

DCA-06-FR-004

**Norfolk Southern Rear-end Collision
Derailment**

Train No. 226 & Train No. 22R

Lincoln, AL

January 18, 2006

**Interview of Dispatcher for
NS's East End District**

28 pages, including cover sheet

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of: *
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NORFOLK SOUTHERN REAR-END COLLISION *
LINCOLN, AL *
JANUARY 18, 2006 * Docket No.: DCA-06-FR-004
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Interview of: SANDRA LAVETT

Comfort Inn
Lincoln, Alabama

Wednesday,
January 18, 2006

The above-captioned matter convened, pursuant to
notice.

BEFORE: RUSSELL GOBER

APPEARANCES:

RUSSELL GOBER, OPERATIONS GROUP CHAIRMAN
National Transportation Safety Board
DuPage County Airport
31 West 775 North Avenue
West Chicago, Illinois 60185
[REDACTED]

TOM MCAVOY
Federal Railroad Administration

I N D E X

ITEM

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P R O C E E D I N G S

INTERVIEW OF SANDRA L. LAVETT

BY MR. GOBER:

Q. Can you tell me your name, please, and your address?

A. My name is Sandra L. Lavett. My address is 1400 Norfolk Southern Drive, Birmingham, Alabama.

Q. What's your company phone number?

A. Area code [REDACTED]

Q. Okay. Sandra, what do you do for Norfolk Southern as a train dispatcher?

A. I dispatch the trains between Birmingham and Atlanta, between Birmingham and Chattanooga, Wednesday through Friday, and from Green (ph.) to Senoia. And on Saturday and Sunday they add a territory between Birmingham and Columbus, Georgia.

Q. Okay. Is most of your work on a CTC system?

A. No.

Q. Okay. On the territory between Birmingham and Atlanta that the trains that had the accident, was that CTC?

A. Yes.

Q. Okay. Before I get lost in what I'm doing, how long have you worked for Norfolk Southern --

A. No, it was Norfolk Southern. I remember I hired. I was hired in 1985, so that would be what, 21 years.

Q. Okay. Did you hire on as a train dispatcher when you started?

1 A. No.

2 Q. Okay. Just give me a quick itinerary of what your
3 jobs have been.

4 A. I hired in Jacksonville, Florida as a clerk and I
5 worked in Jacksonville for -- I think it was about 12 years and
6 transferred to Birmingham in 1997, and I've been a train
7 dispatcher since 1997. I believe my seniority date is October
8 the 25th of 1997.

9 Q. Did you go through a train dispatcher's training
10 program?

11 A. Yes.

12 Q. Just sitting in with other dispatchers and also a
13 classroom?

14 A. Yes.

15 Q. Okay. As a train dispatcher, how many years
16 seniority do you have?

17 A. From '97 until 2006, nine years.

18 Q. Okay.

19 A. Well, not quite, because I -- October would be about
20 eight years and what, some odd days?

21 Q. Okay. So you take efficiency tests to see what kind
22 of train dispatcher you are? Do you have rules practice or --

23 A. I have rules practice once a year.

24 Q. Okay. What kind of grading do you have to make on
25 that to pass?

1 A. Eighty.

2 Q. Okay. Do you usually pass?

3 A. Yes, yes, I pass.

4 Q. Okay. Are most of the questions out of the operating
5 rule book?

6 A. Yes.

7 Q. Okay. So you're a qualified train dispatcher with
8 nine years of service, and part of your responsibilities is the
9 line between Birmingham and Atlanta, which is a CTC or
10 centralized traffic control system?

11 A. Yes.

12 Q. Okay. On that line, do you have any other -- do you
13 have any monitoring systems on there that tells you anything
14 about the train other than the signals? Wide load detectors,
15 high/wide, hot box, that kind of stuff.

16 A. Usually, no.

17 Q. Mechanically are there?

18 A. Mechanically, yes, there are detectors that --

19 Q. About every 20 miles or so?

20 A. Yeah.

21 Q. Okay.

22 A. There's detectors, hot box detectors, high/wide
23 detectors, dragging equipment detectors.

24 Q. Okay. Was there any occasion yesterday for either
25 one of these trains that was involved in the accident to have

1 any -- any kind of delay after they left Birmingham that you
2 remember?

3 A. 226 probably got a little delay leaving Birmingham by
4 following a freight train between what we call Lubbock (ph.)
5 and Central. That is a point where the trains would leave the
6 line going from Birmingham to Atlanta. It would leave that
7 line and head towards Columbus, Georgia, and it was following
8 that train.

9 Q. Okay. Did you have any delays for doors open or
10 anything like that on either one of the trains, that you're
11 aware of?

12 A. No.

13 Q. Okay. According to the road foreman that was riding
14 on the train that was struck, he allowed his conductor to get
15 off the train at Leeds and close a door on -- on a car in his
16 train, because somebody had called on the radio and said that a
17 door was open. Were you familiar with that?

18 A. I was not notified.

19 Q. Okay. If -- if the conductor decided to ride the
20 train, or if the conductor decided to get off the train and
21 make part of his trip in any other way besides riding on the
22 train, would you be notified of that?

23 A. I don't understand the question.

24 Q. Okay. If somebody got off the train and drove a car
25 along side of the train, would you be made aware of that?

1 A. Somebody -- I still don't --

2 Q. If the conductor got off the train and drove the road
3 foreman's car, would you be made aware of that?

4 A. Probably not. I don't know if they would tell me or
5 not.

6 Q. Okay. According to the road foreman, as a
7 convenience to moving the trains, that because he left his
8 vehicle at Leeds and that the train was notified a track person
9 that a door was open, that he gave the keys to his vehicle to
10 the conductor and told him to drive the car to the station at
11 Lincoln because they could move the train and it wouldn't block
12 traffic as much. Is that a reasonable thing to do? I'm not
13 trying to get anybody into any trouble.

14 A. I know what you're -- I know it's -- let's put it
15 this way. It's not a normal -- I would say it's not a normal
16 thing to do.

17 Q. Okay. But because the person that's allowing this to
18 be done is on the train taking the place of maybe the conductor
19 and he's a supervisor, is there anything unusual about that
20 kind of activity? A road foreman has the authority to do that,
21 doesn't he or does he?

22 A. I don't know.

23 Q. Okay. All right. Yesterday the conductor drove the
24 road foreman's car from Leeds to Lincoln and the train
25 dispatcher was not aware of that.

1 A. That's correct.

2 Q. Okay. Okay. That's really not (inaudible). I wish
3 I hadn't found out.

4 A. I wish I hadn't found it out, too.

5 Q. What was your first indication that there was a
6 problem at Coosa?

7 A. My first indication that I was pretty sure there was
8 a problem was when I saw the track light come on my computer
9 between Lincoln and Embry on the main line.

10 Q. Okay. So that's past the switch for the train to go
11 in the siding. Did something cause that? Normally speaking --
12 and if that switch hadn't been lined back at Coosa, there would
13 be nothing to make a track light on the main line from Coosa to
14 Embry, is that correct?

15 A. That's correct.

16 Q. And you got a track light on that section of the
17 track?

18 A. I had a track light on the main line between Coosa
19 and Embry.

20 Q. Okay. And that gave you some --

21 A. Concern.

22 Q. Concern. What did you do about your concern?

23 A. I called 22R and asked him if there was a problem and
24 he said no. I'm trying to remember if he asked, was he showing
25 in the clear and I said no. I said I'm still showing --

1 showing them in the OS circuit there at Embry -- at Coosa. I'm
2 sorry, at Coosa.

3 Q. Could you remember how long he'd been stopped there
4 at --

5 A. He hit the OS circuit at 4:03.

6 Q. Okay.

7 A. This was at 4:20.

8 Q. Okay. Did you think that was unusual that he'd been
9 there so long and he hadn't cleared yet?

10 A. He was 8200 feet long. The siding is 8900 feet. For
11 a train that long and a siding that -- I would've had -- I
12 would have expected him to probably take about 10 to 15 minutes
13 to pull in there to get it pretty much in the clear and my
14 switch show clear and then starting lining for the main line.

15 Q. After you got the track light between Coosa and Embry
16 on the main line, what did you do then?

17 A. That's what I was telling you. I started -- I called
18 22R and asked him if there was anything wrong and he said no.
19 Was he showing in the clear, and I said no, you're still
20 showing in the OS circuit. And he said okay, I'll try to pull
21 down a little bit more. And I said okay and that's whenever I
22 started trying to call 226.

23 Q. Okay. So just instinctly, you wanted to know where
24 he was.

25 A. That's right.

1 Q. Did you --

2 A. I felt like that there was something wrong. I felt
3 like there was something wrong with 226. I don't know why, but
4 I just felt like 226 -- I felt like 226 had run through the
5 switch.

6 Q. Okay, 226 had run through the switch. How could 226
7 run through the facing point of the switch?

8 A. Well, what I thought -- and this is just what I had
9 thought -- was that there was just something wrong with the
10 machine.

11 Q. Okay.

12 A. I thought that maybe 22R, okay, he was in the clear
13 and maybe there was -- this is what I was hoping. This is just
14 what I was hoping, that 220 -- 22R was in the clear and maybe
15 the switch was lined or maybe something was wrong with the
16 switch or something --

17 Q. Something might be out of correspondence or --

18 A. Well, no, I know it wasn't correspondence because it
19 was not blinking.

20 Q. Okay.

21 A. It was solid and the lock light was on and I just
22 thought, well, maybe 226 came through there and maybe he just
23 came through there so fast that he just -- he just went through
24 and just kind of went down the main line or something like that
25 and he's just -- he's just down the main line.

1 Q. Okay. Had you had any thoughts about 226, from like
2 Pell City to Riverside or anything like that, any unusual
3 activity there?

4 A. No.

5 Q. Okay. So you knew that something -- instinctively,
6 something wasn't right.

7 A. Something was wrong.

8 Q. And then, how long was it before you identified a
9 problem?

10 A. Whenever Aaron called me.

11 Q. Okay. And Aaron is who?

12 A. The engineer.

13 Q. On which train?

14 A. 226.

15 Q. Okay. What did he tell you?

16 A. He said, we've got a problem or something to that
17 effect. And I said, what's the matter, Aaron? He said, we've
18 run into the back of 22R. I said, are you hurt? He said,
19 we're hurt bad. I said, do I need to get the emergency people
20 there? And he said, they're on their way. He said, I think
21 they're pulling up now. I said, do I need to get the fire
22 department or anybody there? He said no. He said,
23 everything's on fire. But are you okay, and he said no. My
24 face is all cut up and it's all bloody, and that's whenever the
25 conversation -- do you want to know the whole conversation?

1 Q. Yes, ma'am.

2 A. He said his face was all cut up, it was all bloody,
3 and I was trying to -- all I could think of was that his face
4 was -- you know, I don't know how bad he was bleeding. All I
5 could think of was that, you know, he's bleeding bad and he's
6 cut real bad, you know, he could possibly go into shock and you
7 know, maybe -- I don't why I was thinking, you know, he could
8 fall asleep and all I could think of was to keep him talking,
9 keep him talking. And so that's what I just kept doing. I
10 said, you know -- I said okay. Well, Aaron, how's the other --
11 how's everybody else? I said look around. You know, I said,
12 did the other guys get out? I said, you know -- and then, as
13 he was talking, I screamed for Jackie.

14 Q. Who's Jackie?

15 A. Jackie is the chief. Jack Phelps (ph.). And you
16 know, he didn't hear me. And so -- because I wasn't going to
17 leave this guy. I wasn't going to get up. I wasn't going to
18 say hold on for just a minute. I got to -- you know, I wasn't
19 going to leave him. And -- and he said, well, the conductor
20 trainee, his ankle was -- his ankle was broke and he thought
21 that the conductor, you know, his hips were broke or something,
22 but he said -- he kept saying, you know, he was -- he said
23 everything's on fire and I just kept -- and I kept talking to
24 him and just telling him, you know, everything's going to be
25 all right. You know, everything's going to be all right. He

1 said, everything's on fire. Then he said it's just a mess. I
2 said, don't worry about the mess, you know. I said, that mess
3 can be cleaned up. I said, we got -- I'm just glad -- you
4 know, I'm just glad you're okay. Thank god you all are okay.
5 Just thank god you're okay.

6 And I screamed for Jackie again and he came in there
7 and of course, Jackie wanted to know, was the engines on the
8 ground, you know. So I asked him. I said, you know, Aaron, I
9 said, are the engines, are they derailed? And he said, yes,
10 ma'am. He said, everything's on fire and it's a mess. And so
11 some emergency people were here and everything and I just kept
12 talking to him. I kept talking to him and you know, I said,
13 don't -- you know, don't go. I said, you just, you know, stay
14 with me. I said, I'm going to be right here. I'm going to be
15 right here with you, you know, and we're going to get you help.
16 And you know, I said, you know, we're just glad you're here,
17 you know, and everything and everything's going to be all
18 right.

19 You know, is there anybody, you know, who we need to
20 call for you or anything? He said, no, I'll be okay. You
21 know, I just kept talking to him and talking to him. And I
22 guess the emergency people finally got around to him and he
23 said, here, I'm going to give the phone to the conductor. So
24 he gave the phone to Mr. Quinn and he was talking to me, and I
25 asked him how he was and he said that his chest was hurting

1 him, and he said that he thought he hurt his back. And you
2 know, I -- you know, I had again (inaudible) we're going, you
3 know, and all this kind of stuff. And I asked him, you know,
4 how fast did they think they were going? He said, I don't
5 know, Sandy, you know. I said, well, don't worry about it. I
6 said, you know, we're just glad you're here, you know, that
7 you're okay. You know, I hated to ask him those questions.
8 You know, it just tore me up.

9 (Off the record.)

10 (On the record.)

11 MR. GOBER: Okay.

12 MS. LAVETT: Okay. Are we back?

13 MR. GOBER: Yeah, on the record.

14 MS. LAVETT: Aaron Smith was the one that I spoke to
15 first and Monte Quinn was the one that I spoke second and I
16 never spoke to the conductor trainee. They were apparently
17 working on him, the emergency personnel were working on him.
18 His name is Blake Mashburn. He's the one that had the broken
19 ankle whenever they got there.

20 BY MR. GOBER:

21 Q. Okay. What was Monte Quinn's job?

22 A. Monte Quinn was the conductor --

23 Q. Okay.

24 A. -- on the job.

25 Q. And Blake Mashburn was a trainee conductor?

1 A. Conductor, yes. A trainee. And I did ask Aaron,
2 whenever I was talking to him, I asked him how he got off the
3 engine, or I asked him how -- if they jumped off, you know, as
4 they were pulling in, you know, whenever they saw, you know,
5 what was happening and he said no, that they rode it out.

6 Q. Okay.

7 A. And he did say that -- he said they came around on a
8 clear. He said, Sandy, we came around on a clear and we were
9 lined in on 22R. The switch was lined and we ran into the back
10 and 22R was in the clear.

11 Q. Did you have anything on your board to indicate that
12 it was lined up on a clear?

13 A. No.

14 Q. Would you have had -- and you would have had some
15 kind of signal because the switch was open at Coosa, but what
16 would it have shown on the board?

17 A. It would have been clear. It would've been white --
18 would be the easiest way for me to explain it, whereas I
19 actually had a track light which is -- indicates as red in the
20 OS circuit.

21 Q. Okay. Is that because the train was on the circuit?

22 A. That's because it was indicating something was on the
23 OS circuit.

24 Q. Um-hum. And with that, under normal setups, could
25 226 be operating on a clear?

1 A. No.

2 Q. If he was operating on anything better than a
3 restricting, would you have known it?

4 A. I wouldn't have known that he was operating on a
5 restricting.

6 Q. Okay. All you would know is that --

7 A. He --

8 Q. -- there was a train ahead of him and the switch was
9 still lined for the siding?

10 A. All I know is that he should've had a stop at Coosa.
11 That's all I know. I don't know what his previous signal
12 would've been. I don't know what the intermediate's display.

13 Q. Yeah, maybe it's -- back so it wouldn't tell you --

14 A. Yeah. The only signals that I control and that I
15 know that display are the home signals, the absolute signals.

16 Q. Okay. Did you have to -- did you have your signal at
17 Pell City set up for routing, or did you have to give him a
18 signal at Pell City?

19 A. I don't control Pell City. That's an intermediate
20 signal.

21 Q. Okay. What is the next home signal before reaching
22 Coosa? You would've given him a clear to go through there,
23 right?

24 A. Yes.

25 Q. Okay. You were talking to Mr. Smith and Mr. Quinn

1 and you knew that they were hurt. What did you do after that?

2 A. -- with him.

3 Q. Okay. Were you on the radio with him?

4 A. No, I was -- Aaron had called me on, apparently, his
5 cell phone and he had called me to my phone through --

6 Q. Is there --

7 A. -- my radio.

8 Q. Is there a transcript of that or is there --

9 A. Yes.

10 Q. -- a recording of that?

11 A. Yes.

12 Q. Okay. The Safety Board needs to get a copy of that.
13 After you hung up, what did you do?

14 A. -- it was my track supervisor, which was Mickey Ward.
15 He was already en route. He had been out at Leeds, Alabama,
16 with a rail train, but I called him on the radio and he was
17 already en route and I got him on channel two and he said, tell
18 me that big puff of black smoke that I see 10 miles away is not
19 us. I said, well, it is. And so I told him where it was and
20 he said okay.

21 Q. Since he was at Leeds, it's possible he could've
22 talked to the 22R earlier about a door.

23 A. He probably did. He probably was the one that talked
24 to them if he was at -- yes, that was there at Leeds --

25 Q. Okay.

1 A. -- and he was the -- if they said track people, it
2 was either him or maybe Mike Adams, because they were there at
3 Leeds with the rail train. I believe Mr. Tifton called me
4 and -- and I've listened to the tapes and I did not hear him
5 say about the fire trucks. All I heard him say was that we
6 need to cut these crossings. And I thought he was talking
7 about just flat out traffic, you know, to cut the crossings so
8 that the traffic could get through. And I told him -- well, I
9 actually -- let me back up.

10 While I was talking to Monte Quinn, the conductor, I
11 had put him on hold for just a minute and I had told 22R, do
12 not move your train, do not move your train, because I didn't
13 know what was going on, you know, what the emergency personnel
14 was going around the rear with the guys. I didn't know how
15 many there were, the fire people. I didn't know what -- so I
16 didn't want them to move anything. So when Mr. Tifton called
17 me, I didn't even know if they knew if they had been hit.

18 Q. Um-hum.

19 A. So at that time, I took the opportunity to tell him
20 that they had been hit and -- which I didn't even -- I didn't
21 know if he knew.

22 Q. Um-hum.

23 A. And he didn't seem to act like he knew, because he
24 just said, you know, what's going on?

25 Q. Well, he told us he didn't know, so --

1 A. Yeah.

2 Q. Okay.

3 A. So I told him, you know, that 226 had run into the
4 back of him, that, you know, he might want to go back there
5 because we had three injured. We had fire trucks all around,
6 you know, emergency personnel all around. You know, if you
7 need to move the truck -- if you need the train moved. And so
8 you know, I did what I thought was right.

9 Q. Okay. You certainly --

10 A. I didn't know what else to do.

11 Q. What else did you do? I'm not laughing at you.

12 A. I know.

13 Q. I'm just --

14 A. Oh, what -- okay, what else did I do. I guess I kind
15 of just went back to working and you know, doing what I needed
16 to do.

17 Q. Did you have any other activities going on?

18 A. Yeah, I had the north end between here and
19 Chattanooga and kind of got it caught up a little bit.

20 Q. The chief dispatcher helps you notify the management
21 of the problem?

22 A. I guess they were doing what they had to do. I don't
23 know. I never saw them anymore. Jackie never did come in --

24 Q. What time --

25 A. -- anymore.

1 Q. What time did you go on duty?

2 A. 2:00 p.m.

3 Q. And what time did you get off?

4 A. Well, I was relieved -- they relieved me at I'd say
5 about 27 of 8:00 and I was taken for a drug test last night.

6 Q. Okay. Do you have any concern about the fact that
7 you had to take a drug test?

8 A. Uh-uh.

9 Q. Okay. Do you use drugs or alcohol?

10 A. No, I'm on -- I mean, I take medications. I mean, I
11 take prescription medication, but I don't, you know -- no, I'm
12 a recovering alcoholic. I haven't taken a drink in --

13 Q. When you have a bad day like that, what do you do?
14 Do you ever think about taking a drink?

15 A. No.

16 Q. That's cool.

17 A. --.

18 MR. GOBER: Okay. Mr. McAvoy (ph.), do you have any
19 questions?

20 MR. MCAVOY: No, I don't think so.

21 MR. GOBER: Okay. Sandy, do you have any questions?

22 UNIDENTIFIED SPEAKER: --

23 MR. GOBER: Because the signals between Pell City and
24 Coosa are directly involved in this. If there's any
25 clarification we need to make, tell me.

1 UNIDENTIFIED SPEAKER: If you're not sure --

2 MS. LAVETT: I'm not sure. I have to sit there and
3 look at my board. You know, I sit there and look at it every
4 day. Okay. I'd have to look at my board or either look at
5 timetable, because it's --

6 MR. GOBER: Well, usually you have --

7 MS. LAVETT: It would be the most --

8 MR. GOBER: -- sidings every so often and normally
9 the control points are on each end of the siding.

10 MS. LAVETT: Right. It would be the most east end of
11 the siding and I can't remember if it's Roberts -- it's Roberts
12 and Holt (ph.), or either Holt and -- it's Roberts and Holt.
13 It'd be Holt.

14 MR. GOBER: Okay.

15 MS. LAVETT: Holt.

16 MR. GOBER: Okay.

17 MS. LAVETT: Holt.

18 MR. GOBER: And that's before you get to Coosa --

19 MS. LAVETT: Before.

20 MR. GOBER: -- and Embry.

21 MS. LAVETT: Coosa and Embry, yes.

22 MR. GOBER: Okay.

23 MS. LAVETT: Uh-huh. I'm sorry.

24 MR. GOBER: No problem. It's just clarification.

25 MS. LAVETT: Yes.

1 MR. GOBER: So that was good.

2 MS. LAVETT: Yes.

3 UNIDENTIFIED SPEAKER: That's all the questions I
4 have.

5 BY MR. GOBER:

6 Q. Okay. If you have anything else -- Sandy Lavett, do
7 you have any comments you'd like to make, any statements you'd
8 like to make about how we can prevent an accident like this in
9 the future? Any comments at all? You don't have to. Whatever
10 you're comfortable with. If you have anything to say, tell us.

11 A. Yeah, I do. There putting in a new computer system,
12 a DMTS.

13 Q. What does that mean?

14 A. Direct train --

15 Q. If you know what it means, tell us. If you -- it's
16 just an acronym for a new type of dispatching system?

17 A. Yes.

18 Q. Okay, tell us about what your comments are.

19 A. My comments are, I've been seeing some real funny
20 things happen on my board recently, since they've been putting
21 this in, and I reported two things that happened on Sunday to a
22 supervisor. And --

23 Q. Does this affect the territory of Coosa at all?

24 A. No. No, it doesn't.

25 Q. Okay. What you're saying is that whenever you make

1 change, you need to make sure it's set up properly before
2 you --

3 A. I'm just saying --

4 Q. -- put it in operation?

5 A. I'm just saying I don't trust the signal system
6 anymore and I don't think the men would put their trust in it
7 anymore, either. And especially with this new computer system
8 coming in.

9 Q. Have you seen anything out there on your standard CTC
10 that would cause you to question the safety of the system?

11 A. Well, I've had -- well, track lights -- the trains go
12 through the OS circuits and it looks like on my board that the
13 signals have failed in their face and the trains never report
14 the signals following in the their face. It's like the track
15 light doesn't catch up with the computer.

16 Q. Does it happen like when something -- where there
17 are -- or does it happen any time?

18 A. It happens any time -- coming into Lubbock on Sunday,
19 where my whole computer system just locked up and the signal
20 was sitting there blinking out of correspondence, and I knew
21 that the signal was -- it was a restricted route to come in
22 from the yard and there was no way I could unlock it until we
23 ran a train through there on a restricted route and unlocked
24 it.

25 Q. Okay. In a case like that, would you call ahead to

1 the train crew and say hey, we're out of correspondence in some
2 way. You know to go through there --

3 A. He had a --

4 Q. -- or does he go by the signal?

5 A. He had a good route.

6 Q. He goes by the signal. You just don't know how to
7 control it.

8 A. I couldn't knock it down.

9 Q. You can't --

10 A. I couldn't do anything with it. I'm not going to
11 trust the signal system -- I can tell you that.

12 Q. As a dispatcher, how would you operate differently if
13 you didn't trust it?

14 A. I'd get all of our territory --

15 Q. If you did that, would you have to run on the
16 track -- or how would you operate?

17 A. -- our territory. If you can't trust the signal
18 system, take it out.

19 Q. Okay. Any -- and that's a fix.

20 A. I mean I'm sorry. I just -- you know, I don't want
21 to see anybody get killed, but I -- you know --

22 Q. We understand that and we appreciate it.

23 A. And I know that's drastic --

24 Q. Okay.

25 A. -- but I don't want to see anybody else get through

1 and do --

2 Q. Okay.

3 A. -- anything else.

4 MR. GOBER: Okay. Well, it's -- do you have any
5 questions than have already been asked? I don't have any more.
6 We do have the number where we can reach you, so we appreciate
7 you coming in and if we need you, we'll call you.

8 MS. LAVETT: Okay.

9 MR. GOBER: And I hope I didn't upset you too much.

10 MS. LAVETT: No. I hope I didn't upset you. No.

11 (Whereupon, the interview in the above-entitled
12 matter 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: Norfolk Southern Rear-End Collision
Lincoln, AL
January 18, 2006
Interview of Sandra Lavett

DOCKET NUMBER: DCA-06-FR-004

PLACE: Lincoln, AL

DATE: January 18, 2006

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

David Martini
Transcriber