National Transportation Safety Board

Washington, D.C. 20594

December 16, 2020

Mr. Randy Thomas:

Reference: **Interview Regarding the August 1, 2019 Danville, KY Natural Gas Transmission Line Rupture and Fire - NTSB case number PLD19FR002**

Attached is a transcript of your interview on August 3, 2019 as a part of the on-going investigation of the above referenced accident. Please review the transcript for accuracy and make any necessary editorial changes.

You may either reference the relevant page and line number along with the suggested change or redline a copy of the document. Please initial any changes when marking up or redlining the original document.

When replying be sure to initial one of the three statements below, even if you have no changes.

Please submit replies to me via email no later than **January 4, 2021**.

I have reviewed my transcript(s) from the above referenced accident and…

☐ I have no comments to make.

☐ My comments are submitted herewith.

☒ My comments are marked on the attached copy.

Please note that these transcripts must be treated as confidential at this time. These transcripts are for your use only, and not for release outside of the investigation. If you have any questions, please contact me by phone or email.

Thank you for your assistance and cooperation,

Alex C. Colletti

Pipeline Accident Investigator
National Transportation Safety Board
Office of Railroad, Pipeline, and Hazardous Materials Investigations
490 L'Enfant Plaza East, SW
[redacted]
Washington, D.C. 20594

Randy Thomas Errata

Page 5, Line 9: change "CPM" to "CP on"
Page 9, Line 4: change "contacts" to "contractors"
Page 13, Line 7: change "depot" to "depol"
Page 22, Line 18: change "close and over" to "close interval survey
Page 28, Line 4: change "reelect" to "recollect"

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:	*	
	*	
NATURAL GAS PIPELINE RUPTURE	*	
AND FIRE, DANVILLE, KENTUCKY	*	Accident No.: PLD19FR002
AUGUST 1, 2019	*	
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Interview of: RANDY THOMAS
Corrosion Technician, Enbridge

Holiday Inn
Danville, Kentucky

Saturday,
August 3, 2019

APPEARANCES:

MICHAEL HILLER, Investigator in Charge
National Transportation Safety Board

GERHARDT BAUMAN, Inspector
Pipeline and Hazardous Materials Safety Administration
(PHMSA)

DERICK TURNER, Project Manager
PHMSA

BILL TZAMOS, Inspector
PHMSA

GARY DIAL, Director, Pipeline Integrity
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Enbridge Inc.

RANDY THOMAS, Corrosion Technician
Enbridge, Inc.

DANE JAQUES, Attorney
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I N D E X

I N T E R V I E W

(2:13 p.m.)

MR. HILLER: Hello. I'm Mike Hiller with the National Transportation Safety Board. I'm the investigator in charge of this accident, and we are here today on August 3rd, 2019 at the Holiday Inn in Danville, Kentucky. We are here to follow up on the accident that occurred on August 4th -- excuse me -- August 1st, 2019 that involved the pipeline separation and subsequent explosion. The NTSB accident number for this is PLD19FR002.

We're here today not to assign fault or blame, but to find out what happened and why it happened. And today we are going to be interviewing Mr. Randy Thomas. And we'll first introduce each other and go around the room. I'll start with myself. Michael Hiller, H-I-L-L-E-R, NTSB.

MR. BAUMAN: I'm Gary Bauman, B-A-U-M-A-N, and I'm with PHMSA.

MR. TURNER: This is Derick Turner, T-U-R-N-E-R, and I'm with PHMSA.

MR. DIAL: Gary Dial, D-I-A-L, with Enbridge.

MR. TZAMOS: Bill Tzamos, T-Z-A-M-O-S, PHMSA.

MR. DRAKE: Andy Drake, D-R-A-K-E, Enbridge.

MR. JAQUES: Dane Jaques, J-A-Q-U-E-S, Steptoe & Johnson.

MR. THOMAS: Randy Thomas, T-H-O-M-A-S, Enbridge.

MR. HILLER: All right. Thank you very much, and let's begin. We'll start off with Gary.

MR. BAUMAN: Yeah, hi.

MR. THOMAS: Hello.

MR. BAUMAN: Good afternoon.

BY MR. BAUMAN:

Q. Can you describe your job as a corrosion technician for Enbridge?

A. Describe my job? I take CP readings of the pipeline, in a certain area. I review some of the anomaly digs. I help with some of the tool runs, repair and install rectifiers, and CPM the pipeline.

Q. Okay. And through this specific -- what is your area?

A. I cover from the Kentucky/Tennessee border to Owingsville, Kentucky -- another compressor station in Kentucky.

Q. Okay. And then describe the CP system through here.

A. A cathodic protection that we've installed on the pipeline that's kind of regulated from NACE to protect the pipeline.

Q. Rectifiers?

A. Rectifiers, deep well anodes.

Q. And test stations? How many test --

A. Yes, sir. I'm sorry. We have test stations roughly about every mile of the pipeline that we can read the CP from the test stations.

Q. And how often do you take the various readings?

A. Annually. Once a year.

Q. And talk about rectifiers.

A. They're every other month, bimonthly.
Q. Okay. And more details associated --
A. Okay.
Q. -- with the system.
A. Test sites are annually read, once a year. That's several -- you know, we have test sites on all three lines, roughly about a mile apart. They're read annually. The rectifiers are read bimonthly. We have remote that read them for us. Then we go out once a year and physically read each rectifier to verify that our equipment's the same.
Q. Okay. And how are the three pipelines treated? Are they as one? Or are they kept separate?
A. They're treated as --
Q. Are they all bonded together --
A. Yes.
Q. -- in other words?
A. Yes.
Q. Okay. They share the same rectifiers?
A. Yes.
Q. And they have test stations at the same road crossings? All --
A. Yes, sir.
Q. -- three of them? Okay. Are there interrupters on the rectifiers?
A. Yes, sir.

Q. And are they remote control interrupters?
A. Yes, sir.
Q. So you can interrupt at your leisure?
A. With -- if we have internet connection, yes we can.
Q. And do you do that?
A. Yes, sir.
Q. For your annual reads?
A. Yes, sir.
Q. So they're interrupted reads annually?
A. Yes, sir.
Q. Okay. And then what's your CIS program -- close interval survey program?
A. As in?
Q. Do you routinely do close interval surveys? How do you handle that? What happens in your region?
A. That's kind of directed from our integrity group when we do CIS. So that's kind of left to them when we do that from the reads we get from our annual surveys, and some are out of the reports they generate when we get CIS. So --
Q. Okay.
A. -- a close interval survey from an outside group.
Q. Okay. You mentioned the number of rectifiers. What's close to this particular rupture site?
A. The rectifier closest to it would probably be what I call Goodnight (ph.) and Bowling Road (ph.) rectifier.

Q. South or north?
A. Probably north. I would -- I'd like to have my -- you know, I'd like to see it on my computer. I could tell you better. But I'm pretty sure it's north of the site.
Q. Between the rupture site and the compressor station --
A. Yes.
Q. -- there is a rectifier?
A. Yes.
Q. And is there a rectifier at the Danville Compressor Station?
A. Yes.
Q. And then going south, where is the rectifier?
A. Harris Creek would be the next one.
Q. Okay. Are these surface anode beds? Or deep wells?
A. I have both. I have deep wells and some linears.
Q. The Goodnight's and the Harris Creek's?
A. Without looking at my records, I --
Q. Okay. All right. At the pipe -- have you been out to the failure --
A. Yes.
Q. -- site?
A. Yes, sir.
Q. There's a lot of shale out there.
A. Yes, sir.
Q. Are there specific issues with CP in areas of shale?
A. It does lower the ability for CP to go through the rock.

That is a -- it's kind of a factor. It does -- it takes a lot more CP with shale.

Q. Okay. And you mentioned you look at digs and do digs.

A. I used to. We have contacts now. But I kind of just go out and GPS in the digs when integrity gives them to me. I go out and just look at two a year now minimum to verify, to stay current with task.

Q. You're talking about OQ, right?

A. Yes.

Q. Okay. Have you reviewed the test station reads associated with what is near this rupture site?

A. We briefly looked at them. The ones that was by the railroad tracks, those was looked at. Yes, sir.

Q. And how are they?

A. They was above 850 on the reads, on the on and offs from the survey. I looked at just roughly the last 3 years. And all of them was above 850 on the off, and the ons was over -- well, I can't recall exactly. I just know they was above the criteria.

Q. Okay. Yeah. Great. Talk a little bit about your training.

A. I've had NACE CP1, Rectifier's School, I've had CIP, and currently working on CP2. We have training annually at our office in Nashville, and we have OQs. When they come through, we train on that. And we have SOP -- we get SOP where we look up if any changes has been done to our policies. Quite often that we review and sign off. Then we have the ability to call our integrity

staff with any help we need or questions.
Q. Have you been to Morgantown?
A. Morgantown?
Q. Yeah. The underground -- Appalachian Underground Short Course?
A. No.
Q. Okay. Do you have any of -- there's another one over in Illinois, and there's -- that are available. Have you ever been to that type of training?
A. I've just -- NACE CP1, CIP.
Q. Okay. Were you involved in the rupture response?
A. I was called at 2:59 to -- I was called out to go to a Highway 39 valve site to assist in some valves that they wanted opened up -- some crossover, not valves. Some crossovers they was getting opened up.
Q. Can you explain that a little more?
A. The valves close and open the mainline of our gas crossovers, move gas from one line to another. So I was just out assisting pipeliners if they needed help cranking valves
Q. Okay. But you didn't have a role in the rupture response?
A. No, sir. Not other than just going to a valve site and assisting.
MR. BAUMAN: Okay. All right. I'll open the questions.
BY MR. TURNER:
Q. How long have you been a corrosion tech? What's --

A. Since 2015.
Q. 2015? Okay. Did you do the NACE training?
A. Mm-hmm. I've had NACE CP1, CIP, rectifier, and I'm currently working on CP2.
Q. Okay. Have you ever -- we mentioned close interval surveys, have you ever had any experience in doing your corrosion work where you saw any shielding, or disbonded coating, or pipe exposed?
A. Some with the -- some of the -- I'm trying to think of the right -- some of the older coating we've had was like -- I'm drawing a blank. I apologize. Shrink sleeves. With that -- with some of the shielding with the shrink sleeves --
Q. Okay.
A. -- but not as far as our coating and stuff. No.
Q. And this is specific to the area between Tompkinsville to the dam (ph.)?
A. Yes, sir.
Q. And then, on the Line 15, anything that -- like you mentioned, shrink sleeves, disbonded coating, or shielding? Any of those things?
A. No. I mean there is some disbonded coating there in the areas, but it's not -- I don't know how to word it where it sounds right. It's -- we do probably have some, but not -- it's not -- I don't know how to answer that question to you.
Q. Okay. You know, that's fine. This is like -- you said you

have, but what do you read at?
A. That would be something that I couldn't really --
Q. Right.
A. -- answer how much.
Q. I understand. Do you have a -- you're -- you have a corrosion division or group, right? Or corrosion department? Does that work with engineering? Or was that a separate group? Or how was that structured?
A. I don't know how they're structured. As I know we have an integrity --
Q. Well, okay. (Indiscernible) --
A. -- department.
Q. Right. Okay.
A. Don't know how they operate with that. That's -- I'm not quite sure.
MR. TURNER: Okay. That's good.
MR. BAUMAN: Any questions?
MR. DIAL: Gary Dial.
BY MR. DIAL:
Q. Randy, is close interval survey the CIS?
A. Mm-hmm.
Q. Since you were a tech in 2015, have we done close interval survey on the line between Tompkinsville and Danville since you have been a technician?
A. Yes, sir.

Q. And what were the results in this particular area if you can recall? Anything significant? Low potentials? Any of that kind of stuff that we need to be aware of?
A. Yes. There was some. And I've been with division tech staff. We -- I think we did have CIS from Green River to the station. There was some low potentials. We come back and had -- remediate it with CIS, come back and done a depot (ph.) survey. And after the results of that, we are in the process of last year putting in new deep well rectifiers and more CP on the system. And that's still currently going on.
Q. Okay. And as a result of that, there were -- other than adding the cathodic protection, the deep well ground beds that you're talking about, any other anomaly work or investigative work that we've done in that area as a result of the close interval?
A. Not since -- we've had some -- I can't really recall when it was, but yeah, we've done some recoating from some areas that was low potentials to get the CP up on it.
Q. Anything in this -- at the area of the incident? Anything we've done that you're aware of?
A. Not that I'm aware of. Not in that area, no.
Q. Okay. Casings in your area. Do we have casings on the pipeline?
A. Yes, sir.
Q. And I understand there's casing at the railroad right there --

A. Yes, sir.
Q. -- by the site? Do you know if those casings are shorted or not?
A. Not without looking.
Q. Okay.
A. I don't recall. I just looked at the CP reads. I didn't think to look at the casings.
Q. And we do testing on those though?
A. Yes, sir.
Q. Okay. So that would be in the records?
A. Yes, sir.
Q. Okay. You had talked about our standard operating procedures, or SOPs, and how do you get notified when there's an SOP change?
A. Emails and through our supervisor.
Q. Okay. And then you -- with that notification then, you --
A. We have to go to Veriforce and open up the SOP, and review the changes.
Q. Okay. The type of coating on the -- we got talking about the line, the disbonded. What type of coating is on Line 15 in this particular area? Do you know?
A. I want to say, without looking, coal tar for the most part.
Q. Right. And in-line inspection?
A. Yes.
Q. Latest one?

A. We've had several this year. What kind of tool, without looking at our records, we've had one this year and one last year. At -- to the best of my knowledge.
Q. Okay. On the -- in this particular line?
A. Yes.
Q. Okay. All right. And any anomalies that we've had to investigate this year in this area?
A. Down from the area, but not in that vicinity. It's -- I know we have -- I think I've staked in a dig down from this, but not in that general area.
Q. When you say down from, how far away? Ballpark.
A. I hate to guess. I really wouldn't -- couldn't tell you. I know it's probably somewhere in the mile, 2-mile range without --
Q. Got you.
A. -- looking. I don't want to give false -- without being specific.
MR. DIAL: No, that's great. Thank you. That's it.
MR. TZAMOS: Bill Tzamos. Randy.
MR. THOMAS: Hello.
BY MR. TZAMOS:
Q. You've done this now, what? Four years? 2015?
A. Roughly.
Q. Yeah. What did you do before that?
A. Pipeliner.
Q. Or other (ph.)?

A. Excuse me?
Q. Describe what else.
A. Pipeliner, I worked at Owingsville Compressor Station doing One-Calls, helping out on anomaly digs.
Q. Okay.
A. Shovel work, sandblasting, coating.
Q. Is this position challenging for your now? Do you always know what you're doing? Or do you feel like you need -- do you always know what to do?
A. Yes, and if I have questions, I've a got a -- great resources to go to if I have any questions.
Q. Such as? Resources.
A. I've got my integrity staff, and I've got Tex (ph.) in Nashville. I've got colleagues on each side of me that we can call and reach out to that's got a lot more seniority than I do and that's been around here a lot longer. So I exercise if I don't know, I'll call them and review SOP. And I've had to review the SOPs quite regularly.
Q. So you always find a way, a solution to your problem?
A. Yes, sir.
Q. Okay. So what's -- can you describe maybe any challenges you've had the last year or so? Something that had to remediate, and --
A. Just with some of the low potential that's come from our CIS, getting -- just getting new rectifiers and deep wells put in. And

[redacted], challenge is just work, just to get it done. I don't really know how to --

Q. Yeah. You always succeed though? I mean, in the end --

A. Yes.

Q. -- you know, you manage the situation, right?

A. Yes, sir.

MR. TZAMOS: Okay. That's all I've got.

MR. DRAKE: This is Andy Drake. I had just a couple of questions --

MR. THOMAS: Yes, sir.

MR. DRAKE: -- about (indiscernible).

BY MR. DRAKE:

Q. Describe your role in in-line inspection tool, law reviews, and remediation. Because if they're -- I'm certain they're different.

A. As far as the tool data, I go out and set up for a -- when we don't have contractors, I go out and set up the AGM sites for the tool to read as it goes past individual locations. And when the tools runs, I control with -- I help control with the valve gasses speeding tool so we don't exceed our speed limit on it.

As far as the data that's received from the tool, that goes to our integrity department. And they review the data that's collected. I just help collect -- get the tool in the pipeline and running.

Q. When the log run is evaluated, then they come out with a dig

site. What's your role at that point?
A. If I go out, then usually one, integrity is -- give us a known location they want us to go out and evaluate with GPS, and then what log is called out that we're looking for -- a specific corrosion, dent, whatever we're looking for. That's usually given to me and we go out and evaluate what's -- the log that's called out, and record it.
Q. So you measure it? You're actually accountable --
A. Yes.
Q. -- to take the measurements and --
A. Yes, sir.
Q. -- keep, and catalog it for orientation, and tie it back to the log number location data?
A. Yes, sir.
Q. Okay. Was there any -- I know there was a pig run made in 2018, I think it was around May or sometime around there. Was there any anomalies in this area that we had to dig up as a result of that log run? Not that you know what the log says, I mean, but did anybody tell you to go dig up anything?
A. No. Just the one that's downstream, or downstream from where that area is. That was the only one that I recall worth looking at.
Q. Okay. Do you remember what it was? I mean --
A. No, not right off. I've looked at several this year, and I can't recall what --

Q. Yeah.
A. -- the logs was in that area.
Q. Okay. I was just curious. The -- you said something about shrink sleeves. And I think just to help maybe set a calibration, most of the pipe is coated -- well most of the pipe was installed in 1958 or 1957. And it's coated mostly with this coating that you're --
A. Yes.
Q. -- talking about, the tar-based coating. The shrink sleeves were used on like, repairs? Or, you know, for girth weld? They're not -- it's not a long line --
A. No. It's just --
Q. -- coating system. It's a very short --
A. Yeah.
Q. -- coating system.
A. Eighteen inches.
Q. Yeah, 18 inches.
A. Somewhere in there, 12 to 18.
Q. Mostly used to cover up the girth welds for the sections that were put in --
A. Correct.
Q. -- the replacement sections --
A. Correct.
Q. -- that were put in?
A. Yes, sir.

Q. Okay. I just wanted to make that so everybody knew what that meant.
A. Sorry.
Q. No, it's okay. Any -- other than those shrink sleeves, which are like 18 inches long, of places where you know of shielding coating, you know, like tape wrap, or --
A. No, sir.
Q. -- you know, three-part systems or anything?
A. Not that I'm aware of.
Q. Yeah. I think that's fair. There's -- any bare system while we're on it? I mean --
A. No. Not that I'm aware of.
MR. DRAKE: Okay. Those are the questions I have. I --
MR. BAUMAN: Let me follow up on your vehicle.
BY MR. BAUMAN:
Q. What do you drive?
A. A Ford truck.
Q. And does that have Enbridge on the side of it?
A. Yes, sir.
Q. When you go into that area to take the reads and the test stations, do you visit with the people around there? Or how do you go about taking those reads? You have to do it once a year, and then you've got some AGM calls in there. Or maybe -- how many times have you been in that subdivision?
A. In the -- in what --

Q. In the --
A. -- timeframe?
Q. In the past year.
A. Probably four or five times. Maybe -- well more than that probably. We go out with -- we've been out with some of our contractors setting AGMs. I went in and done my annual survey this year, went in when we done the tool run, and sat with the boxes on some time. So roughly four, five, six times. I'm not --
Q. Okay.
A. I'm not accurate on how many times I've been in there, but a couple times at least. So --
Q. Okay. Any interaction with the residents?
A. Not typically. Unless they come up and start talking, I -- usually it's a few minutes that I'm there, I get in the truck and leave. And if they, you know, somebody wants to talk, I'm more than glad to talk to them.

And then if I do see me somebody, I, you know, tell them I'm with the gas company and essentially what I've done. But typically I'm in and out fairly quickly.
Q. Do you hand out information pamphlets or something like that if they were to come up to talk to you?
A. No. I don't hand out nothing directly, no.

MR. BAUMAN: Okay. All right. Any follow-ups from you?

MR. HILLER: Yeah, I have a question. This -- a couple of questions. This is Mike Hiller.

BY MR. HILLER:

Q. Have you ever heard of the term cooling blanket in your business?

A. No.

Q. Would there be any reason to lay any types of a blanket or anything down that could be considered a system to cool off a pipe?

A. Not that I'm aware of.

Q. Okay. I'm following up on some information we received from the public. So --

A. Yeah.

Q. That's --

A. Okay.

Q. That's good. How do you plan your work? Who plans your work for you?

A. With integrity, we have a certain timeframe to get certain things done during the year. And it kind of goes with the months that we have CIS, atmospheric, close and over (ph.) (indiscernible), and then we just have our general maintenance to repair stuff if we find stuff that not operating correctly,

Q. Okay. So every day, you know what you're doing? You have some sort of an annual plan?

A. For the most part, yes.

Q. Okay. In the time that you've been a corrosion tech, have you ever had to do any sort of physical maintenance on Line 15?

A. As far as in what regards?
Q. Anything.
A. We've probably had some anomaly digs on -- in the area that I've been part in, tool runs.
Q. How many? Some? More than one? More than two? More than three?
A. In my timeframe?
Q. Yeah.
A. Without looking at my records, 20 maybe. Fifteen, 20 in 4 years or something like that hat I've been involved with.
Q. So that would be -- and when I say Line 15, it's in between the two compressor stations that I'm talking about, you know?
A. Mm-hmm.
Q. Okay. And for one reason? Multiple reasons? What -- why would, you know, you dig up the pipe? Why would you dig?
A. Corrosion and dents.
Q. Corrosion and dents? Where do dents come from?
A. Without -- I really don't know how they're generator (sic).
Q. Don't know how the dents are generated?
A. The ground moves.
Q. Okay.
A. I don't really know how they get there, I just evaluate them.
Q. Got you. Okay. And the corrosion, what types of corrosion? Have you seen corrosion along welds? Corrosion along just the general port (ph.) --

A. Just general.
Q. Yeah? Okay. Not along any seams or anything like that?
A. It's just more general. It's just -- it's not now -- I don't want it specific to one place. It's -- I've seen a little bit here and a little bit there.
Q. Yeah. And how is that? When you actually have to do one of these digs, and you see corrosion, what's the remediation?
A. After the measuring was to take it. It goes back down to integrity staff. What we find, it's calculated, and then it's reviewed by them to how the repair is proceeded.
Q. Okay. And what they're looking for is how much corrosion is taking place, and whether or not they've got to section the pipe, or they can make a repair, and just, you know, stop -- mitigate the corrosion, stop it? And -- okay. And how much -- now how many times have a -- has a section of pipe had to have been placed in your recollection?
A. I've never replaced -- I don't recall ever having to replace no pipe in -- on Line 15.
Q. Okay. Are you aware of any pipe that has been replaced on Line 15 because of corrosion?
A. No, not for corrosion.
Q. For any other reason?
A. We've done upgrades, but not in that area.
Q. Okay.
A. I've been involved with some of the upgrades that we've

upgraded the pipelines with new pipe.

MR. HILLER: Yeah, all right. Let's see.

MR. DIAL: I do have a follow-up.

MR. HILLER: Yeah. I'm done. Thank you.

MR. DIAL: Gary Dial.

BY MR. DIAL:

Q. The work that you do, the annual compliance work, what type -- what system do you use to track that data, and record it and log it?

A. PCS.

Q. Which is a software?

A. It's a software that Enbridge uses. Pipeline Compliance System I believe is the correct acronym for that.

Q. Okay.

A. But it's recorded --

Q. So, as you mentioned to your annual test points, your atmospheric, all those things are logged in this program?

A. Yes, sir.

Q. Okay. So if we wanted to look at those records, that's where we would go?

A. Yes, sir.

MR. DIAL: Got it. Perfect. Thank you.

MR. HILLER: I did have another question. And this goes back to the shale, and the challenges, you know, of the CP, I guess the -- you know, moving the current through shale is a challenge. And

one of the mitigating things you do is you put in new rectifiers, and you were talking about some of the challenges of putting in new rectifiers.

BY MR. HILLER:

Q. Are there still rectifiers that are due to be installed in Line 15 right now?

A. Not for just 15. And -- our rectifiers covers all three of our lines. I'm upgrading some down from it, but not the ones that's closest to it, no.

Q. Not the ones that --

A. I have some that's going in further down the line, but not right there.

Q. Yeah. Did you recently in the past, say year or so, upgrade the rectifiers in this area?

A. Not in that specific area. On down the line I put a new one in.

Q. Okay. And these are spaced about a mile apart you say?

A. Not rectifiers. Test sites are. Rectifiers are spaced according to their need.

Q. Okay. So it's sort of an impedance spacing, right?

A. Yeah.

Q. It just depends on impedance? Okay. And that makes sense. And you say you haven't replaced any in that area?

A. I put a new one in further down towards Tompkinsville, but not in that area.

Q. Okay. And there are or are not any rectifiers that need to be -- needed to be replaced in that area before the --
A. The Harris Creek is currently getting a -- I'm adding a -- I'm adding more to it coming up.
Q. Okay. And when you did your most recent inspection through there, you did not see -- or did or did not see a need to increase the CP in that area?
A. In the incident zone?
Q. Yeah.
A. Not according to the test sites, no.
Q. Okay.
A. It was not there. But down at Harris Creek, there was a need for more there.
Q. Okay.
A. That's why I'm currently in the process of getting the deep well put in there.
MR. HILLER: Thank you. That's it. That was my last question.
MR. BAUMAN: This is Gary Bauman. Let me fill it -- file off with one more -- well two more questions.
BY MR. BAUMAN:
Q. First one is, is there ever a situation where there's too much potential on the pipe?
A. I suppose, but we don't drive our rectifiers typically that hard.

Q. At what level is it of concern for you?
A. You start -- anything above two volts -- negative two volts.
Q. Okay. And that's company policy? Or your own feeling?
A. I can't reelect what our, you know, exactly without looking. But I think we stop for about a negative 1.5 volts or lower.
Q. Okay.
A. To meet the 850 criteria. But around the rectifiers is typically a little higher. As it spans out, it drops significantly. So typically around the rectifiers, we'll have a higher voltage. But that's -- in lieu of that, it has to go out. Any time you get it closer to the pipe, it typically draws more current, and as it spans out, it drops.
Q. Okay. We've asked you a whole bunch of questions, and I'm going to throw the floor open to you. Is there any question we should have asked you? Or is there any kind of statement you want to make? Or -- this is your open invitation.
A. No. I hope I've answered all of your questions.
MR. BAUMAN: Well, I thank you very much.
MR. THOMAS: Thank you all. Appreciate it.
MR. DIAL: Thanks, Randy.
MR. TURNER: Thank you.
MR. HILLER: And so concludes the interview today at 2:47. Thank you.
(Whereupon, at 2:47 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	NATURAL GAS PIPELINE RUPTURE AND FIRE, DANVILLE, KENTUCKY AUGUST 1, 2019 Interview of Randy Thomas
ACCIDENT NO.:	PLD19FR002
PLACE:	Danville, KY
DATE:	August 3, 2019

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.

Christy Wilson
Transcriber