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Reviews

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(Dr. Grady Jacobi DDS)

PRINTERS INK VOLUME 48, NO. 8



RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 48 pages. Original publisher: Emmitsburg, Md. : Federal Emergency Management Agency, U. S. Fire Administration, National Fire Data Center, 1989 OCLC Number: (OCoLC)71314613 Subject: Accident investigation -- Case studies. Excerpt: . . . USFA-TR-048 September 1989 5 FACToRS ConTRibUTInG To THe CollISIon The Crossing The crossing where the collision occurred was not equipped with any automatic warning equipment such as flashing lights or gates. The only warning was a standard cross buck (railroad crossing) sign. The driveway led from Route 28 to a private residence. Even though it was dusk, the weather conditions at the time of the accident were clear. The 59-foot section of the driveway from the highway to the rail crossing had an 11.9 degree grade. But the tracks were straight and there were no visual obstructions that prevented the driver of Wagon 7 from seeing the approaching train. NTSB investigators estimate that the railroad tracks are visible for approximately 3,700 feet in the direction the train came from. Driver Stress The driver of Wagon 7 was a 24-year-old member of the department who had several years of experience in operating large vehicles. He had undergone training by the fire company in operation of the vehicle and had been driving Wagon 7 for about three years. Postmortem interviews and toxicological tests revealed no evidence of any physical impairment. In addition to normal stressors experienced during emergency response, the actions of the driver of Wagon 7 indicated he was undoubtedly experiencing added stress for several reasons. First, the engine left the station without an officer on board, contrary to department policy. The chiefs radio transmissions asking who is in charge and the indirect response from the crew of Wagon 7 would indicate...



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