

Suffern Paul

From: [REDACTED]
Sent: Wednesday, April 22, 2020 2:37 PM
To: [REDACTED]
Subject: Re: NTSB investigation of Kingsport derailment

Gentlemen,

Please review, additional info from CSX.
Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Wednesday, April 22, 2020 1:26 PM
To: [REDACTED]
Subject: FW: NTSB investigation of Kingsport derailment

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[Per your request.](#)

From: [REDACTED]
Sent: Thursday, April 9, 2020 10:57 AM
To: [REDACTED]
Subject: RE: NTSB investigation of Kingsport derailment

Team,

I have attached the NOC flash flood instructions.

Dan Pinkley

From: [REDACTED]
Sent: Thursday, April 9, 2020 10:33 AM
To: [REDACTED]
Subject: Fwd: NTSB investigation of Kingsport derailment

Greg,

Here are dispatchers office instructions.

Joseph Whitt

Begin forwarded message:

From: [REDACTED]
Date: April 9, 2020 at 10:29:18 AM EDT
To: [REDACTED]
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: [REDACTED]
Sent: Thursday, April 9, 2020 9:48 AM
To: [REDACTED]
Subject: Fwd: NTSB investigation of Kingsport derailment

Joseph Whitt

Begin forwarded message:

From: [REDACTED]
Date: April 9, 2020 at 9:07:54 AM EDT
To: [REDACTED]
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: [REDACTED]
Sent: Wednesday, April 8, 2020 4:15 PM
To: [REDACTED]
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;
 2. Notify the signal specialist of the location and the aspect observed by the train;
 3. 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.

- 623.2** A signal aspect that changes from one indication to another more than once is considered as functioning erratically and the train dispatcher must:
 1. Discontinue operation of the signal;
 2. Block control point signal; and
 3. Promptly report the condition to the signal specialist.

- 623.3** Promptly report to the signal specialist when track occupancy lights:
 - a. Are unexplained; or
 - b. Remain on behind a train; or
 - c. Remain on after track or signal work.

- 623.4** When a train leaves two or more track occupancy lights on or the last track occupancy light on when leaving signal territory, the train dispatcher must:
 1. Stop the train; and
 2. Instruct the crew to make a complete inspection of both sides of the train and report the results of the inspection to the train dispatcher. Instruct the crew to inspect the train by:
 - a. Walking inspection; or
 - b. Roll-by inspection not to exceed 5 MPH.

- 623.5** When the employee responsible for inspecting or repairing the reported problem gives notification of arrival at the location, the train dispatcher must promptly issue a track authority to the employee.

624 - Weather

- 624.1** The train dispatcher must contact the engineering department when conditions caused by weather may interfere with switches, derails, or movable-point frogs.

- 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.





Employee Operating Manual 7-1-...

624.3 When a high wind alert is received from Accuweather indicating wind speeds of 55 mph up to and including 60 mph, the train dispatcher must instruct the following trains to operate not to exceed 40 mph:

1. Solid intermodal trains, and
2. Mixed freight trains carrying one or more loaded intermodal cars.

624.4 When a high wind alert is received from Accuweather indicating wind speeds greater than 60 mph, the train dispatcher must immediately notify affected train crews and restrict movements as follows:

1. Only restrict trains during the time the warning is in effect;
2. Instruct trains not to exceed:
 - a. 20 MPH - Trains carrying any intermodal, at-track, or passenger equipment, or
 - b. 30 MPH - Mixed Manifest and Empty Unit Trains, or
 - c. Maximum Authorized Speed - Life Locomotives and Loaded Unit Trains
3. Ensure trains do not stop on bridges or highway-rail crossings if possible;
4. When local conditions are observed to be severe:
 1. Trains must operate prepared to stop short of obstructions, and
 2. Trains carrying any intermodal or at-track equipment must not operate over open bridge spans larger than 500 ft.
5. Be governed by the Chief Train Dispatcher or Assistant Chief Train Dispatcher instructions when train are being moved prior to hurricane and/or Nor'easter.

6/19

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Joseph Whitt

On Apr 8, 2020, at 4:09 PM, [REDACTED] wrote:

Joe,

Can you help with this?

Sent from my iPhone

On Apr 8, 2020, at 3:39 PM, Mellish, Greg
[REDACTED] 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?