



I, Shawn Kaufman, have read the foregoing pages of a copy of my testimony given during an interview relating to the accident that occurred on May 19, 2018, near Alexandria, VA and these pages constitute a true and accurate transcription of same with the exception of the following amendments, additions, deletions or corrections:

<u>PAGE NO:</u>	<u>LINE NO:</u>	<u>CHANGE AND REASON FOR CHANGE</u>
13	7	"Ram" needs to be changed to "Loram". Name of company
20	2	"But he's flagging for other"
20	17	"servicing" needs to read "surfacing"

Throughout the entire document my name is spelled incorrectly. It should be Shawn instead of Sean

I declare that I have read my statements and that it is true and correct subject to any changes in the form or substance entered here.

Date: 8/15/2018

Witness: [Redacted Signature]

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

CSX FREIGHT TRAIN DERAILMENT *

ALEXANDRIA, VIRGINIA * Accident No.: RRD18MR007

MAY 19, 2018 *

*

* * * * *

Interview of: SEAN KAUFMAN
Roadmaster
CSX Transportation

Sunday,
May 20, 2018

APPEARANCES:

JOE GORDON, Track and Engineering Group Chairman
National Transportation Safety Board

TROY LLOYD, Track and Engineering Group
National Transportation Safety Board

DON RICHARDSON, Rail Safety Manager
Virginia State Corporation Commission

ROY MORRISON, Director of Safety
Brotherhood of Maintenance of Way Employes Division
(BMWED)

DAVID DANIELS, Division Engineer
CSX Transportation
(On behalf of Mr. Kaufman)

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I N T E R V I E W

1
2 MR. GORDON: Good afternoon. My name is Joe Gordon, and I'm
3 the NTSB Track and Engineering Group chairman for this accident.

4 We're here today on May 20th in Alexandria, Virginia, to
5 conduct an interview with Mr. Sean Kaufman, who works for CSX.
6 This interview is in conjunction with the NTSB investigation where
7 a southbound CSX mixed freight train derailed and impacted a
8 bridge spanning NS tracks. There were no injuries, no hazardous
9 materials released, and no evacuation as a result of the accident.
10 The NTSB accident reference number is RRD18MR007.

11 Before we begin the interview, we'll go around the table and
12 introduce everyone. Please spell your last name, the agency or
13 company that you're representing, and give your title. And I will
14 -- I'll start, and then we'll pass it around the table.

15 Again, my name is Joe Gordon. Spelling of the last name,
16 G O R D O N. And I'm the NTSB Track and Engineering Group
17 chairman.

18 MR. LLOYD: Good afternoon. I'm Troy Lloyd, with the NTSB.
19 That's last name L L O Y D. And I'll be assisting Joe with the
20 Track and Engineering Group.

21 MR. RICHARDSON: Don Richardson. Last name R I C H A R D S O
22 N. State FRA, so I'm representing the FRA, Virginia State
23 Corporation Commission.

24 MR. DANIELS: David Daniels, D A N I E L S. I'm the division
25 engineer for CSX Transportation.

1 MR. MORRISON: Roy Morrison, M O R R I S O N, Brotherhood of
2 Maintenance of Way, Director of Safety.

3 MR. KAUFMAN: Sean Kaufman, K A U F M A N, here with CSX
4 Transportation, roadmaster on the RF&P Subdivision.

5 MR. GORDON: All right. Thank you, everyone, for that.

6 Sean, we talked before we came in for the interview. You
7 understand we're going to be recording the discussion that we have
8 today?

9 MR. KAUFMAN: Yes.

10 MR. GORDON: Okay. And we'll make a transcription of that,
11 and you'll have a chance to review it before it becomes a part of
12 the public docket on the accident docket.

13 You have -- we discussed your representative today, and your
14 representative is going to be Mr. Daniels, who is here in the room
15 with you, if you need to step out and speak with him.

16 INTERVIEW OF SEAN KAUFMAN

17 BY MR. GORDON:

18 Q. And so, with that, if you could just give us a -- kind of a
19 synopsis of your work experience, just from the time that you
20 started railroading -- you know, if anything prior to railroading,
21 education or anything like that, was pertinent to the railroad
22 career, and then just kind of go up through what got you to the
23 roadmaster position.

24 A. I hired on with CSX -- it was my first railroading experience
25 -- in January of 2013. I hired on as a track laborer. Started

1 working in Monaca, here on the Baltimore Division. I'm from
2 Pittsburgh. I was a track welder for a little over a year, and
3 then stepped into a foreman position and a track inspector
4 position before I went into management in the fall of 2014.
5 Progressed as an assistant roadmaster in the Pittsburgh area for
6 about 9 months or so, before I became the Roadmaster I, or the
7 assistant, in Baltimore Terminal, where I spent a year and a half
8 before getting a post in Fredericksburg here in May of 2017.

9 Q. Okay. All right. So track inspection -- about how long did
10 you work as a track inspector?

11 A. I was a track inspector officially by title for approximately
12 4 to 6 months.

13 Q. Okay. And then, of course, in your current job now you still
14 do track inspection, just --

15 A. Yes.

16 Q. Right.

17 A. Just -- correct.

18 Q. Okay. So if you could let us know what your, you know, your
19 duties and responsibilities -- kind of what your territory is and
20 what you're responsible for kind of on a daily, weekly basis?

21 A. Okay. So my territory goes from Greendale CFP 5.0 to RO CFP
22 110.1. My daily duties are to high-rail, inspect, manage my
23 forces, manage material, ordering, track geometry, you know,
24 anything that appears to be concerning, and dealing with the
25 public in a minor capacity, but primarily making sure my men are

1 safe, the trains can operate safely over this railroad and, you
2 know, rules compliance.

3 Q. Okay. All right. So do you make -- is there a frequency or
4 a schedule that you make trips across the territory, or is it --

5 A. I do. I'm required to go over my territory once every other
6 week.

7 Q. Okay. And is that all main tracks?

8 A. That's all main tracks, and then the branch.

9 Q. Okay. And that branch, is that the CFQ?

10 A. That is correct.

11 Q. Okay. So through the accident area, the -- around the 103,
12 you know, either side of that and on southbound to the bridge,
13 when was the last time you went through that area?

14 A. The last time I went through that area was on Monday, May
15 14th.

16 Q. Okay. And do you remember which track you traversed?

17 A. I traversed down 3 track.

18 UNIDENTIFIED SPEAKER: You said --

19 MR. KAUFMAN: Three.

20 UNIDENTIFIED SPEAKER: Three track. I got it.

21 BY MR. GORDON:

22 Q. Okay. When you were coming through that area, making a high-
23 rail inspection, I guess, did you have any -- did you get out of
24 the truck anywhere around the 103 milepost, or anywhere like that?

25 A. No. I did not get out of the truck.

1 Q. Okay. And so, from 3 track, just to help with people who
2 will be, you know, reading this -- 3 track would be the furthest
3 track away from --

4 A. Correct.

5 Q. -- the accident track. So you've got 3 track, two tracks in
6 the middle, and then number 1 track is where the accident
7 occurred. Okay. And were you traversing that southbound or
8 northbound?

9 A. I was traveling southbound.

10 Q. Southbound. Okay. All right. And when you went through
11 there, anything that concerned you as far as what you saw?

12 A. No. Nothing that I took exception to. There was no concerns
13 noted on, you know, my traversal.

14 MR. GORDON: Okay. All right. That's what I have for right
15 now. I'll look to Troy.

16 BY MR. LLOYD:

17 Q. How often -- so you talked about you last traversed that
18 track, track 3 through that area.

19 A. Correct.

20 Q. How often do you have to switch, where you do track 2 or if
21 you do track 1?

22 A. There's no requirement on my traversals. I can tell you that
23 I did traverse it on the 7th, the previous week.

24 Q. Okay.

25 UNIDENTIFIED SPEAKER: And that was the main 1?

1 MR. KAUFMAN: Yeah. I traversed main 1 on 5/7 of 2018.

2 UNIDENTIFIED SPEAKER: 5/7.

3 BY MR. LLOYD:

4 Q. Any outstanding --

5 A. No.

6 Q. Were you aware of any type of -- around the milepost 3 slide,
7 any other kind of marks on the rail where it was -- where the
8 inspectors were taking some proactive action to keep an eye on the
9 area?

10 A. If I notice that they keep an eye on it, I'll stop and check
11 it. You know, we did just run a geometry train and didn't find
12 anything. That was when I traversed it on the 7th.

13 Q. Okay.

14 A. I talk to my inspectors daily, so -- they had no exceptions
15 to it. You know, they ride on the rails for their own notes.

16 Q. Okay. And how long have you had this territory around the
17 incident site?

18 A. One year.

19 Q. One year?

20 A. Yeah.

21 Q. Have you ever had to do any type of, say, remedial action, to
22 where you were using some remediations?

23 A. The only thing is, just like any other bridge approach,
24 resurface it once or twice a year just to keep it up.

25 Q. Okay.

1 A. But nothing out of the ordinary.

2 MR. LLOYD: I'm good, Joe.

3 BY MR. GORDON:

4 Q. Okay. And when you surface that track, are there long ties
5 ahead of the bridge? So do you have 10-foot ties in the approach
6 of the bridge, or do you remember?

7 A. I'm trying to remember specifically. I know historically I
8 know on our other bridges, for sure, that I have -- that we have
9 surfaced. But I can't remember -- just specifically, I can tell
10 you on another bridge, but that's not on --

11 Q. Okay. And the south end of that bridge is around the
12 milepost CFP 102.8; is that correct?

13 A. Correct.

14 Q. Okay. So when you would do that surfacing of the approach,
15 would you go back beyond where the fill failure occurred and pull
16 into the bridge?

17 A. On the inside of the bridge?

18 Q. On the south --

19 UNIDENTIFIED SPEAKER: North end.

20 MR. KAUFMAN: North end. North end.

21 BY MR. GORDON:

22 Q. North end of the bridge. Okay.

23 A. Yeah, they would go through that curve. It's in a curve.
24 They would take the whole curve.

25 Q. Okay. And that was the -- for the correction, that was the

1 north end of the bridge that's the 102.8?

2 A. Correct.

3 MR. GORDON: Okay. All right. That's what I've got right
4 now. I'll look at Mr. Richardson.

5 MR. RICHARDSON: Don Richardson.

6 BY MR. RICHARDSON:

7 Q. As far as your geometry car, Sean, was there anything -- and
8 you understand strip charts, I'm guessing. Right?

9 A. Right.

10 Q. Anything that you guys noticed on a strip chart when it went
11 through there?

12 A. Nothing that was out of the ordinary when you hit a bridge
13 approach.

14 Q. Okay. Anything on previous runs that anybody knows of or
15 that you had heard about?

16 A. Not the previous -- not the previous run to the one we had on
17 the 7th. But the one before that, we did pick a little bit
18 alignment right onto the bridge approach, and that alignment was
19 corrected.

20 Q. How many months ago would that have been?

21 A. That was probably about close to a year ago. I would say two
22 runs ago.

23 Q. Okay. And it was alignment off the bridge, not where the
24 derailment centered, but --

25 A. Not where the derailment was. It was on the bridge.

1 MR. RICHARDSON: Okay. Thank you.

2 MR. DANIELS: Dave Daniels.

3 BY MR. DANIELS:

4 Q. So, Sean, you made a comment that you're required to inspect
5 -- you traverse your territory, some part of it, every other week.
6 Is that what you try to do?

7 A. I try and get over my entire territory every week.

8 Q. Okay.

9 A. That is my goal. It's required biweekly. My goal is to do
10 it weekly.

11 Q. All right. And so when you have traversed over number 1
12 track in your prior -- any of your prior inspections, have you
13 ever noticed any kind of fill problems in the area of the current
14 fill problem?

15 A. No.

16 Q. And what is number 1 track constructed of? What kind of
17 ties?

18 A. Concrete ties.

19 MR. DANIELS: All right. Thank you.

20 BY MR. MORRISON:

21 Q. When you say -- Roy Morrison, BMWED. So when you say
22 required, is it required by CSX or is your inspection required by
23 regulation?

24 A. Requirement is --

25 Q. CSX?

1 A. -- by CSX.

2 Q. CSX.

3 A. Yeah.

4 Q. So your -- you going over it isn't required by regulation.
5 And when you were coming through on the third track on the 14th,
6 which would be the last time you went through that area, can you
7 actually see -- because I haven't been out there.

8 A. Right.

9 Q. Can you actually see where the --

10 A. You cannot see the far bank.

11 Q. Where it slid?

12 A. Where it slid, you cannot see the far bank. You can -- when
13 you're on the 3 track, you can get a really good eye level on the
14 profile of the rails.

15 Q. Right.

16 A. And when I went through there -- and I can tell you for a
17 fact, because I was with a Ram survey vehicle and we were GPS
18 coordinating our bridges. So I can tell you for a fact we were
19 going through that area, slowing down 5 to 10 mile an hour, nice
20 and slow, and I had a really good view of the profile of the
21 rails.

22 Q. Right.

23 A. And you could see no dipping, you know, nothing out of the
24 ordinary of what the track should look like.

25 MR. MORRISON: All right. That was my only question.

1 MR. LLOYD: Yeah, I just wanted to follow up on something.
2 This is Troy Lloyd, from the NTSB.

3 BY MR. LLOYD:

4 Q. Just a follow-up question, what Mr. Richardson was asking.
5 So he was talking about geometry runs and the strip charts.

6 A. Right.

7 Q. Do you give that information, when you get it, to the track
8 inspectors, saying, you know, we've been getting these hits here
9 in these locations or mileposts?

10 A. Yeah. So I'll get the charts and then I review them. Okay.
11 I'll review them myself, try and find anything concerning that
12 maybe they haven't picked up, maybe I haven't picked up. And then
13 I'll talk to them about a point of concern. You know, I try and
14 -- if it's somewhere in a curve, I'll give them, you know, the
15 footage off the north spiral or the south spiral. That way they
16 can track it down or I can track it down. I can follow up with
17 it. We can make a plan. Because as you know, it doesn't -- you
18 know, we try and be preventative, is what I'm saying.

19 MR. LLOYD: I'm good, Joe.

20 MR. GORDON: Okay. And Joe Gordon, NTSB.

21 BY MR. GORDON:

22 Q. So, Sean, when you went through on the 9th, when you actually
23 traversed 1 track, that was --

24 A. On the 7th.

25 Q. On the 7th. And you were on the geometry car?

1 A. That is correct.

2 Q. That was the day that the geometry car surveyed. Okay.

3 Yeah, I think we've requested a copy of that survey.

4 A. Yeah.

5 Q. So we'll take a look at that as well.

6 Can you -- we spoke with your track inspector before we
7 talked to you. Can you talk to us a little bit about protecting
8 track, you know, how the -- what the means of protecting track for
9 the track inspectors if they find a geometry condition or, you
10 know, crosstie condition or something like that, how you guys
11 instruct them to protect the track?

12 A. I tell them to first, you know, take measurements and get
13 facts. If it's slow order-able, slow order it. If it's taken out
14 of service, you take it out of service. You know, I fully support
15 my track inspectors. I tell them, you know, they're the boots on
16 the ground and I'm going to support them in their judgment, and
17 I'm -- I'll go up and follow up with them.

18 So, I mean, our first action is to see what it's safe for,
19 and if it requires a slow order at the time, we slow order it. If
20 it's something minor and we can fix it right away, we'll fix it.
21 But our number one concern is, you know, making sure that it is
22 safe for the speed of the track. If it's not, fix it or slow
23 order it.

24 Q. Okay.

25 A. Or out of service, if that's what it calls for.

1 Q. Okay. And as far as your track inspectors that you have
2 assigned on the territory now, do they protect track --

3 A. They protect track.

4 Q. Okay.

5 A. I have some of the best track inspectors -- and I will put
6 that on all four of my inspectors, not just the north end or the
7 south end. I have some of the best track inspectors I have ever
8 worked with.

9 Q. That's very good. We know -- you know, I mean, all -- safety
10 of all rail lines is important, but, you know, you guys are
11 operating in a high-risk area with a lot of, you know, very high
12 population around the tracks and -- so, yeah, that's good that
13 you've got that good team out there.

14 So when you say that they inspect and protect the track, you
15 know, those are -- what standards are they using? Do they inspect
16 to FRA minimum safety standards or CSX?

17 A. We inspect to CSX standards, which are more stringent than
18 the FRA standards.

19 Q. Okay. So if they're protecting track speed restrictions,
20 they're basing that on CSX standards, which is more strict than
21 the FRA standards and --

22 A. That is correct.

23 MR. GORDON: Okay. I think that's all I have right now.

24 Troy.

25 BY MR. RICHARDSON:

1 Q. I wanted to touch on one of the things -- Don Richardson
2 again, Sean. Could you just kind of explain for us briefly -- I
3 guess it's going to be -- not audio, but read -- on the geometry
4 car we're talking about, so if you guys do find a defect that is
5 -- needs a remedial action, what is the process on the geometry
6 car?

7 A. To immediately slow order it, and then follow up immediately
8 with the track inspector. When we set it up, we have a track
9 inspector follow.

10 Q. So when you say immediate slow order that -- whatever the
11 card reads, you use that measurement and have them verify in the
12 field?

13 A. That is correct.

14 Q. Okay. And that's -- the verification in the field is
15 immediately behind the train or --

16 A. That is correct.

17 MR. RICHARDSON: Okay. Thank you.

18 MR. LLOYD: I'm good, Joe.

19 MR. DANIELS: This is David Daniels.

20 BY MR. DANIELS:

21 Q. I'm going to ask a follow-up question to your question, to
22 clarify. So, Sean, occasionally there are defects that meet --
23 that don't meet CSX, that are called -- that are one kind of
24 critical defect, and then there's FRA defects, which are another
25 kind of critical defect. Explain the difference in those, because

1 there is a little bit of difference to what you said.

2 A. So our critical defect that you're referring to, Mr. Daniels,
3 is within like a 16th of an inch of an FRA defect. So FRA -- for
4 example, Class 4 gauge, 54½ inches. So we will pick up a critical
5 defect at 54 and 7/16th.

6 UNIDENTIFIED SPEAKER: Fifty-six.

7 UNIDENTIFIED SPEAKER: Fifty-seven.

8 MR. KAUFMAN: I'm sorry. I'm sorry. 57. 57½ is the limit
9 for FRA, and we will pick it up as a critical at 57 and 7/16th,
10 and then we identify it as that. So it could be a defect for us
11 on the geometry car but not, per se, to the FRA.

12 BY MR. DANIELS:

13 Q. And if it's a defect that's not an FRA defect, do you have to
14 fix that immediately?

15 A. We have 24 hours to fix a critical defect.

16 Q. Or inspect it?

17 A. Or inspect, to confirm it.

18 Q. But an FRA defect, how do you handle that?

19 A. We immediately slow order it and follow up right behind it.

20 MR. DANIELS: I'm good.

21 MR. GORDON: Okay. Joe Gordon, NTSB. Were there -- and so,
22 the last geometry run through there, we just talked about two
23 different critical defect or an FRA defect. There were no defects
24 on that run through number 1 track?

25 MR. KAUFMAN: That is correct.

1 MR. GORDON: Okay. All right. I'm going to look around the
2 table one more time for questions.

3 UNIDENTIFIED SPEAKER: I'm good, Joe.

4 MR. GORDON: Okay.

5 UNIDENTIFIED SPEAKER: So I'll ask one more question about no
6 defects. You're saying no defects critical-wise or critical or
7 PR-1?

8 MR. KAUFMAN: So we did not even have a PR-1, which is --
9 which would be --

10 UNIDENTIFIED SPEAKER: Which is an entire class --

11 MR. KAUFMAN: -- above what it is at.

12 MR. GORDON: Okay. Okay. So you're --

13 MR. KAUFMAN: We were --

14 MR. GORDON: -- Plus 1 class, and it was clean through there?

15 MR. KAUFMAN: Plus 1 class for that.

16 MR. GORDON: Okay. All right. Well, thank you.

17 BY MR. GORDON:

18 Q. I do -- that does remind me of one thing I like to ask the
19 frontline supervisors. Can you tell us just your manpower that's
20 -- that you have to maintain this assigned territory that you got,
21 as far as like inspectors, foremen, those kind of things?

22 A. I have four inspectors -- you're just asking what my manpower
23 is?

24 Q. Yeah. You're assigned, I guess, basic force type --

25 A. Okay. I have four inspectors, two foremen, two truck

1 drivers, two machine operators; I have one assistant flagman
2 foreman, but he's -- and four others.

3 Q. Okay. And with the maintenance, I guess -- you know, the
4 state of maintenance for the RF&P subdivision, do you find that
5 that's a challenge to maintain with that number of people, or is
6 it -- do you have the number -- the manpower that you need at most
7 times?

8 A. No, I have the manpower and equipment to maintain it. I
9 think our geometry runs show that.

10 Q. Okay. And so there's also production work that comes
11 through, and are you guys on a pretty stringent production cycle
12 on this --

13 A. Yes.

14 Q. -- subdivision? Okay. All right. Well, that's --

15 A. Oh, and then, I do have -- they're not assigned directly to
16 me, but I do have them the majority of the time, is I do have a
17 servicing unit that is primarily on my territory.

18 Q. Okay. All right. So, you know, we've asked a lot of
19 questions from you. I appreciate you giving us a perspective of,
20 you know, maintaining this line and the work that your track
21 inspectors are doing out there. The work that you're doing, you
22 know, it's very important to have the frontline supervisor out
23 there doing the traversals and seeing what the, you know, what the
24 track conditions are. Anything that you would like to add?
25 Anything you think would help us with the investigation?

1 A. No, I don't think I have anything that I would like to add.

2 Q. Okay. And then one thing I always kind of end with is, you
3 know -- well, actually, two things. One, any safety improvements,
4 you know, if there's anything that you can think of that -- you
5 know, either now or in the future, you know, you can reach out to
6 me. I'll give you a contact number.

7 We're going to be looking at everything as far as what was
8 the history of this curve and then, you know, is there anything
9 that maybe additional monitoring, you know, either by inspection
10 or by technology -- anything like that. So we're going to look at
11 some different things.

12 But if anything comes to mind that, you know, you say, hey,
13 this might be an idea of a safety improvement, you know, reach out
14 to me or Mr. Daniels and pass that along. I would appreciate it.
15 And I've got your contact information. I'd like to be able to
16 follow up with you. You'll have my information. Sometimes we go
17 back and we look at these transcripts and we say, man, why didn't
18 I ask that question? I'll just reach out to you with a phone call
19 and fill in any blanks, if you're okay with that?

20 A. Yeah, that's fine.

21 MR. GORDON: Okay. And so, we'll get these transcripts and
22 get them over to you. We can talk a little bit more about that
23 off of the record.

24 And if nobody else has anything, we'll go off the record.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

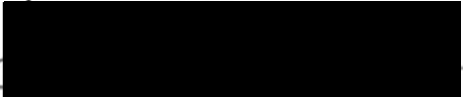
IN THE MATTER OF: CSX FREIGHT TRAIN DERAILMENT
ALEXANDRIA, VIRGINIA
MAY 19, 2018
Interview of Sean Kaufman

ACCIDENT NO.: RRD18MR007

PLACE: Alexandria, Virginia

DATE: May 20, 2018

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.



Jane Gilliam
Transcriber