am the Assistant Vice  
24 President of Locomotive Distribution and Network Operations at the  
25 Harriman Business Center.

1 DR. JENNER: All right. I want to turn it over to Ryan  
2 Frigo, who is in California.

3 MR. FRIGO: Thanks, Steve. We've got a group here in Indio,  
4 California, and we'll go around the room here. Ryan Frigo,  
5 F-r-i-g-o, NTSB Operations and Systems Safety.

6 MR. MCKEITHEN: Isaac McKeithen, M-c-K-e-i-t-h-e-n, FRA,  
7 Operating Practice Inspector, Los Angeles.

8 MR. CARR: David Carr, C-a-r-r, FRA, Operating Practices  
9 Accident Chief.

10 MR. LAFERRIERE: Thad Laferriere, L-a-f-e-r-r-i-e-r-e, State  
11 of California PUC, Operating Practices Investigator.

12 MR. MAYNARD: Maynard, M-a-y-n-a-r-d, BLET, Safety Task Force  
13 Investigator.

14 MR. ABELL: Jim Abell, A as in apple, b-e -- A as in apple,  
15 b-e-l-l. And I'm a BLET Safety Task Force Investigator as well.

16 MR. GARCIA: Kevin Garcia, Union Pacific Railroad, Senior  
17 Manager, Train Operations, G-a-r-c-i-a.

18 MR. JONES: Scott Jones, J-o-n-e-s, Investigator, SMART  
19 Union, National Safety Team.

20 MR. FRIGO: Back to you, Steve.

21 DR. JENNER: Great, thank you.

22 INTERVIEW OF STEVEN TERRELL

23 BY DR. JENNER:

24 Q. This is Steven Jenner again. We are -- I just want to make  
25 sure we have your permission to record this interview.

1 A. Yes, sir.

2 Q. And this will be transcribed at a later date and the you'll  
3 have an opportunity to review that. So with that, what I'd like  
4 to get started is if you would just tell me about your background  
5 and how you got into railroading, and your -- your experience in  
6 the industry.

7 A: Okay. Got hired out, Union Pacific, in January of 2008, when  
8 I was a conductor in Fort Worth, Texas, then went on to be an  
9 engineer. I got into field management. I'd been in field  
10 management until -- 'till about a year-and-a-half ago when I came  
11 to the HDC. And I've been at HDC for about a year-and-a-half.

12 Q. At HDC.

13 A. At Harriman Dispatching Center.

14 Q: H-D, as in dog. H-D, dog. Okay. Could you talk to me about  
15 your -- your duties as a HDC?

16 A: So, as a corridor manager in the HDC, I work with the field  
17 and with train dispatchers, when they're moving them (ph.) trains  
18 and like if there's any -- anything (ph.) with a train that's not  
19 moving enough, to work with the field on it, with the dispatchers  
20 so we can plan to get those trains moving. And sometimes you  
21 know, we talk about some trains have preferences over other trains  
22 as far as needs (ph.), things like that.

23 Q. All right. What sort of training did you receive to be -- to  
24 become a corridor manager?

25 A. I had, I think it was 10, maybe 11 days on-the-job training in

1 the seat with another corridor manager. And I went through a -- I  
2 can't remember if it was a one or two-day class, over dispatch  
3 rules (ph.).

4 Q. I didn't hear in your background that you were ever a  
5 dispatcher. That's not a requirement for this position.

6 A. No sir, I've never been a dispatcher.

7 Q. Okay. Well, so you -- you know why we're here. We're  
8 talking about the incident in -- in Mecca, California. Were you  
9 on duty that day?

10 A. Yes, sir.

11 Q: All right. And --

12 A: No, I wasn't on duty when the incident happened. Sure. But  
13 believe me, I'm (indiscernible) I was.

14 Q. Understand. If you would, just tell me about your day, when  
15 you came in. And I don't know if you have a briefing for  
16 changeover. If you would start there and tell me about your  
17 shift.

18 A. Sure, I turned over with Cody Smith (ph.). We talked about  
19 trains and maybe a risk (ph.) or re-crews (ph.), and the things we  
20 normally talk about during turnover. We talked about which trains  
21 needed helpers for the Beaumont South (ph.). And then, some point  
22 early on in the shift -- and I didn't remember this at the time,  
23 but I remembered this after the incident. I do remember that Ryan  
24 Walters (ph.) had asked me if the ISLB-5 (ph.) of the 7th (ph.)  
25 was gonna send out cars at Bertram. Well I told him no, because I

1 had no email on it. I didn't have any phones calls. This was my  
2 fourth day in the seat. So I had been on calls all the way  
3 leading up to this, specifically about you know, mobile transit  
4 going towards Long Beach and there was no mention of that train  
5 sending down anything. So when he brought it up I thought it --  
6 it's gotta be a mistake. No, we're not sending (ph.) down, and  
7 that was the end of it. I didn't think about it again until after  
8 the incident.

9       And then on one of these calls, it's 2:00 Central Time. It's  
10 the midnight call for the LA Basin. I'm on a call and they're  
11 going through the I-TRAINS (ph.) on their saw times, how long  
12 they're gonna take them. And they get to the I-South E5 of the  
13 7th (ph.), and I hear somebody mention that that train's coming  
14 down to (ph.) the light power, meaning with no cars, just engines.  
15 And I know that that's not the case because I just added helpers  
16 to them because they needed help with their weight of their train  
17 to get up and over while on the L (ph.). So I knew that we had  
18 sent them out. So then they asked me again I'm sure because the  
19 computer shows that those cars had fallen off the train, meaning  
20 they're not showing attached to the train on -- on the computer  
21 anymore. And at that point I look at the CAD (ph.) in Bertram,  
22 and there's no track indication. So I said, there's no -- it's  
23 not possible that we sent them out because there's no track on it,  
24 at Bertram. It's clear.

25       At that point, Duane Hernandez (ph.) was running the call.



1 The call was stopped. And they called and woke up Brian Leslie  
2 (ph.) to see what we wanted to do now because they said they could  
3 not take these cars. They had nowhere for them to go. And the  
4 response -- now, he didn't get on the conference call. Somebody  
5 was talking to him on the side while we waited. And then I  
6 believe it was Glenn (ph.) came back and said that well, his  
7 instructions are work to reduce those cars on the Yuma side, which  
8 is my side. And I'm looking at the -- there's nowhere else. We  
9 have -- we have no more sidings (ph.) left to send the cars out.  
10 They've already passed the last siding. So we ended the call with  
11 her asking me -- Glenn asking me to just verify with the crew that  
12 they did send them out.

13 Now I -- I obliged but I knew that they didn't send them out.  
14 So after that, I went and spoke with the superintendent on duty at  
15 the Dispatching Center that night, Kim Bosslin (ph.). We discuss.  
16 I said hey, I -- I missed this send out. We were supposed to send  
17 out these cars. And I talked about meeting, continuing into the  
18 Basin, into the L.A. Basin and running the power around (ph.) and  
19 running a different crew back to Bertram. And I mentioned that,  
20 if we could do that, so they need helpers again because they've  
21 got helpers right now. And then she said well, if they've got  
22 helpers right now, they're on this -- they're on the east end,  
23 correct? I said, yeah. Is the Yuma (ph.) facing the east? And I  
24 said yes, it is. Said, well can they just go the other direction  
25 with the helpers and the lead? And I thought about it. Was like,

1 well you mean to shove (ph.) like with them in control? She said,  
2 yes. I wasn't sure. So I said, let me go ask the crew so -- and  
3 the dispatcher. So I went and talked to the dispatcher, Ed --  
4 Edward Muck (ph.). And I had told him what we're thinking about  
5 doing. And I asked him, can you ask the crew if this is a move  
6 that we can make? Operationally, can we make this move? So then  
7 he started to ask -- talk to the crews. And I don't remember  
8 exactly what he said, but I remember feeling that it wasn't very  
9 specific. And I wanted to be specific, that I didn't want him to  
10 shove. I didn't want this to be a shoving move. I wanted to make  
11 sure that if we made this move that the helpers were in control.  
12 So I interrupted him and I started to mention that. And he kind  
13 of held his finger up and said oh, hold on. They're talking about  
14 how they can do it. So he's listening to them speak on his -- on  
15 the headphones. So I -- I'm not hearing any of the interchange  
16 with the crew. So I -- I stood there next to Ed, maybe 15, 20  
17 seconds while they discussed it. And then Ed turned to me and  
18 said, yeah old (ph.) crew said that they can make the move. I  
19 said, with them as the lead right now too (ph.)? And he said,  
20 yeah. I said okay, well let's give them the lights they need.

21 And then at some point after that he mentioned that they were  
22 gonna go past the next signal before they changed direction to  
23 come back east. So I said, that's fine. So I went back to my  
24 seat and I sat down, and I listened to them on a radio for just a  
25 little bit. And I heard the two crews talking back and forth

1 about -- and it sounded like they were change events (ph.). They  
2 were talking. I heard one saying something about you know, I hear  
3 the air's coming back here. We got air back here. So at that  
4 point I knew that we're not shoving. That they're doing it the  
5 way that we had discussed. And then I stopped listening to the  
6 radio and went back to whatever I was doing.

7 Later on when they were approaching Indio, I checked their  
8 speed on Vision, which is -- it's a website that I can look at the  
9 locomotive and see their speed. And I think they were somewhere  
10 between 35 to 40 miles an hour. And then I checked it again I  
11 think as they went by Indio, and they were over 40 at that point.  
12 And then after that, I continued whatever -- you know, I went back  
13 to get ready for turnover. I turned over with the next corridor,  
14 Elbert Guy (ph.). I told him you know, the same things we talk  
15 about during turnover. I specifically told him about that last LV  
16 (ph.), that the helpers are in control. They're heading east.  
17 They're going to put their entire train in the siding at Bertram.  
18 And then, well, I've got a crew coming on at 2:00. They can help  
19 get the get the rest of the power (ph.), back into the Basin.  
20 After we turned over, I had a couple of free (ph.) crews' comments  
21 I hadn't (ph.) closed out. Which is just, I got to put -- if I  
22 use a second crew I've got to put in some comments.

23 So additionally (ph.), I had that work that I had to finish.  
24 So I stepped over to an empty desk. While Neil (ph.) was still  
25 there, I started working on -- on that. And that's when I -- Neil

1 had come over and told me hey, that -- it derailed. They've got  
2 cars every -- down in both lanes (ph.). And I had asked him well,  
3 is everybody okay? And he said they couldn't get a hold of the  
4 helpers. And then I don't-- sometime after that I think I heard  
5 somebody on the radio said hey, we're both deceased.

6 DR. JENNER: Okay. I appreciate that. I'm gonna go back and  
7 jump around just -- just to clarify some points. First of all,  
8 what -- what time did you come on duty?

9 A. We started turnover 3:50 p.m. Central Time.

10 Q. So your shift starts at 4:00, and then until -- 4:00 p.m.  
11 until?

12 A. 4:00 a.m..

13 Q. 4:00 a.m. Oh, you're 12-hour shifts?

14 A. Yes, sir.

15 Q. is that standard for --

16 A. Yes, sir. Yeah.

17 Q. How -- how did you recognize that when the (indiscernible)  
18 were initially to go into Bertram that it was a mistake? How did  
19 -- how did you know that?

20 A. Well, I thought it was a mistake on the paperwork because  
21 that train never sits out there. No train -- I hadn't had any  
22 train just send out all their cars there. I had been on planning  
23 calls for those I-trains, all except for the one right before this  
24 incident, for the past three days, and there was no indication  
25 that we weren't taking trains in the Basin nor that we're -- that

1 there was any kind of holding. Generally, if we're gonna make a  
2 move like that, there's an email, a phone call, someone -- that  
3 kind of communication that we're gonna make that move. And I  
4 didn't have any of that. So I'd pass that as it's -- it's a  
5 clerical error.

6 Q. Are those common, uncommon -- clerical type errors?

7 A. I don't want to say they're common, but they happen.

8 Q. Okay. You mentioned someone -- Kim (ph.). Can you tell me  
9 who that is and her title?

10 A. Her exact -- she's a superintendent on duty. I don't know  
11 exactly what that --

12 (Crosstalk)

13 A. -- and network superintendent.

14 Q. Okay. You had mentioned during this process that you ironed  
15 (ph.) things out. You had talked to Dispatcher Mock (ph.) and  
16 then talked to the crew. I'm unclear if you were talking to the  
17 initial crew or the helper crew, or did you have conversations  
18 with both at some point?

19 A. So, I only spoke to my -- so Mike is sitting at his desk with  
20 radio, on his headset, so I never spoke to either crew. I'm  
21 sorry. When Muck spoke to the crews he was speaking to both  
22 crews.

23 Q. Okay.

24 A. Okay.

25 Q. So you never had direct conversations with them in that --

- 1 A. That's right.
- 2 Q. -- and that's typical? Usually go through the dispatcher?
- 3 A. Yeah, that's typical.
- 4 Q. I think you mentioned you did not want to see a shoving  
5 operation?
- 6 A. Correct.
- 7 Q. Why is that?
- 8 A. Two reasons. I wanted to -- I didn't want it to be a shove  
9 because I wanted the helpers to be in control of the move because  
10 it's a safer move. And then there -- also there's a speed  
11 associated with a shove. If they were shoving the max they could  
12 go would be you know, 20 miles an hour. And the helper crew only  
13 had I think three-and-a-half hours left of work, which is plenty  
14 of time to make Bertram at track speed, but not on a shove. So  
15 yeah, those were the reasons why.
- 16 Q. Is -- isn't there any restriction on speed when you're --  
17 when you're with the helpers?
- 18 A. If they were in control they should (ph.) have been at track  
19 speed.
- 20 Q. Was this a -- I know there was discussion, what you  
21 described, that there was discussion about how we can make this  
22 work. Was -- was that an unusual situation for them, not wanting  
23 to shove and the way you described it? There had to be some  
24 conversation, some planning going on.
- 25 A. Yeah, I wouldn't call it usual. I mean, we don't normally go

1 in direction where I had done it in the past. In fact, in that  
2 same area in the past, to avoid a shove I have to connect helpers  
3 on the rear to move that train east, so we don't have somebody  
4 riding in a car because it's just some -- more dangerous  
5 (indiscernible) I have helpers available. I'd -- I want to  
6 eliminate that.

7 Q. Did -- did Dispatcher Muck, did he express any concern to you  
8 about any of the operations that were unfolding?

9 A. Not specifically, no.

10 Q. And -- not specifically, but --

11 A. Well, I could tell when I had asked -- when I started to talk  
12 to him about it that he had a look on his face but he never said  
13 that we couldn't do it. I -- I told him that if we can't do this,  
14 it's okay. We can't do it.

15 Q. Okay. So did Muck say that this is a little bit different  
16 for him? This is not common for him to execute?

17 A. I -- you'd have to ask him.

18 Q. Okay. But let me talk about -- because you would talk about  
19 the Bertram siding, that (indiscernible) line of attention, of  
20 course. What -- what can you tell us about you know, with history  
21 and how it's been used over the last year? How -- how familiar  
22 are you about -- about that subject? How it's getting used?

23 A. So Bertram's siding is off of main track to -- and we have  
24 double track there, so you have track one and track two. So we  
25 don't use Bertram's siding for any of our passing trains because

1 we have none remain (ph.) there. The only times that I've used  
2 Bertram is when there's been a -- when a car or a locomotive  
3 that's headed there were bared (ph.).

4 Q. Okay. How -- what do you know of its occupancy over the last  
5 nine months, since December?

6 A. I can't remember specifically. I know we've had cars in  
7 there before. I can't do the -- remember the last time I saw cars  
8 there.

9 Q. Okay. But we learned earlier that Bertram, I -- I have to  
10 admit, I'm not familiar with the area. But it's sort of a -- my  
11 understanding, it's sort of an isolated type area. It's not close  
12 to too many things.

13 A. I -- I've never been out there.

14 Q. Oh, okay. And is it your understanding that it's -- that  
15 it's used as storage more recently, to store cars?

16 A. No, sir.

17 Q. Okay. The -- what -- what's your impressions of the  
18 territory where -- where this occurred in terms of how difficult  
19 it is? How easy it is for a dispatcher to -- to manage?

20 A. I've never been in dispatch so I don't know that I could  
21 really answer that. I've never been a dispatcher. Compared to  
22 other dispatch territories?

23 Q. Do you --

24 A. I don't think that there's any dispatching desk that I would  
25 call easy.



1 Q. Mm-hm.

2 A. I never -- I don't understand your question.

3 Q. Well, from -- there are different challenges that different  
4 territories pose. And I think it has to do with traffic and  
5 priorities (ph.).

6 A. So okay, so challenges for this territory would be  
7 identifying trains that need helpers. It's hot there. We have a  
8 lot of locomotives that lose A/C, so they have to replace  
9 locomotives. And some locomotives tend to fail in that heat. So  
10 there's a lot of leeway (ph.) around locomotives. You have double  
11 track up until where they crew change into (indiscernible) bound  
12 (ph.), where there's an old part of single track so that it's --  
13 you have to coordinate your calls in and out of there. I mean,  
14 those are the typical challenges for that territory.

15 Q. Okay. And in your position, are you charged with evaluating  
16 the performance of dispatchers?

17 A. If you would just walk us through that process, how -- how  
18 often it's done and how it's done.

19 A. It -- it's done continually. We have a place we put comments  
20 in and we -- there's a place for performance, you know. Certain  
21 places you put in for recognition. At the end of the year we have  
22 an overall performance rating where we -- we speak with the  
23 dispatchers about their performance, but it's an ongoing thing.

24 Q. Okay. So is -- I'm not to understand this as being quarterly  
25 or biannual, but -- but there is something at the end of the year.

1 And is that just based on continual evaluation?

2 A. Yes, sir.

3 Q. Okay, so what happens at the end of the year? Is it like  
4 written evaluations?

5 A. There are, yes sir.

6 Q. And -- and there are further boxes you check off to say you  
7 know, an outstanding performer or needs improvement.

8 A. Yes, sir. There's a rating system, yes.

9 Q. All right, and you're the one who -- who does that.

10 A. For the dispatchers that are assigned to me, yes.

11 Q. Okay. Can you talk about the two dispatchers' performance  
12 that were either directly or indirectly involved in this incident?

13 Well, what was your opinion of their ability -- capabilities and  
14 performance?

15 A. Both of those dispatchers are highly capable.

16 Q. Did you recall that -- that there was some areas that may  
17 need improvement?

18 A. I can't say that for either dispatcher.

19 Q. When he -- for a new dispatcher. Did -- are there any areas  
20 that are particularly challenging for them to grasp for a new  
21 dispatcher? They're -- they're tasked with many different  
22 operations. And is there some that just -- tasks that take longer  
23 to become proficient?

24 Q. It would be hard for me to answer that because I've never  
25 been a dispatcher. I've only worked with a couple like new (ph.)

1 dispatchers. I'd probably just claiming they had is probably the  
2 biggest thing, right

3 Q. Got you. All right. I'm gonna end my questioning there. I  
4 imagine there are people who have follow-up questions or -- you  
5 doing okay so far?.

6 A. Yes, sir.

7 Q. Would you like a break of any sort?

8 A. No. No, sir.

9 Q. Okay, you'll let us know. So, I'm gonna go to my left and if  
10 you have some follow ups, Dave.

11 MR. MOULDON: You said that your initial training was like 10  
12 to 11 days onboard (ph.), dealing with another corridor manager.

13 How were you trained on conducting DTE (ph.) tests?

14 A. That was part of the -- that class I had mentioned.

15 Q. So with a dispatching center here, is there a monthly testing  
16 plan? Is there a monthly quota that you have to meet for testing?

17 A. Yes, there is.

18 Q. Okay, and who -- who comes up with that, do you know?

19 A. Recently I've got an email from James Busby (ph.). He  
20 disburses specific tests to -- to do. As far as how -- how many  
21 tests we have to do, I believe that -- I believe that's an  
22 agreement with the FRA. I -- I really don't know.

23 Q. Okay, do you -- have you conducted any what you'd be  
24 considering as a 37C test, protections of track, unattended  
25 equipment, specifically 37C.16, unattended equipment on a main

1 track or controlled (ph.) siding?

2 A. I'm not positive.

3 Q. Okay, do you ever remember -- I guess, do you ever remember  
4 seeing that on a testing plan or -- or anything else?

5 A. We're talking about protection of equipment on like -- just  
6 like if a train goes to TOD (ph.) or something?

7 Q. Well, like a -- like this instance we're talking about.

8 A. Mm-hm.

9 Q. Deciding whether cars are sent out on the siding and there's  
10 a procedure. Do you remember ever in a test --

11 A. None (ph.).

12 Q. -- on anybody on if they're following the correct procedures  
13 as far as with the sidings, protect it and when the siding gets  
14 cleared?

15 A. I don't recall. No.

16 Q. Okay, another question. You said you were on a call with a  
17 service unit? Employees discussing train movements or something,  
18 like at 2:00 or something? And you mentioned Bertram. And nobody  
19 sent -- parked (ph.) their small cars or anything like that? No  
20 one ever -- everybody on the call assumed that that siding was  
21 clear.

22 A. That's correct.

23 Q. Okay.

24 A. Well, no. Somebody found that it might have the cars that  
25 were on the ISLD-507 (ph.). Because on the computer, it was

1 showing the cars that were on that train at Bertram.

2 Q. Okay, but --

3 A. I knew that they weren't. Knew that they weren't (ph.)  
4 physically on the train.

5 Q. Okay, so knew the siding was either clear or it was with the  
6 cars that were (indiscernible) displayed (ph.) involved?

7 A. Yes, sir.

8 Q. Okay. How do you as a corridor manager keep track of what  
9 cars are in what siding, and who does the car scheduling?

10 A. The car scheduling, I think that varies. I mean, that's  
11 generally a field employee. I don't do the car scheduling. As  
12 far as keeping track, I mean there would be a track indication  
13 with a track tag, just like there's a (indiscernible) that you  
14 know, a track indication that says cars.

15 Q. But is there any way? You're sitting at the desk and you see  
16 that siding (ph.) says cars and there's a track indication. Is  
17 there any way for you to figure out what cars are in there?

18 A. Yes, sir. So, if I had seen a track indication with cars, I  
19 could do a track inquiry for that track.

20 Q. Okay. You mentioned Vision, maybe like a remote tying into  
21 the locomotive?

22 A. Yes.

23 Q. Is that just for the speed and location, almost like a remote  
24 download? Could you expand on that a little bit for what you have  
25 access to?

1 A. Yeah, so it has a few more channels than just speed. I think  
2 it -- it's got -- I can't name everything. But they can have  
3 throttle notch, their air brakes. I (indiscernible).

4 Q. And do you have the capability to access the outward-facing  
5 camera or the inward-facing camera?

6 A. No, sir.

7 Q. Okay. Did your -- I know the dispatchers say they can find a  
8 few (indiscernible) taken (ph.). Did your territory that you  
9 oversee, did it get combined, was it expanded? And since you've  
10 been here has it always the same territory, the same amount of  
11 dispatchers, or did you gain more territory recently?

12 A. Well, since I've been on this desk, it's been the same.

13 Q. Okay, and this is the only desk you've been on.

14 A. No, sir. I was -- I got on this desk in January. I was on  
15 the Texhoma (ph.), forward Texhoma desk prior to that.

16 Q. Okay. But so, another -- do you other corridor managers'  
17 territories, something that's been expanded?

18 A. Yes.

19 Q. Okay. So you said this was your fourth day on -- on your --  
20 on your work. Is that normal for you to work four days? And what  
21 are your off days?

22 A. No, that's not normal. Normally you'd work three 12-hour  
23 shifts, and then I'm off three days, then I come back for three.  
24 So it's three days on, three days off and 12-hour shifts. I was  
25 covering for another employee who had a personal matter.

1 Q. Okay. Do you recall, when you survey the -- the CAD (ph.)  
2 sir, you got access to all those dispatchers under you, on your  
3 alter (ph.) use (ph.) screen, correct?

4 A. Yes.

5 Q. Do you recall ever seeing anything that Bertram, a track  
6 indication, the lights popping in and out or anything like that or  
7 -- or --

8 A. No, sir.

9 Q. Okay. Steve, I'm finished. Turn it over.

10 BY DR. JENNER:

11 DR. JENNER: Chad Klintworth.

12 BY MR. KLINTWORTH:

13 MR. KLINTWORTH:

14 Q. So you're pretty familiar with the procedures on reporting  
15 the intermittent track indication for the dispatchers?

16 A. Yeah. So they would -- if they had an intermittent track  
17 indication, they'll label it as a TKO (ph.). They call signal.  
18 They put a protection so we don't -- so we can't like, transfer to  
19 that area. And they tell us (indiscernible).

20 Q. So when (ph.) will see (ph.) you, call signal and then you  
21 said monitor (ph.)?

22 A. They -- they put up a track block protection, track blockers.

23 Q. That's all I have.

24 DR. JENNER: Erin, you okay to move (ph.)?

25 MS. BATT: Yeah, I just wanted to clarify, Dave. You asked

1 him rule 37. Were you talking about 22.5?

2 MR. MOULDON: 22.4 --

3 MS. BATT: Four, I'm sorry.

4 MR. MOULDON: -- or something, yeah. Yeah, it was a testing  
5 point (ph.) and I guess from the DTE. That -- that's what I was  
6 talking about.

7 MS. BATT: Okay, okay. I just wanted to make sure. I didn't  
8 know 37, so. He was talking about a dispatch rule. Is the rule  
9 37 in G-COR (ph.)?

10 MR. MOULDON: No, that was on the DTE in history (ph.). I --  
11 (Crosstalk)

12 MR. MOULDON: -- changed it.

13 MS. BATT: Okay.

14 MR. MOULDON: Was just a testing category.

15 DR. JENNER: Yeah, it's a testing category, 37C.16 is  
16 actually the 22 dot. Had to take four (indiscernible) three  
17 years.

18 MS. BATT: Okay.

19 DR. JENNER: I would like it -- I guess that's why -- what  
20 you're -- when you went over -- well, I guess we can continue.  
21 So, when you met (ph.) with the test, you had put it by dispatcher  
22 rule per dispatcher category, like 37C or D, put in (ph.) 22D.4  
23 (indiscernible).

24 A. And you'd see (indiscernible) boss. The first thing you do  
25 is you pick the category, which would be the 37C, and then there's



1 several rules (ph.) in that category. And every rule (ph.) that  
2 applied to that test, you'd put in. So it's possible that I -- I  
3 tested on that rule. But specifically to having a car and a  
4 siding, I'm not in a siding -- I don't recall I'd done that.

5 Q. Okay, so is the standard procedure when you do testing. Do  
6 you always notify the dispatcher hey, I performed a test on you?  
7 Is that the policy? Or is it -- or is it just if -- if there's  
8 some sort of coaching and counseling going on? Or is it always  
9 some sort of feedback?

10 A. I tell them every time. And I'll -- I will either print them  
11 out, a copy of the test. Or I'll -- I'll take a snippet on the  
12 computer and I'll send it to them every time there's a  
13 communication.

14 Q. Okay, thank you.

15 MS. BATT: All right, thank you. That's all I have.

16 DR. JENNER: Very good. Is there no more questions here?

17 Okay to -- thank you, sir. Ryan Frigo, I'll throw it over to you.

18 MR. FRIGO: All right, thanks Steve. Ryan Frigo with NTSB.

19 Q. Steve, I think I heard you say something about when  
20 something's stored that there would be track indication with a  
21 track tag. Is that done by procedure, that track tag, that you're  
22 aware of?

23 A. I -- yeah, I believe it is. Yes.

24 Q. Okay, and do you know if -- if there's blocking that's  
25 applied, but there's no indication that there's occupancy. Is the

1 expectation that a dispatcher would go through and clean up the  
2 board essentially?

3 A. So you're saying that if I've got a blocking applied but  
4 there's no indication, is there an expectation that you would  
5 remove the tag?

6 Q. Well let's --

7 (Crosstalk)

8 Q -- let's say the tag is gone. The blocking is still  
9 applied.

10 A. Okay.

11 Q. And there's no indication of occupancy.

12 A. Okay. Then there wouldn't be an expectation to remove that  
13 -- that block. And -- and I'm not a dispatcher but it's my  
14 understanding that some dispatchers will leave the blocks in those  
15 sidings (ph.) for when they put CAD (ph.) in automatic so it  
16 doesn't get -- that it doesn't get used for passing or meeting  
17 trains, because (ph.) we have doubletrack there.

18 Q. Okay. Steve, I'm gonna thank you. I'm gonna pass it around  
19 the room here.

20 MR. CARR: Steve, Dave Carr, FRA.

21 Q. Can you hear me okay?

22 A. Yes, sir.

23 Q. I just wanted to follow up as far as like planning purposes.  
24 Do the corridor sups (ph.) or yourself track where you have  
25 storage on your territory?

1 A. I don't know that we -- that the corridors track it. I know  
2 that I've had storage cars before. But we -- the last couple  
3 months, we've been moving those quite a bit.

4 Q. And -- and I guess kind of more specifically just you know,  
5 do you know where you have storage available so that if you have a  
6 problem with a train or you know, on one of your conference calls,  
7 they can't take a train. Do you already kind of have an idea of  
8 where your -- where you could put the train? That -- that's kind  
9 of where I guess I'm going.

10 A. Okay, not a list of where the cars are at. I mean, we would  
11 -- we would use, like Bertram. If it was -- showed clear, and  
12 then how long is that siding, and then we'd use that length,  
13 figuring how many cars we can store there.

14 Q. So then if I --

15 A. -- for a track like Niland (ph.), that's not abundant siding.  
16 We -- we would -- we'd have to physically check or look up a track  
17 inquiry.

18 Q. Okay, so if I understand then, it's just kind of a case-by-  
19 case basis if a plan changes. Like in this example, the port  
20 can't take a train. You would then survey the territory to see  
21 where you might be able to put it then?

22 A. Yes.

23 Q. And to your recollection, you can't recall last time you had  
24 maybe referred to Bertram or thought about looking at Bertram?

25 A. I haven't put anything in Bertram in a while. I know that

1 here a few weeks ago, there was mention of an engine that we had  
2 put in there that was gonna get repaired and then picked up later.  
3 But I didn't put it there and I didn't pick it up.

4 Q. And --

5 A. I -- I can't tell you like, I can't tell you exactly how long  
6 ago that was.

7 Q. Okay, yeah. No further questions. Thanks, Steven.

8 MR. MCKEITHEN: Hi Steven, this is Isaac McKeithen, FRA.

9 Q. I got a question about the -- Dispatcher 244. Have they  
10 always dispatched this Yuma territory? Or was -- has it been a  
11 change from the San Bernardino location?

12 A. I don't know the details of that. I -- I think that it has  
13 been different. I can't tell you where it was before. But I know  
14 that there's been some change within 242, 244 and the San  
15 Bernardino 250 Dispatcher. But I don't know when that happened or  
16 what it was before. I just know what it's been since I've been  
17 there.

18 Q. Okay, thanks.

19 MR. FRIGO: Okay Dr. Jenner, I'm passing it back to you.

20 DR. JENNER: Okay, thank you.

21 Q. This is Steven Jenner. I don't think I have specific  
22 operational type questions. But one thing that I do ask you is --  
23 with my background as human performance and I'm interested in --  
24 in people's overall fitness and --

25 UNIDENTIFIED SPEAKER: One with the (ph.) --

1 DR. JENNER: -- and rest and work and rest routine and -- and  
2 overall health. Are you comfortable with me asking those  
3 questions?

4 A. Yes.

5 Q. Okay, thank you. So I'm interested in your overall health.  
6 If you have any chronic or acute conditions such as you're being  
7 treated for.

8 A. I do not.

9 Q. In the last week, have you had any like colds or allergies?

10 A. No, sir.

11 Q. Okay, are you on any type of prescription or nonprescription  
12 medication?

13 A. Not currently. I had been prescribed a medication --

14 UNIDENTIFIED SPEAKER: My guess.

15 A. -- two months ago that I took for a day and it'd give me a  
16 headache and I stopped taking it.

17 Q. Have you ever been diagnosed or experience any type of sleep  
18 issues?

19 A. I've been diagnosed with sleep apnea.

20 Q. Do you get it -- tell me some details about that.

21 A. I went and got checked for sleep apnea in, I can't even  
22 remember, some time in the spring.

23 Q. Of 2022?

24 A. Yes.

25 Q. Okay.

1 A. I was diagnosed with sleep apnea, and then I got a CPAP  
2 machine for that. I didn't get it until actually August because  
3 there was a shortage.

4 Q. All right. Is this obstructive sleep apnea that you were  
5 diagnosed with?

6 A. I -- I don't know what that means.

7 Q. There -- there are different types and I couldn't tell you  
8 either, but I know obstructive is the most common type that you --

9 A. I don't know.

10 Q. Okay. How is the CPAP working out for you?

11 A. So far, it's been great.

12 Q. And so -- so no problems with it, and do you use it  
13 regularly?

14 A. Now I do, yes.

15 Q. And when you -- in the typical day. When you wake up do you  
16 -- do you feel more rested than before you used the CPAP?

17 A. Yes.

18 Q. Do you think it's working to the degree you -- you want it to  
19 work? If -- are you experiencing daytime sleepiness?

20 A. Not anymore, no.

21 Q. Great, okay. If -- but we could talk about your schedule. I  
22 -- you had mentioned you had work -- worked four consecutive 12-  
23 hour shift days. So that goes back to Sunday, Monday, Tuesday,  
24 Wednesday, right? And those are always at the same time, the  
25 start and end of your shift?

1 A. Yes.

2 Q. And -- and but that was at 4:00 p.m. through 4:00 a.m. each  
3 of those days.

4 A. Yes, sir.

5 Q. What happens after your shift? I assume you go back home?

6 A. Do you want to know what my routine is after I --

7 Q. Yes.

8 A. -- okay. So after my shift, I typically drive home and I  
9 immediately just sleep. I try to be asleep before 5:30 is my  
10 goal.

11 Q. I'm sorry, before 5:30?

12 A. Yes.

13 Q. Okay.

14 A. And then I typically wake up around 1:30 or 2:00.

15 Q. Clarity here, 2:00 p.m. Were you able to achieve that goal  
16 in the last Sunday, Monday, Tuesday, Wednesday?

17 A. I -- honestly, I don't remember.

18 Q. Okay, and do you recall any of those days you woke up --  
19 well, so -- so you were tasked with working a fourth day. If you  
20 recall, how -- how did you feel going to work on that day?

21 A. I felt fine.

22 Q. All right. It -- it wasn't extra taxing on you?

23 A. No, sir.

24 Q. Okay. So -- so then you kept your routine in terms of  
25 sleeping and -- and waking up and feeling -- feeling alert,

1 correct?

2 A. Yes, sir.

3 Q. Okay, thanks for that. I -- I'm -- that is all I need, but  
4 I'm gonna go around a second time for -- and there'll be very few  
5 questions this time around. So I'll go to my left.

6 MR. MOULDON: Dave Mouldon.

7 Q. When the dispatchers, during turnover. Do you ever go down  
8 there, or is it part of the testing plan to have service turnover  
9 between the two dispatchers?

10 A. No, it's not.

11 Q. And do you ever -- like when you -- is it a common practice  
12 for -- I guess, (indiscernible) yourself. Is it a common  
13 practice, you see the sidings that have cars or equipment and  
14 maybe there's no track occupancy or maybe there is, to find out  
15 what's in there? Or are you just assuming that the track block is  
16 only for like that work office (ph.) is gonna handle one schedule  
17 like that or something like that?

18 A. I have in the past, when there's been a track occupancy,  
19 looked up to see what cars were there. Yes.

20 Q. Okay.

21 A. And the purpose of that would be to figure out which train's  
22 gonna pick those cars up.

23 Q. Okay. And so, and I don't know. I'm sorry and I apologize  
24 because I think I asked you this before. As far as the corridor  
25 manager, there's nothing on your turnover that tracks any --



1 anything of what siding is clear, what siding is blocked or  
2 anything like that, correct?

3 A. No. If there was an active train in the siding, they may  
4 speak about that. But not cars specifically. The only cars that  
5 we would talk about are cars that were sent out because of --  
6 because they were back-ordered (ph.), for whatever reason they  
7 were gonna be repaired, and a plan to pick them up. Or same thing  
8 with the locomotive.

9 Q. Okay. I am -- I'm finished with my questions. Thank you,  
10 Steve.

11 DR. JENNER: Very good. Ryan, we'll throw it your way.

12 MR. FRIGO: We're good here, Dr. Jenner. Thank you.

13 DR. JENNER: Terrific. Any clarifications?

14 MS. BATT: No, I don't.

15 DR. JENNER: Erin?

16 MS. BATT: Thank you.

17 DR. JENNER: Great. Thank you for being here and -- and help  
18 us to understand the circumstances. We -- we do appreciate it.  
19 And as you know, we're very early in -- in the process. We don't  
20 know what happened and it takes time. But given that you know,  
21 I'd -- I'd like to ask you if you have any thoughts about how we  
22 can make this system a little safer based on what you know of --  
23 of what may have happened? Is there any technology, rules,  
24 procedures? Anything that you can think of?

25 A. I mean, not specifically. I mean, there's no track

1 indication. I just don't see how I would know that there's cars  
2 there. I've never even heard of that. So I can't think of  
3 anything off the top of my head right now, no.

4 Q. I appreciate that. If we do have further questions down the  
5 road, is it okay if we'd reach out to you?

6 A. Yes.

7 Q. Appreciate that. If you don't have any questions for us  
8 then, then again I want to thank you for your time. It is 2:20  
9 p.m. and we're -- we're finished.

10 A. Okay.

11 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

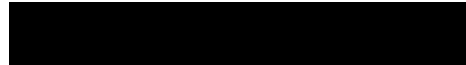
IN THE MATTER OF: FATAL UNION PACIFIC TRAIN CRASH  
IN SALTON SEA, CALIFORNIA  
ON SEPTEMBER 8, 2022  
Interview of Steven Terrell

ACCIDENT NO.: RRD22LR014

PLACE: Omaha, Nebraska

DATE: September 10, 2022

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.



Suzanne Ventura,  
Transcriber