Suffern Paul

From: Sent: To: Subject:	Wednesday, April 22, 2020 2:37 PM Re: NTSB investigation of Kingsport derailment
Gentlemen,	
Please review, add Get <u>Outlook for iC</u>	ditional info from CSX.
То:	April 22, 2020 1:26 PM 3 investigation of Kingsport derailment
	ail originated from outside of the organization. Do not click any links or open attachments unless you recognize w the content is safe.
Per your request.	
То:	pril 9, 2020 10:57 AM investigation of Kingsport derailment
Team,	
I have attached th	ne NOC flash flood instructions.
Dan Pinkley	
То:	pril 9, 2020 10:33 AM B investigation of Kingsport derailment
Greg,	
Here are dispatch	ers office instructions.
Joseph Whitt	
Begin forwarded r	message:

From:

Date: April 9, 2020 at 10:29:18 AM EDT

To:

Subject: RE: NTSB investigation of Kingsport derailment

The NOC gets all the alerts from accuweather as well, I don't know if they have a process in place to handle those alerts (John Fristrom would be able to give you those details if needed). There's an email distribution list too, for alerts, but I'll have to dig for that if you need it.

PIM 011 Weather Warning

Guidelines for a Flash Flood, Heat, or High Wind Warning notification:

- 1. Chief Dispatcher A. When notified by critical alarm:
- 1. Acknowledge the critical alarm,
- 2. Review the information,
- 3. Verify the Train Dispatcher has issued the appropriate message, and
- 4. For Flash Flood and Heat Warnings, notify the engineering personnel of the specific warning that has been issued including locations.
- 2. Train Dispatcher:
- A. When instructed by the Chief Dispatcher: 1. Issue appropriate dispatcher message including the limits of the alert, and
- 2. Notify affected trains.
- B. When notified by critical alarm:
- 1. Acknowledge the critical alarm,
- 2. Access Flash Flood, Heat or High Wind information using Dispatcher Connect,
- 3. Issue appropriate dispatcher message,
- 4. Complete required fields on the Dispatcher Connect form, and
- 5. Notify affected trains.
- 3. Annulling the dispatcher message:
- A. Heat Warnings Annul or modify the dispatcher message only after being advised it is ok to do so by the engineering department.
- B. Flash Flood Annul or modify the dispatcher message only after being advised it is ok to do so by the engineering department. The track must be inspected and the warning expired prior to annulling the message.
- C. High Wind Warning messages must be annulled after the expiration time indicated has passed or cancellation is received from Accuweather.

From:	
I I UIII.	

Sent: Thursday, April 9, 2020 9:48 AM

To:

Subject: Fwd: NTSB investigation of Kingsport derailment

Joseph Whitt

Begin forwarded message:

From:

Date: April 9, 2020 at 9:07:54 AM EDT

To:

Subject: RE: NTSB investigation of Kingsport derailment

624.1 only pertains to weather interfering with switches, derails or moveable point frogs.

What about other than such like open track?

Who is actually notifying Pinkley's group when there is a flood warning.

Is there anything in writing on how to do it outside this rule?

Do they e mail the warning to them?

Does the e mail come directly from the dispatcher?

I will send the rule to NTSB you sent me but I know they are asking for more.

From:

Sent: Wednesday, April 8, 2020 4:15 PM

To:

Subject: Re: NTSB investigation of Kingsport derailment

All,

Rule 624 covers accuweather notifications.













Employee Operating Manual 7-1-...

623 - Signals Not Functioning Properly and Unexplained Occupancy Lights

623.1 When informed of an improper signal, the train dispatcher must:

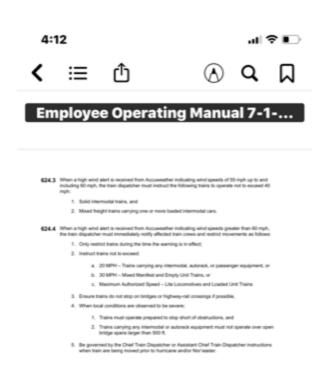
- 1. Stop all train movements:
- Not attempt to move trains beyond the location, change the signal aspect, or change signal appliances until a signal specialist arrives; and
- 4. Be governed by the instructions of the signal specialist.
- - 1. Discontinue operation of the signal,
 - 2. Block control point signal, and
 - 3. Promptly report the condition to the signal specialist.
- - a. Are uneiglained, or
 - b. Remain on behind a train, or
- - 1. Stop the train, and
 - - a. Walking inspection, or

- 624.1 The train dispatcher must contact the engineering department when conditions caused by weather may interfere with switches, density, or movable-point lings.
- 624.2 When an authorized employee provides notification that he or she is ready to perform heat inspections or flash flood warning inspections, the train dispatcher must promptly issue a track authority.

6-18

136 of 501





137 of 501



Joseph Whitt

On Apr 8, 2020, at 4:09 PM,

wrote:

Joe,

Can you help with this?

Sent from my iPhone

On Apr 8, 2020, at 3:39 PM, Mellish, Greg wrote:

NTSB is asking me if transportation has any guidance documents on on how to handle weather alerts when accuweather sends them in to us.

Can you advise?