

No stops, Concord train told

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Order came hour before maiming

SAN FRANCISCO (AP) — Crew members of the Navy munitions train that maimed protester S. Brian Willson were ordered several times not to stop if demonstrators tried to board, according to a published report on Thursday.

Contrary to previous Navy statements, federal and law enforcement records also revealed that the crew saw someone on the tracks while the train moved across Port Chicago Highway from one part of the station to another, according to a copyrighted story by the Center for Investigative Reporting published in the San Francisco Examiner.



Willson

The order not to stop was issued by the crew's supervisor just an hour before Willson was struck by the train and maimed Sept. 1 as he knelt on the tracks to protest arms shipments to Central America, the report said.

However, a Navy spokesman downplayed the report about the crew being ordered not to stop and said the information was included in the Contra Costa County sheriff's report after the incident.

"It's no startling development," said Dan Tikalsky, a spokesman for the weapons station. He said the Navy report included the same information.

"The Navy report says over and over again ... that the standing rules were that if anyone were to jump on the train that the train was not to stop until it reached federal property," Tikalsky said.

Rep. Barbara Boxer, D-Greenbrae, who has criticized the Navy's handling of the incident, said Navy authorities had told her the crew had not seen anyone on the tracks.

"The story has always been from the beginning that the crew did not see the protesters, period," Boxer said. "If they didn't see them, it was an accident, right? If they saw them, and that's on the record, then were they following orders not to stop because they feared those people would board the train?"

The train's engineer, David A. Humiston, said he got an order on Sept. 1 at 5:30 a.m. to not stop outside the base area.

"This was to prevent anyone from boarding the locomotive or the cars it was pulling," according to a Federal Railroad Administration summary of a statement given by Humiston two days after the incident.