



I, David H Oeurloo, have read the foregoing pages of a copy of my testimony given during an interview relating to the accident that occurred on March 10, 2017, near Graettinger, IA and these pages constitute a true and accurate transcription of same with the exception of the following amendments, additions, deletions or corrections:

PAGE NO:    LINE NO:    CHANGE AND REASON FOR CHANGE

14        5            lumber cars not bars

15        13           1987 was the last tie project

20        10           about 7 miles of 112# rail

I declare that I have read my statements and that it is true and correct subject to any changes in the form or substance entered here.

Date: 4/16/2017

Witness:



UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

DERAILMENT OF UNION PACIFIC TRAIN \*

NUMBER UEGKOT 09 NEAR GRAETTINGER, \* Accident No.: DCA17MR007

IOWA ON MARCH 10, 2017 \*

\*

\* \* \* \* \*

Interview of: DAVID H. DEURLOO

Spencer, Iowa

Wednesday

March 15, 2017

## APPEARANCES:

JOE GORDON, Track and Engineering Group Chairman  
National Transportation Safety Board (NTSB)

TOM BROWN, Track Safety Inspector  
Federal Railroad Administration (FRA)

TIM SANDUSKY, Track Safety Inspector  
Iowa Department of Transportation

MIKE GEKAS, Party Representative  
Brotherhood of Maintenance of Way Employes Division-  
International Brotherhood of Teamsters (BMWED-IBT)

JAMES "BUTCH" MOELLER, General Director, Maintenance  
of Way, Northern Region  
Union Pacific Railroad

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of David H. Deurloo:		
By Mr. Gordon		6
By Mr. Gekas		15
By Mr. Brown		16
By Mr. Gordon		20
By Mr. Brown		22
By Mr. Gordon		23
By Mr. Moeller		24
By Mr. Brown		26
By Mr. Gordon		27
By Mr. Brown		27

1

I N T E R V I E W

1  
2 MR. GORDON: Good morning. My name is Joe Gordon, and I am  
3 the NTSB Track and Engineering Group Chairman for this accident.  
4 We are here today on March 15th in Spencer, Iowa, to conduct an  
5 interview with Mr. David Deurloo, who works for the Union Pacific.  
6 This interview is in conjunction with the NTSB investigation where  
7 eastbound Union Pacific loaded ethanol train UEGKOT 09<sup>1</sup> derailed  
8 near the bridge over Jack Creek in Graettinger, Iowa. The NTSB  
9 accident reference number is DCA17MR007.

10 Before we begin the interview, let's go around the table and  
11 introduce ourselves. Please spell your last name, who you are  
12 representing and state your title. I would like to remind  
13 everyone to speak clearly and as accurate as you can for the  
14 recording. I'll start, and then I'll pass it off to my right.

15 Again, my name is Joe Gordon. The spelling of the last name  
16 is G-o-r-d-o-n. And I am the Track Group Chairman for this  
17 accident.

18 And who do we have to my right?

19 MR. GEKAS: My name is Mike Gekas, G-e-k-a-s. I'm the party  
20 status representative with the Brotherhood of Maintenance of Way  
21 Employes Division of the IBT.

22 MR. SANDUSKY: Tim Sandusky, S-a-n-d-u-s-k-y, track safety  
23 inspector, Iowa Department of Transportation.

24 MR. BROWN: Tom Brown, B-r-o-w-n, track safety inspector,

---

<sup>1</sup> Corrected train ID

1 Federal Railroad Administration.

2 MR. DEURLOO: David H. Deurloo, D-e-u-r-l-o-o, manager of  
3 track maintenance for the Union Pacific Railroad for this  
4 territory.

5 MR. MOELLER: James E. Moeller. Spelling of the last name  
6 M-o-e-l-l-e-r. General director, Northern Region, Union Pacific  
7 Railroad.

8 MR. GORDON: Okay. Thank you, everyone, for being here.

9 Mr. Deurloo, is it okay if I call you Dave throughout the  
10 interview? You okay with that?

11 MR. DEURLOO: Yes.

12 MR. GORDON: Thank you. And I want to be sure that you  
13 understand we're recording this, and do I have your permission to  
14 record the interview today?

15 MR. DEURLOO: Yes.

16 MR. GORDON: Okay. Thank you for that.

17 Let me -- we'll go over one more thing here before we get  
18 started. The NTSB investigation is -- the sole reason is to  
19 increase safety. We're not here to assign any fault or blame.

20 NTSB cannot offer any guarantee of confidentiality or  
21 immunity from any legal or certificate action. A transcript and  
22 summary of this interview will eventually go into the public  
23 docket. And once the interview comes back to me, we'll send it  
24 off to you, and you'll be able to check it for accuracy. And  
25 anything that you need to change, we'll have an addendum page on

1 the front, if you see any corrections that need to be made.

2 You have the right to have a representative with you for the  
3 interview today. Do you have a representative?

4 MR. DEURLOO: Well, Butch is going to observe.

5 MR. GORDON: Okay. And with that, we will get started.

6 INTERVIEW OF DAVID H. DEURLOO

7 BY MR. GORDON:

8 Q. So before we begin with, you know, talking a little bit more  
9 about the location, the subdivision where the accident occurred,  
10 if you could just give us a synopsis of kind of your railroad  
11 experience, when you started, kind of the progression that you  
12 made through the railroad?

13 A. I started October 4th, 1972, in Rapid City, South Dakota.  
14 And then, I think, in '79, I got promoted to assistant roadmaster.  
15 When I was working in South Dakota, I was basically foreman,  
16 tamper operator, run a rail gang, run a tie gang. So I came up  
17 through the track ranks. And then went to Albert Lea, Minnesota,  
18 as their assistant roadmaster when C&NW bought the Rock Island  
19 Railroad.

20 And then from there about every 3 years got transferred.  
21 Went to Des Moines for 3 years. Went to Clinton, Iowa, for about  
22 3 years. Went to Peoria for a year or so there, and then to Sioux  
23 City, Iowa, and then from there to Eagle Grove. I've been in  
24 Eagle Grove, this territory here, over 20 years.

25 Q. Thank you for that. And the duties, can you describe your

1 duties and responsibilities here on the current job that you have  
2 now?

3 A. I'm responsible for the men and the equipment for this grain  
4 line territories up here, which includes about five subdivisions,  
5 and then also Waterloo, Iowa.

6 Q. And how many, approximately how many track miles do you have?

7 A. Oh, it's, I'm guessing, 350 miles total.

8 Q. 350 miles. And is that basically main line track? What type  
9 of --

10 A. They're all branch lines and yard tracks and industry leads.

11 Q. What's your range of, like, track speeds, class of track that  
12 you --

13 A. Well, we do have some 6-inch base rail that we run 49 mile an  
14 hour on, but most, majority of it is 90-pound CWR or jointed rail,  
15 and run 30 mph on it.

16 Q. And the number of employees that you have reporting to you  
17 that help you to maintain that 350 miles?

18 A. Would be 15.

19 Q. All right. Now just focusing, the accident actually occurred  
20 -- what was the name of the subdivision there?

21 A. Estherville Subdivision.

22 Q. Estherville Subdivision. The Estherville Subdivision, is  
23 there a dedicated amount of that 15 people there, or do --

24 A. I have a headquarters in Rolfe, Iowa, and right now I have a  
25 section foreman and an assistant that take care of the Tara Sub --



1 the north end of the Tara Sub, the Laurens Sub, and the  
2 Estherville Sub.

3 Q. And about how many track miles all together is assigned to  
4 that section?

5 A. Probably 140. That's during the winter months. In the  
6 summer months, I have to abolish the assistant foreman, and that's  
7 when I use the tamper operator and a ballast regulator operator  
8 for the summertime for surfacing maintenance.

9 Q. Let's just focus on the Estherville Sub. Can you kind of  
10 summarize, with the resources that you have and that territory  
11 that you have, about how much time, a percentage of time or how  
12 many days a week or what you have to send that section over there  
13 to do any maintenance on that line?

14 A. Well, last year we had the DC run in May, and so we usually  
15 have the crews go out and change the defective rails out and weld  
16 them in, try to keep everything cleaned up. And then we also had  
17 the geometry car in August, and brought the servicing gang  
18 equipment up to surface that. And then I would have the section  
19 foreman go behind, and some of the guys out of Eagle Grove to come  
20 up, and we'd do QC and then spot any ties in that needed spotted  
21 in to keep the track operative.

22 Q. Can you tell us a little bit about the rail testing, how  
23 often that's rail tested? You mentioned the testing there.

24 A. Well, we kind of set it up so that they can -- they come out  
25 here like maybe a month and test one subdivision for me, and then

1 they give me enough time to clean up those defects before we go to  
2 the next subdivision. So we've kind of got it on a cycle where I  
3 can get after the defects; otherwise, if they tried to test the  
4 whole territory, it -- probably be under water. So we've got a  
5 schedule on the different subdivisions and we test it once a year.

6 Q. So about all of that 350 miles that's assigned to you gets an  
7 internal rail test one time a year?

8 A. Yeah. Some of that would be the industry leads that we don't  
9 test, 10-mile an hour industry leads.

10 Q. And so --

11 A. With the exception of the Tara Sub. Now we do that twice a  
12 year. There's some jointed rails up there on the north end of the  
13 Tara Sub there, and we've been testing that twice a year.

14 Q. Describe to me a little bit the track inspection schedule  
15 over on the Estherville Sub. What's the requirement and --

16 A. Well, it's 49 mile an hour from Goldfield, which is  
17 milepost 0, to West Bend, milepost 32.2, and that's 6-inch base  
18 rail. And it was rail laid, oh, I imagine probably about 10, 12  
19 years ago. And so that track's in pretty good shape there.

20 That's 49 mile an hour. We test that twice or inspect it twice.

21 And the rest of the stuff would be inspected once. But then  
22 we have that new track agreement, so anything that's 30 mile an  
23 hour is required to be inspected twice. So we've been inspecting  
24 it twice.

25 Q. Twice a week?

1 A. Twice a week, yeah, with a 1-day interval between them.

2 Q. So, I guess, the FRA requirement would be one time a week on  
3 that section of track, and you're doing it twice weekly with

4 1 --

5 A. Correct.

6 Q. -- calendar day interval?

7 A. Correct.

8 Q. So you see the track inspection records. They come directly  
9 to you, and then do you send those -- is that kind of what drives  
10 the section work on that run?

11 A. Well, when the track supervisors write a defect, it goes into  
12 the Track Maintenance Planner. I see, I look at the Track  
13 Maintenance Planner every day. And, of course, I communicate with  
14 the track supervisors. They give me heads up. So we coordinate  
15 the repairs. If they find some defects or something, or  
16 something, you know, they find that's critical, we have to jump on  
17 it right away. So --

18 Q. And that's an electronic system, the Track Maintenance  
19 Planner?

20 A. Correct.

21 Q. All right. Bridge inspection records. Do they also go into  
22 the Track Maintenance Planner or is that something that you see?

23 A. Well, I don't see, I don't see those.

24 Q. Oh, you don't see that. Okay. So if there's a bridge  
25 inspection made and there's an exception taken, how do you get

1 notified of any exception that's taken?

2 A. They would probably call me and notify me.

3 Q. Do you --

4 A. Or send me an email and notify me.

5 Q. Do you remember any issues on the last bridge inspection  
6 being reported there --

7 A. No.

8 Q. -- at the Jack Creek Bridge?

9 A. No, I do not.

10 MR. GORDON: That is -- those are the questions that I have  
11 for now. I'll pass it off to my right. If you could just  
12 introduce yourself for the record again.

13 MR. GEKAS: My name is Mike Gekas, G-e-k-a-s, with the BMWED.  
14 I have no questions at this time.

15 MR. GORDON: And we'll go to Mr. Tom Brown.

16 MR. BROWN: Tom Brown, B-r-o-w-n, FRA. I have no questions.

17 MR. MOELLER: And James Moeller, spelling of the last name  
18 M-o-e-l-l-e-r. I have no questions.

19 MR. GORDON: So it's back to me.

20 BY MR. GORDON:

21 Q. Can you talk a little bit about the -- you talked about the  
22 rail testing, that they're doing that about annually. When those  
23 tests are done, can you tell me a little bit about the remedial  
24 actions that are taken for the rail defects that are identified?

25 A. We either slow order the track if it's a defect that can be

1 slow ordered or remediate with angle bars. Otherwise, if it's  
2 just a 30 mph slow order defect, normally what I try to do is get  
3 the gangs out with the welders, cut the rail out, and re-weld it  
4 so that we don't have joints added and CWR adjust. We adjust the  
5 rail right back to -- with the reference marks and stuff, we cut  
6 it in and repair it right then and there, as long as it -- you  
7 know, the rail defect is good for the 30 mile an hour. And it  
8 usually takes me about 2 or 3 weeks to get all the defects cleaned  
9 up behind the test truck.

10 Q. The Estherville Sub, when the testing is done, the rail  
11 testing, how many days does it take them to get over that  
12 subdivision? Do they get that in a day or --

13 A. No. No. It takes about 3 days to test it all. With train  
14 traffic and stuff there, at least 3 days.

15 Q. And do you also get a geometry car? Is that on a schedule, a  
16 geometry test car?

17 A. Well, it comes up once a year, but I don't know if you'd say  
18 it's a schedule. It's like when they get kicked off the east-west  
19 main line they run them up on me and we test. It comes at  
20 different times.

21 Q. But you do get that at least one time --

22 A. Right.

23 Q. -- a year?

24 A. Yes.

25 Q. And how are those runs typically? Do they typically keep you

1 pretty busy or --

2 A. Oh, yeah. Yeah, they're a little better finders under load  
3 than the track supervisor's truck. We also -- the track riders  
4 have a track analyzer, and a lot of times we'll run that in the  
5 spring and in the fall just to see if it will find some gauge  
6 spots that we don't, you know, can't see right away. A lot of  
7 times the curves, when it's so gradual in and out that it's nice  
8 to have that. So we usually try to run that little track analyzer  
9 and stay on top of the gauge defects.

10 Q. Just kind of use the track analyzer to supplement the  
11 geometry test?

12 A. Correct. Yeah, that's something we do ourselves.

13 Q. And that is -- is that just something that you pull behind a  
14 hi-rail truck?

15 A. Yeah, a hi-rail truck. It does gauge and cross-level. And  
16 it's kind of under load a little bit with the truck. Not a whole  
17 lot. I mean, it's better than nothing to test with.

18 Q. Absolutely. So --

19 A. As equipment goes.

20 Q. I know with you being on the engineering side, you know, this  
21 is more -- we'll get a better figure on this, but how many trains  
22 a day in your -- as far as you know, how many trains a day run,  
23 traverse that portion of the territory where we were for the  
24 accident, the Jack Creek Bridge?

25 A. They have a local that comes out of Eagle Grove, goes up to

1 Goldfield and gets to the Estherville's junction switch at  
2 Goldfield, and it usually brings, you know, a dozen to 15 cars, I  
3 believe, of empties up to the ethanol plant in Superior. And once  
4 in a while they have some lumber cars that go in at Graettinger on  
5 the house track there that they off load a couple lumber bars.

6 And so they go up on Mondays, up and back on Monday. And  
7 then also on Thursdays they go up and back, service that Superior  
8 industry. Then when they get 100 cars, like this train that was  
9 here, when they get a loaded ethanol train then they'll pull a  
10 loaded ethanol train. And I don't know, that varies. Maybe once  
11 a month they'll get a loaded train out of there. And then  
12 whenever Gruver ships, which is another junction to the Rake Sub  
13 at Estherville, Gruver grain train ships, and we probably get  
14 maybe one of those a month. And then -- but obviously there's  
15 more traffic south because there's more towns and more industries  
16 to the south. But that's pretty much the industries west of the  
17 location.

18 Q. And so approximately 350 miles of track total, some of that  
19 being spur track and leads. But if you divide that out into  
20 subdivisions, and I think you answered this, but if you'll tell me  
21 again how many subdivisions is that in that?

22 A. It's five subdivisions plus Waterloo, Iowa, which is a  
23 6-mile stretch of track we have over in another town.

24 Q. And of those five subdivisions, would you characterize the --  
25 is there anything maintenance-wise that would be more of a concern

1 on the Estherville Sub than if you compared it to those other five  
2 subdivisions?

3 A. Well, part of the Estherville Sub is in pretty decent shape.  
4 The section from West Bend to Superior -- well, actually from West  
5 Bend to Emmetsburg was tied when the year before that they did the  
6 rail job on the -- up to West Bend. So that's tied and the  
7 crossings were done. But from Emmetsburg to Superior, it's been  
8 25 plus years since it's been last tied up there. But we as a  
9 maintenance group there are continually -- you know, like I say,  
10 we bring the track analyzer up there and we do the gauging, we  
11 gauge curves and surface curves and we keep it maintained so we  
12 can operate the speed over it.

13 Q. So about 25 years since the last major tie program, and then  
14 you guys have been doing it with your maintenance crew. No small  
15 regional forces or anything like that, just --

16 A. That's correct.

17 Q. -- just pretty much you guys spotting ties in.

18 MR. GORDON: I'll look around the table and see if anyone has  
19 -- okay. I'm going to pass it around for questions one more time.

20 BY MR. GEKAS:

21 Q. Mike Gekas, Brotherhood of Maintenance of Way Employees. You  
22 stated that you'd be under water if they tested your whole  
23 territory, you know, they split it up monthly segments for you so  
24 that you can go back and fix the defects that were found. In the  
25 Emmetsville Sub [sic] particularly around the territory we're



1 talking about here, on average how many defects are found on this  
2 sub when they run the car through?

3 A. This was the Estherville Sub.

4 Q. Or Estherville. Sorry. I'm sorry.

5 A. Oh, 20 to 30 total defects on 78 miles of track, 78.4 miles.  
6 And they've changed some of the defect language. In other words,  
7 they've gone to these SSCs, which is the corrugated type rails and  
8 stuff, that they've been writing them up as defects. So that  
9 created more. But when -- we keep them cleaned up. So the more  
10 we clean up, you know, the less it defines. But they seem to  
11 still find about 20 to 30 defects over the whole subdivision.

12 Q. And the appropriate remedial action for these defects, are  
13 they --

14 A. Either slow ordered or repaired.

15 Q. So that -- okay.

16 A. Yeah. I mean, there's remedial actions.

17 Q. Ten-mile -- yeah, 10-mile an hour slow order.

18 MR. GEKAS: I have no further questions.

19 BY MR. BROWN:

20 Q. Tom Brown, FRA. Dave, would it be fair to say that this  
21 subdivision, you said 78 --

22 A. 78.4 miles to Superior.

23 Q. 78.4 miles. But would it be -- then would it be fair to say  
24 that it almost acts as almost two different territories just  
25 because of the size of the rail and speed on one end versus the

1 size of the rail and speed on the other?

2 A. Well, the other is a difference in the maintenance  
3 requirements and speed.

4 Q. I mean, it's very distinct is what --

5 A. Oh, yes.

6 Q. -- what I'm asking.

7 A. Oh, yes. Yeah, there's a big difference.

8 Q. So when he asked the questions how many defects on a whole  
9 subdivision, how many would be on the 90-pound portion?

10 A. Yeah, we'll get anywhere from --

11 Q. Is that the --

12 A. -- two to three on the 136-pound rail. And like I say, some  
13 of those are like engine burn defects or SSCs that once you clean  
14 them up, they're gone. I mean, they don't come back. But then on  
15 the 90-pound we get some transverse fissures and some VSHs and  
16 split webs. You know what I mean, just defective welds. And even  
17 in the 136 there's some defective welds sometimes. But it's  
18 probably about one-tenth a percent is in the 136 from Goldfield to  
19 West Bend.

20 Q. So 9 out of 10 defects are generally on the 90-pound rail?

21 A. And then the other thing I might add too is that when they  
22 laid the rail, the C&NW -- of course that was on the C&NW days.  
23 They did lay, like, I think it's 112 or 115-pound rail through  
24 some of the communities. Like Emmetsburg, Graettinger,  
25 Estherville, they did lay 2 or 3 miles through town to protect the

1 communities a little bit better with some bigger rail. And they  
2 have like 115-pound switches in and out of the industries.

3 Q. Follow-up question on the analyzer. What does it measure,  
4 and does that track inspector analyze it or does it have its own  
5 computer that analyzes --

6 A. No, it's not a computer. It's basically, it's a little  
7 contraption that fits on the back of the hi-rail truck, and it's  
8 got electric cord up in there and a little meter, and it --  
9 whenever the wheels go out, it measures the gauge, and then it  
10 will also do this cross-level. So, and he can set it to a limit.  
11 So when it goes over that limit, he gets out and checks it, puts  
12 the PTLF on it and -- you know, so we can get the spots.

13 Q. With that being said then, is there a measurement that you  
14 have them get out and put the PTLF, which stands for what,  
15 portable track loading?

16 A. Correct, yeah.

17 Q. Loading --

18 A. Fixture.

19 Q. Fixture.

20 A. Yeah. He sets it at 57½.

21 Q. So if he sees 57½ inches then --

22 A. Yeah. He'll get out and PTLF it, correct.

23 Q. To check for movement under loaded condition?

24 A. Correct.

25 Q. And the same thing on a geometry -- or a surface defect on

1 either a cross-level or warp, is there a criteria that he says,  
2 hey, I've got to --

3 A. Well, yeah, he --

4 Q. -- he's going to get out and measure?

5 A. -- goes off the speed of the track. You know what I mean?  
6 It's different between 49 and 30.

7 Q. I guess, to rephrase it, the hi-rail truck is not going to  
8 put the track down like a locomotive would.

9 A. Correct. But I mean it --

10 Q. Or a loaded rail car.

11 A. Obviously, if he's going along and the cross-level is good  
12 and then all of a sudden it goes out on him, it'll buzz, when he  
13 sets it there to the limit that he wants to set it to, and he'll  
14 get out and do some more investigating.

15 Q. Okay. I didn't know if there's a limit before it gets to the  
16 defective limit that you want them to get out or that they get out  
17 to check for an under load measurement or they just --

18 A. Like I said, it's 57½ on the gauge, but it depends on what  
19 the track speed is and the requirements on the cross-level.

20 Q. That has -- that track analyzer has no ability to measure  
21 profile?

22 A. No. Uh-uh. No, it doesn't.

23 Q. Uniform profile?

24 A. No. No, just super elevation. You know, a lot of times if  
25 you're over-elevated in the curve, you know what the elevation is

1 there, it'll -- you know, he'll know when he's getting over the  
2 limit on elevation or something or even pick up reverse or  
3 something like that.

4 Q. All right. And just one more question back on the rail. We  
5 can get this from the profile, but do you have a ballpark on how  
6 many miles of 90-pound rail is up there?

7 A. Let's see. From on the Tara Sub it goes from milepost --

8 Q. No. I'm sorry. Just on the Estherville.

9 A. Oh, on the Estherville? Well, it would be from 32.2 to  
10 78.4, and there's probably about 9 miles of that that's 115-  
11 pound rail in some of the communities.

12 MR. GORDON: I'm not going to ask you to do math on the fly.  
13 I did those numbers for you. Probably somewhere 30, 35 miles  
14 of --

15 MR. DEURLOO. That sounds reasonable.

16 MR. GORDON: -- 90-pound rail?

17 MR. DEURLOO: Yeah.

18 MR. GORDON: Okay.

19 MR. BROWN: And, again, we can get that from the profile.

20 MR. DEURLOO: Sure.

21 MR. BROWN: I just wondered if you knew. That's all the  
22 questions I have for the FRA at this time.

23 BY MR. GORDON:

24 Q. Tom mentioned the portable track loading fixture, PTLF gauge.  
25 Is this territory designated as gauge restraint measurement system

1 territory under FRA or --

2 A. I -- no, I don't think so. I have had that car up here at  
3 one time there on the north end of the Tara Sub there, but I don't  
4 know if they were just trying it out on the territory or what, but  
5 it -- I don't think it's a requirement.

6 Q. Okay. It's just the PTLF is used to supplement the  
7 inspection?

8 A. Track inspection, yeah. When they see something, then they  
9 go out and they'll PTLF it when it's 57½.

10 MR. GORDON: Okay. All right. And I think we're getting  
11 close to the end. Anybody need a break before we wrap everything  
12 up? Okay. Did the GRMS discussion, anybody have any more  
13 questions at this time?

14 Dave, I appreciate you sitting down with us today and, you  
15 know, like we spoke, you know this territory and that's the reason  
16 that you're here, was because you're the expert on what's out  
17 there. I always like to give people an opportunity that are out  
18 here -- you know, our work is to try to make safety improvements,  
19 and I always like to give people the opportunity if they see  
20 something that can help us out or if you know of anything that you  
21 would like to say to kind of help us with the investigation, I'd  
22 like to give you an opportunity to do that. Just in general if  
23 there are maintenance concerns, if anything -- if there's anything  
24 that you can think that may benefit you in maintaining a  
25 challenging territory?

1 MR. DEURLOO: Well, fortunately for me, I have a very good  
2 work crew. I have excellent welders. They do a really good job  
3 on the welds. We try to do it right the first time with the  
4 resources that we have to work with. They usually put in more  
5 ties and do more welds than most of my co-worker -- I mean, the  
6 other managers' territory. So we get a lot of work done with the  
7 people we do, do. They do a good job with it. They're very  
8 skilled in equipment operation and stuff there. So we do a lot of  
9 good work out here, and that's why it's, you know, keeping the  
10 track maintained.

11 MR. GORDON: All right. Well, I appreciate that.

12 Got another question, FRA?

13 BY MR. BROWN:

14 Q. Yeah, the FRA has just a couple quick questions. Are you  
15 aware of or has there been any capital programs proposed or, I  
16 guess, scheduled that have been cancelled, whether it was rail  
17 ties, surfacing?

18 A. Well, yeah.

19 Q. I mean on the Estherville only. On this --

20 A. I --

21 Q. You said a tie gang had went up to, was it Emmetsburg?

22 A. Yeah, we tied up to Emmetsburg.

23 Q. So is that milepost 48?

24 A. Yeah. 48½.

25 Q. But was there anything ever cancelled for milepost 48 to

1 Superior, which would include the derailment site?

2 A. I don't know if there's ever been a gang scheduled for that  
3 territory they've cancelled.

4 Q. All right.

5 A. I'm not aware of --

6 Q. And no rail, no ties?

7 A. That's correct.

8 Q. And then part of your responsibility, you do ride with the  
9 track inspectors?

10 A. Usually do it monthly, but now with the new agreement, we're  
11 doing it twice a month now. So, and I try to go over different  
12 parts of their territories when I do go with them.

13 Q. That was my follow-up.

14 A. No, I want -- no, I want --

15 Q. So you (indiscernible) --

16 A. Yeah, I want to see the track. Because we work together as a  
17 team to make sure that we're addressing the issues. They bring  
18 their concerns to me and I want to make sure I'm on top of it, be  
19 able to help them out, get it done.

20 MR. BROWN: All right, FRA has no further questions.

21 BY MR. GORDON:

22 Q. Okay, that did raise one question. I don't expect you to  
23 have a firm date, but to your knowledge, when was the last time  
24 you accompanied the track inspector over that portion of  
25 territory?



1 A. Well, I usually try to get them first thing in the month so I  
2 can get it done right away, and then -- so within the first week  
3 of the month. They're -- I've done them already this month.

4 Q. So you've been over that section of territory?

5 A. Um-hum.

6 Q. So your last inspection through east-west timetable  
7 direction, do you remember, did you hi-rail back in toward town,  
8 or --

9 A. No. We went from -- to Superior and hi-railed back.

10 Q. So Superior and hi-railed back toward --

11 A. And I think we also had an inspection with Mr. Secora. I  
12 think Ashley Brown and Mr. Secora. I think -- was that in  
13 December? I think we went. So, I mean, we get regular  
14 inspections from the DOT, Iowa DOT or the FRA. And then, like I  
15 said, I make the inspections with the track supervisors.

16 Q. And your last inspection through there, do you remember  
17 anything that stuck out in that area?

18 A. No. Actually that little stretch has been, I mean, staying  
19 pretty good really. Good road bed and -- so it's, hasn't really  
20 been a concern.

21 MR. GORDON: Okay. I have no further questions. And we'll  
22 look around the room again. I think everyone is good.

23 MR. MOELLER: I would have one question.

24 MR. GORDON: Okay.

25 BY MR. MOELLER:

1 Q. James Moeller with UP. Dave, you described the frequency  
2 with the rail detector test that's performed. In addition to  
3 that, what about service failures? Have you had any service  
4 failures in and around specifically the incident location that you  
5 recall?

6 A. No. I don't think we've had a service failure up here for  
7 years on that stretch up in here. We've had some -- we had a  
8 crossing, a rail go bad in a crossing south of there. No, there  
9 hasn't been one in years that I know of.

10 Q. And in addition to that, do you have a general idea when that  
11 rail was laid? I know you referred to C&NW laid it. Do you  
12 happen to have a general idea in what year that was performed?

13 A. Off the top of my head --

14 Q. Yeah.

15 A. -- I don't. But I'm assuming it was probably around the same  
16 time that they laid the -- put the ties in, they did the rail. It  
17 was probably a state-funded project when they did it back in the  
18 day. And it would be 20-plus years ago, like 28 years maybe comes  
19 to mind. Don't hold me to it though.

20 Q. No. I understand. And that's --

21 A. Was before I got here.

22 Q. Yeah. And then you made reference to Ashley Brown, who is  
23 the manager of track programs for the service unit, correct?

24 A. That's correct.

25 Q. And do you think she had a hi-rail inspection also across

1 this piece of territory? And you named another individual.

2 Who --

3 A. Jeff Secora is the Iowa DOT inspector.

4 Q. And you think that was in December?

5 A. I think we came over it in December. We wanted to look at  
6 it. I remember that it had snowed before, but it melted enough  
7 that we could actually get -- you know, see some stuff on the  
8 track, so --

9 MR. MOELLER: Okay. Thank you.

10 MR. GORDON: All right. Thank you.

11 MR. BROWN: FRA has one follow-up question.

12 BY MR. BROWN:

13 Q. That questioning was -- just for my clarification, when you  
14 said there was no service failures for, what, many years --

15 A. Not -- right in that area.

16 Q. In that area. So I guess my follow-up question would be,  
17 going back to the 90-pound rail that I think we said was  
18 approximately 32 miles or -- has there been much for service  
19 failures in that, or found by the track inspector during normal  
20 routine inspections?

21 A. Okay. Up by Superior, between Estherville and Superior,  
22 there's been some rails that have gone bad in road crossings, a  
23 couple of them over the years. And then down by Rodman, which is  
24 east of where we were at there, there was a road crossing failure.  
25 I mean, a rail at a road crossing. But, I mean, they get rusted

1 up, salt and all that stuff in there, they deteriorate faster than  
2 the others. So we had to change a couple of rails in some road  
3 crossings. And just as far as defective welds breaking or  
4 something, no. It's actually been pretty quiet up here.

5 Q. And that's as far back as you can remember?

6 A. Yeah. I mean, we -- over in the jointed territory we have  
7 bolt holes regularly, I know that, so --

8 Q. But that's not on this subdivision?

9 A. No.

10 BY MR. GORDON:

11 Q. And that brings up another question in my mind. Service  
12 failures, you know, thank you for answering that. Derailments on  
13 the Estherville Sub are -- nothing recent history for derailment?

14 A. No. Not that I can recall.

15 BY MR. BROWN:

16 Q. FRA asking a question again. Is that -- when you say recall,  
17 you've been here 20-plus years. You just don't recall one in the  
18 whole 20 years up on this north part of the Estherville Sub?

19 A. Well, in elevator, in and out of an elevator.

20 Q. What I would consider a main line.

21 MR. GORDON: Right. No. Yeah, like out on the main.

22 MR. DEURLOO: Well, let's see. Well, that would have been in  
23 Livermore, but that was when it was jointed rail before they laid  
24 the CWR, we had a derailment down there. That's from West Bend  
25 down to Hardy. It was all 90-20 jointed rail. We had a

1 derailment in town there. But that's all been -- that's 136 --

2 MR. GORDON: That's some of the bigger rail.

3 MR. DEURLOO: Yeah. It's (indiscernible) --

4 MR. BROWN: That would be over 20 years ago?

5 MR. DEURLOO: Yeah. There was a big derailment there in  
6 Livermore. And I know the Rock Island had something before.

7 There are still some cars laying in the ditch.

8 MR. GORDON: Right.

9 MR. DEURLOO: Some dinosaurs from Rock Island days. But, no,  
10 we've -- it's been a pretty solid line up here.

11 MR. GORDON: Yeah.

12 MR. BROWN: FRA has no more.

13 MR. GORDON: All right, well, and you can see that  
14 perspective, your amount of time out here, there is nobody on the  
15 investigative team that could've answered those questions. So we  
16 do appreciate you coming out and spending time with us today.

17 Like I had mentioned before, we'll have this transcribed.  
18 I'll send you a copy of it. You can make any corrections, and  
19 talk to me on that, and just get me confirmation back that you've  
20 done that. And on behalf of the NTSB, I would like to thank you  
21 for your time working as a manager of track maintenance and trying  
22 to improve transportation safety, and taking the time to come out  
23 and sit down with us today.

24 And with that, we will go off the record.

25 (Whereupon, the interview was concluded.)

26

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:     DERAILMENT OF UNION PACIFIC TRAIN  
                          NUMBER UEGKOT 09 NEAR GRAETTINGER,  
                          IOWA ON MARCH 10, 2017  
                          Interview of David H. Deurloo

ACCIDENT NUMBER:     DCA17MR007

PLACE:                 Spencer, Iowa

DATE:                 March 15, 2017

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.

---

Katherine Motley  
Transcriber