

DCA09FR008  
Lake Buena Vista, Florida  
July 5, 2009

Post Accident  
Written Statement Train Coordinator

## Walt Disney World Company STATEMENT

Name	David Gilmore		Department	Transportation
PERNR	[REDACTED]		Date	
Hire Date				
Origin	54	Location	478	

On the night of the 4th of July I was the monorail manager on duty. Robb Handt was the role of monorail central. I received a call and Robb let me know that he was feeling very sick and needed to go home. I told him to go home and I would perform the duties of central while I was in the process of getting another central coordinator into the role. Right before 2 am Pink (monorail) was given the instruction "normal visual to ~~to~~<sup>to</sup> concourse deadhead" then normal visual to pylon 30 hold and notify." The driver Allan repeated the instructions. In the next transmission Pink called back to tell me he was deadheaded and holding at pylon 30.

I then called shop (Mike was running the panel at the time) and gave him the instruction "clear to move switchbeams 8 and 9 to the spurline with power" he repeated these instructions back to me. About 3 minutes later Shop called me back on radio and said "switchbeams 8 and 9 are on the spurline with power"

I then called Pink and told him "your clear to place your train in reverse, your clear in reverse through 9 through 8, then you will be clear through Base all the way to the Grand Floridian switch ends."

I have read this statement of \_\_\_\_\_ pages given by me or have had it read to me. I fully understand it and certify that it is true and correct.

Signature: \_\_\_\_\_

Witnessed By: \_\_\_\_\_

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Purple then called me to tell me that he was holding at 379 (driven by Austin). I gave him the instruction "your clear to pylon 385 mapo override to Concourse 10-23 radio". He repeated these instructions back to me.

Then I noticed that a radio was being keyed on the network about 2 minutes later. I called shop to find out what train the radio belonged to. He said it was pink cab 6. I thought it would just be cleared when the train switched end at the Grand Floridian, but when I finally got through on the radio, Allen said there had been an accident. When I arrived on the scene pink cab 6 was into Purple cab.

Also right after Allen told me what had happened above I called shop and asked Mike were Switchbeams 2 and 9 on the spurline? He first said yes then after a long pause he said they were still on the mainline.

When I arrived on the scene I went up to Tony Woolver and he pulled me to the side and asked me if I was okay. A police officer then told us we had to walk down the ramp we met at the bottom and made arrangements for busses to pick up the 2 guests left on resorts.

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