

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

COAL TRAIN DERAILMENT & BRIDGE \*

COLLAPSE NEAR PUEBLO, COLORADO \* Accident No.: RRD24FR001

ON OCTOBER 15, 2023 \*

\* \* \* \* \*

Interview of: DANIEL HAWKEN, Track Supervisor  
BNSF

Hampton Inn and Suites  
Pueblo, Colorado

Tuesday,  
October 17, 2023

## APPEARANCES:

TROY LLOYD, Track Group Chairman  
National Transportation Safety Board

RICHARD SKOLNEKOVICH, Rail Investigator  
National Transportation Safety Board

DARIUS MACK, Rail Investigator  
National Transportation Safety Board

GENE THOMPSON, Accident Investigation Team  
BMWED

MATTHEW HAMMOND, AVP and Chief Engineer  
BNSF Railway

MICHAEL COOK, General Director, System Safety  
BNSF Railway

ADAM MILLER, General Director, Maintenance Support  
BNSF Railway

BRIAN CHAVEZ, Track Specialist, District 7  
Federal Railroad Administration

LARRY MILLER, Track Inspector, District 6  
Federal Railroad Administration

BLAIN LUCK, Rail Integrity Specialist  
Federal Railroad Administration

BRIAN TAYLOR, Local Chairman  
BMW Representative for Mr. Hawken

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I N T E R V I E W

1  
2 MR. LLOYD: Okay. We are on the record. This is a NTSB  
3 informal interview with Mr. Dan Hawken's who's a track inspector  
4 for the BNSF.

5 Good afternoon. My name is Troy Lloyd. I'm with the  
6 National Transportation Safety Board. Today is October 17, 2023,  
7 and we're conducting an interview with BNSF track inspector, Dan  
8 Hawken. This interview is being conducted at Hampton Inn and  
9 Suites in Pueblo, Colorado.

10 This interview is in connection with a BNSF train derailment  
11 and subsequent bridge collapse that occurred in Bragdon, Colorado,  
12 on Sunday, October 15th, 2023. The accident occurred on main  
13 track 1 along BNSF's Pikes Peak Subdivision. The NTSB accident  
14 reference number is RRD24FR001.

15 All right. Dan, the purpose of the investigation to increase  
16 safety. It's not to put any fault or blame on anybody or anything  
17 like that. The NTSB cannot offer any or guarantee any  
18 confidentiality or immunity from legal or certificate actions.

19 A transcript or summary of the interview will be placed in  
20 the public docket.

21 You do have a representative with you from the BMW, right?

22 MR. HAWKEN: Yes.

23 MR. LLOYD: And, sir, can you give me your first, last name  
24 and spell your last name?

25 MR. TAYLOR: My name is Brian, B-r-i-a-n, Taylor, T-a-y-l-o-

1 r.

2 MR. LLOYD: Okay. Thank you. And you do have a  
3 representative of choice. The representative, you can -- you'll  
4 hear the questions we ask but any kind of objections, it's not  
5 going to stop me from asking those questions. But if we do -- if  
6 you do hear something that you want to take a 5 minute time out to  
7 talk to your rep, please do so.

8 MR. HAWKEN: Yes, sir.

9 MR. LLOYD: Okay. You understand the interview's being  
10 recorded. It's going to be transcribed and all that.

11 MR. HAWKEN: Yes.

12 MR. LLOYD: All right. So before we start the interview and  
13 the questions, we're going to go around the room and introduce  
14 ourselves. Please spell your last name, who you're representing  
15 and your work title. I'd like to remind everyone to speak clearly  
16 so we can get an accurate recording. I'll start off with myself.  
17 We'll go around the table. We'll start to my right with Rich.

18 Again, my name is Troy Lloyd. The spelling of my last name  
19 is L-l-o-y-d, and I'm the NTSB track group chairman for this  
20 accident.

21 MR. SKOLNEKOVICH: Richard Skolnekovich, S-k-o-l-n-e-k-o-v-i-  
22 c-h, NTSB, rail investigator.

23 MR. MACK: Darius Mack, M-a-c-k, NTSB, rail investigator.

24 MR. THOMPSON: Gene Thompson, T-h-o-m-p-s-o-n, BMWED,  
25 accident investigation team, party status, NTSB.

1 MR. HAMMOND: Matthew Hammond, H-a-m-m-o-n-d, with BNSF  
2 Railway. I'm the AVP and chief engineer.

3 MR. COOK: Michael Cook, general director of system safety  
4 for the BNSF. I'm an observer.

5 MR. CHAVEZ: Brian Chavez, C-h-a-v-e-z, FRA, track  
6 specialist, District 7.

7 MR. MILLER: Larry Miller, M-i-l-l-e-r, Federal Railroad  
8 Administration, track inspector, District 6.

9 MR. A. MILLER: Adam Miller, BNSF Railway, M-i-l-l-e-r,  
10 general director, maintenance support.

11 MR. LUCK: Blain Luck, L-u-c-k, FRA, rail integrity  
12 specialist.

13 MR. HAWKEN: Daniel Hawken, H-a-w-k-e-n, BNSF, track  
14 supervisor.

15 MR. LLOYD: All right, Dan. Thank you very much. And you  
16 know why you're here.

17 MR. HAWKEN: Um-hum. So we're going to get to the get go.

18 INTERVIEW OF DANIEL HAWKEN

19 BY MR. LLOYD:

20 Q. So talk to me about your -- how long you've been with the  
21 BNSF, your maintenance, you know, your work history, how you  
22 became, when you were hired and become a track inspector, how long  
23 you've been doing that. Give me the whole rundown.

24 A. This is my 19th year on the railroad. I became a track  
25 foreman within my first year, welded. Been a track supervisor. I

1 believe this is my 9th year or my 10th year. I'm not exactly  
2 sure. I've been on main 1, inspecting main 1 for either 8 or 9  
3 years. I can't tell. I can't remember. I did a brief stint in  
4 the yard. And that's my history.

5 Q. So what year did you get hired on at BNSF?

6 A. 2005.

7 Q. 2005 in?

8 A. April.

9 Q. April 2005, was a track inspector a year later.

10 A. No, I was a foreman.

11 Q. A foreman.

12 A. Yeah.

13 Q. Okay. So what's the difference between the foreman and  
14 becoming a track inspector. Talk to me about that.

15 A. Foreman does a lot of the work, runs a small gang, section  
16 foreman that does the repairs. A track supervisor under the Santa  
17 Fe Agreement inspects the track for the frequencies for the FRA or  
18 the BNSF, for monthly, quarterly, weekly inspections and reports  
19 them in their -- whatever reporting system we had at the time.

20 Q. Okay.

21 A. And we either slowed the trains, repaired it, just public  
22 safety, you know.

23 Q. So any difference in training between a foreman and then  
24 becoming that track inspector, that track supervisor or --

25 A. I can't remember at that time exactly how it went. I know

1 it's a lot different now. We have tier 3 FRA. I am trained with  
2 tier -- through the tier 3 FRA program. I don't know if it's just  
3 the BNSF or if it's FRA. I'm not sure who does that, but -- so  
4 all track inspectors and track supervisors are tier 3 qualified.

5 Q. Okay. So 9 years on this, 8 or 9 years on this line where we  
6 had the derailment.

7 A. Yes, sir.

8 Q. So talk to me about -- so you know that switch like the back  
9 of your hand. You know everything pretty good. So talk to me  
10 about history of that switch, maintenance, maintenance work, any  
11 recent work, any restrictions you've had to do previously. So  
12 just talk to me on this switch.

13 A. The switch was an old Santa Fe switch, number 14. It's had  
14 its issues with SSCs, that the rail detector would find over the  
15 years, not any different than another turnout, but we changed  
16 switch points and stocks rails this year on both rails due to  
17 defects found that way. The frog is fairly new. I bet it's only  
18 been in there 3 years, maybe 4 years. We've done a lot of work to  
19 it to actually -- it's actually in pretty good shape I felt. Just  
20 in front of the switch, going over that bridge, we panelized that  
21 last fall with, I don't know if it was close to 300 feet of new  
22 ties and rail. There's minor -- we looked up -- I know for a fact  
23 the day before, there was a yellow tag defect found just north of  
24 the turnout, the top core defect that's yellow tagged. So it's  
25 not super priority, you know. I don't have to be there looking at



1 it right away. It's something I can look at over time, not an  
2 emergency. Other than that, it's clean. No mud in it. I don't  
3 know what else to say.

4 Q. So you said two terms. A SSC for record, describe to me what  
5 a SSC is.

6 A. The spalling on the top of the rail -- what it basically ends  
7 up being is where the Herzog can't get a clear signal through to  
8 see if there is any defects in there. So they write it up. I  
9 think it's considered a short rail exception if I remember, and  
10 then there's requirements on that. I don't know off the top of my  
11 head. I'd have to look it up --

12 Q. Right.

13 A. -- like for the speed restriction over time --

14 Q. So --

15 A. -- (indiscernible) and stuff.

16 Q. So if something comes up as a, you know, SSC, is there, and I  
17 know you said you didn't know, but is there anything that Herzog  
18 does differently or the BNSF on, you know, we've got this once.  
19 We got a SSC the second run. What happens if we continuously get  
20 a SSC at the same location?

21 A. SSCs can stay in the track for a little bit. Like I said, I  
22 don't know off the top of my head, they get a speed restriction  
23 after time. So they do get retested as they go through. So  
24 they're there and they have to get retested. They get retested.  
25 Stock rail seem to get SSCs because the trains seem to have some

1 sort of lateral movement through turnouts but, yeah, they get ran  
2 over and tested multiple times usually before they're changed.

3 Q. Okay. Now, you've got me thinking about a street light. So  
4 I'm thinking green, yellow, red. So you mentioned yellow tag. So  
5 I'm thinking maybe caution or slow down.

6 A. Yeah, yellow tags don't required us to go look at them  
7 immediately. We have orange tags that we look at, I believe it's  
8 pretty quick. I don't want to quote. I don't want to mess that  
9 up. And we have red tags quite a bit. You don't want unprotected  
10 red tags. We don't have unprotected red tags.

11 Q. Okay. So you got -- so you go through -- you sort of  
12 prioritize defects or conditions that are found.

13 A. Yes, sir.

14 Q. It's yellow, being is -- I guess so red being worse?

15 A. Yeah, red is the worst. Orange is letting you know that  
16 something is about to happen there. So those are inspected really  
17 quickly as well. Actually take track measurements usually on that  
18 stuff. You know they're there. I mean kind of know when you're  
19 going to get one. Yellow tags are just they found something  
20 there.

21 Q. Okay.

22 A. There's something a little different.

23 Q. So we've got a yellow. Then gets worse. It becomes an  
24 orange.

25 A. Yes, and you don't want to get to red.

1 Q. Okay.

2 A. You can't. If you --

3 Q. Once again, when it gets to one, then you would -- some type  
4 of restriction --

5 A. Red you're looking at immediately.

6 Q. Okay.

7 A. Yes.

8 Q. Okay. And was there any yellow tags within this switch? I  
9 know you said outside.

10 A. I didn't GPS it. I haven't GPSed it exactly. From looking  
11 at the data I got from the run that was on Saturday morning or  
12 night, I don't remember what it was. It's in that general area.  
13 There was a top core defect but it was, it was -- I think it was  
14 barely a yellow tag. It only made it by like a 16th of an inch if  
15 I remember. So it's nothing that I would be super worried about.

16 Q. So this is class 4 track, right?

17 A. Yes, sir.

18 Q. And limited to what speed?

19 A. It's 55 but whole trains are doing 50 to get their brake --  
20 operating brake step.

21 Q. Talk to me about your regular -- the difference between your  
22 regular track inspections, talk to me about that, what your daily  
23 day is, how do you it. If you come to a switch, is there any kind  
24 of priorities you've got to do, maybe get out and look at a switch or  
25 do you keep going. And then hit me on how you conduct your

1 monthly switch inspections.

2 A. Just in a normal traversal, I make sure that I at least walk  
3 the switch once a week. It's not getting a full monthly  
4 inspection. I'm just going through and making sure nothing's  
5 broken, like nothing's shiny. If something's shiny, something's  
6 broke if you can see it or, you know, look for anything, turning  
7 ballast, ties dropped, broken plates, just a quick run through  
8 real quick.

9 The monthly inspection, you get it. You spend more time,  
10 take a lot of measurements, guard -- face guard check, look at the  
11 switch point, see if you need to use a Geismar board on them.  
12 Make sure the switch points fit both directions and paint the  
13 switch points so you can see where the first contact of the wheels  
14 are on the switch points in the future, check your guardrails,  
15 look to make sure no guardrail plates or braces have been broken.  
16 If they are, you write defects on these things unless it's  
17 something that needs repaired right away.

18 On a normal day over the track, I at least check the frog,  
19 take a look to see if I need to have a plan for welders to hit  
20 that sooner than later so it doesn't get bad and just walk through  
21 and check fit bolts, you know. In the monthly, you look for  
22 cotter pins out because that's a defect. That's kind of it.

23 Q. Okay. And you hi rail, you hi rail your territory?

24 A. Yeah. Yeah, most of the time. There's times that I'll walk  
25 down the stuff but generally I hi rail it, correct.

1 Q. How many miles do you think you do in a day?

2 A. I'm trying to do a little math in my head. My territory's  
3 not real, real big. I probably only hi rail I'm going to say 36  
4 miles in a day maybe. It depends. Yeah, I guess I don't need to  
5 elaborate on that.

6 Q. Do you feel you get a pretty good adequate inspection going?

7 A. Yeah. Our frequencies have dropped. So we're not just  
8 rushing over the rail. We're down to two times a week. So it  
9 gives me more time to delve into other defects and stuff.

10 Q. Yep. And do you get a day in between if there's any kind of  
11 maintenance issues, you know, you can go out maybe tighten some  
12 bolts, do some plugging and spiking or things of that nature?

13 A. Say again, I'm sorry. I didn't hear the first part.

14 Q. Do you get a day like if it's twice a week, like a Wednesday  
15 or something, you can go out and do some minor maintenance  
16 yourself, plug holes, plugging spikes?

17 A. Oh, yeah. We do, you know, that type of stuff or fixing a  
18 lug defect or whatever. Yeah, we have time. I'm not -- I don't  
19 feel like I'm rushed here in this. We have enough men right now.  
20 So.

21 Q. Any type of maintenance work that you do, do you pretty much  
22 document that on your weekly track inspections, so you can see I'm  
23 here constantly, all the time, doing this work, the same day. I'm  
24 plugging and spiking. I'm tightening the bolts in the same  
25 location. That way you can see that the problem coming. Do you

1 document that kind of stuff?

2 A. Most things. Not everything gets documented like that.

3 Q. No.

4 A. It's -- I have a hard time sometimes documenting certain  
5 things that aren't defects and our stuff. So.

6 MR. LLOYD: I'm good right now. I'm going to pass it onto  
7 Mr. Darius Mack.

8 MR. MACK: Darius Mack, M-a-c-k.

9 BY MR. MACK?

10 Q. First I want to clarify a few things that were in previous  
11 questions. You mentioned 36 miles that you hi rail a day. Just  
12 define your territory. Is that 36 miles your full territory  
13 that's just what you're completing?

14 A. It's a little bit longer. My territory runs from milepost  
15 84.397 which is where the single main then changes into main 1 and  
16 main 2. So I have main 1 up to that point, all the way through  
17 milepost 120.177. That's the Pikes Peak. That's main 1. That's  
18 the section I have, and then it goes through Pueblo Junction where  
19 we interchange with the UP and change ownership all through there.  
20 And then I do the Pueblo subdivision from milepost 607 to mile  
21 617.508. Yes, that's my whole territory.

22 Q. Okay. Another clarification as far as switch inspections you  
23 mentioned. Your inspections are typically hi rail, that's normal.  
24 But the switch inspection, the monthly switch inspection, that's a  
25 walking inspection?

1 A. Yeah. I mean I may have misunderstood him. When I'm hi  
2 railing my truck, when I do a monthly switch inspection, I get out  
3 of the truck and take measurements and verify everything and, you  
4 know.

5 Q. And going back to frequency of inspections, I know, you know,  
6 there's FRA requirements, but are there additional requirements  
7 from BNSF? What is your frequency for --

8 A. Our frequency right now is two times a week for traversing  
9 the track. There are times that it bumps back up to three times a  
10 week I think due to -- I shouldn't say think. Something changes  
11 with the BNSF and they bump us to 3 times a week, maybe 2 months  
12 out of the year sometimes I'm going to say that happens.

13 Q. And just give me the last -- the details of the last  
14 inspection that you completed prior to the derailment.

15 A. The last one was just a quick over it. Nothing special on  
16 that one. It had been looked at twice that week. I was just  
17 actually in the area. So I was there for that one on that Friday.  
18 I got called to go fix FRE (ph.) defects behind Kirby.

19 Q. So the date of that inspection was what?

20 A. The 13th.

21 Q. The 13th. And that was the third inspection --

22 A. Yeah. So it wasn't a switch inspection. It was just part of  
23 the main line inspection from milepost 109 to milepost 84.397.  
24 That just encompasses part of that turnout right there.

25 MR. MACK: I don't have anything further.

1 MR. THOMPSON: Gene Thompson, T-h-o-m-p-s-o-n. No questions.

2 MR. HAMMOND: Matt Hammond, H-a-m-m-o-n-d. No questions.

3 MR. COOK: Michael Cook, C-o-o-k. No questions.

4 MR. CHAVEZ: Brian Chavez, C-h-a-v-e-z. No questions.

5 MR. MILLER: Brian Miller, M-i-l-l-e-r. No questions.

6 MR. A. MILLER: Adam Miller, M-i-l-l-e-r. Just a few  
7 clarifying questions.

8 BY MR. A. MILLER:

9 Q. So, Dan, just to clarify, you mentioned the frequency's  
10 normally two times a week, and it sometimes shifts to three times  
11 a week. That additional inspection, was that in effect for this  
12 past week prior to the derailment?

13 A. No, sir.

14 Q. And, is the third inspection requires by FRA or is that  
15 required by BNSF?

16 A. BNSF.

17 Q. Okay. SSC that you mentioned, that the switch points had  
18 been tagged with that defect twice. Was those defects repaired  
19 prior to the derailment?

20 A. Yes, sir.

21 Q. Okay. Another clarifying question, you talked about priority  
22 with yellow, orange, red tags. When BNSF issues a "red tag" and  
23 you mentioned the word unprotected. Can you elaborate what  
24 unprotected means?

25 A. If a geometry car finds something they call a red tag, and if



1 I say it's unprotected, it means that I have not found it prior  
2 and lowered the speed adequately for the class of track that the  
3 geometry car's found it for.

4 Q. So the red tag is a class specific type defect?

5 A. Oh, gosh. Yes.

6 Q. Okay. When you have a red tag, then you're concluding you  
7 need a speed restriction?

8 A. Yes.

9 Q. Okay. Within the BNSF requirements for red tags, are those  
10 specific to BNSF defects or do they also include FRA defects?

11 A. They include FRA defects and BNSF defects.

12 Q. Okay. No further questions.

13 A. Okay.

14 MR. LUCK: Blain Luck. I just have a few, and they're easy.

15 MR. HAWKEN: Okay.

16 MR. LUCK: L-u-c-k, FRA.

17 BY MR. LUCK:

18 Q. Do you accompany your Herzog test vehicle when they do  
19 ultrasonic testing? Do you pilot it?

20 A. I do not.

21 Q. You don't. Not as a part of your track inspection?

22 A. We have a -- we're lucky enough to have another track  
23 inspector that does that right now.

24 Q. Okay. The switches, they're solid anchored, correct?

25 A. Yes.

1 Q. Do you know far beyond that they're supposed to be solid  
2 anchored all three directions?

3 A. Off the top of my head, I don't. I could look it up in the  
4 engineering instructions though.

5 Q. Okay. And the bridge --

6 A. Yes, sir.

7 Q. -- is the bridge anchored solid?

8 A. No.

9 Q. So as --

10 A. I don't believe so.

11 Q. -- part of the pattern for that ballast of that bridge, is it  
12 every other anchor or --

13 A. I believe it's every other anchor.

14 Q. Every other tie?

15 A. I can't give you -- I can't for sure tell you that.

16 Q. Do you happen to know the distance the switch was from the  
17 bridge?

18 A. It would be a guesstimate. I don't know.

19 Q. What would you guess?

20 A. 100 feet maybe.

21 MR. LUCK: Okay. No further questions.

22 MR. LLOYD: All right. Troy Lloyd from the NTSB, L-l-o-y-d.  
23 Just a couple follow ups.

24 BY MR. LLOYD:

25 Q. So let me get into particular on the switch. We're doing a

1 rail rebuild now. We found some rail joints or some thermite  
2 joints that we're looking at right now. So, you're talking about  
3 SSCs and all that stuff. So knowing that switch, we know the  
4 (indiscernible) move. Everything's we're looking at is going to  
5 be on that right rail in the direction of travel. There's two  
6 joints we're looking at. One was just welded on 5/24 of 2023, and  
7 there's one south of that I think it was around 2019, June of  
8 2019. Do you know any -- leading up to for any Herzog testing if  
9 any of those joints come into play for any anomalies for  
10 ultrasonic testing or any of those joints were SSCs or --

11 A. Those joints had no exceptions written on it by the  
12 ultrasonic test companies that have gone through there.

13 Q. So no findings from ultrasound for those joints or any joints  
14 we're looking?

15 A. There was no joints with any ultrasonics defects in there.

16 Q. Okay. So if something -- do you I guess clarify if you want  
17 some stuff welded, you know? There's a new weld. We've got some  
18 more. I mean who clarifies, you know, let's weld this stuff?

19 Does that come from higher up or do you say, look, these two or  
20 three are getting banged up, you know? It's best to weld them up  
21 and have a joint in there or who makes that decision?

22 A. Myself and my roadmaster have the same opinion that -- if  
23 we're going to put a stock rail or anything in a turnout, we try  
24 to weld it immediately the day that it's going in just because you  
25 don't want them getting damaged and it's just another joint that

1 you don't want.

2 Q. Now, do you accompany the welders when they go out and do any  
3 type of welding?

4 A. No, no, I don't accompany them. I run into them sometimes  
5 when I'm hi railing. I'll come up on them.

6 Q. So the welders have their own foreman or leadmen or leadman  
7 that would oversee that work?

8 A. Yes, sir. The welders work on their own and have their own  
9 people.

10 Q. And I'm sure they have procedures and stuff, how to, you  
11 know, the right pulling according to the rail temperature,  
12 preheating and all that stuff.

13 A. Yeah.

14 Q. They have their own engineering standards, right?

15 A. Yeah, they have all the procedures that they follow to do  
16 everything right.

17 Q. Now, do you know if the welders are trained in the  
18 engineering standards or can a trackman or you just go out and do  
19 welding or do you have to have that particular training to do  
20 that?

21 A. You have to have BNSF training to be a welder.

22 Q. I see.

23 MR. LLOYD: Over to you, Darius.

24 MR. MACK: I don't have anything else.

25 MR. LLOYD: Gene?

1 MR. THOMPSON: No questions.

2 MR. LLOYD: Matt.

3 MR. HAMMOND: Matt Hammond. No questions.

4 MR. COOK: Michael Cook, no questions.

5 MR. CHAVEZ: Brian Chavez. I have no questions.

6 MR. MILLER: Brian Miller. No questions.

7 MR. A. MILLER: Adam Miller, M-i-l-l-e-r. One follow-up  
8 question.

9 BY MR. A. MILLER:

10 Q. Dan, do you have any welding seniority or qualifications?

11 A. I was a welder, but my -- I haven't re-upped my  
12 qualifications to be a welder at the moment, no.

13 MR. A. MILLER: No further questions.

14 MR. LUCK: Blain Luck, L-u-c-k. No further questions.

15 MR. LLOYD: I've got just a couple more, and we're going to  
16 close it up here.

17 BY MR. LLOYD:

18 Q. Any particulars on the last time for geometry car runs? Any  
19 anomalies coming up where we're getting vertical deflections or  
20 gauge variations, or anything like that through the switch?

21 A. The last --

22 Q. That would be a red or yellow tag or something?

23 A. The last car that ran through that was Saturday at some  
24 point. It said it found one yellow tag. There was another car  
25 that ran in September that found a yellow tag. A FRA car ran -- a

1 FRA geometry car ran, I don't know, probably 10 days ago. I'm not  
2 sure of exact same date, showing no exceptions in there either.

3 Q. Okay. Do you know in particular in what the yellow tags were  
4 that the geometry car found?

5 A. Their top core defects. It's a BNSF like specific defect.

6 Q. Okay. Describe what a top core defect is for the record.

7 A. I would have to get the engineering instructions to get  
8 exactly what it's described at.

9 Q. But that wouldn't be anything to -- for a speed restriction  
10 or anything like that, right?

11 A. There was no --

12 Q. It would be normal speed.

13 A. Yeah, there was no need -- no call for a speed restriction  
14 there.

15 MR. LLOYD: Okay. All right. Darius, over to you again.

16 MR. MACK: Darius Mack. No further questions.

17 MR. LLOYD: Okay. Gene.

18 MR. THOMPSON: Gene Thompson. No questions.

19 MR. HAMMOND: Matt Hammond. No questions.

20 MR. LLOYD: Mike?

21 MR. COOK: Michael Cook. No questions.

22 MR. CHAVEZ: Brian Chavez. No further questions.

23 MR. MILLER: Larry Miller. No questions.

24 MR. A. MILLER: Adam Miller. No questions.

25 MR. LUCK: Blain Luck. No questions.

1           MR. LLOYD: Dan, I have no further questions. So we're going  
2 to go off the record, and I thank you, sir. Appreciate it.

3           MR. HAWKEN: Yeah. Thanks.

4           (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: COAL TRAIN DERAILMENT & BRIDGE  
COLLAPSE NEAR PUEBLO, COLORADO  
ON OCTOBER 15, 2023  
Interview of Daniel Hawken

ACCIDENT NO.: RRD24FR001

PLACE: Pueblo, Colorado

DATE: October 17, 2023

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