

Train P22P005

Local Freight

On duty
January 5, 2005
in
Aiken, SC

Train left on the Avondale Mills Track
Gregg Plant
where
Collision occurred.

Graniteville, SC at Milepost 178.3

DIST: PI SUB-DIST: CA

CREW INFORMATION

PSTS17B

ASSIGNMENT: P22P005 OF: 01/05/05 0700 POOL/YARD: AKN LOC AI
ORIGIN STATION: SA57 INT STATIONS: FINAL STATION: SA57
RETURN TRAINS : RADIOS:
DEPART ARRIVED ENTER FINAL STOP FINAL RLVD TRK TRAIN LEFT
0910 010505 1859 1859 1859 1859 SA57

RUN MILES		ENDING			CARS		CAB
(EN CREW/TR CREW)		(LOADS/EMPTIES/TONS)			(HANDLED/MAX)		?
116	116	000	000	00000	049	066	

FUNC	EMPLOYEE NAME	TURN/ASGN	ORDR	RELV	OFFD	10	MLS	MOT	CO	PHONE
			TIME	TIME	TIME	HR	---	---	SV	-----
CALL AIKEN, B. F. JR	(BEN)	AI01	EN 0832	1859	2011	N	116		N	
CALL THORNTON, J. R.		AI01	CO 0700	1859	2011	N	116		N	
CALL FORD, J. M.	(MIKE)	AI01	B1 0700	1859	2011	N	116		N	
VACT VACANT POSITION		AI01	CT 0700	1859	2011	N	116		N	

ENT=NXT F1=HELP F3=EXIT F4=DELAY F5=ENG F6=PAYRL PF7/8=SCROLL PF10=HOS REPRINT
SHOW UP AIKEN TO BE ON JOB AT 0832A

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Track Warrant Form

01/05/05 07:54

Train ID: P22P005

Warrant No: 00861

Date: 01/05/05

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To: T/E NS 4622

At: WARRENVILLE

3. (X) Work between R185.0

and R171.0

on main track.

OK 0210PM Dispatcher RLB Copied by THORNTON
Limits Reported Clear at 0753PM By FORD

Read Back 1

Track Warrant Form

01/05/05 07:54

Train ID: P22P005

Warrant No: 00779

Date: 01/05/05

To: T/E NS 4622

At: AIKEN

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3. (X) Work between SA51.0 and Warrenville

on main track.

OK 0813AM Dispatcher RLB Copied by THORNTON
Limits Reported Clear at 0754PM By FORD

Read Back 1

Cimarron Coach of Virginia, Inc.

903358

DRIVER ID# 6518	DRIVER NAME ARVID W NELSON	VEH# 9747	CONTROL # P00601867
DATE 1-5-05	CUSTOMER N	DIVISION G	PICK-UP TIME 3:45 PM
SIGNATURES - VERIFICATIONS		WAITING TIME CODE	
CREW SIGNATURE - TRAIN SYMBOL P22	DESTINATIONS FROM POINT A	ARRIVE AT A	DEPART A
CREW SIGNATURE - TRAIN SYMBOL J Thompson	FROM POINT B	ARRIVE AT B	DEPART B
CREW SIGNATURE - TRAIN SYMBOL	FROM POINT C	ARRIVE AT C	DEPART C
CREW SIGNATURE - TRAIN SYMBOL	FROM POINT D	ARRIVE AT D	DEPART D
CREW SIGNATURE - TRAIN SYMBOL	FROM POINT E	ARRIVE AT E	DEPART E
CREW SIGNATURE - TRAIN SYMBOL	FROM POINT F	ARRIVE AT F	DEPART F
MILES		CHARGES	

Odometer Reading	B	E	64	CHARGE	\$
H 564437	C	F		TOTAL WAITING TIME	
A	D	H	564501	TOTAL CHARGES >>>	\$

**NORFOLK SOUTHERN
TRACK WARRANT**

CONFIDENTIAL

No. 779 1-5, 2005

To: TRK 4622 At Aiken

(Mark "X" in box for each item instructed)

1. ☐ Track Warrant No. _____ of _____ is void.

2. ☐ Proceed from _____

To _____

On _____ Track

3. ☒ Work between M.P. 5151
and Warrenton

On Main Track

4. ☐ This authority expires at _____ M.

5. ☐ Not in effect until after arrival of _____

and _____ and _____

At _____

6. ☐ Hold Main Track at last-named point.

7. ☐ Do not foul limits ahead of _____

and _____ and _____

8. ☐ Clear Main Track at last-named point.

9. ☐ Between _____ & _____

make all movements at Restricted Speed. Limits occupied
by train or engine.

10. ☐ Between _____ & _____

make all movements at Restricted Speed and stop short
of men or equipment fouling track.

11. ☐ Protection not required against following trains on same
track.

12. ☐ Other specific instructions: _____

OK 813 A M Dispatcher RLB

Copied By Thornton

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

Limits Reported Clear at 754 M

By FORD

**NORFOLK SOUTHERN
TRACK WARRANT**

No. 861 1-5, 2005

To: Tr 154622 At Warrenton

(Mark "X" in box for each item instructed)

1. ☐ Track Warrant No. _____ of _____ is void.
2. ☐ Proceed from _____
To _____
On _____ Track
3. ☒ Work between M.P. 1185
and M.P. 1211
On Main Track
4. ☐ This authority expires at _____ M.
5. ☐ Not in effect until after arrival of _____
and _____ and _____
At _____
6. ☐ Hold Main Track at last named point.
7. ☐ Do not foul limits ahead of _____
and _____ and _____
8. ☐ Clear Main Track at last named point.
9. ☐ Between _____ & _____
make all movements at Restricted Speed. Limits occupied
by train or engine.
10. ☐ Between _____ & _____
make all movements at Restricted Speed and stop short
of men or equipment fouling track.
11. ☐ Protection not required against following trains on same
track.
12. ☐ Other specific instructions: _____

OK 2/0P M Dispatcher RLB

Copied By Thomson

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

OS Loc _____ Date _____ Time _____ By _____

Limits Reported Clear at 753 M

By Ford

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STATION: WARRENVL.

DATE: 01/05/05

TIME ISSUED: 0422AM

DRM DISPATCHER

AUGUST/ANDRS DISTRICT

ISSUED: 01/04/05 0426PM

002 =====ADDITIONAL SPEED RESTRICTIONS=====

004 =====STOP AND FLAG ORDERS=====

005 =====HIGH AND WIDE MOVEMENTS=====

006 =====BAD FOOTING AT FOLLOWING LOCATIONS=====

010 =====FOLLOWING TRACKS OUT OF SERVICE=====

011 HOUSE TRACK LEXINGTON MP R-120.7, SWITCH SPIKED AND TAGGED [8/16/00 SNEED]

013 ===== MISCELLANEOUS INSTRUCTIONS =====

014 *****

ALL TRAINS WORKING WARRENVILLE, S.C. MUST NOT BLOCK LINE ST., MILEPOST
R-180.1 FOR MORE THAN FIVE MINUTES. IF PICK UPS OR SET OFFS WILL REQUIRE
THE CROSSING BE BLOCKED FOR MORE THAN FIVE MINUTES THE CROSSING MUST BE
CUT.

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END OF MESSAGES

SUPPLEMENTAL INSTRUCTIONS - ADDITIONAL SPEED RESTRICTIONS:

DO NOT EXCEED:

SPEED	TRACK	LOCATION	LOCATION	TIME RECEIVED
MPH ON _____	BETWEEN MP _____	AND MP _____		
MPH ON _____	BETWEEN MP _____	AND MP _____		
MPH ON _____	BETWEEN MP _____	AND MP _____		
MPH ON _____	BETWEEN MP _____	AND MP _____		
MPH ON _____	BETWEEN MP _____	AND MP _____		

SUPPLEMENTAL INSTRUCTIONS - OTHER RESTRICTIONS:

[illegible]

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MADISON, SC TOWER, JANUARY 5, 2005, 6:53 PM TO 7:23 PM.

UNKNOWN: Cars backing up.

UNKNOWN: (inaudible)

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UNKNOWN: That's good Ben.

UNKNOWN: Give me just a little bit of slack now. Good.

UNKNOWN: (inaudible) switch about three.

UNKNOWN: P22.

UNKNOWN: One car. Good 22.

UNKNOWN: (inaudible) something to do.

UNKNOWN: Lined for straight track (inaudible). Start shoving north to clear for about seven, P22.

UNKNOWN: Alright (inaudible) he's called to the top here Ben. Stopping short of the low crossing back here.

UNKNOWN: Good for about four, four long ones. (inaudible).

UNKNOWN: Still good for at least two more. (inaudible) For one car now.

UNKNOWN: That'll be good right there.

UNKNOWN: Three step protection Engineer P22, Engine uh 4622. Three step protection Brakeman to Engineer P22, Engine 4622, pull south.

UNKNOWN: (inaudible).

UNKNOWN: About two good ones to clear this crossing.

UNKNOWN: 37.

UNKNOWN: one more. That's good. You cleared good right there. That's fine.

UNKNOWN: Alright, uh --- 436 (inaudible).

UNKNOWN: I don't know what that car number because the car was lost. This don't still show a car up there, but he said it was one up there.

UNKNOWN: That's right.

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UNKNOWN: (inaudible)

UNKNOWN: Hello.

UNKNOWN: (inaudible) 92. Good for three cars (inaudible) cut southbound.

UNKNOWN: Nixon to 30 over.

UNKNOWN: Go ahead.

UNKNOWN: Yea, you never did find that e-n, e-n-d-y-s car, 455081 for (inaudible), did you?

UNKNOWN: Found that ny2. I don't know - I, I saw it, but I don't exactly what position its in.

UNKNOWN: Okay.

UNKNOWN: Hey (inaudible)

UNKNOWN: Go ahead.

UNKNOWN: That car in.

UNKNOWN: No, they did not.

UNKNOWN: Somebody uh (inaudible) said E45 spot.

UNKNOWN: Yea, I know. It's been there.

UNKNOWN: That car was in NY2?

UNKNOWN: That aught to do it right there. Alright good.

UNKNOWN: Hey Mill.

UNKNOWN: You gonna need another work order?

UNKNOWN: Alright.

UNKNOWN: That's clear

MADISON TOWER, JANUARY 5, 2005, 7:23 PM TO 7:53 PM.

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UNKNOWN: (inaudible)

UNKNOWN: (inaudible) again 22, over.

UNKNOWN: Yes sir. (inaudible).

UNKNOWN: Nixon Yard again to 22, over.

UNKNOWN: (inaudible).

UNKNOWN: Uh, yall back in August Yard?

UNKNOWN: No, we still out here at (inaudible). Uh, they gone take the blue flag down.

UNKNOWN: (inaudible). Alright everybody is in the clear. Turn it loose. Let's see if we got it the bottom. Thirty-three (inaudible).

UNKNOWN: Nixon Yard to 22.

UNKNOWN: 22 over.

UNKNOWN: Okay, they should be out there. You see anybody. They should be out there unhooking them now.

UNKNOWN: Check. You see anybody down there. Yea, Rick said they should be unhooking now. You see anybody?

UNKNOWN: No. (inaudible)

UNKNOWN: Alright, they unhooking them now Rick.

UNKNOWN: Come in Jerry.

UNKNOWN: Alright.

UNKNOWN: How long ya'll been waiting on them to unhook them cars.

UNKNOWN: I don't know, probably 20 - 30 minutes.

UNKNOWN: Rick wants to know how long we been waiting on them.

UNKNOWN: 25 minutes. We been waiting 25 minutes over.

MADISON TOWER, JANUARY 5, 2005, 7:53 PM TO 8:08 PM.

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UNKNOWN: 118 Engineer (inaudible).

UNKNOWN: (inaudible) to you Jeff, pull on it about 2. One more.

UNKNOWN: (inaudible). What was that?

UNKNOWN: (inaudible) about 5.

UNKNOWN: (inaudible) double check. Look at it one more time.

UNKNOWN: Three more. Uh give me two, two more. Need one more, one. (inaudible)
That'll do. (inaudible).

END OF TAPE. END OF TAPE.

UNKNOWN: Four, 20

UNKNOWN: Four.

UNKNOWN: Three, 20

UNKNOWN: (inaudible)

UNKNOWN: One more (inaudible).

UNKNOWN: Alright that's good.

UNKNOWN: Three step (inaudible). Three

UNKNOWN: Come on back a half couple.

UNKNOWN: (inaudible)

UNKNOWN: One more. Ten more feet. Five more feet. About another. Good 22.

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The following telephone conversation occurred between the crew of train P22 and Columbia District Dispatcher R.L. Black at 8:11, 8:11 a.m. January 5, 2005.

Dispatcher: Greenville

Conductor Thornton: Morning dispatcher.

Dispatcher: Morning Mr. Thornton.

Conductor Thornton: How's everything going this morning?

Dispatcher: Well ain't really nothing going just kind of sitting on hold here.

Conductor Thornton: Good gosh.

Dispatcher: 156 not out, 191 not out, 155 sitting in the siding at Vacluse, you know how it is?

Conductor Thornton: (inaudible)

Dispatcher: Not really but anyway, what can we do for you there brother?

Conductor Thornton: How bout that SA main line between Warrenville and SA51.

Dispatcher: Alright what's that engine number?

Conductor Thornton: We got the 4622.

Dispatcher: Alright I don't see anybody down there today to bother us. Far as track folks thank goodness and I, I never did get a chance to ask that boy if he's got that other place to weld in but he never said no more about it so I don't know whether he did or didn't but anyway let's make it track warrant number seven hundred and seventy-nine, 7-7-9, dated January 5th, 2005 to the NS forty-six twenty two, 4-6-2-2, at Aiken. Check block three work between milepost SA-fifty-one, 5-1, and Warrenville on main track. Seven seventy-nine, one block checked block number three.

Conductor Thornton: Seven seventy-nine, 7-7-9, that'll be January the 5th of O five, T&E NS forty-six twenty two, 4-6-2-2, at Aiken,

CONFIDENTIAL

check box 3, t-h-r-e-e work between milepost SA-fifty-one, five-one and Warrenville on main track. Seven seventy-nine one box, box three dispatcher RLB copied by Thornton.

Dispatcher: Seven seventy-nine one block checked number three made ok at eight-thirteen, eight-one-three a.m. dispatcher RLB copied by Thornton.

Conductor Thornton: Seven seventy-nine o.k. at 8:13 a.m. thank you dispatcher.

Dispatcher: Alright any idea which way ya'll headed today?

Conductor Thornton: Uh, we'll be up here for a while probably, uh, close to dinner time today we'll be going out on the main line we'll have to go all the way to (inaudible) uh, one seventy one.

Dispatcher: Alright one seventy-one and the one eighty-five?

Conductor Thornton: Yes that's right.

Dispatcher: O.K. I'll try to plan in that direction. Alright I appreciate it.

Conductor Thornton: Thank you.

The following transmission occurred January 5, 2005 at 2:09 and 11 seconds p.m. between Columbia District Dispatcher R.L. Black and the Conductor J.R. Thornton of train P22.

Dispatcher: Alright P22 you there?

Conductor Thornton: We at Warrenville Rick ready to copy uh between the one eighty five and uh one seventy one.

Dispatcher: Alright make it number eight sixty-one, 8-6-1, dated January 5, 2005 to the NS forty-six twenty-two, 4-6-2-2, at Warrenville. Check block three, t-h-r-e-e, work between milepost R one eighty-five, 1-8-5, and milepost R one seventy-one, 1-7-1 on the main track. Eight sixty-one with one block checked block number three over.

Conductor Thornton: Eight sixty-one, 8-6-1, that's January 5th of O five T&E NS fourty-six twenty-two, 4-6-2-2 at Warrenville. Check box three, t-h-r-e-e, work between milepost R one eighty-five, 1-8-5, and milepost R one seventy-one, 1-7-1, on main track. Eight sixty-one has three one block, block three dispatcher RLB, Thornton.

Dispatcher: Eight sixty-one, one block checked, number three made ok at 2:10, two one zero p.m. dispatcher RLB and copied by Thornton over.

Conductor Thornton: Eight sixty-one okayed at 2:10 p.m. thank you dispatcher.

Dispatcher: Alright Mr. Thornton Mr. Bellis was hollering, that's the signal maintainer down was wanting to know about what time ya'll thought you might come by Vacluse you have any idea over?

Conductor Thornton: Come back with that again please.

Dispatcher: Yea the signal maintainer Thornton, uh, signal maintainer Bellis was wanting to know about what time ya'll thought you might be in the Vacluse area if you know over?

Conductor Thornton: It's probably going to be at least another, probably about 3:30, 4 o'clock.

Dispatcher: Ok. Dispatch Greenville out.

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The following telephone conversation between train P22 and Greenville Dispatcher R.G. Godfrey at 7:52 and 48 seconds p.m. on January 5, 2005.

Dispatcher: Dispatcher's office Gary.

Train P22: Hey Gary this is uh, Aiken local we got two track warrants I'd like to clear, this first one's uh, 861, block 3, work between the milepost R-185 and the milepost R-171 main track.

Dispatcher: 861 work between the R-185, R-171 released 7:53, seven-five-three p.m.

Train P22: Alright, 861 shows clear 7:53 p.m. by Ford. Like to clear the 779, block 3, work between uh, milepost SA-51 and Warrenville main track.

Dispatcher: And the, 779 work between SA-51 and Warrenville released at 7:54, seven-five-four p.m.

Train P22: Alright, 779 shows clear at 7:54 p.m. by Ford also.

Dispatcher: That's correct.

Train P22: Alright thank you.

Dispatcher: Thank you ya'll have a good one.

Train P22: Thank you, bye.

V.L. SANDERS, CHIEF DISPATCHER 10/14/04

END OF DISPATCHER'S BULLETIN

DISPATCHER'S BULLETIN NO. 00826

WARREN/OAKWD DISTRICT

ISSUED: 10/13/04 1111AM

001 =====STOP AND FLAG ORDERS=====

002 =====BAD FOOTING AT FOLLOWING LOCATIONS=====

003 =====FOLLOWING TRACKS OUT OF SERVICE=====

004 MAIN TRACK OUT OF SERVICE BETWEEN MP SA-49 AND MP SA-51
EARTH MOUND PLACED ON TRACK AT MP SA-51. [CA SMITH 3/1/01]

005 =====MISCELLANEOUS INSTRUCTIONS=====

END OF DISPATCHER'S BULLETIN

START OF MESSAGES

MSG NO. 00875

NORFOLK SOUTHERN
LATE TAXI PICK UP FORM

TRAIN/DEADHEAD SYMBOL:_____ DATE:_____
CONDUCTOR:_____ ENGINEER:_____
CREW PICK UP LOCATION:_____ CREW DESTINATION:_____
WHEN WAS TAXI ORDERED? (DATE/TIME):_____/_____/_____ BY WHOM?_____
TIME OF PICKUP:_____ TIME TAXI ARRIVED FOR PICKUP:_____ TRIP NUMBER:_____
NAME OF CAB COMPANY:_____ NAME OF DRIVER:_____
COMMENTS:_____

FAX THIS FORM TO THE CHIEF DISPATCHER AT MICROWAVE 7-228-4241 OR BELL
(864) 255-4241, MAKING SURE TO FILL OUT AS MUCH INFORMATION AS POSSIBLE.

MSG NO. 00902

NEAR MISS REPORT-PERSON REPORTING		EMPLOYEE TITLE	
INCIDENT DATE/TIME		REPORTING DATE/TIME	
LOCATION- CITY/COUNTY		STATE	
STREET/RD/RTE	MP	DOT #	
TYPE OF CROSSING WARNING		WEATHER	
VEHICLE DESCRIPTION		LICENSE NO.	STATE
DIRECTION	SPEED	#OCCUPANTS	SCHOOL BUS/HAZMAT(Y/N)
TRAIN #	TRAIN DIR.	SPEED	EMERGENCY APP.(Y/N)
EST. DISTANCE TRN TO VEH		SECS VEH CLEARED PRIOR TO TRAIN	
ENGR.	CONDR.	OTHERS.	
INJURIES/DAMAGE/DELAY.			
OTHER COMMENTS:			

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