

DCA14FR005

Film Crew Struck by Freight Train

CSX Transportation

February 20, 2014

Interview Summary  
Rayonier Communications Manager  
With Interviewee Comments

**NATIONAL TRANSPORTATION SAFETY BOARD****Record of:**  Interview  Telephone Interview**Date:** July 31, 2014      **Location:** Jesup, Georgia**Accident Information:**

DCA14FR005

February 20, 2014

Jesup, Georgia

**Person Interviewed:**Tina Kicklighter  
Communications Manager, Rayonier Inc.**Also Present:**James B. Durham  
Attorney

The communications manager reported the following information:

- The location manager for the production company left a message for the general manager of the Jesup plant, and the general manager asked her to return the call.
- The location manager for the production company asked for permission to film on Rayonier's property.
- She told the location manager that she did not have the authority to say yes, and she spoke to the general manager.
- The Director of Corporate Communications said that it would be okay if the production company could provide a certificate of insurance.
- The location manager wanted to arrange a visit to the site.
- The general manager said that the production company had permission to film on Rayonier's property, but they would have to ask CSX for their permission.
- The site visit was held on February 7.
- The location manager and four others looked around the site and took pictures.
- She told them that they had Rayonier's permission to be on their property, but they needed CSX's permission to be on their property.
- She said that they seemed surprised and thought that they would only need Rayonier's permission.
- She suggested that they contact the governor's film commission, and the location manager said they would appreciate her help.
- The location manager told her that about 15 people would be at the site around February 12 or 13, but this did not happen.
- She asked a Rayonier supply chain manager if he had any contacts with CSX, and he provided two names of CSX employees.
- She spoke with one of the CSX employees, and he said that he would try to find the right person for permission.
- The CSX employee said told her that another CSX employee would contact the location manager. She did not know if this happened.
- She received a few calls from the location manager to see if she had heard from CSX, and she told him that he would hear from CSX directly.
- Around February 14, the location manager said that he had heard from someone at CSX and that this person was trying to help him, but it might take a few months.
- The day before filming, she received a call from the location manager.

- The location manager said that he had not heard from CSX, wanted to come to the site for a plan B, and wanted to film with the bridge in the background as a metaphor.
- She said that the paperwork process was started, and this included a signed indemnification (insurance) agreement.
- She got permission for the property security guards to be there to give access to the property.
- On the day of the accident, she received several calls from the location manager.
- The location manager said that he was going to try to be there, and a location assistant would be the point of contact.
- They called numerous times for directions and for time changes.
- The location assistant and a few others met the security guards at the property.
- She arrived shortly after the film crew arrived and helped a lost bus to find the way.
- After going through the gates on the property, she told the crew to park on the grassy areas.
- While the crew was setting up, two trains came through.
- She moved around different areas of the property including off to the side of the tracks, near the trailers, and at the back of the property.
- A location assistant said that would be no more trains coming through.
- She heard the location assistant say that the right of way was 5 feet wide, but people should stay back 10 feet.
- The crew was getting ready to film, and they asked for others to get behind a bus so that they would not be in the shot.
- She heard some noise, saw the train approach, and saw people running from the trestle.
- She said that most things after that were a blur.
- She did not recall seeing people on the trestle, and she first saw people on the trestle when they were running.
- The location assistant referred to a schedule for the timing of the two trains.
- She remembered the train slowing down, hearing someone scream, hearing someone say someone died, and someone say 911.
- She said that on the day of the site visit, she walked along the side of the tracks.
- She was unsure if anyone actually got on the tracks, and she said it was possible that she was near the trestle.
- During the site visit, the location manager asked if the tracks were active tracks, and she said that she did not know.
- She asked the supply chain employee, and he said that they were very active tracks.
- She never said that there would be two trains passing though and then it would be safe to film.
- She saw a recall message email from CSX, and she deleted a second email from CSX without reading it.

**Interviewers:**

Dana Sanzo

Investigator-in-Charge

Rick Narvell

Human Performance Investigator

## ADDENDUM TO INTERVIEW REPORT

1. The Director of Corporate Communications told Ms. Kicklighter that it would be okay if the production company filmed on Rayonier's property if the production company provided the appropriate indemnity agreement and certificates of insurance.
2. The General Manager told Ms. Kicklighter that the production company had permission to film on Rayonier's property but they would have to obtain permission from CSX to film on CSX's property, which included the tracks and trestle.
3. On the day of the site visit, Ms. Kicklighter told the Location Manager they had Rayonier's permission to film on Rayonier's property but they would need CSX's permission to film on CSX's property, which included the tracks and trestle.
4. On the day of the site visit the Location Manager, when speaking of obtaining permission from CSX, stated that they had a lot of high-level support. Ms. Kicklighter suggested that they contact the Governor's Film Commission to see if they could obtain help in obtaining permission. The Location Manager then asked if Rayonier had any contacts with CSX and could they assist in putting him in touch with someone at CSX.
5. Ms. Kicklighter asked the Rayonier supply chain manager if he would pass on the Location Manager's contact information to any contacts he had at CSX. Neither Rayonier nor Ms. Kicklighter were trying to obtain permission from CSX for the production company, but merely tried to place the production company in contact with CSX so that they could discuss what they wanted to do. The Rayonier supply chain manager passed the Location Manager's contact information on to his contact at CSX. The Location Manager had apparently not heard anything from CSX and had several contacts with Ms. Kicklighter to see if she had heard anything from CSX. She informed him that he was supposed to hear directly from CSX. At some point Ms. Kicklighter spoke to the supply chain manager's contact at CSX. He indicated that this was a very short time frame and such a process normally took several weeks. He said he would try to find the correct person and have them contact the Location Manager. Around February 14, the Location Manager heard from someone at CSX and indicated this person was trying to help them. Ms. Kicklighter had no knowledge of the substance of that conversation.
6. When the Location Manager indicated that they wanted to proceed on February 20 and would film on Rayonier's property with the bridge in the background as a metaphor, Ms. Kicklighter had the paperwork process started which included the production company providing a signed indemnification agreement and the appropriate insurance documents.
7. After everyone had arrived on February 20, Ms. Kicklighter walked around on Rayonier's property near the vehicles and where the bus was parked at the back of the property in relation to the railroad tracks.

8. The Location Assistant said after the second train passed by that by her schedule no more trains would come through.
9. Ms. Kicklighter did not recall seeing people on the trestle, and she first saw people on the trestle when they were running off.
10. On the day of the site visit, she does not recall exactly where she walked. It is possible that people on the day of the site visit did walk on the tracks and trestle.