

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: WILLIAM FREEMAN

Tuesday
August 1, 2017

APPEARANCES:

DAVID BUCHER, Rail Accident Investigator
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I N T E R V I E W

1
2 MR. BUCHER: Good morning. This is Dave Bucher, rail
3 accident investigator for the National Transportation Safety
4 Board. It's August 1, 2017, and this is the interview of William
5 Freeman, train dispatcher for the Union Pacific Railroad. The
6 interview is being conducted relative to NTSB's accident
7 investigation number DCA17MR007, the accident in Graettinger,
8 Iowa, which occurred on March 10, 2017.

9 We'll go around the table here first for the
10 transcriptionist, and then I'll do the people that are on the
11 conference phone.

12 Want to go first, Mike?

13 MR. HILLER: Michael Hiller, H-i-l-l-e-r, National
14 Transportation Safety Board, Investigator in Charge.

15 MR. BUCHER: And, Bill, if you'd just give your name and spell
16 it for the transcriptionist.

17 MR. FREEMAN: My name is William Freeman, F-r-e-e-m-a-n, and
18 I am a train inspector.

19 MR. BUCHER: Thank you.

20 And name and spelling.

21 MS. FREEMAN: Gina Freeman, F-r-e-e-m-a-n.

22 MR. BUCHER: Okay. On line, if you could give your name and
23 spelling, please.

24 MR. CORUM: Mike Corum, C-o-r-u-m, Operating Practices
25 Specialist, FRA, Region 6, Kansas City.

1 MR. SANDLER: Mark Sandler -- go ahead.

2 MR. FACKLAM: Steve Facklam, F-a-c-k-l-a-m, primary
3 investigator, BLET Safety Task Force.

4 MR. SANDLER: Mark Sandler, S-a-n-d-l-e-r, FRA operating
5 practices inspector, Region 6.

6 MR. SHAFFER: Josh Shaffer, DRO, Twin Cities Service Unit,
7 Union Pacific. Last name is spelled S-h-a-f-f-e-r.

8 MR. BUCHER: Okay. Thank you.

9 INTERVIEW OF WILLIAM FREEMAN

10 BY MR. BUCHER:

11 Q. Mr. Freeman, just like I had kind of briefed you, if you
12 could go back to March 10th, just take us through your day and the
13 hours leading up to the accident, anything you can remember about
14 the occurrence of the accident, and even anything you can remember
15 the response through the office, what happened, as much or as
16 little as you can remember.

17 A. Well, I start work at 10:20. I come in and take the turnover
18 from the dispatcher I relieved. I don't really remember who that
19 was. I cover an area from Missouri Valley up to the Twin Cities,
20 and I also handle most of the Iowa branch lines or Green Lines,
21 you can call them, that are north of the east-west main line.
22 Most of my territory is track warrant patrol. Most of it is non-
23 ABS. The subdivision in question is a non-ABS subdivision.

24 Usually, the desk that I work is pretty slow on nights.
25 There's not a lot of maintenance of way, just routine train

1 traffic that night between Sioux City and Worthington, and I had a
2 couple of trains out on the Green Lines. I don't believe there
3 was any remarkable weather. We had this train UEGKOT 09 with the
4 UP 5666. It had a warrant with a box 7 for the whole Estherville
5 Sub, which is usually the way that at that time of day we would
6 give a warrant to those trains. That way they can work -- they're
7 out there by themselves. They can work in either direction
8 without having to check with the dispatcher for every move that
9 they make.

10 At 12:47, I got a call from a train, had to release a warrant
11 on the Worthington Sub, and then another train on a pickup. They
12 picked up an extra 33 cars. Not exactly sure where that was that
13 it was happening, because while I was talking to that train, the
14 UP 6492, my emergency alarm went off. It was the UP 5666. They
15 reported that they had come apart approximately milepost 57 on the
16 Estherville Sub, and that they had tank cars on fire. They were
17 pulling the pin so they could get other cars away, pull other tank
18 cars away from the fire. I immediately notified RMCC that we had
19 a train derailment on the Estherville Sub at approximately
20 milepost 57. They told me that they were just south of
21 Graettinger and that the head end of the train was south of the
22 Des Moines River.

23 After that, about 12:57, they called me back. They said they
24 were clear the Des Moines River, that they had just gone over a
25 creek bridge, which is when the issue happened. I looked up on my

1 computer. I used the Google satellite to ascertain exactly where
2 they were at. I use that because it seems to be faster and I can
3 read it easier. And figured out where they were, where the
4 crossing was. They told me they were going to go tie the engine
5 and the cars down that they had, and that they were going to go
6 back to the DPU engine and see if they could pull the rear cars
7 away with the DPU.

8 I told them -- I asked, I should say -- I asked them to be
9 careful, that the number one thing nobody gets hurt. It looked to
10 me like they were in a unpopulated area or mostly unpopulated
11 area. I didn't want them to risk their lives or injury to be able
12 to pull cars away. I didn't think it was worth it.

13 My quarter manager was Jim Schlase. He notified the local UP
14 authorities. He told me -- at 1:34, he told me to have them leave
15 everything in the clear and don't unhook anything. The rear end
16 of the train ended up being just south of the river bridge. I
17 have the car numbers, if you want them, where they made the cuts.
18 They reported that there were 27 cars derailed and some cars in
19 the creek. I don't remember what the name of the creek is. And
20 that's it. I kept the radio on monitor most of the night so I
21 could listen to what was going on. Nothing really sticks out in
22 my mind.

23 Q. Okay, well, thanks. That was really good. Good description.
24 What we'll do is we'll ask some follow-up questions. We all have
25 a few. We'll just go around the group and kind of draw out

1 anything that -- whoever wants to answer a specific question. But
2 I guess, just for the record, how many years on the railroad
3 total?

4 A. I hired on with the Chicago North Western in November of
5 1988.

6 Q. Okay.

7 A. I became a dispatcher in -- I believe it was 1990.

8 Q. 1990, okay, dispatcher. Okay, great. A little bit about
9 your hours of service for the record. You had your proper rest
10 prior to going on duty at 10:20 on the -- you went on duty at
11 10:20 on the 9th and then --

12 A. Right.

13 Q. Right, on the 9th. Okay. And you had a full rest period --

14 A. Yes.

15 Q. -- prior to going on duty? Okay.

16 And just for the record, you had your qualification classes,
17 rules classes and stuff were up-to-date?

18 A. Yes.

19 Q. Do you remember when the last rules class was just --

20 A. I don't.

21 Q. But it was a year -- within 12 months?

22 A. Yes.

23 Q. Within 12 months, okay. Have you ever had an opportunity to
24 ride this territory, qualification ride?

25 A. No.

1 Q. No. Okay.

2 A. However, I have driven most of it. We, my wife and I, took a
3 ride up to Eagle Grove and part of the Estherville Sub this spring
4 to look at the track.

5 Q. Okay. Is that normal for the train dispatchers on certain
6 -- I mean, what's the protocol for a qualification ride?

7 A. I don't know exactly what the UP's qualification rides policy
8 is. I have personally been on a lot of different road trips,
9 different territories that I've operated. I actually worked this
10 area when I was with the CNW.

11 Q. Okay.

12 A. So I was familiar with it. This is like one of the first
13 territories I qualified on, the whole Worthington Sub and the
14 Green desk and all that, all that stuff. But, no, I've ridden
15 others, but not this one.

16 Q. Okay.

17 A. And now I do have mobility issues. It would be hard for me
18 to go out in the field and ride trains.

19 Q. Okay. All right. Every railroad is different. I just -- we
20 try to get it as --

21 A. I have looked at almost all the track at an overview or on
22 film, so I've seen it in that respect.

23 Q. Okay. And you mentioned it already, this is track warrant
24 territory. You, when you issued the -- did you issue the warrant?

25 A. I did not. The --

1 Q. It actually was the shift before issued the track warrant?

2 A. Right. At 1936, Dispatcher SCA -- I don't -- I can't think
3 of who that is -- issued the warrant to Conductor Pressler.

4 Mr. Pressler is a good man.

5 Q. Okay. The night of the accident, did you -- were there any
6 radio communication issues? I mean, did you communicate with the
7 crew directly at any time before the accident?

8 A. I don't believe I did, no.

9 Q. Okay. I mean, you don't have to. I'm just -- I just have to
10 ask the question. Were there any communication issues in that
11 area, radio? Didn't have any radio problems?

12 A. No.

13 Q. Okay. And I understand a little bit about the emergency
14 radio communication, it sets off the flashers on the desk. Could
15 you just kind of explain that to me briefly?

16 A. We use an Avtec system for our communications. The Avtec is
17 a small television screen that has basically a bunch of squares on
18 it, approximately 1-inch squares. And the top line is usually for
19 telephones and the other lines are for radios, each tower that we
20 answer, and then there's also other towers that occasionally
21 somebody might call us on but mostly are used for other
22 dispatchers. So when a crew such as this case dials up a radio
23 tower, that tower will start flashing and say "Call." And there's
24 a -- if you turn the volume up on the speaker, there's a audible
25 beep that goes with it. Most of us turn that off because we don't

1 really like it.

2 Q. It's distracting.

3 A. Right. Especially if you're giving a warrant or something
4 else like that. But when the emergency alarm is activated, there
5 is a red light at the desk that will flash red, the square on the
6 Avtec will flash red, and an audible alarm will also sound. When
7 they called, like I said, I was in the process of talking with
8 another train. I told them to hang on, I have to answer an
9 emergency call, and answered this train.

10 Occasionally in this area there is radio bleed-over.
11 Sometimes you'll get a call like in the Estherville Tower and it
12 will come up on another tower, and you kind of have to -- it's one
13 of those things you learn. You see the call go off where there's
14 no train and you figure, well, it's probably this guy, and you hit
15 that tower --

16 Q. You can hear it.

17 A. -- you can hear it. But I don't believe that happened here.
18 I think it was a good thing, it was a good deal.

19 Q. Okay, that's great. Thank you. Just a couple questions
20 about ethanol trains in particular. You mentioned that in your
21 prior railroad experience that you operated trains on this branch,
22 and we are particularly interested in the ethanol trains --

23 A. Well --

24 Q. -- because that's involved in the accident. Could you give
25 us a little historical perspective?

1 A. When I worked this with the CNW, is that what you're talking
2 about?

3 Q. Well, I mean, just whatever you, whatever you have.

4 A. When I first worked this territory on the CNW, it was run in
5 a completely different fashion.

6 Q. Okay.

7 A. It was -- direct traffic control was used instead of track
8 warrant control. But also they used what we called way freights.
9 And each area had a way freight. For instance, out of Eagle Grove
10 they had the WEG 52, and that ran on the Jewel Sub, and every day
11 they went out and worked on the Jewel Sub. And then there was the
12 42 and the 40 that worked the Fort Dodge and the Tara Sub. And
13 almost every subdivision had its own deal.

14 And they would pick up a train, normally a grain train. We
15 weren't doing a lot of ethanol or hardly any ethanol business at
16 the time. And they would bring it down like to the end of where
17 they would run, and then the other way freight would come get it.

18 Q. Right.

19 A. Take it down to either Ames Junction or Grand Junction where
20 they would send out power or one of the Boone way freights would
21 come out and drag it into Boone, or they would just put power on
22 it out there, and then that train would go on to its destination.

23 Q. Okay.

24 A. It sounds very convoluted, but it was a pretty good system.

25 Q. Well, I understand things change --

1 A. Right.

2 Q. -- over history. I mean, you know, we always change things
3 all the time. But, I guess, what I'm trying to get to is have you
4 had any other experiences with ethanol trains having trouble?

5 A. Not a lot, no. I've had some experience with the oil trains.
6 I ran them on the Monroe Subdivision down south in Louisiana, but
7 I haven't run a lot of ethanol until I started working back on
8 this desk.

9 Q. Okay. Great. Have you had any other incidents with ethanol
10 trains?

11 A. No.

12 Q. No. Great. Okay. And I want to pick your brain one thing
13 here. At the time of the accident, can you estimate how many
14 trains you had you were running at the time? Just ballpark. I
15 know it's hard.

16 A. It would be just a guess, but I would say probably less than
17 10.

18 Q. Less than 10. Okay. Like 9, approximately 8 or 9?

19 A. Yeah.

20 Q. Okay.

21 A. Like I said, not a lot happens at night.

22 Q. Right.

23 A. It's pretty limited. That's why I'm working nights.

24 MR. BUCHER: That's right. Been there, done that.

25 Okay, I'm going to pass it off to Mike, and then we'll go to

1 the group on the phone.

2 MR. HILLER: I have a -- this is Mike Hiller. I have a very
3 few questions actually.

4 BY MR. HILLER:

5 Q. You mentioned you handled most of the branch lines. And my
6 interest is to understand, do you have experience with train crews
7 reporting track conditions --

8 A. Yes.

9 Q. -- on branch lines?

10 A. Yes.

11 Q. What type of conditions would a train crew report to you
12 about the branch lines in general?

13 A. Well, they would report anything like a signal at a crossing
14 protection. They would -- if the crossing protection was not
15 working correctly, like, for instance, the gates were not lowering
16 or the signals didn't come on at all. They would report rough
17 track. They would report hard to throw switches. Almost anything
18 they notice that's out of the ordinary, they will report.

19 Q. Specific to a report of rough track --

20 A. Okay.

21 Q. -- and the Graettinger or the Estherville Subdivision, and
22 what has your history been about train crews reporting conditions
23 of rough track on that Estherville Sub?

24 A. I don't remember any reported directly to me. I've had it
25 reported elsewhere, but I can't think of what milepost or

1 subdivision it would be.

2 Q. Okay. When your -- when you get a report of rough track,
3 what happens? What do you do?

4 A. Well, say that this train reported, you know, rough track at
5 milepost 57.

6 Q. Sure.

7 A. One of the first things that you would ask them, was that on
8 a bridge? And if they say no, then you would put a 10 mph on that
9 area where they reported the rough track, and you would report it
10 to your maintenance -- or your quarter manager so he could get
11 maintenance of way out to take a look at that area.

12 Q. Okay. I'll back up just a little bit for the
13 transcriptionist. When you said put a 10 mph, that basically is a
14 10-mile-an-hour speed restriction?

15 A. Yes.

16 Q. That's what you're referring to?

17 A. Correct.

18 Q. Okay. And if it is a bridge, then what?

19 A. If it is on a bridge, then everything stops. It has to be
20 inspected by a qualified bridge inspector before anything is
21 allowed over that.

22 Q. Okay, good. Thank you. You mentioned in your description
23 during the accident you used the Google satellite to locate the
24 accident location.

25 A. Yeah.

1 Q. Can we just look at that a little bit or talk a little bit
2 about that? Is there -- what other system would be available to
3 you to know where a train was other than radio communication?

4 A. Well, there's the experience you get. You know, you work the
5 railroad, you understand where your trains are and approximately
6 where they are and what kind of territory that they're -- you're
7 going through. There is another system on the UP, I forget what
8 they call it, where it's very similar to like the Google
9 satellite, but it has our track overlaid on it, and signals
10 overlaid on it. I have a harder time seeing it, you know, being
11 able to visually understand it, so I just use the regular Google.
12 Plus it seems like the Google is a little bit faster for me. When
13 I -- I have the screen already up, so all I have to do is type in
14 the location and it goes right there. And I can zero-in pretty
15 quick on the area where -- that's in question.

16 Q. So is there a UP system that tracks the train on that
17 subdivision?

18 A. No.

19 Q. It's --

20 A. Not that I have.

21 Q. -- not a GPS-style system that would give you its exact
22 location?

23 A. I believe there's a system that the locomotive people can use
24 to keep track of locomotives.

25 Q. Okay.

1 A. But I'm not sure if it works out there or I don't have access
2 to that.

3 MR. HILLER: All right. Thank you, Mr. Freeman. Those are
4 my questions.

5 MR. BUCHER: We'll go to the group on the call.

6 Josh, you want to go first?

7 UNIDENTIFIED SPEAKER: Who did you ask for?

8 MR. BUCHER: Yeah, Josh. I guess I'll just -- I'll call you
9 out. I've got everybody's name here. Josh, you want to go first
10 with your questions?

11 BY MR. SHAFFER:

12 Q. The only question I had, when you talked to the crew, they
13 had called you at some point and asked you for the wind direction?

14 A. They did. They did, yes.

15 Q. Where do you go to get that information, and is that -- is
16 there anything that pops up automatically or is that something you
17 have to go find on your own?

18 A. We have a weather alert system that notifies us when anything
19 is happening out of the ordinary -- thunderstorms, tornados, that
20 kind of thing, high winds. Usually high wind warnings are not
21 activated unless the speed of the winds is over 55 miles per hour.
22 I look it up on a telecast for Graettinger, Iowa.

23 Q. I was just impressed when they asked you, you seemed to be
24 kind of caught off guard and you got the information for them
25 fairly quickly, so -- I wasn't aware of any --

1 A. I've never been asked that before.

2 Q. I'm sorry?

3 A. I've never been asked that before. It kind of --

4 Q. Yeah. That was great that the crew thought to ask for it
5 because they knew they needed to get upwind obviously, and then
6 you sounded like you were taken back a little bit by the question,
7 but you came back with the information so quick, and I wasn't
8 aware of anything that was just automated to come up when you had
9 some sort of critical incident like this, so --

10 A. Usually when I --

11 Q. I was just curious.

12 A. Usually when I start my shift, I look at the weather. We
13 have a weather map that's on the big boards in front of us. I
14 look for any storms, but I'll also check usually like Worthington
15 and Eagle Grove, maybe Sioux City, to look at what the forecast is
16 just to see if there's going to be any rain or cold.

17 MR. SHAFFER: Sure. Okay. Yeah, that was the only question
18 I had there, David.

19 MR. BUCHER: Okay. Sounds good.

20 Hey, Mike, do you want to go next?

21 MR. CORUM: Hey, Mike Corum, FRA, Kansas City.

22 BY MR. CORUM:

23 Q. William -- do you prefer William or Bill?

24 A. Bill is fine.

25 Q. Bill is fine. Okay. I just -- it just makes it easier for

1 me just to kind of know who I'm talking to.

2 As a former dispatcher myself, a lot of this makes sense,
3 some of it might -- might want to clarify just for the
4 transcriptionist so they can put it into -- for the transcription
5 here.

6 From your experience, is it safe to say that this train would
7 originate as light power, say, from Estherville to go up and build
8 the train or exactly how does this process work? How does the
9 train get to be built where it is, from your experience?

10 A. There are a lot of trains that will go up light power from
11 Eagle Grove. The power will be serviced at Eagle Grove, and then
12 they'll take it up to wherever this train was pulled from, and
13 bring it out. But there are also times where the power is left at
14 the location. If they know it's going to be a quick turnaround,
15 they'll leave the power there, sometimes order a fuel truck to go
16 up and fuel it. I don't know which was the case here.

17 Q. Okay. You had made mention that the track or the crew
18 already possessed a track warrant with a box 7 on it.

19 A. Yes.

20 Q. I have to remember, as an old dispatcher that blind 7 was one
21 thing and now it's something different. Now it's a work between
22 location-location on the track and the subdivision.

23 A. Right.

24 Q. As long as they -- long as they possess that, they have no
25 need to contact a dispatcher for any movement in either direction;

1 that's correct?

2 A. That's correct. They have the entire subdivision, so they
3 could move anywhere they wanted to on that subdivision. And it
4 was not joint, so they did not have to be a restricted speed. But
5 they could move in either direction on the entire subdivision.

6 Q. Okay. And I think you already stated that this was the first
7 contact you had with the crew was when they announced the
8 emergency, that they had a situation. Is that correct?

9 A. I believe so, yes.

10 Q. Okay. Just one more question. Do you remember any
11 occurrence in the past where a train maybe from this location or
12 another location where the crew had to assemble or build the train
13 and they might have referenced where their -- the placard numbers
14 they noticed on the train didn't match what was on the list? Have
15 you ever had any similar type of conversation involving that?

16 A. A long time ago. Not in this area.

17 MR. CORUM: Okay. That was just a curiosity question.

18 Dave, I got nothing further. Thanks.

19 MR. BUCHER: Thanks, Mike.

20 Mark, you want to go next?

21 MR. SANDLER: Sure. One of the advantages of being last or
22 close to the last is most of the questions have already been
23 asked. This is Mark Sandler, operating practices inspector,
24 Region 6, for the FRA.

25 BY MR. SANDLER:

1 Q. My only -- not really question, but if you would, just kind
2 of give us a little recap on when the crew initiates 911 from
3 their end, what happens on your end? And I understand the screens
4 and everything, but could you maybe give us a little more detail
5 on that?

6 A. Well, like I said, there's an audible alarm. We have a red
7 light that flashes and the screen flashes that there is an
8 emergency call. So I would answer that call. I would say, in
9 this case, Dispatcher 47 responding to the emergency call. I
10 don't remember what tower they used. And I would wait for
11 somebody to respond. If they did not respond, I would repeat that
12 two more times for a total of three times. And then afterwards we
13 would treat it as no response. But --

14 Q. I think that's what I was asking. They don't have to tell
15 you it's an emergency. You already know it's an emergency?

16 A. Yes. Your -- like I said, we say we're responding to the
17 emergency call, Graettinger radio tower. Although I don't believe
18 there is a Graettinger radio tower.

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

20 MR. BUCHER: Okay. Thank you, Mark.

21 And Steve.

22 MR. FACKLAM: Steve Facklam, BLET Safety Task Force.

23 BY MR. FACKLAM:

24 Q. Bill, I just wanted to touch on just your opinion, your
25 historical perspective. You kind of mentioned how the crews would

1 report issues out on the subdivision, be it crossings, rough
2 track. From your opinion was there, maybe, more of a history or
3 less of a history or maybe average history of reports of rough
4 track or things the crew would notice on this subdivision compared
5 to other territories you dispatch?

6 A. No. I don't think so.

7 Q. So, okay, about the normal that you'd get on a subdivision
8 report?

9 A. Yeah, pretty much.

10 Q. Okay. History of slow orders on that subdivision, same
11 thing? Was it about normal for a subdivision or low or high?

12 A. I know there have been problems with track on that
13 subdivision up on the north end, I think it is. I don't recall
14 anything down like in the Graettinger area. I think it's pretty
15 normal for slow orders.

16 MR. FACKLAM: Okay. That's all the questions I have. Thank
17 you.

18 MR. BUCHER: Okay. This is Dave Bucher again. I think
19 you've answered all of my questions. I'll go around.

20 Mike, anything more?

21 MR. HILLER: No further questions.

22 MR. BUCHER: Anything more from the group who we just asked
23 once? So this is the second and maybe final time for questions.

24 MR. SHAFFER: No,

25 MR. SANDLER: No.

1 MR. CORUM: No, Dave.

2 MR. BUCHER: Okay. Well, I want to thank everybody for
3 calling in and participating. We got a lot of good questions. So
4 I'm going to close the interview now. And same as before, we're
5 going to send the draft transcript to Mr. Freeman, and following
6 that, the group will get their copy via e-mail.

7 Everybody have a good day.

8 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

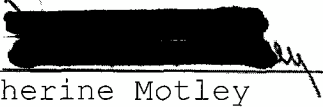
IN THE MATTER OF: DERAILMENT OF UNION PACIFIC TRAIN
 NUMBER UEGKOT 09 NEAR GRAETTINGER,
 IOWA ON MARCH 10, 2017
 Interview of William Freeman

ACCIDENT NUMBER: DCA17MR007

PLACE:

DATE: August 1, 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