

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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DERAILMENT OF UNION PACIFIC TRAIN *

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

IOWA ON MARCH 10, 2017 *

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Interview of: JAMES McDANIEL

AmericInn
Spencer, Iowa

Saturday,
March 11, 2017

APPEARANCES:

DAVID BUCHER, Rail Accident Investigator
National Transportation Safety Board

JOSH SHAFFER, Director of Road Operations
Twin Cities Service Unit
Union Pacific Railroad, St. Paul, Minnesota

MIKE CORUM, Operating Practices Specialist
Federal Railroad Administration, Kansas City

MARK SANDLER, Operating Practices Inspector
Federal Railroad Administration

STEVE FACKLAN, Primary Investigator, Safety Taskforce
Brotherhood of Locomotive Engineers and Trainmen (BLET)

LAWRENCE MOZENA, National Safety Team
SMART Transportation Division

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I N T E R V I E W

1
2 MR. BUCHER: This is Dave Bucher, rail accident investigator
3 for the National Transportation Safety Board, and this is the
4 interview of James McDaniel. You are the engineer?

5 MR. McDANIEL: Yes.

6 MR. BUCHER: Of the accident train that was involved in the
7 derailment at Graettinger, Iowa, on March 10, 2017. The accident
8 number is DCA17MR007.

9 And, James, the purpose of this interview is to increase
10 safety, not assign fault, blame or liability. However, NTSB
11 cannot guarantee confidentiality for the interview because it will
12 go into our docket.

13 You are allowed to have one person here with you today if you
14 choose to.

15 MR. McDANIEL: No, sir.

16 MR. BUCHER: That's not a problem. We have to offer it to
17 you. And you understand that it's being recorded.

18 We'll go around the room and introduce ourselves for the
19 record. To my left?

20 MR. SHAFFER: My name is Josh Shaffer. I'm the director of
21 road operations, for the Twin Cities Service Unit based out of
22 St. Paul, Minnesota, Union Pacific Railroad.

23 MR. CORUM: Mike Corum, C-o-r-u-m, operating practices
24 specialist, FRA, Kansas City.

25 MR. FACKLAN: Steve Facklan, F-a-c-k-l-a-n, primary

1 investigator, BLET, Safety Taskforce.

2 MR. MOZENA: Lawrence Mozena, M-o-z-e-n-a, SMART TD, National
3 Safety Team member.

4 MR. SANDLER: Mark Sandler, S-a-n-d-l-e-r, operating
5 practices inspector, FRA.

6 MR. BUCHER: And, James, if you could, could you give us your
7 name and spelling, please?

8 MR. McDANIEL: James McDaniel, M-c-D-a-n-i-e-l.

9 MR. BUCHER: Thank you.

10 INTERVIEW OF JAMES MCDANIEL

11 BY MR. BUCHER:

12 Q. Now, James, as I told you before, if you could just go back
13 to yesterday and go to when you came on duty, give us your call
14 time, where you departed from, and through to the accident, that
15 would be great.

16 A. Just start at the beginning of my day, then?

17 Q. Yeah. Go ahead, start, just tell us how the day went.

18 A. I tied up, I tied up the morning before and arrived home
19 about 3:30 in the morning, went to bed. I got up around -- it was
20 like 12:30, 1:00 because I had a 2:00 dentist appointment; went to
21 the dentist. Looked at the boards. Wasn't supposed -- looked at
22 the boards. Looked like I was going to go to work at some point.
23 I was first out, so. Did some errands in Altoona, got called,
24 went to work, was called for 1630.

25 Q. 1630.

1 A. Drove from my house to Eagle Grove. Did our job briefing.
2 Hopped in the cab and cabled to Estherville to pick up our live
3 power to go on to Superior.

4 Took the live power from Superior -- or from Estherville to
5 Superior, picked up our train there. Air-tested DP unit, did all
6 of my cab signal tests and all that stuff so I was ready for the
7 main line. Air tested, like I said, and then departed. Picked up
8 my conductor after he lined the derail back about a mile and a
9 half down the road, I picked him up. Then we headed south.

10 Nothing -- there was no indication to me when anything was
11 wrong. We were just floating through the territory about 28 -- I
12 estimate we were around 28 last night, about 25, I told then
13 somewhere around that speed. I was just floating, throttle
14 modulating, and didn't know anything out of the difference. It
15 was all normal and all of a sudden I lost my air. There was a
16 little tug and I kind of said, what was that? And the air went
17 and I threw emergency, and then all of a sudden we looked back and
18 there was a big orange -- the cab turned orange.

19 Q. Um-hum.

20 A. And after that, we dialed 9-1-1 and kind of blurry there for
21 a little bit. The conductor went out the back door. He was going
22 to cut and run, and then we decided that no, let's get the cars
23 that we had farther away from whatever was on fire. So he went
24 back -- as I tried to get recovered, he went back and shut the
25 angle cock. And once I got it cut away, I went to pull on it, it

1 dumped again because I forgot to -- I hit set up but I didn't hit
2 the execute button. So I reset it again, executed it, and then
3 since the PTS was still open, it wouldn't let me go very fast, but
4 we drug it up to the next crossing which happened to be in Osgood.

5 Q. Um-hum.

6 A. And tied everything down, had several communications with the
7 dispatcher at that point, wind direction and that kind of stuff,
8 just to -- because we knew what we had. And him and I talked and
9 said, you know, decided we better get the -- see if we can get
10 some off the rear of the train if we could. Told the dispatcher
11 that.

12 We got in the cab -- our cab come back to us. We hollered on
13 the radio. He heard the 9-1-1. He came back to us. He was at
14 Emmetsburg. So he came back to us and found us, and we hopped in
15 their van after securing the train, the head end of the train.
16 And by the time we got to the fire personnel -- the dispatcher
17 told us that we weren't supposed to move the train until a manager
18 got there, but the fire department chief said -- asked us when we
19 got there, can you move that train with that other engine? I
20 said, yeah, if you want us to. So I said I just got to get -- you
21 know, they told me not to, but if you want me to, we'll move it.

22 Q. Right.

23 A. So I got on -- I borrowed my cab driver's phone and called
24 them up, called the (indiscernible) right back. He answered,
25 said, well, let me get into the manager who I talked to, which

1 happened to be Erik Erickson, my superintendent, and he said do
2 whatever they said. Just stay safe; I don't want anybody getting
3 hurt. I said fair enough.

4 I took a fireman with me. The fireman took my conductor. So
5 I figured the fireman was going back to do it and he was just
6 going to show them how to do it. I guess it ended up to be Rod.
7 Rod went in and shut the angle cock. And I was able to unlink it
8 and we pulled it up and -- to clear the crossing, and we stopped
9 short of the bridge because our cars hadn't been inspected and we
10 just stopped once we got the crossing cleared. He secured it. I
11 did all my securing stuff and hopped out, rode back in the fire
12 truck and sat in the cab and waited for the cavalry.

13 Q. Great. Thank you. Just some follow-up questions. We'll
14 probably go around a couple of times with just some questions
15 about the equipment and stuff.

16 My first question is, you know, you did your air test before
17 leaving and there was no problems with the airbrake system.

18 A. No, we had 1.5 pounds of leakage. We did have a bad order
19 set out up there. We were originally supposed to have 101, but
20 there was a bad order in our train list when it came out. It was
21 bad ordered before we even got there.

22 Q. Okay.

23 A. We verified with the corridor manager at the office that we
24 had to set it out. He said, yeah, you're not car inspectors, so
25 you can't okay this one to go. So we set it out.

1 Q. Okay.

2 A. We done air tests, leakage test, the brake pipe and leakage
3 test with the DPU. We set the car out in the plant, put it back
4 together. I did another brake pipe and leakage test and same
5 leakage, good to go. So there was no -- there was nothing found
6 on the brake inspection, no.

7 Q. Perfect. There were no issues with the locomotives at all?
8 Everything operated as --

9 A. Normal operations.

10 Q. Yeah.

11 A. There was no -- I had no issues with any of my engines that
12 night.

13 MR. BUCHER: Okay. Great. Okay. I have a couple other
14 questions but I'm going to go around the room and let --

15 MR. McDANIEL: Okay.

16 BY MR. SHAFFER:

17 Q. This is Josh Shaffer. You said you were operating through
18 there using throttle modulation?

19 A. Yes.

20 Q. About how long of a distance just, I mean, roughly do you
21 think you were able to run just throttle mod floating through
22 there?

23 A. There's a big hill coming out of Superior. I was in dynamics
24 there. So once we got through that 10 mile an hour slow order at
25 Estherville, I throttled out, got up to speed, and then there's a

1 couple times earlier in the last 10 miles I had to get -- to slow
2 down. I think I got it at idles once there to modulate, but other
3 than that, it's a float through there. There's not much you have
4 to do through there with a loaded train. It just kind floats.

5 Q. So as you're floating through the location where the
6 derailment ultimately happened, do you have to have it in any
7 notches or were you in idle for a while, or do you remember
8 roughly how long you were in whatever position?

9 A. I can't, I can't recall. That all went bye-bye after the --
10 I'm a newer engineer up there. So, like I said, at this point I
11 don't recall where I was at.

12 Q. Okay. How long have you been an engineer?

13 A. I got my license in 2007, but was set back for a long time, 4
14 or 5 years, and the last 4 years I've been off and on engineer,
15 conductor. I'm kind of on that on bubble zone.

16 Q. Okay. Have you ever taken a train over a broken rail before?
17 Have you ever felt what it feels like to hit broken rail?

18 A. I can't say that I ever actually found a broken rail, no.
19 There's -- we've -- I've ran on track where signals indicated
20 there's something wrong in there and we've looked for broken rail,
21 but I've never actually found one, either as a conductor or an
22 engineer.

23 Q. Okay. When you went through that location, do you remember
24 any rough track?

25 A. It was all kind of the same, but it wasn't -- it was -- you

1 know, we had said in the cab communications, says it looks like
2 they had been replacing ties. It was no rougher than normal. I
3 mean, it was pretty normal track for what we run on out there. I
4 hadn't noticed anything that stood out to me.

5 MR. SHAFFER: Okay. I have nothing else.

6 MR. CORUM: No questions.

7 BY MR. FACKLAN:

8 Q. Steve Facklan, BLET, Safety Taskforce. Just a few questions
9 here. Do you recall what the weather was like from -- I guess
10 start from the time you went on duty to about the time of the
11 accident. I'm just curious about if the temperature or the
12 weather changed much during the day for you?

13 A. We did notice -- it was pretty decent weather down in Eagle
14 Grove when we got there. But we noticed when we got up to
15 Estherville it was quite a bit cooler. I mean, the wind had
16 picked up from what it was in Eagle, but, you know -- and it could
17 have been where we were at, that's why I didn't feel the wind, but
18 it was cold. The temperature had dropped from -- I don't know
19 what the highs was of the day, but --

20 Q. If you can just estimate? I'm just -- ballpark --

21 A. It felt like 15 to 20 degrees difference when we were up
22 there, I mean, with the wind. That's -- I got a bald head, so it
23 feels colder than probably what it is.

24 Q. If you have any estimate, just could you recall what the
25 temperature was at the derailment site?

1 A. The van said like 11, I think is what the van said.

2 Q. Yeah, I'm just looking for ballpark.

3 How long -- how many years have you worked for the railroad?

4 A. I hired out 1/24 of '05. So I'm on my 12th year.

5 Q. Okay. And you estimated, just roughly, around 20, maybe --

6 A. I was floating anywhere from 25 to 30 there through most of
7 it.

8 Q. Do you work on pool or extra board?

9 A. Pool.

10 Q. Pool turn. Okay. And how often have you, how often have you
11 done this type of work as far as going to pick up the ethanol
12 cars, this particular train?

13 A. That's my first time pulling that train.

14 Q. First time on that train? First time being to that ethanol
15 plant?

16 A. No, I've been in the ethanol plant with the local and light
17 power and stuff, but I've never actually been on the pull train.
18 We don't pull, you know.

19 Q. Do you make up the whole train there at the ethanol plant?

20 A. It's all on one track. Usually we have to move some buffers
21 around to -- you know, could've had both buffers on the head end,
22 but it's all on one track. It's a big balloon track. They got
23 four balloon tracks.

24 Q. So the cars are already together for you and you had buffer
25 cars and --

1 A. The buffer cars were -- they just -- since we were DPU, they
2 only had one -- they had them both on the head end. So we had to
3 put one on the rear. And we set the rear -- set the DPU on the
4 rear of the train and backed our head end. It's all on one track.

5 Q. And then air test and --

6 A. Air test and all that. The conductor walked it and had to
7 write a list because we didn't have -- we had a printout but it
8 wasn't in the right order.

9 Q. Did you set the bad order out before or after air test?

10 A. We air tested the whole train because we couldn't find -- we
11 didn't know where the bad order was. Found it. It was 12th from
12 the rear. So after the air test, we -- there's a hill coming into
13 -- the derail's on top of the hill and then you come down a hill
14 and then a bunch of crossover switches into their balloon yard.
15 So we decided to set it out down there, and I just backed up to
16 the balloon track and lined my rear end through instead of messing
17 with the hill. So we just backed it over and set it over. We
18 were on the second track over, so -- we set it off to the fourth
19 track over, so we just backed it in, the DP there. Pulled back
20 ahead and then he set it out and did it all from the balloon
21 tracks.

22 Q. Okay.

23 A. And then when we put it back together, I -- with the DPU, I
24 redid the brake pipe and leakage again.

25 Q. And then after that, there's no work en route. It's just a

1 straight shot after that?

2 A. It's a straight shot. We were, we were -- timewise, we were
3 changing out at Eagle Grove and dispatcher had told us that we had
4 to re-crew at Eagle to take it on to Des Moines.

5 Q. Okay. When was the last time you were up in this area around
6 the derailment prior to this trip?

7 A. I can't recall. It's been a while.

8 Q. Been a while. Okay. Do you know of or have you seen any
9 maintenance-of-way work going on in the area?

10 A. We noticed ties had been replaced in that area. You could
11 see where they were dragging out -- you know, from the tamper
12 pulling it out and pushing it back in, you could see there were
13 some ties replaced. But specifically trucks, no, because they
14 were -- it was dark.

15 Q. Okay.

16 A. They weren't out working.

17 Q. Okay. After the accident, you said you cut away cars on the
18 -- from the head end. Do you know approximately how far back was
19 the derailment, the fireball, the fire, from your head end? Just
20 a rough guess.

21 A. We had ahold of 2 engines and 20 cars is what we came away
22 with.

23 Q. Two engines, 20 cars, that's where you made the cut? Okay.

24 A. And that was already made for us. That was just what we had.

25 Q. Oh, so it come apart?

1 A. Yeah. The conductor told me when he went back there, it was
2 already separated and the top part of the knuckle was busted out
3 of it, and he shut the angle cock and we got back out of Dodge.
4 So --

5 Q. Okay. Do you remember how many you roughly pulled off the
6 rear end with the DP unit?

7 A. Fifty-two or -four, somewhere in there. I can tell you.
8 I've got my paperwork. I can tell you actually, if you want.

9 Q. Oh, no. No, we can get that information.

10 A. I want to say 52, 54, somewhere in there.

11 Q. Okay. Buffer cars, you -- when you got there, you said there
12 was two buffer cars on the head end?

13 A. Yep. They were on the head end of the train when we got
14 there, what would have been our head end, the way we have to come
15 out of the plant. So we set up my DPU over -- what was going to
16 be my DPU over in the clear track. Went in with my head end,
17 picked that buffer off the head end and set it on top of the DPU.
18 Went back, put the engines back on the train, tied it down,
19 swapped over to the DPU and shoved it onto the rear of the train.

20 Q. Can you recall what the Union Pacific rules are on buffer
21 cars, how many you need?

22 A. It's five -- a minimum of five or all available, but -- that
23 you have. But being a DPU, I have to have on one -- at least one
24 on each end.

25 Q. Right, right. And --

1 A. So we had two, and they had to be where they were for
2 placement.

3 Q. That's all that was available to you, two buffer cars?

4 A. Yep.

5 Q. Okay.

6 A. And they were scheduled on my train.

7 Q. They were scheduled. Okay.

8 Have you ran an ethanol train like this before with buffer
9 cars?

10 A. Absolutely.

11 Q. Would you say it's normal to have just -- if you're running
12 in DP, distributed power, one buffer car on the head end and one
13 buffer car on the rear? Like it's the --

14 A. Yes.

15 Q. Do you feel that's safe?

16 A. It's never been a problem before.

17 Q. Okay. Do you know of anybody that's asked, requested more
18 buffer cars?

19 A. I know it was a topic of discussion at one of the union
20 meetings I was at a few years ago, but it never went anywhere
21 farther than that. It was just more scuttlebutt talk at the union
22 meeting was all.

23 Q. Okay. My concern is just safety of the crew.

24 A. Absolutely.

25 MR. FACKLAN Yeah. That's all I have now. The next round I

1 just want to talk more about training.

2 MR. McDANIEL: Okay.

3 MR. MOZENA: I have none.

4 BY MR. SANDLER:

5 Q. James, how old are you? I'm sorry. Mark Sandler with the
6 FRA. How old are you?

7 A. [REDACTED].

8 Q. Okay. And just for -- I want to clarify this for me. I
9 thought I wrote it down but I want to make sure. You cabbed up to
10 Estherville to get the power?

11 A. Correct.

12 Q. Okay. Was that left from the day before the other crew
13 brought up?

14 A. They had somebody that went and picked it up at Ames and
15 cabbed it -- and took it up there. They had to fuel up, I think,
16 in Eagle Grove. And I was -- my call told me to go to -- straight
17 up to Superior, but cab notes and communication with the crew that
18 took it up there said they didn't get all the way up, they left it
19 at Estherville.

20 Q. You're not sure when or how that got up there?

21 A. No.

22 Q. Okay. Coming down after you made your train, then you did an
23 air test of some kind?

24 A. Yes.

25 Q. What did you do?

1 A. Tied up -- put the DP on the head end, pumped the train up to
2 -- got the flow below 30 on the first thing, hit the button for
3 brake pipe test. It came back okay. Put it into -- put it --
4 then I was ready then for a leakage test, hit the leakage test.
5 It automatically on the leakage test, on DPU, it automatically
6 takes 20 pounds off the rear. They both sat down, and then it
7 times it, does all the-- does all the things for you.

8 Q. Okay.

9 A. And then once it times out, it says put to full service. You
10 put it in full service and that gives you your leakage.

11 Q. Okay. And then prior to the incident, I mean, as you got
12 down there, was there any braking of any kind or any slack action,
13 anything out of the ordinary?

14 A. No. I used my dynamics coming down the hill into
15 Estherville, and I think I used it once other time and some dynos
16 but I never set air. I never used any air on, I don't believe, if
17 I remember correctly.

18 MR. SANDLER: Okay. I don't have any further questions.

19 BY MR. BUCHER:

20 Q. Dave Bucher again. What's the speed limit on the track there
21 in the location?

22 A. Thirty mph.

23 Q. 30 mile per hour. Thank you.

24 A. There's a timetable through there.

25 MR. BUCHER: Um-hum. All right. I think I'm going to pass

1 it on.

2 BY MR. SHAFFER:

3 Q. Josh Shaffer again. You had mentioned earlier at some point
4 that you had come through a 10 mile an hour slow order. Roughly
5 what milepost was that where you came out of the slow order? How
6 far away were you when you were able to pick your speed back up?

7 A. The milepost for the 10 is at 71.25 or somewhere there, .2.
8 I don't have my bulletins from that day, but -- I ran my train
9 length, which we verified when we pulled out of the plant on a
10 roll-by at the derail. Ran my train length, then I picked up
11 speed from there. So roughly right around 69½, I took off.

12 Q. Right. Then after the derailment initially started, I think
13 you described it as feeling a bump or a tug or something like that
14 and the train went into emergency. Can you describe more of what
15 you saw when that happened?

16 A. There wasn't, there wasn't anything on my screen. You know,
17 we were just -- it was all of a sudden. It wasn't -- there wasn't
18 any warning that anything was going on. I was just kind of going
19 and all of a sudden there's a shh. It was not much at all. I
20 mean, I've been hit harder by running on a DPU coming off a hill.
21 But it was just more of a clunk and then the air went. I'm like,
22 what was that? The air went. I told him we went in emergency and
23 that was it. But I didn't see anything.

24 Q. So when you said there was a clunk, you leaned forward like
25 you had --

1 A. The clunk was just minor. It was just a shh. You know, it
2 was, all of a sudden, just a --

3 Q. Are you describing something you felt like in a train action?

4 A. That's a felt. That was a -- felt the train -- it just, it
5 made me come forward in the seat.

6 Q. But you didn't hear a clunk?

7 A. No, I didn't hear a clunk. Sorry. That was just my --

8 Q. All right. The only reason I was asking is if you hit
9 something that -- like a broken rail or anything like that, that
10 might --

11 A. No. No, that was just my noise, what it felt like. It was
12 just a -- there was no noise. It was just something I felt in the
13 seat.

14 Q. Yeah. Anybody reading this won't see you lean forward. Like
15 they'll just --

16 A. No, I know. Sorry, I -- I talk with my hands usually. I'm
17 sorry.

18 MR. BUCHER: That's all right.

19 BY MR. SHAFFER:

20 Q. No, I get you. That's why I was asking.

21 A. No, there was no sound. It was just -- there was a kind of a
22 tug -- just a tug that brought me forward in my seat.

23 Q. How did you guys realize you had derailed?

24 A. Well, when I -- when we went in emergency, I went like this
25 and went to look out my mirror and everything went orange, I'm

1 looking at. That was --

2 Q. Orange like the glow from a fire, that soon?

3 A. Yeah, it was instant. I mean, I wasn't even -- he went like
4 this. I went up like this and I literally turned to my mirror
5 like this. We both went to turn around and look and then
6 everything went orange.

7 Q. So when you say you went like this and went like this, you're
8 gesturing.

9 A. Oh.

10 Q. Are you indicating like you're --

11 A. I went to emergency with my automatic and I bailed off of my
12 independent and --

13 Q. Okay. But it happened instantaneously, you saw orange?

14 A. It was that quick.

15 Q. Really?

16 A. Yeah, it -- the fireball shot out and went up, and that was
17 just -- the whole cab turned orange. I mean, that's the best way
18 I can describe it. When it lit up, the whole cab -- I mean, all
19 you could see -- you couldn't discern different colors. It was
20 just orange.

21 Q. Wow. So when you looked back, how high roughly would you say
22 that fireball was?

23 A. I couldn't see -- I didn't -- that I don't recall. I would
24 turn that, and about that time I was trying to figure out what to
25 do next. It was -- we're on fire and 9-1-1. It took me twice to

1 dial it because I hit pound the first time and it didn't go.
2 Dialed it again and, like I said, by then, the adrenaline was
3 pumping and --

4 Q. How long before the dispatcher answered, do you think?

5 A. Immediately. I mean, it wasn't -- once I punched it in
6 right, it was right there. And he was right there.

7 Q. Good. Great. That's all I have.

8 MR. CORUM: No questions.

9 BY MR. FACKLAN:

10 Q. Steve Facklan, BLET, Safety Taskforce. Just a couple of
11 reference questions here. Training, how often do you get training
12 on I'll say Emergency Response Guidebook, hazmat training?

13 A. Every time we do our rules test, which is 2 or 3 years.

14 Q. Do you know when the -- do you recall when the last time you
15 went through that class?

16 A. I'm due next year. So whenever I'm -- which is also my
17 license year.

18 Q. Okay. When they give you that training, just curious, what
19 do they -- do they prepare you for an event like this as much as
20 they can, I guess? This is pretty unique.

21 A. I wouldn't say they prepare you for anything like this.

22 Q. Do they give you instructions on what to do or --

23 A. Uphill, upwind -- uphill, upwind, take your paperwork and
24 your safety is priority.

25 Q. Do you recall a point during this where you felt your life

1 was in danger?

2 A. The initial, because I didn't know -- I didn't know where the
3 derailment or I didn't know where the explosions were and --

4 Q. Okay.

5 A. -- BLEVE came to mind.

6 Q. I'm just impressed. I'm just impressed with the presence of
7 mind that you and your conductor had to --

8 A. Well, I'm a volunteer firefighter and have been for 15 years,
9 EMT. I've been through the, I've been through the ISO, all the
10 FEMA train stuff I had to go through.

11 Q. So you've had much more training beyond railroad --

12 A. Railroad, yes.

13 Q. -- in situations like this?

14 A. Yes.

15 Q. Okay. Because I was going to say, the response that you guys
16 had, I was wondering whether one of you guys was military or
17 something.

18 A. Yeah. I confused the dispatcher when I asked him for wind
19 direction. I wanted to know which way it was coming from. And
20 he, he got it for me right away, and he goes what town are you
21 closest to? But he was confused at first. I caught him off
22 guard, but I asked him for wind direction. I want to know where
23 the smoke's going and uphill, upwind, to get away from it. But I
24 also knew the wind was going to blow the fire that direction, so I
25 want to know -- I wanted to know right away what we were dealing

1 with.

2 Q. Thank you.

3 A. Yep.

4 MR. MOZENA: No.

5 MR. SANDLER: I don't have any further questions.

6 BY MR. BUCHER:

7 Q. Dave Bucher again. I have one more, and just to go back to
8 the train handling a little bit, just to -- I want to make it
9 clear for myself, that the train was pulling normally. There was
10 nothing unusual.

11 A. It was rolling as normal as could be. I mean, I had no
12 indication there was any problems with it. It was a regular
13 train.

14 Q. Great.

15 A. Yeah, there was no -- there was nothing made aware to me by
16 any of the feelings I have in the seat. I run on feel, and all my
17 gauges were good. There was nothing. It wasn't pulling hard. It
18 wasn't --

19 Q. Right.

20 A. It was just rolling normally. It was, it was good to go. I
21 mean, it --

22 MR. BUCHER: Okay. Great. Thank you.

23 BY MR. SHAFFER:

24 Q. Josh Shaffer again. Did you have the distributed power unit
25 in synchronous mode or did you have the fence up?

1 A. There was fence. I did not run fence that night.

2 MR. SHAFFER: That's all I've got.

3 MR. CORUM: No.

4 MR. BUCHER: Okay. And I think that concludes the interview
5 of Mr. McDaniel.

6 (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: DERAILMENT OF UNION PACIFIC TRAIN
 NUMBER UEGKOT 09 NEAR GRAETTINGER,
 IOWA ON MARCH 10, 2017
 Interview of James McDaniel

ACCIDENT NO.: DCA17MR007

PLACE: Spencer, Iowa

DATE: March 11, 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.

Kathryn A. Mirfin
Transcriber