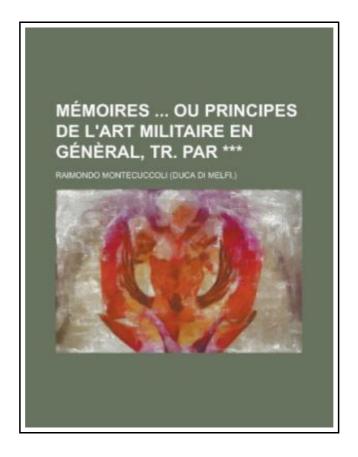
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(Jamar Stracke)

MEMOIRES OU PRINCIPES DE LART MILITAIRE EN GENERAL, TR. PAR



RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 82 pages. Original publisher: Washington, D. C.: National Transportation Safety Board, 1995 OCLC Number: (OCoLC)287665213 Subject: Truck accidents -- Florida. Excerpt: . . . 4 and take longer than shimming the cargo deck in place. He decided to adjust the cargo deck, which he estimated would take 6 minutes, while the vehicle straddled the live mainline track. The Rountree regional manager said that while his crew was shimming the cargo deck, one of the KUA employees approached, looked at his watch, and said, Only 25 minutes left. In later interviews, the KUA employees deny saying this. The Rountree regional manager said he interpreted the KUA employees statement to mean the time of the next train at the crossing, so he double-timed to his vehicle to call CSXT via his mobile telephone and have the train stopped. He said he did not have a CSXT emergency number and that the CSXT passage application form that he had been given for the trip did not list any telephone numbers. He was trying other CSXT telephone numbers that he knew, including a toll-free number, when he heard a train whistle blow. About 12: 40 p. m., just as the driver and tillerman had climbed back aboard the vehicle to move it, the crossing lights and bells activated. Within seconds, the gates descended, hitting the turbine. The Rountree equipment supervisor started to run toward the train, waving his arms to get it to stop. He yelled into his portable two-way radio for the driver to bail out of the truck cab. When the tillerman saw the crossing gate arms strike the turbine, he realized a train was coming. He was jumping from his position when the collision occurred. The Rountree...

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