

REPORT OF INTERVIEW

Person Interviewed: Kevin Sanders, Assistant Track Supervisor
Interviewers: Cyril E. Gura, NTSB Safety Engineer
Joe Fianchino, State of South Carolina Rail Safety
Inspector
E. G. Cody, NS Division Engineer
Date & Time: August 18, 2005 at 8:30 a.m.
Location: Hotel Room in Columbia, South Carolina
Reason for Interview: Sanders was the track inspector for the area where the collision occurred.

It was explained to Sanders that the interview was being conducted as part of the accident investigation into the collision of Norfolk Southern Corporation (NS) trains 192 and P22, in Graniteville, South Carolina on January 6, 2005.

Sanders gave his employment history. He began his railroad career in September 1998 as a track labor for the NS. He took the NS Assistant Track Supervisor training program in October 2002, and was promoted to Assistant Track Supervisor in October 2003. He has been working as an Assistant Track Supervisor in the area of the collision since July 2004.

Sanders stated his territory of inspection included the Columbia Subdivision of the Piedmont Division from Columbia, South Carolina milepost (MP) R106 to Augusta, Georgia MP R190.5, as well as the areas' adjacent industry tracks. He also inspected the branch lines; "C" line from MP C110.1 to MP C124.0; the "SA" line from MP SA51.0 to MP SA63.5; and a 31-track yard at Andrews' Yard.

Sanders stated that he inspected the R line at a frequency of twice per week, and that it was inspected to Class 4 Track Safety Standards. He stated that the switch at MP R178.3 connected the R line to Avondale Mills / Gregg Industry track. He inspected the switch and industry track once per month.

Sanders normally inspected the R line on Tuesdays and Fridays, and was normally in the area of MP R178.3 around 11:00 a.m. He stated that as he inspected the R line he never came across a switch lined against his movement because of a train crew working in the area. He stated this was because he traveled on the main track with a track warrant issued to him and did not get a joint authority to work while train crews were working where he had to inspect. He stated with a track warrant he owned the track and could do whatever was necessary to inspect and repair the track, including throwing switches.

Sanders stated that the NS began a new operational change since the accident occurred. Now when he throws a switch on the main track, he is required to write down that he threw the switch and returned it to its normal position and then relay that information to the train dispatcher. He also stated that he clears his track warrant with the train dispatcher when he is clear of his limits of authority or off the track.

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Sanders stated the he knew of switch point indication signal lights at the following locations on his territory; at the Vaocluse passing track; at the South end Summit passing track; and at the spring switch at Cayce where train go from the R line to the C line. He stated that he had no knowledge of switch point indication signal lights for industry tracks.

Cyril E. Gura