AVM 62

ACCIDENT VEH.
CIVILIAN BUS
5403.
8 MAY '43

43-15-10

TELEPHONE

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

REW/MB.

IN REPLY PLEASE QUOTE
No 43-136-78

....

amp Headquarters,
Block 24,
BONEGILLA

5 July 43.

RECEIVED
7 JUL 1943
43: 15. 10
H.Q.6 (ALBURY)

C.M.D.		S & T
"G"		PROV.
"A"	-7	JOB:
"Q"		H.R.
LOL.		O.R.D.
P.D.		

HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean St.
ALBURY

WODONGA ACCIDENT - 8/5/43

A.46 - COURT OF INQUIRY - SIG LAWTON

Please attach the enclosed A.46 to relevant D.11 for the a/n member.

PLEASE SEE MINUTE ON OTHER SIDE

S. E. Gully, Major
CAMP STAFF OFFICER

CWBT/JW
A/43/6436

HQ 6 (Albury) L of C Sub-Area
A.M.P. Buildings,
Dean Street,
ALBURY.

7 Jul 43

HQ Vic L of C Area,
MELBOURNE. C.1.

Fwded together with five copies of A.46

F.H. Christison Brigadier
(F.H. Christison)
7/7 Commanding, 6 (Albury) L of C Sub-Area

COPY

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Reprinted March, 1943.)

A W A S 86

LHQ. School of Sigs. (Corps)

SICK REPORT.

Station and Date BONDI VILLA. 8 May 19 4

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL AND PLACED ON D/I LIST ON THE 8 MAY 1943. REMOVED FROM D.I. AND ALL LISTS ON THE 9.5.43							
VP 388601	Sig LAWTON G.F.	21	7/12 C.E.				Head & Chest Injuries	
							(Sgd) J.E. Cole Capt for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

.....*Orderly N.C.O.*

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks—

Date..... .....

.....

Medical Officer.

D.160/3.43.—8890. By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

CWBT/JW

A/43/5590

HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean Street,
ALBURY.

10 JUN 1943

43-15-10

HQ, Vic L of C Area,
MELBOURNE. C.1.

9 Jun 43

COURT OF INQUIRY - COLLISION CIVILIAN BUS DW058 AND RAILWAY LOCOMOTIVE AT TALLANGATTA ROAD NEAR WODONGA on 8 MAY 43

1. Ref GOC 80938 of 3 Jun 43 and further to this HQ A/43/5215 of 24 May 43, herewith two copies of the proceedings to date, less the report which will be fwded after Court has concluded.

2. It has been ascertained that the Coronor's inquest will be held on the 28 Jun 43 and arrangements are being made to have at least one member of the Court of Inquiry attend to take any additional evidence of value to the Court in making the report.

9/6

Brigadier
(F.H. Christison)
Commanding, 6 (Albury) L of C Sub-Area

TELEPHONE

AUSTRALIAN MILITARY FORCES.—VIC. L. OF C. AREA.

IN REPLY PLEASE QUOTE No.

RECEIVED 4 JUN 1943 43·15·10 H.Q. 6/41 BURWD.

A6 /VMH/ 2.6pm

45/7/293

80938

Headquarters
339 Swanston St.
MELBOURNE C.1

HQ Albury L of C Sub-Area.

COURT OF INQUIRY - COLLISION CIVILIAN BUS DW058 AND RAILWAY LOCOMOTIVE AT TALLANGATTA ROAD NEAR WODONGA on 8 MAY 43 - JUN 1943

Reference your A43/5212 of 24 May 43

1. It is requested that proceedings of Court of Inquiry relative to the above be forwarded to this HQ as soon as available please.

2. Please treat as urgent.

COMD.		S & T	
"G"		PROV.	
"A"		ESB.	
"Q"	4/6	HIR.	
LGL.		ORD.	
MED.		Comp	

S Jones Capt
for Major General
G.O.C Vic L of C Area

2/6

Re 5462 - 31 May 43

CWBT/JW

A/43/5212

HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean Street,
ALBURY.

2 MAY 1943
43, 15, 10.

HQ, Vic L of C Area,
MELBOURNE. C.1.

24 May 43

COURT OF INQUIRY - COLLISION CIVILIAN BUS DW058 AND RAILWAY LOCOMOTIVE AT TALLANGATTA ROAD NEAR WODONGA ON 8 MAY 43

1. It is advised that the Court of Inquiry assembled to investigate the above matter, has taken all available evidence and the proceedings are complete except for Coroner's report.

2. It is understood from the Civil Police that the Coroner's inquiry will not be held until approx the end of this month.

(F.H. Christison) for Brigadier
24/5

Commanding, 6 (Albury) L of C Sub-Area

C&ST/JW
A/43/4828

HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean Street,
ALBURY.

5 Jul 43

HQ Vic L of C Area.
MELBOURNE. C.1.

COURT OF INQUIRY - WODONGA RAIL AND BUS ACCIDENT

1. Herewith three complete copies of proceedings of Court of Inquiry into the above accident, plus two sets of additional information to be included in the two ~~of the~~ advance copies of the proceedings already fwded to your HQ.

2. It will be noted that in the case of evidence from VF38801 Sigwmn Lawton G F that an additional statement is included. At the time the original statement was obtained Sigwmn Lawton was not in a fit condition to make a full statement.

3. A signed copy of the Coroner's finding together with evidence obtained by a member of the Court at the Inquest is included.

Brigadier
(F.H. Christison)
Commanding, 6 (Albury) L of C Sub-Area

6/7

CWBT/VC

A/43/5161.

HQ 6(Albury)L of C Sub-Area,
A.M.P.Buildings,
Dean St.,
ALBURY.
31 May 43.

Camp S.O.
BONEGILLA.

C OF I: WODONGA RAIL & BUS ACCIDENT.

1.Please have the respective C.O's sign the D.11's attached in respect of injuries to -

Sigmn AUSTIN F.H. 5 Air Support Control.
Sigmn BARTON Clarence,5 Air Support Control.
Sigwmn BURFORD Irene B., Aust Sig Trg Bn.
Cpl HARDY N.L. Small Arms School.
Sgt HODGKISON R.K. LHQ School of Sigs.
Cpl LAIRD Eileen Isobel HQ Sig Trg Bn.
Sigwmn LAWTON G.F., LHQ School of sigs.
A/Cpl THOMSON W.D.E. LHQ School of Sigs.
Sigmn TRESSIDER G.E. 3 Coy,Aust Sig Trg Bn.

2.D.11's to be returned to this HQ as early as possible.

CAPT.
(C.W.B.Tims)
S/Capt "A" 6(Albury)L of C Sub-Area.

CWBT/VC

A/43/5162.

HQ 6(Albury)L of C Sub-Area,
A.M.P.Buildings,
Dean St.,
ALBURY.
31 May 43.

HQ Vic L of C Area,
MELBOURNE.

C OF I: WODONGA RAIL & BUS ACCIDENT.

1. In further reply to AAG(P S) 76119 of 25 May 43, herewith copy of proceedings of the Court of Inquiry with a draft of the Report. The Court cannot close until after the Coroners' Inquest which it is understood will be another two or three weeks.

2. It would be appreciated if this copy of the proceedings could be returned after perusal for the inclusion of the report and Coroners'report and any other relevant matter.

BRIGADIER.
(F.H.CHRISTISON)
COMMANDING 6(ALBURY) L OF C SUB-AREA.

Draft of report from
Court Inquiry attached

DRAFT

The Court having taken sworn evidence report that:

1. (a) An accident occured on the 8 May 43 at about 1825 hrs on the Murray Valley Highway at the Tallangatta Railway Crossing when a motor bus No. DW058 and a Victorian Railways Engine and tender collided.

(b) The motor bus was travelling from Bonegilla to Wodonga

(c) The locomotive with tender attached was travelling from Wodonga to Bandiana with the tender preceding the locomotive.

(d) The motor bus was loaded with Military personnel, both male and female.

(e) The point of impact was on the East side of the crossing, south side of the road; the bus on the edge of the Bitumen, the motor bus colliding with the tender of the locomotive on the side and near the rear of the tender. As a result of the force of impact the bus went through the fence at the cattle pit on the South side of the crossing and came to rest at the East side of the line about yds from the point of impact. The locomotive came to rest about yds from the point of impact and two pairs of wheels of the tender were derailed.

(f) The motor bus was licensed to carry 19 passengers. The Court has ascertained that there were approx persons on the bus at the time of the accident.

2. (a) The following personnel were killed as result of the above accident

?

(b) The following personnel were injured as result of the above accident, injuries being shown in respective Medical Evidence Forms (As(g)).

?

(c) The injuries to and deaths of the above mentioned personnel were not caused or contributed to by any negligence or misconduct on their part of the respective individuals.

(d) Medical attention both civil and military was at the scene of the accident promptly and everything possible was done to save life and alleviate the suffering of the injured.

(e) The occurrance was one over which the C.Os of the units concerned had no control and they are, therefore, in no way responsible.

(f) All personnel who were killed or injured as result of the above accident were in possession of a duly authorised leave pass.

3. Recommendations to prevent recurrance.

(a) That a wig-wag signal suitably lighted and with bell attachment be installed each side of the crossing.

(b) That the road area at the crossing be suitably lighted.

(c) At present there is one crossing sign on the South side of the crossing and nearly at rightangles to the line, and is not an indication of the crossing to the road user, it is suggested that one of these signs be placed on each side of the crossing at rightangles to and near the edge of the road.

(d) That the foregoing suggestions (a)(b) and (c) be also applied to the two other railway crossings on the same road within a mile to the EAST of the seene of the accident.

(e) That locomotives when crossing the raod at this crossing tender first should carry a headlight on the tender at least equal to the headlight carried on the front of the engine.

(f) That the regulation governing public transport (Buses licensed to carry passengers) be more rigidly enforced and policed. The evidence of Police Sgt Nelson discloses that only two checks have been made by visiting mobile police patrols in the last six months. He also stated -----

(c) Dependency on public facilities to transport Military personnel from Camps such as Bonegilla, Bandian and Hume is very unsatisfactory, reasons being as follows.

(a) Military authority have no jurisdiction over civil travelling facilities.

(b) No jurisdiction re overloading
" " " speed
" " " picking up and setting down of personnel
" " " times of departure and arrival at pickup terminuses.

No control over mechanical condition re safety of the public vehicle

Arrangements have from time to time been made with the bus proprietors but these arrangements cannot be enforced and are only carried out when it suits the proprietor and/or the driver.

. It is therefore suggested that Army Vehicles with Army drivers under Military Control be used to transport troops from the Camps to Wodonga and Albury, cost of same to be charged to Military personnel travelling. Method of collecting fares - Unit C.Os be given an impress of tickets reimbursments of tickets to be paid for and before unit marches out return tickets and cash to issuing authority. It is suggested that Depot paymaster be issuing authority.

Alternate method -

Central ticket office at each camp, preferably at embussing point, with daily reconciliation of tickets and cash.

Ref population of Wodonga and Albury.

Draft

The Court having taken sworn evidence reports that :-

1. (a) On the 8th May 1943 at about 1815 hours civilian Motor Bus registered No. DW058 (Vic) driven by a civilian named William Lord and licensed to carry 19 passengers left Bonegilla Camp for Albury.

(b) The night was dark, no moon or wind but clear starlight. Traffic on the road was heavy.

(c) The bus carried 35 (34?) passengers all Military personnel both male and female.

(d) It travelled at about 30 m.p.h. on the correct side of the road with headlights of the usual kind showing.

(e) The bus, without decreasing speed, ~~and~~ at about 1825 hours crashed into the tender of Victorian Railways Engine No. 863 A2 at the point where the Bonegilla-Wodonga road crossed the Wodonga-Tallangatta road.

(f) The engine was proceeding tender first from Wodonga in a southerly direction towards Bandiana.

(g) Three pale lights were showing from the leading end of the tender of the engine

(h) The engine was travelling at 18 m.p.h. until within 30 yards of the crossing when the brakes were applied. At this speed the engine ~~could be~~ would require 75 yds in which to come to a standstill.

(i) The driver of the bus, William Lord, was killed None of the engine crew ~~were~~ was injured.

(j) The railway crossing was unattended and no warning of an approaching locomotive was given.

(k) The point of impact was on the East side of the crossing, south side of the road; the bus on the edge of the bitumen, the motor bus colliding with the tender of the locomotive on the side of and near the rear. As a result of the force of impact the bus was dragged through the fence at the cattle pit on the South side of the crossing and came to rest on the East side of the line about 24 yards from the point of impact. It was almost totally wrecked. The locomotive came to rest about 40 yards from the point of impact and two pairs of wheels of the tender were derailed. The lights on the tender were broken but otherwise no damage was suffered by the locomotive.

(l) The Court is not able to determine the responsibility for the accident but is satisfied that no blame can be attached to any Military personnel.

DRAFT

The Court having taken sworn evidence report that :

1. (a) An accident occurred on the 8 May 43 at about 1825 hrs on the Murray Valley Highway at the Tallangatta Railway Crossing when a civilian motor bus No.DW058 driven by a civilian named Lord and a Victorian Railways Engine and tender collided. The collision occurred after dark and there was no moon

(b) The motor bus was ~~travelling~~ proceeding from Bonegilla to Wodonga, at from 25 to 30 m.p.h. and travelling

(c) The locomotive with tender attached was ~~travelling~~ proceeding from Wodonga to Bandiana with the tender preceding the locomotive, at from 10 to 15 m.p.h. and travelling Three pale lights were showing from the front of the tender

(d) The motor bus was loaded with Military personnel, both male and female. The headlights were showing and were of a kind and power usually used on buses.

(e) Neither the bus nor the engine made any attempt to stop prior to the collision

(f) The point of impact was on the East side of the crossing, south side of the road; the bus on the edge of the Bitumen, the motor bus colliding with the tender of the locomotive on the side of and near the rear of the tender. As a result of the force of impact the bus ~~went~~ was dragged through the fence at the cattle pit on the South side of the crossing and came to rest ~~at~~ on the East side of the line about yds from the point of impact. The locomotive came to rest about yds from the point of impact and two pairs of wheels of the tender were derailed.

No responsibles

(f) The motor bus was licensed to carry 19 passengers. The Court has ascertained that there were approx persons on the bus at the time of the accident. The driver was killed

2. (a) The following Military personnel were killed as a result of the above accident

?

3. The following personnel were injured as result of the above accident, injuries being shown in respective Medical Evidence Forms (As(g)).

?

4 (c) The injuries to and the deaths of the above mentioned personnel were not caused or contributed to by any negligence or misconduct on the part of the respective individuals. or any other members of the services

(d) Medical attention both civil and military was at the scene of the accident promptly and everything possible was done to save life and alleviate the suffering of the injured

(e) All personnel who were killed or injured as result of the above accident were in possession of a duly authorised leave pass ?

re early use by 2 A.W.A.S.

no A.A.M.W.S. and tent

Were the A.W.R.S. properly on the bus.??

(f) The occurrence was one over which the C.Os of the units concerned had no control and they are, therefore, in no way responsible.?

4. Recommendations to prevent recurrence.

(a) That a wig-wag signal suitably lighted and with bell attachment be installed each side of the crossing.

(b) That the road area at the crossing be suitably lighted.

(c) At present there is one crossing sign on the South side of the crossing and nearly at rightangles to the line, and is not an indication of the crossing to the road user, it is suggested that one of these signs be placed on each side of the crossing at rightangles to and near the edge of the road.

Placing of wig-wag signals may dispense with these signs altogether.

(d) That the foregoing suggestions (a) (b) and (c) be also applied to the two other railway crossings on the same road within ~~a~~ two miles to the EAST OF the scene of the accident

(e) That locomotives when crossing the road at night tender first should carry a headlight on the tender at least equal to the headlight usually carried on the front of ~~the~~ railway engines.

(f) That the regulation governing public transport (Buses licensed to carry passengers) be more rigidly enforced and policed. The evidence of Police Sgt. Nelson discloses that only two checks have been made by ~~visiting~~ mobile police patrols in the last six months. ~~He also stated~~ --------

5. Dependency on public facilities to transport Military personnel from Camps such as Bonegilla, Bandiana and Hume is very unsatisfactory, reasons being as follows.

(a) Military authority have no jurisdiction over civil travelling facilities.

(b) No jurisdiction re overloading
" " " speeding
" " " picking up and setting down of personnel
" " " times of departure and arrival at pickup terminuses.

No control over mechanical conditions re safety of the public vehicle

Arrangements have from time to time been made with the bus proprietors but these arrangements cannot be enforced and are

only carried out when it suits the proprietor and/or the driver It is therefore suggested that Army Vehicles with Army drivers under Military Control be used to transport troops from the Camps to Wodonga and Albury, cost of same tobe charged to Military personnel travelling. Method of collecting fares Unit C.Os be given an imprest of tickets reimbursements of tickets to be paid for and before unit marches out return tickets and cash to issuing authority. It is suggested that Depot paymaster be issuing authority.

Alternate method -

Central ticket office at each camp, preferably at embussing point with daily reconciliation of tickets and cash.

Ref population of Wodonga and Albury.

Response

6. a nominal roll of the personnel proceeding on the movement table relative to the accident is attached.

TELEPHONE

AUSTRALIAN MILITARY FORCES.—VIC. L. OF C. AREA.

CWBT/VC

IN REPLY PLEASE QUOTE No. A/43/5462.

HQ 6(Albury)L of C Sub-Area,
A.M.P.Buildings,
Dean St.,
ALBURY.
31 May 43.

HQ Vic L of C Area,
MELBOURNE.

C OF I: WODONGA RAIL & BUS ACCIDENT.

1. In further reply to AAG(P S) 76119 of 25 May 43, herewith copy of proceedings of the Court of Inquiry with a draft of the Report. The Court cannot close until after the Coroners' Inquest which it is understood will be another two or three weeks.

2. It would be appreciated if this copy of the proceedings could be returned after perusal for the inclusion of the report and Coroners'report and any other relevant matter.

Taken by SCA 1 June 43 and left with mjr mack vice until 7 June 43

BRIGADIER.
(F.H.CHRISTISON)
COMMANDING 6(ALBURY) L OF C SUB-AREA.

LIST OF WITNESSES

MILITARY:

	SITLINGTON, Lieut.	Staff Officer A.W.A.S., No. 6 (Albury) L of C Sub-Area.
VF346567	HUGHES, Lieut D.L.G.	Staff Officer A.W.A.S. HQ Cent Sig Depot Bonegilla.
VX112024	BRINDLEY, Major	Matron 106 A.G.H. Bonegilla
VX53686	MALONEY, Sgt E.C.	4 Aust W/Shop Co. A.E.M.E. Bonegilla.
V1019	EDDY, Cpl H.C.	A.M.Corps, 1 Aust B.O.D. Bandiana
NX114360	BARTON, Sig C.	5 Air Support Control, Bonegilla
SX27642	FLETCHER, Sig V.K.	5 Air Support Control, Bonegilla
N455608	SPINK, Sig S.D.	A.S.R.T. Bn, Bonegilla
V503356	MASSEY, Pte C.J.	1 Aust B.C.D. Bandiana
S111106	BRIGGS, Pte A.W.	4 Aust W/Shops, Bandiana
VF388143	LAIRD, Cpl E.I.	HQ Sig Tg Bn, Bonegilla
VF388601	LAWTON, Sig G.F.	LHQ School of Sigs, Bonegilla
N253078	TRESSIDER, Sig G.E.	3 Coy, Aust Sig Trg Bn, Bonegilla
QX34097	HARDY, Cpl N.L.	Small Arms School, Bonegilla
QX49674	AUSTIN, Sig F.H.	5 Air Support Control, Bonegilla

CIVILIAN :

	DAVIDSON, Mr. L.G.	Dean St. Albury - Supt. and Secretary Albury and Corowa Ambulance Service.
	MIDGLEY, Mr. O. R.	779 Mate St. Albury - Manager for owner of bus DW058 - Mr. Symons, 7 Wishart St. Kew.
	SAUNDERS, Mr. Richard	Tallangatta Road, Wodonga - resides close to crossing.
	NELSON, Sgt Sydney	Sgt i/c Wodonga Police Station.
	LANSDOWN, Mr. H. C.	568 Parkinson St. Albury
	HORE, Mr. J. S.	Bus Proprietor and President Wodonga Shire Council.
	MORTON, Mr. T. A.	Employee State Rivers and Water Supply.

LIST OF WITNESSES

MILITARY:

	SITLINGTON, Lieut.	Staff Officer A.W.A.S., No. 6 (Albury) L of C Sub-Area.
VF346567	HUGHES, Lieut D.L.G.	Staff Officer A.W.A.S. HQ Cent Sig Depot Bonegilla.
VX112024	BRINDLEY, Major	Matron 106 A.G.H. Bonegilla
VX53686	MALONEY, Sgt E.C.	4 Aust W/Shop Co. A.E.M.E. Bonegilla.
V1019	EDDY, Cpl H.C.	A.M.Corps, 1 Aust B.O.D. Bandiana
NX114360	BARTON, Sig C.	5 Air Support Control, Bonegilla
SX27642	FLETCHER, Sig V.K.	5 Air Support Control, Bonegilla
N455608	SPINK, Sig S.D.	A.S.R.T. Bn, Bonegilla
V503356	MASSEY, Pte C.J.	1 Aust B.O.D. Bandiana
S111106	BRIGGS, Pte A.W.	4 Aust W/Shops, Bandiana
VF388143	LAIRD, Cpl E.I.	HQ Sig Tg Bn, Bonegilla
VF388601	LAWTON, Sig G.F.	LHQ School of Sigs, Bonegilla
N253078	TRESSIDER, Sig G.E.	3 Coy, Aust Sig Trg Bn, Bonegilla
QX34097	HARDY, Cpl N.L.	Small Arms School, Bonegilla
QX49674	AUSTIN, Sig F.H.	5 Air Support Control, Bonegilla

CIVILIAN :

DAVIDSON, Mr. L.G.	Dean St. Albury - Supt. and Secretary Albury and Corowa Ambulance Service.
MIDGLEY, Mr. O. R.	779 Mate St. Albury - Manager for owner of bus DW058 - Mr. Symons, 7 Wishart St. Kew.
SAUNDERS, Mr. Richard	Tallangatta Road, Wodonga - resides close to crossing.
NELSON, Sgt Sydney	Sgt i/c Wodonga Police Station.
LANSDOWN, Mr. H. C.	568 Parkinson St. Albury
HARE, Mr. J. S.	Bus Proprietor and President Wodonga Shire Council.
MORTON, Mr. T. A.	Employee State Rivers and Water Supply.

TELEPHONE

AUSTRALIAN MILITARY FORCES.—VIC. L. OF C. AREA.

A5/JEC/22/5p 45/7/293

IN REPLY PLEASE QUOTE No.

76119

RECEIVED 26 MAY 1943 HQ 6 (ALBURY) 43. 15. 10.

Headquarters,
339 Swanston St.,
MELBOURNE. C.1.

25 MAY 1943

HQ 6 Albury L of C Sub Area.

COURT OF INQUIRY - WODONGA RAIL AND BUS ACCIDENT.

With reference to your A/43/4903 of 15 May 43, please advise when proceedings of Court of Inquiry may be expected.

Major,
A A G (PS) Vic L of C Area.

25/5

COMD.		S & T	
"G"		PROV.	
"A"	26 MAY 1943		
"Q"		HIR.	
LGL.		ORD.	
MED.		Camp	

LGC/VC.

A/43/4903.

17 MAY 1943
43 15 10

HQ 6(Albury) L of C Sub-Area
A.M.P.Buildings,
Dean St.,
ALBURY.
15 May 43.

HQ Vic L of C Area,
MELBOURNE.

For Attention:Col Adm.

C OF I: WODONGA RAIL AND BUS ACCIDENT.

1. Attached hereto is Routine Order convening C of I for information of G.O.C.

2. This is fwded in compliance with request from Capt Mitcham by 'phone.

(F.H.CHRISTISON) BRIGADIER.
COMMANDING 6(ALBURY) L OF C SUB-AREA.
15/5

File

NOT TO BE PUBLISHED.

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's Service.

AUSTRALIAN MILITARY FORCES.

HQ 6 (ALBURY) L OF C SUB-AREA.

ROUTINE ORDERS, PART 1.

by

BRIGADIER F.H. CHRISTISON.

NO.167. HQ A.M.P.Bldgs, Dean St., ALBURY. 10 May 43.

COURT OF INQUIRY:

A Court of Inquiry, consisting of the undermentioned Officers, will assemble at a time and place to be determined by the President for the purpose of inquiring into and reporting upon the circumstances surrounding -

(a) The Accident to Civilian motor bus No.DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43,

(b) and the deaths of -

VX	123501	Pte	ALDERTON Cyril Alfred William, 6 Coy 3 AASC Trg Depot.
VFX	116678	Pte	ANDERSON, 106 A.G.H.
V	22014	Tpr	BARNES Roy, 6 Coy, AASC Trg Depot.
NX	69234	L/Cpl	BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX	10597	Lieut	BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX	18874	Pte	DALY Patrick, 6 Coy AASC Bonegilla.
VX	72329	A/Cpl	DUNNE Richard George, 6 Coy 3 AASC Trg Depot.
NX	100574	W/O II	FREWIN Robert Augustine, LHQ School of Sigs.
S	114089	Pte	GODDARD Albert Ernest 6 Coy AASC Trg Depot.
TX	110	Lieut	HARRIS Alan Mcguire, LHQ School of Sigs.
SX	19427	Pte	HURST Keith, 6 Coy 3 AASC Trg Depot.
VX	91906	Pte	JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot .
VX	91878	Pte	MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg Depot.
VX	22465	L/Sgt	McFARLANE Alexander Calib, Small Arms School.
VX	42669	W/O II	MILLS Roscoe Noel, Small Arms School.
N	21683	A/Sgt	NAIRN Ernest Arthur, Small Arms School
SX	19399	Pte	NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot.
N	181060	Sigmn	NICOL George Stanfield, 5 Air Support Control.
NX	28217	Lieut	PARKINSON Harry, HQ Aust Sig Trg Bn.
V	508500	Pte	QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
VX	22901	A/Cpl	ROBERTS William Henry, LHQ School of Sigs.
NX	15518	W/O II	ROSE George Henry, Small Arms School
V	500607	Pte	STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N	257840	Sigmn	TRY Adrian Francis Falconer, 4 Air Support Control.

(c) and the Injuries sustained by -

QX	49674	Sigmn	AUSTIN F.H. 5 Air Support Control.
NX	114360	Sigmn	BARTON Clarence 5 Air Support Control.
VF	389634	Sigwmn	BURFORD Irene Biscler, Aust Sig Trg Bn.
QX	34097	Cpl	HARDY N.L. Small Arms School.
V	110509	Sgt	HODGKISON R.K. LHQ School of Sigs.
VF	388143	Cpl	LAIRD Eileen Isobel, HQ Sig Trg Bn.
VF	388601	Sigwmn	LAWTON G.F. LHQ School of Sigs.
NX	87886	A/Cpl	THOMSON W.D.E. LHQ School of Sigs.
N	257038	Sigmn	TRESSIDER G.E. 3 Coy Aust Sig Trg Bn.

OVER/

(d)and of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT.

Major S.E.Gully, Camp S.O.Bonegilla.

MEMBERS.

Capt H.L. Angel, AALD, R of O,Albury

Capt A.M.Phillips, DAQMG, 6(Albury) L of C Sub-Area

Capt G.W.B.Tims,S/Capt "A" 6(Albury) L of C Sub-Area.

Evidence will be taken on oath.

The Court will comply with the relevant paras of AMR & O 661-701 and the relevant portions of MBI Q127 of 30 Sep 41 with special attention to para 36.

The President will make written requests to the Units concerned for the attendance of Military witnesses.

The Units concerned will arrange for the attendance of Military witnesses on request from the President.

The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be fwded to HQ 6(Albury) L of C Sub- Area.

L Campbell MAJOR.
10/5

(L.L.G.CAMPBELL)
DAA & QMG, 6(ALBURY) L OF C SUB- AREA.

Damage to bus which was in the accident at Tallangatta Crossing on the Murray Valley Highway on Saturday 8 May 43

Bus was cut through at the front end 7'6" from the back axle.

The whole of the right hand side just in front of the rear axle smashed in.

The top front section of the hood about 4 ft was broken.

Front wheels and bonnet etc missing.

Broken engine parts thrown into the interior of the remains of the vehicle.

On the left side, the front is missing from the rear upright of the entrance to the bus, and the first section of panel, from the door back, hanging off, and the body has a decided overhang to the left side.

It has the appearance of having hit the tender head on.

It appears to have been carried side on with the locomotive.

NOT TO BE PUBLISHED.

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's Service.

AUSTRALIAN MILITARY FORCES.

HQ 6 (ALBURY) L OF C SUB-AREA.

ROUTINE ORDERS, PART 1.

by

BRIGADIER F.H. CHRISTISON.

NO.167. HQ A.M.P.Bldgs, Dean St., ALBURY. 10 May 43.

COURT OF INQUIRY:

A Court of Inquiry, consisting of the undermentioned Officers, will assemble at a time and place to be determined by the President for the purpose of inquiring into and reporting upon the circumstances surrounding -

(a) The Accident to Civilian motor bus No.DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43,

(b) and the deaths of -

VX	123501	Pte	ALDERTON Cyril Alfred William, 6 Coy 3 AASC Trg Depot.
VFX	116678	Pte	ANDERSON, 106 A.G.H.
V	22014	Tpr	BARNES Roy, 6 Coy, AASC Trg Depot.
NX	69234	L/Cpl	BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX	10597	Lieut	BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX	18874	Pte	DALY Patrick, 6 Coy AASC Bonegilla.
VX	72329	A/Cpl	DUNNE Richard George, 6 Coy 3 AASC Trg Depot.
NX	100574	W/O II	FREWIN Robert Augustine, LHQ School of Sigs.
S	114089	Pte	GODDARD Albert Ernest 6 Coy AASC Trg Depot.
TX	110	Lieut	HARRIS Alan Mcguire, LHQ School of Sigs.
SX	19427	Pte	HURST Keith, 6 Coy 3 AASC Trg Depot.
VX	91906	Pte	JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot .
VX	91878	Pte	MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg Depot.
VX	22465	L/Sgt	McFARLANE Alexander Calib, Small Arms School.
VX	42669	W/O II	MILLS Roscoe Noel, Small Arms School.
N	21683	A/Sgt	NAIRN Ernest Arthur, Small Arms School
SX	19399	Pte	NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot.
N	181060	Sigmn	NICOL George Stanfield, 5 Air Support Control.
NX	28217	Lieut	PARKINSON Harry, HQ Aust Sig Trg Bn.
V	508500	Pte	QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
VX	22901	A/Cpl	ROBERTS William Henry, LHQ School of Sigs.
NX	15518	W/O II	ROSE George Henry, Small Arms School
V	500607	Pte	STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N	257840	Sigmn	TRY Adrian Francis Falconer, 4 Air Support Control.

(c) and the Injuries sustained by -

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VF	389634	Sigwmn	BURFORD Irene Biscler, Aust Sig Trg Bn.
QX	34097	Cpl	HARDY N.L. Small Arms School.
V	110509	Sgt	HODGKISON R.K. LHQ School of Sigs.
VF	388143	Cpl	LAIRD Eileen Isobel, HQ Sig Trg Bn.
VF	388601	Sigwmn	LAWTON G.F. LHQ School of Sigs.
NX	87886	A/Cpl	THOMSON W.D.E. LHQ School of Sigs.
N	257038	Sigmn	TRESSIDER G.E. 3 Coy Aust Sig Trg Bn.

OVER/

(d)and of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT.

Major S.E.Gully, Camp S.O.Bonegilla.

MEMBERS.

Capt H.L. Angel, AAID, R of O, Albury.

Capt A.H.Phillips, DAQMG, 6(Albury) L of C Sub-Area

Capt C.W.B.Tims,S/Capt "A" 6(Albury) L of C Sub-Area.

Evidence will be taken on oath.

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The Units concerned will arrange for the attendance of Military witnesses on request from the President.

The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be fwded to HQ 6(Albury) L of C Sub- Area.

L.G.Campbell MAJOR.
(L.G.CAMPBELL) 15/5
DAA & QMG, 6(ALBURY) L OF C SUB- AREA.

TELEPHONE

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

REW/MB.

IN REPLY PLEASE QUOTE
No 43-136-78

RECEIVED
4 JUN 1943
43/15/10
H.Q.6 (ALBURY)

Camp Headquarters,
Block 24,
BONEGILLA

3 Jun 43.

apple Thomson at Heidelberg
Badgkinson at Donnington
austin Conv. Depot

HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean St.
ALBURY

C OF I. WODONGA RAIL AND BUS ACCIDENT

Ref your A/43/5161 - 31/5/43

Herewith are relevant papers and D.11's duly completed, as requested.

COMD.		S & T	
"G"		PROV.	
"A"		[illegible]	
"Q"	4/6	HIR.	
LGL.		ORD.	
MED.		Camp	

C.J. Webberley Lieut
for Major
CAMP STAFF OFFICER.

TELEPHONE

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

REW/MB.

IN REPLY PLEASE QUOTE
No 43-136-78

Camp Headquarters,
Block 24,
BONEGILLA

3 Jun 43.

HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean St.
ALBURY

C OF I. WODONGA RAIL AND BUS ACCIDENT

Ref your A/43/5161 - 31/5/43

Herewith are relevant papers and D.11's duly completed, as requested.

C.J. Webb

Lieut
for Major
CAMP STAFF OFFICER.

TELEPHONE

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

SEG/FJG.
IN REPLY PLEASE QUOTE
No 43-136-48

RECEIVED
22 MAY 1943
H.Q.6 ALBURY

Camp Headquarters,
Block 24,
BONEGILLA.

21 MAY 43.

HQ. 6 (Albury) L of C Sub-Area,
A.M.P.Buildings,
Dean Street,
ALBURY.

COURT OF ENQUIRY : WODONGA RAIL ACCIDENT.

Please attach the enclosed signal message, relative to the late Sig Try, to the file in connection to the above accident.

C.J. Wilkenson for
Major,
for Camp Staff Officer.

5

TELEPHONE

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

SEG/FJG.
IN REPLY PLEASE QUOTE
No 43/136-78

RECEIVED
22 MAY 1943
H.Q. 6 (ALBURY)
43. 15. 10.

Camp Headquarters,
Block 24,
BONEGILLA.

21 MAY 43.

HQ. 6 (Albury) L of C Sub-Area,
A.M.P.Buildings,
Dean Street,
ALBURY.

COURT OF ENQUIRY : WODONGA RAIL ACCIDENT.

Please attach the enclosed signal message, relative to the late Sig Try, to the file in connection to the above accident.

COMD.		S & T	
"G"		PROV.	
"A"	23 MAY 1943		
"Q"		HIR.	
LGL.		Ord.	
A.D.		Camp	

C.J. Lebbeus Major,
for Camp Staff Officer.

RECEIVED
13 MAY 1943
H.Q.6 ...JURY)

Not to be Published

AUSTRALIAN MILITARY FORCES

BONEGILLA CAMP ROUTINE ORDERS PART 1.

by

MAJOR S. E. GULLY.....CAMP STAFF OFFICER

No. 72 12 May 43

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72. COURT OF INQUIRY - RAILWAY CROSSING BUS ACCIDENT - WITNESSES :

The assistance of C.O.'S is requested in locating and advising the Court of any personnel within their Units - particularly those who were passengers on the bus - who can give evidence to assist the Court in their Inquiry into :

1. Accident to Civilian motor bus.
2. The deaths of 24 personnel.
3. Injuries to 9 personnel.
4. Means to be taken to prevent a recurrence of such accidents.

The Court of Inquiry will be held at Camp H.Q. on Friday, 14 May 43 at 1000 hrs.

S. E. Gully, Major
Camp Staff Officer
PRESIDENT.

I.....No.....Rank.....

Unit..... being duly sworn, give evidence as follows:

Q : A Civilian motor bus No. DW058, owned by Symons' Motor Service and driven by William Lord (deceased), collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hrs on Saturday 8 May 43 - were you a passenger on this bus?

A :

Q : Where did you join the bus?

A :

Q : Where were you proceeding to?

A :

Q : By yourself, or were others with you?

A :

Q : This bus was licensed to carry 19 persons. Can you say how many people were on the bus when it commenced the journey?

A :

Q : Did the bus pick up any troops on the road, and if so, how many?

A :

Q : Just before the accident happened, how many persons were on the bus?

A :

Q : Were there any civilians other than the driver?

A :

Q : Could you say if the driver was sober?

A :

Q : At what speed would you estimate the bus was travelling?

A :

Q : Where were you seated in the bus?

A :

Q : Were there many standing up?

A :

Q : Did you pay your fare as you entered, or was it collected on the journey?

A :

Q : Were you on leave?

A :

Q : Have you had any previous experience with these buses regarding :
(a) excessive overloading?
(b) excessive speed?

A :

Q : Were any troops obscuring the view of the driver on his right side or left side?

A :

Q : Were troops obscuring his vision on the left hand side of the windscreen?

A :

Q : What were the weather conditions?

A :

Q : How was the visibility?

A :

Q : Did you see a bus in front of your bus?

A :

Q : Did you hear any warning signal from the locomotive?

A :

Q : Did you see any warning lights?

A :

Q : Do you know the crossing where the accident happened?

A :

Q : Did you hear the driver of the bus say anything about the train or an impending accident immediately prior to the collision?

A :

Q : Did the driver slow down by applying brakes or otherwise when approaching the crossing?

A :

Q : Was the bus when approaching the crossing on the right or left hand side of the road?

A :

Q : Did you see the driver light a cigarette or did you see anyone light one for him after leaving Bonegilla, if so, where and under what circumstances?

A :

Q : Did another bus pass you after leaving Bonegilla, if so -
(a) Where?
(b) Did it have a red tail light and
(c) How fast was it travelling?

A :

I.....No.....Rank.....

Unit.....being duly sworn, give evidence as follows :

Q : A Civilian motor bus No. DW058, owned by Symons' Motor Service and driven by William Lord (Deceased), collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hrs on Saturday 8 May 43 - were you a passenger on this bus?

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A :

Q : Where were you proceeding to?

A :

Q : By yourself, or were others with you?

A :

Q : This bus was licensed to carry 19 persons. Can you say how many people were on the bus when it commenced the journey?

A :

Q : Did the bus pick up any troops on the road, and if so, how many?

A :

Q : Just before the accident happened, how many persons were on the bus?

A :

Q : Were there any civilians other than the driver?

A :

Q : Could you say if the driver was sober?

A :

Q : At what speed would you estimate the bus was travelling?

A :

Q : Where were you seated in thebus?

A :

Q : Were there many standing up?

A :

Q : Did you pay your fare as you entered, or was it collected on the journey?

A :

Q : Were you on leave?

A :

Q : Have you had any previous experience with this buses regarding :
(a) excessive overloading?
(b) excessive speed?

A :

Q : Were any troops obscuring the view of the driver on his right side or left side?

A :

Q : Were troops obscuring his vision on the left hand side of the windscreen?

A :

Q : What were the weather conditions?

A :

Q : How was the visibility?

A :

Q : Did you see a bus in front of your bus?

A :

Q : Did you hear any warning signal from the locomotive?

A :

Q : Did you see any warning lights?

A :

Q : Do you know the crossing where the accident happened?

A :

Q : Have you anything else to say regarding this occurrence which would assist the Court?

A one ajan claiming Compensation from the bus owners or the keys

Q : Did you see anything moving along the railway line from Wodonga towards the crossing?

A :

Q : Was there any noise in the bus prior to the collision?

A :

Q : Was the bus a noisy one?

A :

INJURED MILITARY PERSONNEL AT 106 A.G.H. BONEGILLA

ARMY NO.	RANK.	NAME.	UNIT.	RELIGION.	NEXT OF KIN.	
VF388601	SIG.	LAWTON G.F. ✓	LHQ School of Sigs.	C/E	Sister. Mrs Simpson, 12 Kintore St., Camberwell.	Removed D.I List.
VF388143	CPL	LAIRD Eileen Isobel ✓	HQ Sig Trg Bn Block 23	R/C	Father. John Laird, Calivil via Mitiamo NSW	Removed D.I. List.
VF389634	SIG	BURFORD Irene Mrs Biscler ✓	A.S.T.B. Block 5	C/E	Father. John Burford, 39 Stanley St Richmond.	D.I. List.
NX114360	SIG	BARTON Clarence ✓	5 Air Support	C/E	Wife. Mary Ellen Barton, Woodlands Ladevale, Gunning NSW	Removed D.I ALL LISTS
N257038	SIG	TRESSEDER G.E.	3 Coy A.S.T.B.	C/E	Father. George Garland Tressider, 4 Kilbraise St., Hurlstone Pk. N.S.W.	On D.I. List.
QX34097	CPL	HARDY N.L.	Small Arms School	C/E	Father. S.H. Hardy, 24 Wallace St., Toowoomba Qld.	On D.I. List.
QX49674	SIG	AUSTIN F.H.	5 Air Support	C/E	Mother. Ruby Jessie Austin, 63 Caxton St. Petrie Terrace, Brisbane.	On D.I. list.
V110509	SGT	HODGKISON R.K.	LHQ Sigs.	Pres	Wife. Mrs C.S. Hodgkison, 632 Carrington St., Albury	On D.I. List.
NX87886	A/Cpl	THOMSON W.D.E.	LHQ Sigs.	Meth.	Father. Mr. D.L. Thomson 61 Home-bush St., Redron. N3 Brisbane Qld	On D.I. List.

DECEASED MILITARY PERSONNEL BUS-TRAIN ACCIDENT 8/5/43.

Army No.	Rank	Name		Date of Birth.	Unit	Religion	Next of Kin.
SX18874	Pte	DALY	Patrick	19/5/1904,	6 Coy AASC Bonegilla.	R/C	Wife. MAY DALY 94 Mackinnon Pde., Nth Adelaide.
VX10597	Lieut	BRINSMEAD	Lyle Radford	22 yrs on enlistment Probably March 1940	LHQ School of Sigs	Meth	Mother. LOTTIE LOUISE BRINSMEAD, 28 Fitzroy St, Geelong. Allottee; (Bro) HOWARD W. BRINSMEAD same A/d as mother.
VX91906	Pte	JOHNSTON	Ernest Adam	20/8/1908	6 Coy 3AASC Tng Depot	Meth	Wife. ALICE MARY JOHNSTON, 82 George St., Deni
SX19399	Pte	NEAL	Arthur Claude	1/7/1914	6 Coy 3AASC Tng Depot	C/E	Mother. MARIE MCDONALD, Alice Springs
S114089	Pte	GODDARD	Albert Ernest	29/1/21	6 Coy 3AASC Tng Depot	Meth	Wife. EMMA ROSA GODDARD, 8 King St., Solomontow
V22014	Tpr	BARNES	Roy	10/5/1908	6 Coy 3AASC Tng Depot	C/E	Brother. SAMUEL BARNES, Hillgay Rd., Coloraine
VX123501	Pte	ALDERTON	Cyril Alfred William	14/3/1907	6 Coy 3 AASC Tng Depot	C/E	Wife. HELEN ALDERTON, 10 Evelyn St., Frankston.
N21683	A/Sgt	NAIRN	Ernest Arthur		Small Arms School	C/E	Mother. EMILY MONA NAIRN, 80 Short St., Balmain
VX72329	A/Cpl	DUNNE	Richard George	16/11/1915	6 Coy 3AASC Tng Depot	C/E	WIFE. Ruth Cathleen DUNN, Yarram.
VX42669	W.O.11	MILLS	Roscoe Noel		Small Arms School	Meth	Father. F.W. MILLS, Brown's Plains via Ruthergl
V500607	Pte	STEELE	Frank Thomas	28/8/1908	6 Coy3AASC Tng Depot	Meth	Mother. SARAH STEELE, 25 Clarendon St., Thornby
N181960	Sig	NICOL	George Stanfield		5 Air Support Control	Pres	Father. George Stevens NICOL, 28 Cormiston Av Concord

Army No.	Rank.	Name.	Date of Birth	Unit	Religion	Next of Kin.
NX100574	W.O.11	FREWIN Robert Augustine		LHQ School of Sigs	R/C	Mother. FREWIN, 40 William Street, Padding
NX28217	Lieut	PARKINSON Harry		H/Q Aust Sig Trg Bn	Pres	Wife. Abbotsford. Lieut. living at c/- Mrs Peterson, Garden Rd Wodonga
VX91878	Pte	MCKENZIE Boyce McKay		6 Coy 3 AASC Tng Depot	C/E	Aunt. MISS A WINTER 17 Hopetoun St., Elsterm
V22901	A/Cpl	ROBERTS William Henry	28 yrs age on enlistment	LHQ School of Sigs	R/C	Wife. MAVIS JEANETTE ROBERTS, 27 Murray St., Elsternwick.
NX15518	W.O.11	ROSE George Henry		Small Arms School	C/E	Father. A.E. ROSE, Malong Rd, Orange, N.S.W.
N257840	Sig	TRY Adrian Francis Falconer		4 Air Support Control	C/E	Wife. ALWINE ELSIE TRY, 22 Northcote St., Canterbury. NSWN
NX69234	L/Cpl	BARNETT Keith Reginald	27/3/1914	No 2 Coy Aust Sig Trg Bn	Jewish	Father. MONTAGUE BARNETT, 6 Hill top Flats, Paul St., Bondi Jr Allotee. (Mother) VERA BARNETT ditto
TX110	Lieut	HARRIS Alan McGuire	24 yrs age on enlistment 1939	LHQ School of Sigs	C/E	Father. ALAN STEPHEN HARRIS, Ulverton, Tas.
VX22465	L/Sgt	MCFARLANE Alexander Calib		Small Arms School	pres	Mother. Mrs A.M. McFARLANE, Church St., Hay.
VFX116678	Pte	ANDERSON Anne	23/2/1917	106 A.G.H.	C/E	Mother. LILLIAN ANDERSON, 49 Waller St., Geel West.
V5o8580	Pte	QUINN John Robert Alexander	4/6/1915	6 Coy 3AASC Tng Depot	R/C	Wife. GWENNETH IRENE QUINNE, 1 Charles St., E Brunswick
SX19427	Pte	HURST Keith	13/9/1922	6 Coy 3 AASC Trg Depot	C/E	Mother. MARY EILLEN HURST, 3 Simpson St., Solomonton.

DECEASED MILITARY PERSONNEL BUS-TRAIN ACCIDENT 8/5/43.

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SX19399	Pte	NEAL	Arthur Claude	1/7/1914	6 Coy 3AASC Tng Depot	C/E	Mother. MARIE MCDONALD, Alice Springs
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VX42669	W.O.11	MILLS	Roscoe Noel		Small Arms School	Meth	Father. F.W. MILLS, Brown's Plains via Rutherglen
V500607	Pte	STEELE	Frank Thomas	28/8/1908	6 Coy3AASC Tng Depot	Meth	Mother. SARAH STEELE, 25 Clarendon St., Thornby
N181960	Sig	NICOL	George Stanfield		5 Air Support Control	Pres	Father. George Stevens NICOL, 28 Cormiston Av Concord.

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NX28217	Lieut	PARKINSON Harry		H/Q Aust Sig Trg Bn	Pres	Wife. Abbotsford. Lieut. living at c/- Mrs Peterson, Garden Rd Wodonga
VX91878	Pte	MCKENZIE Boyce McKay		6 Coy 3 AASC Tng Depot	C/E	Aunt. MISS A WINTER 17 Hopetoun St., Elsternwick
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N257840	Sig	TRY Adrian Francis Falconer		4 Air Support Control	C/E	Wife. ALWINE ELSIE TRY, 22 Northcote St., Canterbury. NSWN
NX69234	L/Cpl	BARNETT Keith Reginald	27/3/1914	No 2 Coy Aust Sig Trg Bn	Jewish	Father. MONTAGUE BARNETT, 6 Hill top Flats, Paul St., Bondi Jn. Allotee. (Mother) VERA BARNETT ditto
TX110	Lieut	HARRIS Alan McGuire	24 yrs age on enlistment 1939	LHQ School of Sigs	C/E	Father. ALAN STEPHEN HARRIS, Ulverston, Tas.
VX22465	L/Sgt	MCFARLANE Alexander Calib		Small Arms School	pres	Mother. Mrs A.M. McFARLANE, Church St., Hay.
VFX116678	Pte	ANDERSON Anne	23/2/1917	106 A.G.H.	C/E	Mother. LILLIAN ANDERSON, 49 Waller St., Geelong West.
V508580	Pte	QUINN John Robert Alexander	4/6/1915	6 Coy 3 AASC Tng Depot	R/C	Wife GWENNETH IRENE QUINN 1 Charles St Brunswick E
SX19427	Pte	HURST Keith	13/9/1922	6 Coy 3 AASC Tng Depot	C/E	Mother. MARY ELLEN HURST 3 Simpson St, Solomontown

TELEPHONE

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

REW/MB.

IN REPLY PLEASE QUOTE
No 43-130-78

Camp Headquarters,
Block 24,
BONEGILLA

23 May 43.

RECEIVED
24 MAY 1943
HQ 6 (ALBURY)
43.15.10.

HQ 6 (Albury) L of C Sub-Area,
Dean St.
ALBURY.

COURT OF INQUIRY
WODONGA CROSSING ACCIDENT - 8/5/43
DRIVER CUNNINGHAM

Herewith communication from Claims Agent, Victorian Rlwys re Driver Cunningham.

A.M.D.		S & T	
"G"		PROV.	
"A"	24/5	A.A.B.	
"Q"		HIR.	
LGL.		ORD.	
M.E.D.		Camp	

S. E. Gully, Major
CAMP STAFF OFFICER

TELEPHONE

AUSTRALIAN MILITARY FORCES. SOUTHERN COMMAND

REW/MB.

IN REPLY PLEASE QUOTE
No 43-136-78

RECEIVED
24 MAY 1943
H.Q.6 (ALBURY)

Camp Headquarters,
Block 24,
BONEGILLA

23 May 43.

HQ 6 (Albury) L of C Sub-Area,
Dean St.
ALBURY.

COURT OF INQUIRY
WODONGA CROSSING ACCIDENT - 8/5/43
DRIVER CUNNINGHAM

Herewith communication from Claims Agent, Victorian Rlwys re Driver Cunningham.

S. E. Gully, Major
CAMP STAFF OFFICER

B. & P. 18

TELEPHONE Railways 1445.

VICTORIAN RAILWAYS 1010

Claims Agent's Office,
Room 42.
GENERAL PASSENGER & FREIGHT AGENT'S OFFICE,
SPENCER STREET,
MELBOURNE. C1

IMPORTANT
Refer to this number in your reply
No.....
This will expedite our reply

Major S. E. Gully,
Camp Headquarters,
Block 24,
BONEGILLA.

20th May, 1943. F/JS.

Dear Sir,

I have your letter dated 12th May, addressed to Driver Cunningham, Railway Station, Wodonga, in connection with an accident to Civilian motor bus No. DW.058, owned by Symons' Motor Service and driven by William Lord, which collided with a Railway engine on Saturday, 8th May. Driver Cunningham has been instructed not to attend the Military Court of Inquiry, but if you require a sworn statement from the driver and fireman after the inquest has been held consideration will be given to the question of supplying it to you.

In the meantime Driver Cunningham and any others concerned have been instructed not to make statements in the matter.

Yours faithfully,

CLAIMS AGENT.

Forward to Capt. Phillips
always

NOT TO BE PUBLISHED.
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AUSTRALIAN MILITARY FORCES.

HQ 6 (ALBURY) L OF C SUB-AREA.

ROUTINE ORDERS, PART 1.

by
BRIGADIER F.H. CHRISTISON.

NO.167.

HQ A.M.P.Bldgs,
Dean St.,
ALBURY.
10 May 43.

COURT OF INQUIRY:

A Court of Inquiry, consisting of the undermentioned Officers, will assemble at a time and place to be determined by the President for the purpose of inquiring into and reporting upon the circumstances surrounding -

(a) The Accident to Civilian motor bus No.DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43,

(b) and the deaths of -

VX	123501	Pte	ALDERTON Cyril Alfred William, 6 Coy 3 AASC Trg Depot.
VFX	116678	Pte	ANDERSON, 106 A.G.H.
V	22014	Tpr	BARNES Roy, 6 Coy, AASC Trg Depot.
NX	69234	L/Cpl	BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX	10597	Lieut	BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX	18874	Pte	DALY Patrick, 6 Coy AASC Bonegilla.
VX	72329	A/Cpl	DUNNE Richard George, 6 Coy 3 AASC Trg Depot.
NX	100574	W/O II	FREWIN Robert Augustine, LHQ School of Sigs.
S	114089	Pte	GODDARD Albert Ernest 6 Coy AASC Trg Depot.
TX	110	Lieut	HARRIS Alan Mcguire, LHQ School of Sigs.
SX	19427	Pte	HURST Keith, 6 Coy 3 AASC Trg Depot.
VX	91906	Pte	JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot .
VX	91878	Pte	MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg Depot.
VX	22465	L/Sgt	McFARLANE Alexander Calib, Small Arms School.
VX	42669	W/O II	MILLS Roscoe Noel, Small Arms School.
N	21683	A/Sgt	NAIRN Ernest Arthur, Small Arms School
SX	19399	Pte	NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot.
N	181060	Sigmn	NICOL George Stanfield, 5 Air Support Control.
NX	28217	Lieut	PARKINSON Harry, HQ Aust Sig Trg Bn.
V	508500	Pte	QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
VX	22901	A/Cpl	ROBERTS William Henry, LHQ School of Sigs.
NX	15518	W/O II	ROSE George Henry, Small Arms School
V	500607	Pte	STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N	257840	Sigmn	TRY Adrian Francis Falconer, 4 Air Support Control.

(c) and the Injuries sustained by -

QX	49674	Sigmn	AUSTIN F.H. 5 Air Support Control.
NX	114360	Sigmn	BARTON Clarence 5 Air Support Control.
VF	389634	Sigwmn	BURFORD Irene Bisclar, Aust Sig Trg Bn.
QX	34097	Cpl	HARDY N.L. Small Arms School.
V	110509	Sgt	HODGKISON R.K. LHQ School of Sigs.
VF	388143	Cpl	LAIRD Eileen Isobel, HQ Sig Trg Bn.
VF	388601	Sigwmn	LAWTON G.F. LHQ School of Sigs.
NX	87886	A/Cpl	THOMSON W.D.E. LHQ School of Sigs.
N	257038	Sigmn	TRESSIDER G.E. 3 Coy Aust Sig Trg Bn.

OVER/

(d)and of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT.

Major S.E.Gully, Camp S.O.Bonegilla.

MEMBERS.

Capt H.L. Angel, AAID, R of O,Albury.

Capt A.H.Phillips, DAQMG, 6(Albury) L of C Sub-Area

Capt C.W.B.Tims,S/Capt "A" 6(Albury) L of C Sub-Area.

Evidence will be taken on oath.

The Court will comply with the relevant paras of AMR & O 661-701 and the relevant portions of MBI Q127 of 30 Sep 41 with special attention to para 36.

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The Units concerned will arrange for the attendance of Military witnesses on request from the President.

The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be fwded to HQ 6(Albury) L of C Sub- Area.

D.L.Campbell MAJOR.
(D.L.G.CAMPBELL) 15/5
DAA & QMG, 6(ALBURY) L OF C SUB- AREA.

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AUSTRALIAN MILITARY FORCES.

HQ 6 (ALBURY) L OF C SUB-AREA.

ROUTINE ORDERS, PART 1.

by

BRIGADIER F.H. CHRISTISON.

NO.167. HQ A.M.P.Bldgs, Dean St., ALBURY. 10 May 43.

COURT OF INQUIRY:

A Court of Inquiry, consisting of the undermentioned Officers, will assemble at a time and place to be determined by the President for the purpose of inquiring into and reporting upon the circumstances surrounding -

(a) The Accident to Civilian motor bus No.DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43,

(b) and the deaths of -

VX	123501	Pte	ALDERTON Cyril Alfred William, 6 Coy 3 AASC Trg Depot.
VFX	116678	Pte	ANDERSON, 106 A.G.H.
V	22014	Tpr	BARNES Roy, 6 Coy, AASC Trg Depot.
NX	69234	L/Cpl	BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX	10597	Lieut	BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX	18874	Pte	DALY Patrick, 6 Coy AASC Bonegilla.
VX	72329	A/Cpl	DUNNE Richard George, 6 Coy 3 AASC Trg Depot.
NX	100574	W/O II	FREWIN Robert Augustine, LHQ School of Sigs.
S	114089	Pte	GODDARD Albert Ernest 6 Coy AASC Trg Depot.
TX	110	Lieut	HARRIS Alan Mcguire, LHQ School of Sigs.
SX	19427	Pte	HURST Keith, 6 Coy 3 AASC Trg Depot.
VX	91906	Pte	JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot .
VX	91878	Pte	MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg Depot.
VX	22465	L/Sgt	McFARLANE Alexander Calib, Small Arms School.
VX	42669	W/O II	MILLS Roscoe Noel, Small Arms School.
N	21683	A/Sgt	NAIRN Ernest Arthur, Small Arms School
SX	19399	Pte	NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot.
N	181060	Sigmn	NICOL George Stanfield, 5 Air Support Control.
NX	28217	Lieut	PARKINSON Harry, HQ Aust Sig Trg Bn.
V	508500	Pte	QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
VX	22901	A/Cpl	ROBERTS William Henry, LHQ School of Sigs.
NX	15518	W/O II	ROSE George Henry, Small Arms School
V	500607	Pte	STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N	257840	Sigmn	TRY Adrian Francis Falconer, 4 Air Support Control.

(c) and the Injuries sustained by -

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NX	114360	Sigmn	BARTON Clarence 5 Air Support Control.
VF	389634	Sigwmn	BURFORD Irene Bisclar, Aust Sig Trg Bn.
QX	34097	Cpl	HARDY N.L. Small Arms School.
V	110509	Sgt	HODGKISON R.K. LHQ School of Sigs.
VF	388143	Cpl	LAIRD Eileen Isobel, HQ Sig Trg Bn.
VF	388601	Sigwmn	LAWTON G.F. LHQ School of Sigs.
NX	87886	A/Cpl	THOMSON W.D.E. LHQ School of Sigs.
N	257038	Sigmn	TRESSIDER G.E. 3 Coy Aust Sig Trg Bn.

OVER/

(d)and of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT.

Major S.E.Gully, Camp S.O.Bonegilla.

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Capt C.W.B.Tims,S/Capt "A" 6(Albury) L of C Sub-Area.

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L.G.Campbell MAJOR.
(L.G.CAMPBELL) 15/5
DAA & QMG, 6(ALBURY) L OF C SUB- AREA.

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AUSTRALIAN MILITARY FORCES.

HQ 6 (ALBURY) L OF C SUB-AREA.

ROUTINE ORDERS, PART 1.

by

BRIGADIER F.H. CHRISTISON.

NO.167. HQ A.M.P.Bldgs, Dean St., ALBURY. 10 May 43.

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A Court of Inquiry, consisting of the undermentioned Officers, will assemble at a time and place to be determined by the President for the purpose of inquiring into and reporting upon the circumstances surrounding -

(a) The Accident to Civilian motor bus No.DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43,

(b) and the deaths of -

VX	123501	Pte	ALDERTON Cyril Alfred William, 6 Coy 3 AASC Trg Depot.
VFX	116678	Pte	ANDERSON, 106 A.G.H.
V	22014	Tpr	BARNES Roy, 6 Coy, AASC Trg Depot.
NX	69234	L/Cpl	BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX	10597	Lieut	BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX	18874	Pte	DALY Patrick, 6 Coy AASC Bonegilla.
VX	72329	A/Cpl	DUNNE Richard George, 6 Coy 3 AASC Trg Depot.
NX	100574	W/O II	FREWIN Robert Augustine, LHQ School of Sigs.
S	114089	Pte	GODDARD Albert Ernest 6 Coy AASC Trg Depot.
TX	110	Lieut	HARRIS Alan Mcguire, LHQ School of Sigs.
SX	19427	Pte	HURST Keith, 6 Coy 3 AASC Trg Depot.
VX	91906	Pte	JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot .
VX	91878	Pte	MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg Depot.
VX	22465	L/Sgt	McFARLANE Alexander Calib, Small Arms School.
VX	42669	W/O II	MILLS Roscoe Noel, Small Arms School.
N	21683	A/Sgt	NAIRN Ernest Arthur, Small Arms School
SX	19399	Pte	NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot.
N	181060	Sigmn	NICOL George Stanfield, 5 Air Support Control.
NX	28217	Lieut	PARKINSON Harry, HQ Aust Sig Trg Bn.
V	508500	Pte	QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
VX	22901	A/Cpl	ROBERTS William Henry, LHQ School of Sigs.
NX	15518	W/O II	ROSE George Henry, Small Arms School
V	500607	Pte	STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N	257840	Sigmn	TRY Adrian Francis Falconer, 4 Air Support Control.

(c) and the Injuries sustained by -

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NX	114360	Sigmn	BARTON Clarence 5 Air Support Control.
VF	389684	Sigwmn	BURFORD Irene Biscler, Aust Sig Trg Bn.
QX	34097	Cpl	HARDY N.L. Small Arms School.
V	110509	Sgt	HODGKISON R.K. LHQ School of Sigs.
VF	388143	Cpl	LAIRD Eileen Isobel, HQ Sig Trg Bn.
VF	388601	Sigwmn	LAWTON G.F. LHQ School of Sigs.
NX	87886	A/Cpl	THOMSON W.D.E. LHQ School of Sigs.
N	257038	Sigmn	TRESSIDER G.E. 5 Coy Aust Sig Trg Bn.

OVER/

(d)and of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

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L.G.Campbell MAJOR.
(.L.G.CAMPBELL)
15/5
DAA & QMG, 6(ALBURY) L OF C SUB- AREA.

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AUSTRALIAN MILITARY FORCES.

HQ 6 (ALBURY) L OF C SUB-AREA.

ROUTINE ORDERS, PART 1.

by

BRIGADIER F.H. CHRISTISON.

NO.167. HQ A.M.F.Bldgs, Dean St., ALBURY. 10 May 43.

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(b) and the deaths of -

VX	123501	Pte	ALDERTON Cyril Alfred William, 6 Coy 3 AASC Trg Depot.
VFX	116678	Pte	ANDERSON, 106 A.G.H.
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NX	69234	L/Cpl	BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX	10597	Lieut	BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX	18874	Pte	DALY Patrick, 6 Coy AASC Bonegilla.
VX	72329	A/Cpl	DUNNE Richard George, 6 Coy 3 AASC Trg Depot.
NX	100574	W/O II	FREWIN Robert Augustine, LHQ School of Sigs.
S	114089	Pte	GODDARD Albert Ernest 6 Coy AASC Trg Depot.
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VX	22465	L/Sgt	McFARLANE Alexander Calib, Small Arms School.
VX	42669	W/O II	MILLS Roscoe Noel, Small Arms School.
N	21683	A/Sgt	NAIRN Ernest Arthur, Small Arms School
SX	19399	Pte	NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot.
N	181060	Sigman	NICOL George Stanfield, 5 Air Support Control.
NX	28217	Lieut	PARKINSON Harry, HQ Aust Sig Trg Bn.
V	508500	Pte	QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
VX	22901	A/Cpl	ROBERTS William Henry, LHQ School of Sigs.
NX	15518	W/O II	ROSE George Henry, Small Arms School
V	500607	Pte	STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
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(c) and the Injuries sustained by -

QX	49674	Sigman	AUSTIN F.H. 5 Air Support Control.
NX	114360	Sigman	BARTON Clarence 5 Air Support Control.
VF	389634	Sigwmn	BURFORD Irene Bisclar, Aust Sig Trg Bn.
QX	34097	Cpl	HARDY N.L. Small Arms School.
V	110509	Sgt	HODGKISON R.K. LHQ School of Sigs.
VF	388145	Cpl	LAIRD Eileen Isobel, HQ Sig Trg Bn.
VF	388601	Sigwmn	LAWTON G.F. LHQ School of Sigs.
NX	87886	A/Cpl	THOMSON W.D.E. LHQ School of Sigs.
N	257038	Sigman	TRESSIDER G.E. 3 Coy Aust Sig Trg Bn.

OVER/

(d)and of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT.

Major S.E.Gully, Camp S.O.Bonegilla.

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(L.G.CAMPBELL)
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15/6

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NO.167.

HQ A.M.P.Bldgs,
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ALBURY.
10 May 43.

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NX	69234	L/Cpl	BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX	10597	Lieut	BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX	18874	Pte	DALY Patrick, 6 Coy AASC Bonegilla.
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NX	100574	W/O II	FREWIN Robert Augustine, LHQ School of Sigs.
S	114089	Pte	GODDARD Albert Ernest 6 Coy AASC Trg Depot.
TX	110	Lieut	HARRIS Alan Mcguire, LHQ School of Sigs.
SX	19427	Pte	HURST Keith, 6 Coy 3 AASC Trg Depot.
VX	91906	Pte	JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot.
VX	91878	Pte	MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg. Depot.
VX	22465	L/Sgt	McFARLANE Alexander Calib, Small Arms School.
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V	500607	Pte	STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot.
N	257840	Sigmn	TRY Adrian Francis Falconer, 4 Air Support Control

(c) and the Injuries sustained by-

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QX	34097	Cpl	HARDY N.L. Small Arms School.
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NX	87886	A/Cpl	THOMSON W.D.E. LHQ School of Sigs.
N	257038	Sigwmn	TRESSIDER G.E. 3 Coy Aust Sig Trg Bn.

OVER /

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Major S.E.Gully, Camp S.O.Bonegilla.

MEMBERS.

Capt H.L.Angel, AALD, R of O, Albury.

Capt A.H.Phillips, DAQMG, 6(Albury) L of C Sub-Area.

Capt C.W.B.Tims, S/Capt "A" 6(Albury) L of C Sub-Area.

Evidence will be taken on oath.

The Court will comply with the relevant paras of AMR & O 661-701 and the relevant portions of MBI Q127 of 30 Sep 41 with special attention to para 36.

The President will make written requests to the Units concerned for the attendance of Military witnesses.

The Units concerned will arrange for the attendance of Military witnesses on request from the President.

The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be fwded to HQ 6(Albury) L of C Sub-Area.

L.Campbell MAJOR.
15/5
(L.G.CAMPBELL)
DAA & QMG, 6(ALBURY) L OF C SUB-AREA.

TELEPHONE

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

REW/MB.

IN REPLY PLEASE QUOTE
No 43-136-78

Camp Headquarters,
Block 24,
BONEGILLA

12 May 43.

Lieut Sitlington,
HQ 6 (Albury) L of C Sub-Area,
ALBURY.

Dear Madam,

COURT OF INQUIRY

You are requested to attend a Court of Inquiry to be held at Camp H.Q., Block 24, Bonegilla, on Friday next 14th May 1943 at 10 a.m. for the purpose of inquiring into and reporting upon the circumstances surrounding the :

(a) Accident to Civilian motor bus No. DW058 owned by Symons' Motor Service and driven by William Lord of 38 Victoria St. Williamstown, Vict., which collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hours on Saturday 8 May 43.

(b) Deaths of 24 Military personnel.

(c) Injuries sustained by 9 Military personnel.

(d) Giving consideration to what effective means should be taken to prevent a recurrence of such accidents.

S. E. Gully, Major
CAMP STAFF OFFICER

on at a time to suit
your convenience

Not used because responsibility mentioned

NOT TO BE PUBLISHED

The information contained in this document is not to be communicated, either directly or indirectly, to the Press or to any person not holding an official position in His Majesty's Service.

AUSTRALIAN MILITARY FORCES

HQ6(ALBURY) L OF C SUB-AREA

ROUTINE ORDERS PART I

BY

BRIGADIER F H CHRISTISON.

No. 167

HQ A M P Bldgs
Dean St
ALBURY

10 May 43.

COURT OF INQUIRY

A Court of Inquiry, consisting of the under-mentioned Officers, will assemble at a time and place to be determined by the President, for the purpose of inquiring into and reporting upon the circumstances surrounding and the responsibility for -

(a) Accident to Civilian motor bus No. DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43.

(b) The deaths of -

SX18874 Pte DALY, Patrick, 6 Coy A A S C Bonegilla
VX10597 Lieut BRINSMEAD Lyle Radford, LHQ School of Sigs
VX91906 Pte JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot
SX19399 Pte NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot
S114089 Pte GODDARD Albert Ernest, 6 Coy AASC Trg Dep
V22014 Tpr BARNES Roy, 6 Coy AASC Trg Depot
VX123501 Pte ALDERTON Cyril Alfred William, 6 Coy 3 AASC Tng Depot
N21683 A/ Sgt NAIRN Ernest Arthur, Small Arms School
VX72329 A/Cpl DUNNE Richard George, 6 Coy 3 AASC Trg Dep
VX42669 W/O II MILLS Roscoe Noel, Small Arms School
V50[illegible] Pte STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N[illegible] Sigmn NICOL George Stanfield, 5 Air Support Cont.
V[illegible] Pte QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
SX19427 Pte HURST Keith, 6 Coy 3 AASC Trg Depot.
NX100574 W/O II FREWIN Robert Augustine, LHQ Schl of Sigs
NX28217 Lieut PARKINSON Harry, HQ Aust Sig Trng Bn
VX91878 Pte MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg Dep
VX22901 A/Cpl ROBERTS William Henry, LHQ School of Sigs
NX15518 W/O II ROSE George Henry, Small Arms School
N257840 Sigmn TRY Adrian Francis Falconer, 4 Air Sup Con
NX69234 L/Cpl BARNETT Keith Reginald, No 2 Coy Aust Sig Tng Bn
TX110 Lieut HARRIS Alan Meguire, LHQ School of Sigs
VX22465 L/Sgt McFARLANE Alexander Calib, Small Arms Schl
VFX116678 Pte ANDERSON Anne, 106 A G H.

OVER

(c) The Injuries sustained by -

VF388601 Sigwmn LAWTON G.F., LHQ School of Sigs.
VF388143 Cpl LAMB, Eileen Isobel, HQ Sig Tng Bn.
VF389634 Sigwmn BURFORD Irene Bisclor, Aust Sig Trg Bn
NX114360 Sigmn BARTON Clarence, 5 Air Support Control.
N257038 Sigmn TRESSIDER W.E., 3 Coy Aust Sig Trg Bn
QX34097 Cpl HARDY N.J., Small Arms School.
QX49674 Sigmn AUSTIN F.H., 5 Air Support Control.
V110509 Sgt HODGKISON R.K., L H Q School of Sigs
NX87886 A/Cpl THOMSON, W.D.E., LHQ School of Sigs.

(d) Of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT: Major S E Gully, Camp Staff Officer, Bonegilla.

MEMBERS: Capt A H Phillips, DAQMG, HQ 6(Albury) L of C Sub-Area

Capt C W B Tims, HQ 6(Albury) L of C Sub-Area

Evidence will be taken on oath.

The Court will comply with the relevant paras of A M R & O 661-701 and in particular with para 669; and the relevant portions of M.B.I. Q127 of 30 Sep 41, with special attention to para 36.

The President will make writtenrequest to the Units concerned for the attendance of Military witnesses.

The Units concerned will arrange for the attendance of Military witnesses on request from the President.

The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be forwarded to HQ 6(Albury) L of C Sub-Area

.....Brigadier
(F.H.Christison)
Commanding 6(Albury) L of C Sub-Area

MILITARY FUNERAL OF MEMBERS OF BONEGILLA CAMP

TO LEAVE 106 A.G.H. at 1000 hours, 11 MAY 1943 for

ALBURY WAR CEMETERY, David Street, Albury

RECEIVED
10 MAY 1943
H.Q.6 (ALBURY)

OFFICER IN CHARGE CAMP ARRANGEMENTS : Camp Staff Officer, Major S. E. Gully

OFFICER IN CHARGE UNIT ARRANGEMENTS : Col. Bruton or his nominee.

CAMP HEADQUARTERS RESPONSIBLE FOR :

1. Transport
2. Working Parties
3. Grave Layout and Identification
4. Liaison Relatives of Deceased
   At Hospital
   At Cemetery
5. Route

TRANSPORT OF CASKETS : Camp Transport Officer to arrange necessary vehicles to convey 24 Caskets from 106 A.G.H. Bonegilla to War Graves Cemetery, David Street Albury, as follows :-
6 Caskets to each 3-Tonner - (Total 4)
Vehicles to be allotted according to Creed as attached appendix "A".

RELATIVES : Staff Cars to be made available (in conjunction with 6 (Albury) L of C Sub-Area and Camp Transport Control Office) at 106 A.G.H. Car Park at 0900 Hrs., Tuesday, 11 May '43.

WORKING PARTIES : 25 men each from A.A.S.C. and Signals Units. Unit Transport to convey working parties with picks and L.H.Shovels to and from Bonegilla and Cemetery, Sunday and Monday, 9 and 10 May for grave digging under supervision of Capt. R. C. Sharp, Graves Registration.

LIAISON RELATIVES OF DECEASED :
Hospital : Capt. Gale with Unit Officers (AASC).
Cemetery : Lieut. Macvean with Unit Officers (Sigs and Small Arms School).
To supervise Unit allocations at Hospital and report to Capt. Sharp at Cemetery Gates.

ROUTE : From 106 A.G.H. at 1000 HRS. west via Murray Valley Highway and Wodonga Place to Dean Street east along Dean Street to David Street thence north to Cemetery.

PADRES :
C of E : Padres Ruby and Calderwood
R. C. : Padre Marsh
Pres. : Padre Sprigg
Meth. : Padre Griffiths
Jewish : Chaplain Doctor Friedman

PALLBEARERS : In 2 rows of 5. Officers on the right flank. Arrangement of Pallbearers by Unit and Row - TRUCK ATTENDANT will call out Casket No. and name of Soldier. The five Pallbeaers responsible will turn right, left wheel and take up position at rear of truck and remove Casket to respective grave. The two left flank will stand on the near (N) side of the grave, the two right flank will stand on the off (S) side of the grave, both facing inwards.

The centre man will stand at the head of the grave to remove supports when instructed. The supports will lie lengthwise between the graves and will be removed from the left hand side. Pallbearers remain at ease until 'Last Post', when they spring to 'Attention' until 'Reveille'. Officers will form up separately from other ranks and will re-form with other ranks on North side of site.

NO. 1 SQUAD

Section F Row C	Pall-bearers	Name of Deceased Soldier	Casket No. & Grave No.	
A. A. S. C.	5	Pte. Neall	1	C of E.
A. A. S. C.	5	Tpr. Barnes	3	
A. A. S. C.	5	Pte. Alderton	5	
A. A. S. C.	5	Cpl. Dunne	7	
A. A. S. C.	5	Pte. Hurst	9	
Small Arms Sch.	5	Sgt. Nairn	11	
Hospital	5	Pte Anderson AAMWS (VF)	13	
A. A. S. C.	5	Pte Mackenzie	15	

NO. 2 SQUAD

Section F Row D				
Small Arms Sch	5	W/O 11 Rose	2	C of E,
4 Air Support Control	5	Sig. Try	4	
LHQ School of Sigs	5	Offs. Lieut. Harris	6	
Jewish Pallbearers These will proceed to Grave No. 16 Section F Row B	10	Cpl. Barnett (A.S.T.B.)		Jewish
LHQ School of Sigs	5	Offs. Lieut. Brinsmead	8	Methodist
A. A. S. C.	5	Pte. Johnson	10	
Small Arms Sch.	5	W/O 11 Mills	12	
A. A. S. C.	5	Pte. Steele	14	
A. A. S. C.	5	Pte. Goddard	16	

NO. 3 SQUAD

Section O Row A				
5 Air Support Control	5	Sig Nicol	1	Presbyterian
H.Qrs. A.S.T.B.	5	Offs. Lieut. Parkinson	3	
Small Arms Sch.	5	L/Sgt. McFarlane	5	
A. A. S. C. (6 Coy)	5	Pte. Daly	7	
A. A. S. C.	5	Pte. Quinn	9	
LHQ School of Sigs	5	W/O 11 Frewin	11	Roman Catholic
LHQ School of Sigs	5	Cpl Roberts	13	

SUMMARY

Unit	No. of Graves.	Pallbearers each grave	Total Pallbearers
A.A.S.C.	11	5	55
Sigs	7	5	35
Sigs	1	10	10
S. A. S.	4	5	20
Hospital	1	5	5
	24		125

APPENDIX A.

Truck No 1.

Caskets Nos 1. 3. 5. 7. 9. 11. Sect F Rows C. 6. C of E.

Truck No 2.

Caskets No 13. 15. Sect F. Row C. 2 C of E.

" No 2. 4. 6. Sect F. Row D. 3 C of E.

" No 18 Sect F. Row B. 1 Jewish

Truck No 3.

Caskets Nos. 8. 10. 12. 14. 16. Sect F. Row D. 5. Methodist.

" No 1 Sect O Row A. 1. Presbyterian.

Truck No 4.

Caskets No 3. 5. Sect O Row A. 2. Presby.

" No 7. 9. 11. 13. Sect O Row A. 4. R. C.

Trucks will enter gateway one at atime, unload and proceed straight ahead. The second will not proceed until the first truck is unloaded.

Officer from A.A.S.C. to be in charge.

Trucks will remain until completion of ceremony as far EAST as possible

Caskets will be shrouded with Union Jack, 1 to each truck.

Wreaths if placed on casket will be removed before unloading, placed handy for depositing on graves at completion of ceremony.

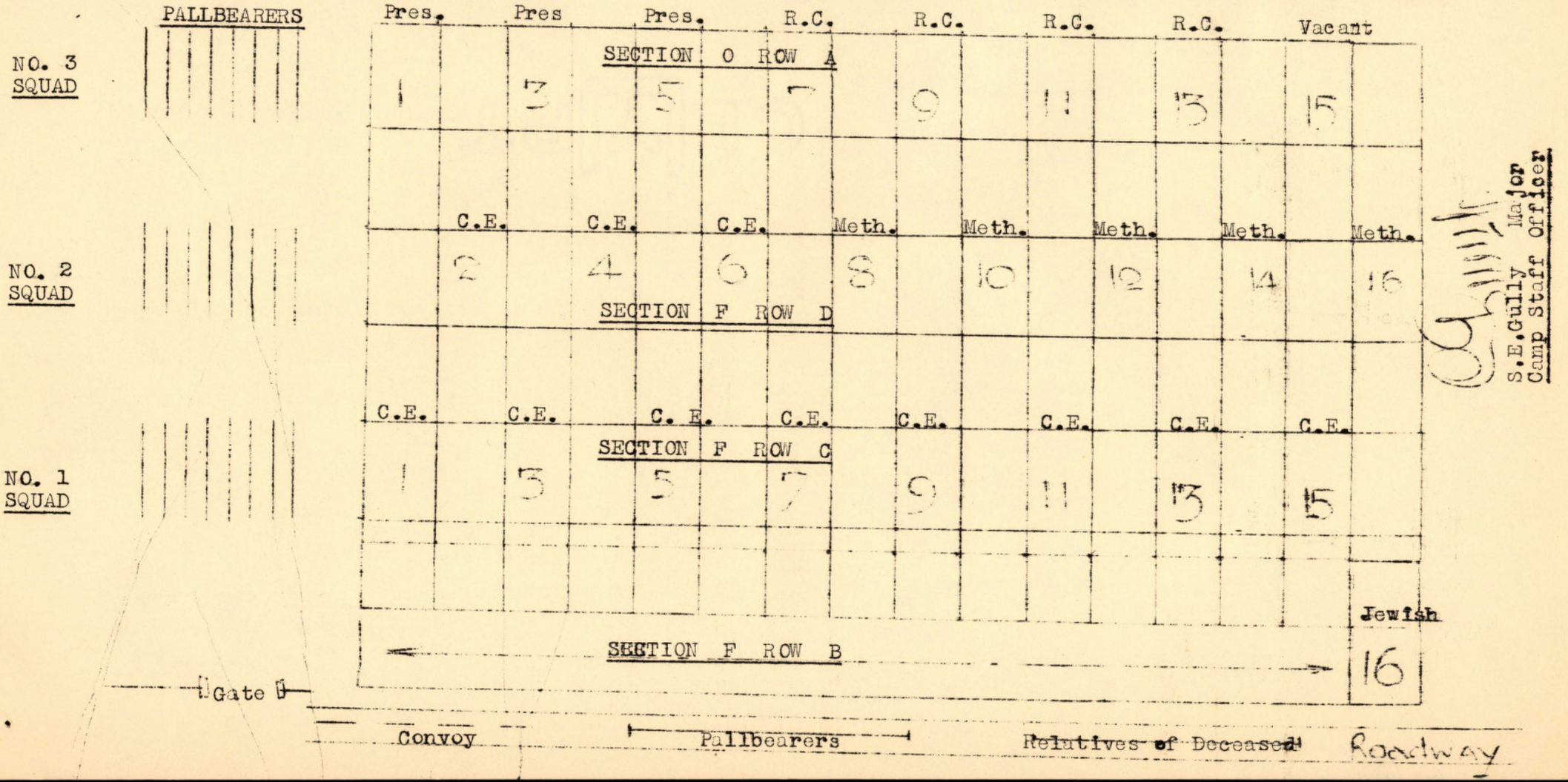
Trucks to be loaded and on Murray Valley Highway facing East by 0930 hours.

N ←

PLAN OF LAYOUT OF GRAVES

OFFICER IN CHARGE CEREMONIES : Lieut. J. Jarvie, Graves Registration, Vic L of C Area

(1) Pallbearers debus, march East through Gate and form up opposite respective rows facing South in 3 rows of 5.
(2) Convoy follows one at atime, the next following on when the preceeding vehicle moves forward.
(3) Only Military personnel, comprising burial party and pallbearers, Unit representatives and relatives will proceed inside the gates.
(4) Buglers - 'Last Post' and 'Reveille' under command supervision of Albury L of C Sub-Area and Lieut. Jarvie.



S.E.Gully Major
Camp Staff Officer

NOT TO BE PUBLISHED

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AUSTRALIAN MILITARY FORCES

HQ6(ALBURY) L OF C SUB-AREA

ROUTINE ORDERS PART I

BY

BRIGADIER F H CHRISTISON.

No. 167

HQ A M P Bldgs
Dean St
ALBURY
10 May 43.

COURT OF INQUIRY

A Court of Inquiry, consisting of the under-mentioned Officers, will assemble at a time and place to be determined by the President, for the purpose of inquiring into and reporting upon the circumstances surrounding the

(a) Accident to Civilian motor bus No. DW058 owned by Symons' Motor Service and driven by William LORD; of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43,

and (b) The deaths of -

SX18874 Pte DALY, Patrick, 6 Coy A A S C Bonegilla
VX10597 Lieut BRINSMEAD Lyle Radford, LHQ School of Sigs
VX91906 Pte JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot
SX19399 Pte NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot
S114089 Pte GODDARD Albert Ernest, 6 Coy AASC Trg Dep
V22014 Tpr BARNES Roy, 6 Coy AASC Trg Depot
VX123501 Pte ALDERTON Cyril Alfred William, 6 Coy 3 AASC Tng Depot
N21683 A/ Sgt NAIRN Ernest Arthur, Small Arms School
VX72329 A/Cpl DUNNE Richard George, 6 Coy 3 AASC Trg Dep
VX42669 W/O II MILLS Roscoe Noel, Small Arms School
V50[illegible] Pte STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N[illegible]60 Sigmn NICOL George Stanfield, 5 Air Support Cont.
V[illegible]500 Pte QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
SX19427 Pte HURST Keith, 6 Coy 3 AASC Trg Depot.
NX100574 W/O II FREWIN Robert Augustine, LHQ Schl of Sigs
NX28217 Lieut PARKINSON Harry, HQ Aust Sig Tng Bn
VX91878 Pte MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg Dep
VX22901 A/Cpl ROBERTS William Henry, LHQ School of Sigs
NX15518 W/O II ROSE George Henry, Small Arms School
N257840 Sigmn TRY Adrian Francis Falconer, 4 Air Sup Con
NX69234 L/Cpl BARNETT Keith Reginald, No 2 Coy Aust Sig Trg Bn
TX110 Lieut HARRIS Alan Meguire, LHQ School of Sigs
VX22465 L/Sgt McFARLANE Alexander Calib, Small Arms Schl.
VFX116678 Pte ANDERSON Anne, 106 A G H.

OVER

and (c) The Injuries sustained by -

VF388601 Sigwmn LAWTON G.F., LHQ School of Sigs.
VF388143 Spl LAIRD, Eileen Isobel, HQ Sig Tng Bn.
VF389634 Sigwmn BURFORD Irene Bisclor, Aust Sig Trg Bn
NX114360 Sigmn BARTON Clarence, 5 Air Support Control.
N257038 Sigmn TRESSIDER G.E., 3 Coy Aust Sig Trg Bn
QX34097 Cpl HARDY N.L., Small Arms School.
QX49674 Sigmn AUSTIN F.H., 5 Air Support Control.
V110509 Sgt HODGKISON R.K., L H Q School of Sigs
NX87886 A/Cpl THOMSON, W.D.E., LHQ School of Sigs.

and (d) Of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT: Major S E Gully, Camp Staff Officer, Bonegilla.

MEMBERS: Capt A H Phillips, DAQMG, HQ 6(Albury) L of C Sub-Area

Capt C W B Tims, HQ 6(Albury) L of C Sub-Area

Evidence will be taken on oath.

The Court will comply with the relevant paras of A M R & O 661-701 and in particular with para 669; and the relevant portions of M.B.I. Q127 of 30 Sep 41, with special attention to para 36.

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The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be forwarded to HQ 6(Albury) L of C Sub-Area

.....Brigadier
(W.H.Christison)
Commanding 6(Albury) L of C Sub-Area

TELEPHONE

VIC L OF C AREA
~~XXXXXXXXXXXXXXXXXXXX~~

AUSTRALIAN MILITARY FORCES.—SOUTHERN COMMAND

TAF/MC

IN REPLY PLEASE QUOTE NO. A/43/4420

HQ. 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean Street,
ALBURY.

10 May 43.

A.P.M.
HQ. Vic L of C Area,
252 Swanston Street,
MELBOURNE.

BUS - TRAIN ACCIDENT NEAR WODONGA ON 8/5/43.

1. Further to my telephone report of the above accident on 8/5/43.

2. In company with Sgt. Cowling of Albury Section, 10 L of C Provost Coy, I proceeded to the scene of the above accident at 1940 hrs.

3. The injured had been removed when I arrived and I instructed the bodies to be taken to 106 A.G.H.

4. A piquet and also an armed guard was mounted to prevent spectators approaching the area and vehicles were diverted to a side road.

5. All military equipment and personnal effects were collected and taken to 106 A.G.H. an inventory was made of same.

6. Lt. Marsh, 119 Aust G.T. Coy, A.A.S.C. Reported to me that he had seen a soldier whose actions he suspected of pilfering the pockets from injured or dead bodies.

7. He ascertained this soldier was N.446892 Sig. Gleeson K.C. 1 A.S.T.B.

8. On 9th inst. I proceeded to Bonegilla to interogate Gleeson but he was A.W.L.

9. I contacted A.P.M. Sydney who has since had this soldier arrested.

10. Investigations are in the hands of Civil Police and reports will be furnished at a later date.

11. A report from Sgt. Cowling attached herewith.

T.A. Fairfax .....CAPT.
(T.A. Fairfax)
DAPM, 6 (Albury) L of C Sub - Area.

COMD.		S & T	
"G"		PROV.	
"A"	12/5	ESB.	
"Q"		HIR.	
LGL.		ORD.	
MED.		Camp	

For inform Court of Inquiry

COPY.

TELEPHONE

AUSTRALIAN MILITARY FORCES.—VIC. L. OF C. AREA.

IN REPLY PLEASE QUOTE
NO.....

10 L of C Provost Coy.
ALBURY.

May 9. 1943.

D.A.P.M.
HQ. 6 (Albury) L of C Sub-Area,
ALBURY.

SUBJECT MATTER:- Bus-Train Accident at Level Crossing, near Wodonga, in which a number of Service Personnel were either killed or injured.

Sir,

I have to report for your information that at about 1825 hrs. on 8/5/43, an accident occurred at a level crossing approx one mile East of Wodonga, on the Tallangatta Rd, between a bus laden with Service Personnel, and a Vic. Rlys. locomotive No. 863.

The bus, No. DW.058, owned by Mylons Bus Service, Wodonga, and in charge of Driver Lord, was proceeding from Bonegilla to Albury, and the Locomotive was being driven from Wodonga to Bandiana.

The accident was first reported to me by Sgt. Doolan of Civil Police, Albury, at 1920 hrs. and after contacting Capt. Fairfax, we proceeded to the scene, arriving at 1940 hrs.

The injured has been removed to 106 G.H. and the work of removing the bodies was in progress.

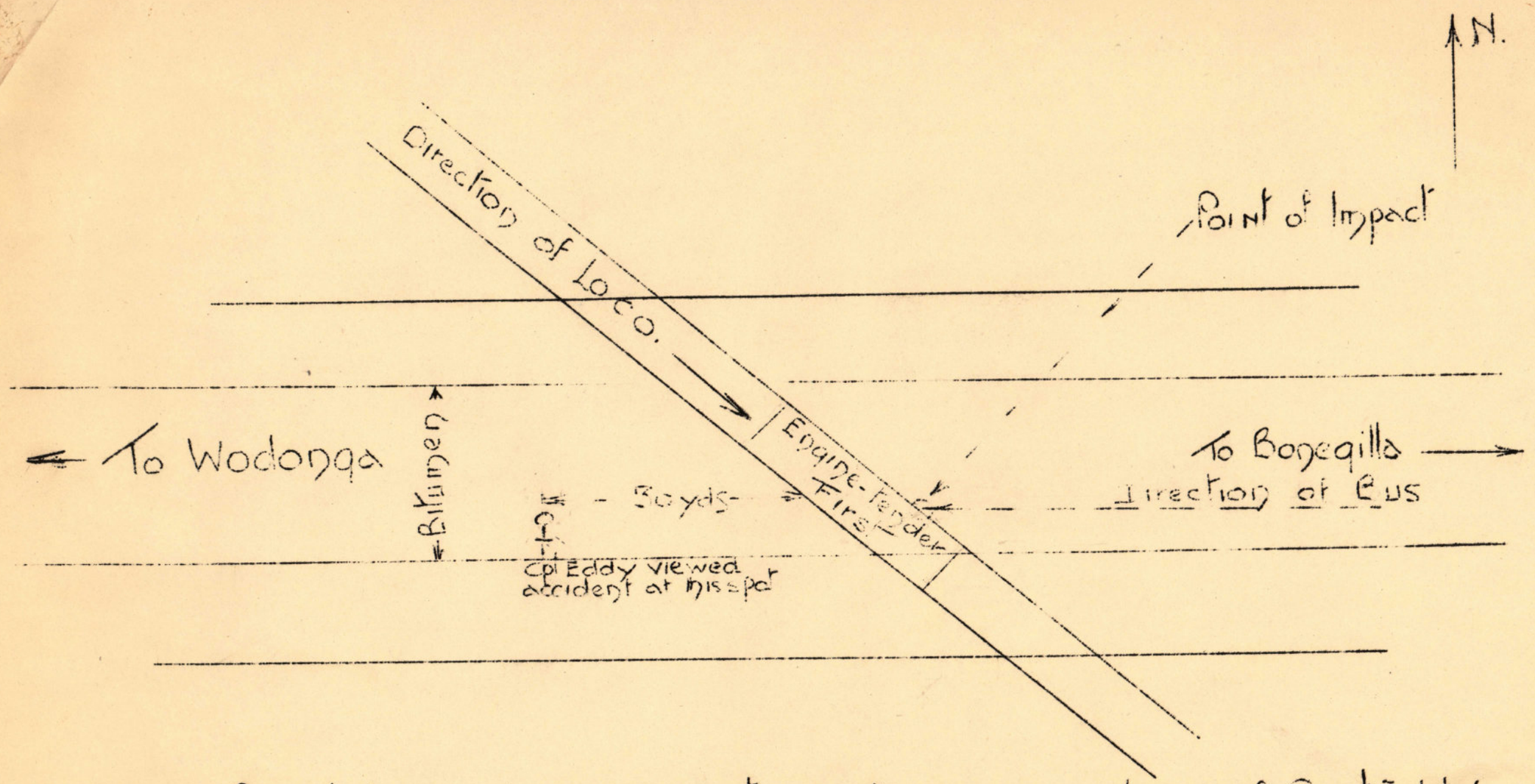
Spectators were then cleared from the Area and a picquet mounted.

A quantity of military clothing was salvaged from in and around the wreck, and a number of wallets were found, these together with the clothing were later taken to 106 G.H. Bonegilla.

The list of dead and injured has not yet been released.

Investigations are in the hands of Civil Police, Wodonga, and copies of reports and statements will be available from them at a later date.

(Sgd.) J. Cowling SGT.



Sketch Plan to be read in conjunction with Sworn evidence of Corp[l] Eddy

SEG/MB.

Camp Headquarters,
Block 24,
BONEGILLA.

18 May 43.

HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean Street,
ALBURY.

COURT OF ENQUIRY, COLLISION CIVILIAN BUS DW058 AND RAILWAY LOCOMOTIVE AT TALLANGATTA ROAD NEAR WODONGA DATE 8th MAY 1943

No. 6 (ALBURY) ROUTINE ORDER PART 1 - NO. 167 - 10/5/43

In forwarding the Court's Report in connection with the Court of Enquiry, the following comments are made :

1. LEAVE : Certificates by Adjutants of each Unit concerned were obtained to the effect that all personnel were on authorised leave, and duplicate copies of Leave Passes have been seen, and leave taken in accordance therewith, with the following exceptions :

Sigwmn BURFORD and Cpl LAIRD obtained the approval of the A.W.A.S. Staff Officer, HQ Cent Sig Tg Depot - Lieut. Hughes - to travel on the men's bus.

Sigwmn LAWTON, whose fiancée, Lieut Brinsmead, was fatally injured, apparently had not obtained permission, but was in the same party as Burford and Laird. Had Lawton conformed to time stated on Leave Pass, she would not have been on the bus.

VFX16678 Pte ANDERSON, A. (A.A.M.W.S.) was travelling on the men's bus without permission, and against instructions issued. Leave Roster inspected by the Court, also instructions issued re mode of travel.

N257840 Sig TRY, A.F.F. 4th Air Support Control: this Unit has proceeded out of Camp. Sig message has been forwarded for certificate by C.O. that leave was duly approved. This will be forwarded.

2. RECOMMENDATION : PTE BRIGGS, A.W. S111106, 4th Aust Workshop Co. Bandiana :

Attached is copy of letter addressed to C.O., 4th Aust Workshop Co., A.E.M.E. Bandiana, reporting a conspicuous act of gallantry by Briggs, in risking his life to save three men pinned under the locomotive.

Although warned of the danger of petrol exploding, and the presence of naked lights, he extricated the three men concerned.

This was not mentioned in his evidence until the Court questioned him, and it was then given reluctantly.

3. PILFERING : Statements have been made in evidence regarding pilfering from deceased personnel. It is understood this matter is in hand by H.Qrs. 6 (Albury) L of C Sub-Area and D.A.P.M.

4. ATTACHMENTS : Plan of Level Crossing Wodonga
Locality Plan Level Crossing Wodonga
Sketch Plan - Cpl Eddy's evidence and confirmed by T. A. Morton.

5. WITNESSES :

Military -

Lieut Sitlington, Staff Officer, A.W.A.S. No. 6 (Albury) L

Army Form C.2128 57 %&
(Pads of 100)
Reprinted October, 1942.

MESSAGE FORM

Serial No.

CALL AND INSTRUCTIONS

IN C U W Z

OUT

No. of Groups GR. 23

OFFICE DATE STAMP

(ABOVE THIS LINE FOR SIGNALS USE ONLY.)

TO SIG DEPOT BONEGILLA

FROM 4 AUST A S CONTROL

Originator's Number AS38

Date 18

In Reply to Number STD 832

Leave	pass	for	late	sig	TRY
issued	eight	may	1943	1715	2359
CERTIFIED TRUE COPY OF MESSAGE RECEIVED					
Signed L J C Webster, Lt S/Capt					
HQ CENT SIG TRG DEPOT					

THIS MESSAGE MAY BE SENT **AS WRITTEN** * (EXCEPT) BY ANY MEANS: ( ) WIRELESS

SIGNATURE.....

* ORIGINATOR MAY DELETE "EXCEPT" AND INSERT "INCLUDING."

THIS MESSAGE MUST BE SENT **IN CYPHER** IF LIABLE TO INTERCEPTION OR TO FALL INTO ENEMY HANDS.

SIGNATURE .....

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

TIME OF ORIGIN 1400

(BELOW THIS LINE FOR SIGNALS USE ONLY.)

T.H.I. 1620

T.O.R.

SYSTEM IN	TIME IN	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER
L 2300		RH		DR	0630		BC				

Re accident between locomotive and bus at Tallangatta Crossing on the Murray Valley Highway on Sat 8 May 43

The President and members of the Court made application to the Station Master, Wodonga for permission to view the locomotive and tender implicated in the accident, but were advised by him that any reference regarding the accident had to be made to the Claims Compensation Agent, Melbourne. He informed us that the locomotive and tender in question were not damaged in any way, and after the accident came back under its own steam and carried on with its job.

5. (continued) WITNESSES :

Military (contd)

VF346567 Lieut Doris L.G.Hughes, Staff Officer, A.W.A.S. HQ Cent Sig Depot, Bonegilla
VX112624 Major Brindley, Matron 106 A.G.H. Bonegilla
VX53686 Sgt E.C.Maloney, 4 Aust W/Shop Co. A.E.M.E. Bonegilla
V1019 Cpl H.C.Eddy, A.M.Corps, 1 Aust B.O.D. Bandiana
NX114360 Sig C. Barton, 5 Air Support Control, Bonegilla
SX27642 Sig V.K.Fletcher, " " "
N455608 Sig Spink, S.D., A.S.H.T. Bn.
V503356 Pte Massey, C.J. 1 Aust B.O.D. Bandiana
S111106 Pte Briggs, A.W., 4 Aust W/Shops "

In Hospital

VF382143 Cpl Laird, E.I., HQ Sig Tg Bn, Bonegilla
VF388601 Sig Lawton, G.F., LHQ School of Sigs "
N253078 Sig Tressider, G,E. 3 Coy, Aust Sig Tg Bn, Bonegilla
QX34097 Cpl Hardy, N.L. Small Arms School "
QX49674 Sig Austin, P.H., 5 Air Sup.Control "

CIVILIAN

Mr. L.G.Davidson, Dean St. Albury, Supt. and Secretary, Albury and Corowa Ambulance Service.
Mr. O.R.Midgley, 779 Mate St. Albury, Manager for owner of bus DW058 - Mr. Symons, 7 Wishart St. Kew.
Mr. Richard Saunders, Tallangatta Road, Wodonga, resides close to crossing.
Sgt. Sydney Nelson, Sgt i/c Wodonga Police Station.
Mr. H. C. Lansdown, 568 Parkinson St. Albury
Mr. J. S. Hare, Bus Proprietor and President Wodonga Shire Council.
Mr. T. A. Morton, Employee State Rivers & Water Supply.

RAILWAYS

Driver Cunningham and Fireman Rogers advised they would not attend.

All evidence was taken down in shorthand, and signatures dispensed with, in accordance with A.M.R. & O. 578.

Certificate by 106 A.G.Hospital is attached, certifying that the following witnesses were not in a fit condition to be examined by the Court :

VF389634	Sigman BURFORD, I.E.	Aust Sig Tg Bn
V110509	Sgt HODGKINSON, R.K.	LHQ School of Sigs
NX87886	A/Cpl THOMSON, W.D.E.	LHQ School of Sigs

These personnel were travelling in the bus, and were injured as a result of the collision, and are still in Hospital.

Witness Sgt E.C.MALONEY, VX53686 was in a very nervous state whilst giving his evidence.

6. MEDICAL EVIDENCE :

For the 19 deaths	out of hospital	AF. W3034
" " 5 "	after admission to Hospital	A46, D11's & A2 (b)
" " 9	injured still in Hospital	A46, D11's & A2(b)

Medical Officer, Col. Jacobs, C.O. 106 A.G.H. was duly swern.

7. INQUEST : No notification has yet been made as to when or where the Coroner's Inquest will be held, and the Court's Report is not concluded, pending Coroner's finding.

S. E. Cully, Major
PRESIDENT.

A.A.F. A.2.
(Reprinted May, 1942.)

AUSTRALIAN MILITARY FORCES

A.M.R. & O's 445-450, 661-701

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* Court of inquiry, board, or committee.

PROCEEDINGS of a* Court of Enquiry

assembled at Camp Headquarters Bonegilla

on the 14th May 1943

† Name and appointment of assembling authority.

by order of† Brigadier F.H.Christison, Comdg 6 (Albury) L of C Sub-Area

for the purpose of Enquiring into and reporting upon the circumstances surrounding :

a. Accident to Civilian Motor Bus No. DW058 owned by Symons's Motor Service and driven by William Lord of 38 Victoria St. Williamstown Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hrs on Saturday 8 May 43.

b. The deaths of 24 personnel (as over)

c. The injuries to 9 personnel (as over)

d. Giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT:

Major S. E. Gully, Camp Staff Officer, Bonegilla

MEMBERS:

Capt. H. L./Angel, A.A.L.D., R of O, Albury

Capt. A. H. Phillips, DAQMG, HQ 6 (Albury) L of C Sub-Area.

Capt. C.W.B. Tims, HQ 6 (Albury) L of C Sub-Area

The* Court having assembled pursuant to order, proceeds to

take evidence on oath/

NOTES.—(1) The proceedings will be signed at the end by the President and members, the date of the signing of the proceedings being entered above the signatures.

(2) Attention is directed to the following provisions relating to the report of a Court of Inquiry or Board:—

(*a*) Loss of or damage to Government property.—A.M.R. & O. 694 ; M.F.R. & I. 618, 619.

(*b*) Loss or damage entailing claims against the Commonwealth.—A.M.R. & O. 697.

(*c*) Injury to Personnel.—A.M.R. & O. 699 ; M.F.R. & I. 287.

D.4103/4.42—C.4814.

DECEASED PERSONNEL - Refer (b) Page 1.

SX18874	39	Pte DALY, Patrick	6,Coy A.A.S.C. Bonegilla
VX10597	25	Lieut BRINSMEAD, Lyle Radford	LHQ School of Sigs
VX91906	35	Pte JOHNSON, Ernest Adam	6 Coy 3 A.A.S.C. Trg Depot
SX19399	28	Pte NEALE, Arthur Claude	6 Coy 3 A.A.S.C. Trg Depot
S114089	22	Pte GODDARD, Albert Ernest	6 Coy 3 A.A.S.C. Trg Depot
V22014	36	Tpr BARNES, Roy	6 Coy A.A.S.C. Trg Depot
VX123501	36	Pte ALDERTON, Cyril A. W.	6 Coy 3 A.A.S.C. Trg Depot
N21683	23	A/Sgt NAIRN, Ernest Arthur	Small Arms School
VX72329	28	A/Cpl DUNNE, Richard George	6 Coy 3 A.A.S.C. Trg Depot
NX42669	28	W/O II MILLS, Roscoe Noel	Small Arms School
V508687	34	Pte STEELE, Frank Thomas	6 Coy 3 A.A.S.C. Trg Depot
N181960	28	Sigmn NICOL, George Stanfield	5 Air Support Control
V508580	27	Pte QUINN, John Robt. Alex.	6 Coy 3 A.A.S.C. Trg Depot
SX19427	21	Pte HURST, Keith	6 Coy 3 A.A.S.C. Trg Depot
NX100574	27	W/O II PREWIN, Robert A.	LHQ School of Sigs
NX28217	24	Lieut PARKINSON, Harry	HQ Aust Sig Trg Bn
VX91878	33	Pte MACKENZIE, Boyce M.	6 Coy 3 A.A.S.C. Trg Depot
VX22901	31	A/Cpl ROBERTS, William Henry	LHQ School of Sigs
NX15518	28	W/O II ROSE, George Henry	Small Arms School
N257840	33	Sigmn TRY, Adrian F. F.	4 Air Support Control
NX69234	29	L/Cpl BARNETT, Keith R.	No. 2 Coy Aust Sig Trg Bn
TX 110	27	Lieut HARRIS, Alan McGuire	LHQ School of Sigs
VX22465	28	L/Sgt McFARLANE, Alex. C.	Small Arms School
VFX116678	26	Pte ANDERSON, Anne	106 A.G.H.

INJURED PERSONNEL - Refer (c) Page 1.

VF388601	Sigwmn LAWTON, G. F.	LHQ School of Sigs
VF388143	Cpl LAIRD, Eileen Isobel	HQ Sig Tng Bn
VF389634	Sigwmn BURFORD, Irene B.	Aust Sig Trg Bn
NX114360	Sigmn BARTON, Clarence	5 Air Support Control
N257038	Sigmn TRESSIDER, G. E.	3 Coy Aust Sig Trg Bn
QX34097	Cpl HARDY, N.L.	Small Arms School
QX49674	Sigmn AUSTIN, F. H.	5 Air Support Control
V110509	Sgt HODGKINSON, R. K.	LHQ School of Sigs
NX87886	A/Cpl THOMSON, W.D.E.	LHQ School of Sigs

NOT TO BE PUBLISHED.

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's Service.

AUSTRALIAN MILITARY FORCES.

HQ 6(ALBURY) L OF C SUB-AREA.

ROUTINE ORDERS, PART 1.

by

BRIGADIER F.H. CHRISTISON.

NO.167. HQ A.M.P.Bldgs, Dean St., ALBURY. 10 May 43.

COURT OF INQUIRY:

A Court of Inquiry, consisting of the undermentioned Officers, will assemble at a time and place to be determined by the President for the purpose of inquiring into and reporting upon the circumstances surrounding -

(a) The accident to civilian motor bus No.DWe58 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday, 8 May 43,

(b) and the deaths of -

VX 123501 Pte ALDERTON Cyril Alfred William, 6 Coy 3 AASC Trg Depot.
VFX 116678 Pte ANDERSON Anne, 106 A.G.H.
V 22014 Tpr BARNES Roy, 6 Coy AASC Trg Depot.
NX 69234 L/Cpl BARNETT Keith Reginald, No.2 Coy Aust Sig Trg Bn.
VX 10597 Lieut BRINSMEAD Lyle Radford, LHQ School of Sigs.
SX 18874 Pte DALY Patrick, 6 Coy AASC Bonegilla.
VX 72329 A/Cpl DUNNE Richard George, 6 Coy 3 AASC Trg Depot.
NX 100574 W/O II FREWIN Robert Augustine, LHQ School of Sigs.
S 114089 Pte GODDARD Albert Erenest 6 Coy AASC Trg Depot.
TX 110 Lieut HARRIS Alan Mcguire, LHQ School of Sigs.
SX 19427 Pte HURST Keith, 6 Coy 3 AASC Trg Depot.
VX 91906 Pte JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot.
VX 91878 Pte MACKENZIE Boyce Mackay, 6 Coy 3 AASC Trg. Depot.
VX 22465 L/Sgt McFARLANE Alexander Calib, Small Arms School.
VX 42669 W.O.II MILLS Roscoe Noel, Small Arms School.
N 21683 A/Sgt NAIRN Ernest Arthur, Small Arms School.
SX 19399 Pte NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot.
N 181060 Sigmn NICOL George Stanfield, 5 Air Support Control
NX 28217 Lieut PARKINSON Harry, HQ Aust Sig Trg Bn.
V 508500 Pte QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
VX 22901 A/Cpl ROBERTS William Henry LHQ School of Sigs
NX 15518 W/O II ROSE George Henry, Small Arms School.
V 500607 Pte STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot.
N 257840 Sigmn TRY Adrian Francis Falconer, 4 Air Support Control

(c) and the Injuries sustained by-

QX 49574 Sigmn AUSTIN F.H. 5 Air Support Control.
NX 114360 Sigmn BARTON Clarence 5 Air Support Control
VF 389634 Sigwmn BURFORD Irene Biscler, Aust Sig Trg Bn
QX 34097 Cpl HARDY N.L. Small Arms School.
V 110509 Sgt HODGKISON R.K. LHQ School of Sigs.
VF 388143 Cpl LAIRD Eileen Isobel, HQ Sig Trg Bn.
VF 388601 Sigwmn LAWTON G.F. LHQ School of Sigs.
NX 87886 A/Cpl THOMSON W.D.E. LHQ School of Sigs.
N 257038 Sigwmn TRESSIDER G.E. 3 Coy Aust Sig Trg Bn.

Lord - Bus driver 45

OVER /

(d) and of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT.

Major S.E.Gully, Camp S.O.Bonegilla.

MEMBERS.

Capt H.L.Angel, AATD, R of O,Albury.

Capt A.H.Phillips,DAQMG, 6(Albury) L of C Sub-Area.

Capt C.W.B.Tims,S/Capt "A" 6(Albury) L of C Sub-Area.

Evidence will be taken on oath.

The Court will comply with the relevant paras of AMR & O 661-701 and the relevant portions of MBI Q127 of 30 Sep 41 with special attention to para 36.

The President will make written requests to the Units concerned for the attendance of Military witnesses.

The Units concerned will arrange for the attendance of Military witnesses on request from the President.

The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be fwded to HQ 6(Albury) L of C Sub-Area.

L.G.Campbell MAJOR.
15/5

(L.G.CAMPBELL)
DAA & QMG, 6(ALBURY) L OF C SUB- AREA.

The Court having taken sworn evidence reports that:-

1. (a) On the 8th May 1943 at about 1915 hrs civilian motor bus registered No.DW058 (Veh driven by a civilian named William Lord) licensed to carry 19 passengers left Bonegilla Camp for Albury.

(b) The night was dark, no moon or wind but clear starlight. Traffic on the road was heavy.

(c) The bus carried 34 passengers all Military personnel both male and female.

(d) It travelled at about 30 m.p.h. on the correct side of the road with headlights of the usual kind showing.

(e) The bus, without decreasing speed, at about 1825 hours crashed into the tender of Victorian Railways Engine No.863 A2 at the point where the Bonegilla-Wodonga road crossed with Wodonga-Tallangatta rail crossing.

(f) The engine was proceeding tender first from Wodonga in a southerly direction towards Bandiana.

(g) Three pale lights were showing from the leading end of the tender of the engine.

(h) The engine was travelling at 18 m.p.h. until within 30 yards of the crossing when the brakes were applied. At this speed the engine would require 75 yds in which to come to a standstill.

(i) The driver of the bus, William Lord, was killed. None of the engine crew was injured.

(j) The railway crossing was unattended and no warning of an approaching locomotive was given, except from engine whistle.

(k) The point of impact was on the East side of the crossing, south side of the road; the bus on the edge of the bitumen, the motor bus colliding with the tender of the locomotive on the side of and near the rear. As a result of the force of impact the bus was dragged through the fence at the cattle pit on the South side of the crossing and came to rest on the East side of the line about 24 yards from the point of impact. It was almost totally wrecked. The locomotive came to rest about 40 yards from the point of impact and two pairs of wheels of the tender were derailed. The lights on the tender were broken but otherwise no damage was suffered by the locomotive.

(l) The Court is not able to determine the responsibility for the accident but is satisfied that no blame can be attached to any Military personnel.

2. (a) The following Military personnel were killed as a result of the above accident.

NO.	RANK	NAME	AGE	UNIT
VX123501	Pte	Alderton C A W	36	3 AASC Trg Depot
VFX116678	"	Anderson, A	26	106 A.G.H.
V22014	Tpr	Barnes, Roy	34	3 AASC Trg Depot
NX69234	L/Cpl	Barnett, K R	29	Aust Sig Trg Bn
VX10597	Lieut	Brinsmead, L R	25	LHQ School of Sigs
SX18874	Pte	Daly, P	45	3 AASC Trg Depot
VX72329	A/Cpl	Dunne, R G	27	3 AASC Trg Depot
NX100574	WO.II	Frewin R A	26	LHQ School of Sigs
S114089	Pte	Goddard, A E	22	3 AASC Trg Depot
TX110	Lieut	Harris, A McG	28	LHQ Sch of Sigs
SX19427	Pte	Hurst, K	20	3 AASC Trg Depot
VX91906	Pte	Johnson, E A	34	3 AASC Trg Depot
VX91878	Pte	McKenzie, B M	33	3 AASC Trg Depot
VX22465	L/Sgt	McFarlane, A C	28	Small Arms School
VX42669	WO.II	Mills, R N	29	Small Arms School
N21683	A/Sgt	Nairn, E A	24	Small Arms School
SX19399	Pte	Neale, A C	28	3 AASC Trg Depot
N181060	Sigmn	Nicol, G S	28	5 Air Support Control
NX28217	Lieut	Parkinson H	23	Ausy Sig Trg Bn

NO.	RANK	NAME	AGE	UNIT
V508500	Pte	Quinn, J R A	27	3 AASC Trg Depot
VX22901	A/Cpl	Roberts, W H	31	LHQ School of Sigs
NX15518	WO.II	Rose, G H	28	Small Arms School
V500607	Pte	Steel, P T	34	3 AASC Trg Depot
N257840	Sigmn	Try, A P F	32	4 Air Support Control

3. The following personnel were injured as result of the above accident, injuries being shown in respective Medical Evidence forms (as(g)).

NO.	RANK	NAME	AGE	UNIT
QX49674	Sigmn	Austin, F H	19	5 Air Support Control
NX114360	"	Barton, C	20	5 Air Support Control
VF389634	"	Burford, R B	26	Aust Sig Trg Bn
QX34097	Cpl	Hardy N L	28	Small Arms School
V110509	Sgt	Hodgkison R K	30	LHQ School of Sigs
VF388143	Cpl	Laird E I	21	HQ Sig Trg Bn
VF388601	Sigwmn	Lawton, G F	21	LHQ School of Sigs
NX87886	A/Cpl	Thomson W D E	26	LHQ School of Sigs
N257038	Sigmn	Tressider G E	19	Aust Sig Trg Bn

4.(a) The injurbs to and the deaths of the above mentioned personnel were not caused or contributed to by any negligence or misconduct on the part of the respective individuals or any other member of the services.

(b) Medical attention both civil and military was at the scene of the accident promptly and everything possible was done to save life and alleviate the suffering of the injured.

(c) All personnel who were killed or injured as result of the above accident were in possession of a duly authorised leave pass.

(d) The occurrence was one over which the C.Os of the units concerned had no control and they were, therfore, in no way responsible.

5. Recommendations to prevent recurrence.

(a) That a wig-wag signal suitably lighted and with a bell attachment be installed each side of the crossing.

(b) That the road area at the crossing be suitably lighted.

(c) At present there is one crossing sign on the south side of the crossing and nearly at rightangles to the line, and is not an indication of the crossing to the road user, it is suggested that one of these signs be placed on each side of the crossing at right-angles to and near the edge of the road. (Placing of wid-wag signals may dispense with these signs altogether).

(d) That the foregoing suggestions (a) (b) and (c) be also applied to the other two railway crossing on the same road within two miles to the east of the scene of the accident.

(e) That locomotive when crossing the road at night tender first should carry a headlight on the tender at least equal to the headlight usually carried on the front of railway engines.

(f) That the regulation governing public transport (busses licensed to carry passengers) be more rigidly enforced and policed. The evidence of Police Sgt Nelson discloses that only two checks have been made by mobile police patrols in the last six months.

(g) Attention is invited to the fact that the civil populations of Albury is approx 14,000 and Wodonga approx 2,500, therefore, railway crossings in the vicinity of these towns should have greater safety precautions than usually provided at country towns.

6. Dependency on public facilities to transport Military personnel from Camps such as Bonegilla, Bandiana and Hume is very unsatisfactory reasons being as follows:-

(a) Military authority have no jurisdiction over civil travelling facilities.

(b) No jurisdiction re overloading
" " " speed
" " " picking up and setting down of personnel
" " " times of departure and arrival at pickup termini.

No control over mechanical conditions re safety of the public vehicle.

Arrangements have from time to time been made with the bus proprietors but these arrangements cannot be enforced and are only carried out when it suits the proprietor and/or the driver. It is, therefore, suggested that Army vehicles with Army drivers under Military Control be used to transport troops from the Camps to Wodonga and Albury, cost of same to be charged to Military personnel travelling. Method of collecting fares; Unit COs be given an imprest of tickets, re-imbursement of tickets to be paid for and before unit marches out returning tickets and cash to issuing authority.

Alternate method -

Central ticket office at each Camp, preferably at embussing point with daily reconciliation of tickets and cash.

7. A signed copy of the Coroner's finding at the inquest held relative to the accident is attached.

(President) Major

(Member) Capt

(Member) Capt

SIGNED at ALBURY this 5th day of JULY, 1943.

I concur.

Brigadier
Commanding (Albury) L. of C. Sub-Area

MB.

106 A.G.Hospital,
BONEGILLA

18 May 43.

Major S. E. Gully,
President,
COURT OF ENQUIRY.

WITNESSES - INJURED PERSONNEL

It is advised that the following injured personnel are not in a fit condition to be interrogated on matters connected with the accident which occurred on 8 May 43, and will not be so for some time to come :

VF389634 Sigwmn BURFORD, I.B. Aust Sig Trg Bn
V110509 Sgt HODGKINSON, R.K. LHQ School of Sigs
NX87886 A/Cpl THOMSON, W.D.E. LHQ School of Sigs

Morris Jacobs C.O.
106 A.G.H.

COPY

9 May 43

C.O.
4th Australian Workshop Coy,
A.E.M.E.
Bandiana.

Sir,

I wish to report a conspicuous act of service by a member of our Unit. Pte Briggs A W.

As a result of the accident between a passenger bus and a railway locomotive on the night of the 8 May 43 three men were pinned under the firebox of the locomotive. A considerable amount of petrol was spilt on the railway truck and the petrol tank of the bus was within 4 ft of the firebox.

Pte Briggs although warned by the civilian police to keep away as there was a grave fire danger at great risk to himself crawled under the locomotive and extricated the men concerned. One man was unfortunately dead but the other two men although badly hurt may be saved.

(Sgd) E. C. Maloney Sgt

VF346567 Lieut Doris Lillian Gertrude HUGHES, Staff Officer AWAS Central Sig Trg Depot, Bonegilla, being duly sworn states:

Q. Are you responsible for the issue of Routine Orders governing the behaviour, discipline and general instructions regarding duties, leave travel, etc. of the AWAS under your command?
A. Yes.
Q. In the bus concerned in this accident at the railway crossing on the Tallangatta Road near Wodonga on 8 May 43 there were

VF388601 Sigwmn LAWTON G F, of LHQ Sigs
VF388143 " LAIRD E I HQ Central Sig Trg Bn
VF389634 " BURFORD I B, Aust Sig Trg Bn

all whom have sustained injuries as a result of the accident. Do your Standing Orders state how AWAS personnel shall travel?
A. Yes.
Q. Have you a copy of these orders?
A. No, not with me, but I can tell you what they contain.
Q. Can you produce a copy later?
A. Yes.
Q. Will you tell the Court the substance of the instructions regarding travelling on vehicles other than that specially provided for AWAS?
A. Where leave granted enables personnel to catch the bus provided for AWAS at Camp HQ at 1900 hours personnel are instructed to travel by that bus. Where leave is given earlier than 1700 hours or where duty extends over 1900 hours permission is given conditionally on the application being in writing for personnel to travel by any other means; but if they desire to travel on the men's bus this must be specifically applied for. The issue of a leave pass signed by myself I consider satisfies the requirements regarding the application being in writing.
Q. Where were you between 1700 and 1800 hours on the day of the accident?
A. At 1700 hours I was speaking to Lt Parkinson and another Lieut. I was at the Officers' Mess in Block 5 . I then inspected the Sgts' Mess kitchen at Block 5 and I imagine I got back to my office in Block 25 at about ¼ or 20 past 5.
Q. Would it be possible for any of the AWAS personnel mentioned to have made application orattempted to make application for permission tomxxxx ride in this bus and had been unable to contact you?
A. Yes, that is what happened.
Q. In that case, would it be reasonable for these girls to ride in the men's bus having been unable to get your express permission for this particular trip?
A. I had already given Cpl Laird permission to travel in the 5 o'clock bus, a mixed bus. Whilst I was inspecting the kitchens in the other blocks Sigwmn Burford rang up to get my permission to go on an earlier bus too. On discussion with Cpl Laird they discovered that they were both in the same dinner party and as Cpl Laird had been given permission by me to leave the office before I returned, she thought it would be logical that, as I had given her permission, I would also give Sigwmn Burford permission to travel with her.
Q. Cpl Laird gave Sigwmn Burford permission to travel in the bus?
A. Yes.
Q. Assuming that you had been available would you have given permission for Sigwmn Burford and other AWAS to travel on an earlier bus?
A. Yes.
Q. Why?
A. Because the work which they are doing permits them to get very little time off and if their Unit can spare them for a few hours I consider that they have a right to use their leave.
Q. Have these instructions been read over to your AWAS personnel?
A. Yes.
Q. Are they exhibited in a prominent place so that everybody is acquainted with the regulations with regard to travel?
A. They have a copy of standing orders on the door of their huts
Q. Did you compile your Standing Orders or were they complied by Staff Officer AWAS, Albury?

A. Well they were actually put together by me following suggestions from the Staff Officer and the Col i/c Central Sig Trg Depot and previous Standing Orders

Q. The final orders were approved by Staff Officer AWAS Albury?

A. Yes.

Q. How long ago were these orders compiled?

A. I should say about six weeks ago.

Q. Has the staff Officer AWAS Albury issued any amendments to these orders with regard to methods of travel?

A. No.

Q. You are responsible for Cpl Laird and Sigwmn Burford but I take it Sigwmn Lawton does not come under you as she is LHQ School of Sigs?

A. I took over LHQ Sigs within the last week. They were actually under my control at the time.

Q. Can you produce copies or original leave passes?

A. Yes

Q. In your Standing Orders for AWAS (produced) para 12 sub para (a) "personnel will use the AWAS bus for both forward and return journeys except when special permission to use other transport has been given in writing by AWAS Officers or NCOs." You state earlier in your evidence that you had previously given permission by phone to use the men's bus. Had you instructed personnel with your Command that direction could be given by phone to use the men's bus if it was not possible to get the permission as stated in the aforementioned para in writing. If a member gets leave starting earlier than the time of departure of the AWAS bus and no other transport is available and they ring you requesting permission to travel on the men's bus has it been your practice to grant it?

A. Yes, if I consider it justified.

Q. Was this generally known amongst the members under you?

A. They knew that I would always give reasonable consideration to their requests.

Q. What is your interpretation, to your own AWAS, of instructions with regard to Other Transport?

A. My interpretation of other transport for personnel going on leave earlier than 1900 hours is unit transport unless special application is made to travel on the men's bus.

Q. What is your attitude to taxis?

A. The question has not cropped up.

Q. You stated earlier that Cpl Laird and Sigwmn Burford had permission to travel in the men's bus. Did Sigwmn Lawton obtain permission to travel in the men's bus?

A. Not to my knowledge as a pass was issued for 1900 hours.

Q. As she was out earlier than 1900 hours was she AWL or did she apply for permission to get away earlier?

A. I considered both Burford and Lawton AWL, but I have since ascertained that Burford obtained permission from Cpl Laird, but owing to Lawton's medical condition I have not questioned her on the matter.

VX112024 Major Brindley, Matron 106 A.G.H. Bonegilla, being duly sworn states: with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

Q. You have supervision over all the female staff in the hospital?

A. Yes, I have.
Q. Was Pte Anderson under your control?
A. Yes, she was under my control
Q. In this accident Pte Anderson was killed. Have you issued and made known to your staff the method by which they shall travel to and from Albury-Bonegilla?
A. Yes. No female personnel are on any account to travel on anything but the female bus.
Q. Have you any routine order giving this instruction?
A. Yes, I had an order transmitted to the AAMWS Lieut which she put on the notice board again at my instruction a fortnight ago, repeating my instruction.

NOTICE PRODUCED AND MARKED "EXHIBIT A"

Also Pte Anderson was travelling at my permission on a taxi on Saturday night and not on a bus.

PRODUCED LEAVE ROSTER FOR SATURDAY 8 MAY 43 - "EXHIBIT A1"

AAF A96 in the name of Pte Anderson, VFX116678 was viewed by the Members of the Court.

Q. On this leave roster Pte Anderson was granted leave from 1800 hrs to 2359 hrs, mode transport - taxi; who arranged the taxi?
A. They make their own private arrangements
Q. Do you know why Pte Anderson did not travel by the taxi?
A. No, I do not know.
Q. Was Pte Anderson travelling with a companion or alone?
A. Alone, meeting somebody in Albury and joining the other AAMWS when they arrived in Albury on the bus
Q. Have you had any previous instances of hospital female personnel travelling on buses?
A. Not to my knowledge.
Q. They all know that there is a bus for female personnel which leaves camp HQ at 1700 hours nightly?
A. Yes.

VX53686 SGT. E. C. MALONEY, 4 Aust Workshop Coy, A.E.M.E. being duly sworn gives evidence as follows : with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

"On 8th May 1943 at about 1825 hrs I was walking along the Murray Valley Highway towards Bandiana. I was on the East side and a few yards from the crossing. I am not quite sure, but to the best of my recollection this is what I saw :

The bus appeared to get its nose under the engine., It apparently swung around as if to avoid it.

Q When the crash occurred, did you hear the crash, or did you see the two vehicles meet?
A I saw them meet.
Q Did you cross over the railway line?
A Yes - a few seconds before the crash.
Q Did you hear the train whistle?
A Yes - twice, I think. - more than twice
Q Did you see any lights at all on the train?
A Yes - I did notice the lights. They were very small. - more fairly bright.
Q You noticed the bus coming towards you?
A No - I was looking the same way as the bus was going. It passed me.
Q Did you notice the lights of the bus?
A No - I had my back turned.
Q Did you shout out to the bus driver?
A No, he was on me before I could do so. It appeared to me he did not see the engine. He slowed down to take the crossing and reduced his speed. I could tell that by the sound. About 100 yds from the crossing, he must have taken his foot off the throttle.
Q Do you think he was going faster before he took his foot off?
A I should think he was doing 20 to 25 miles per hour.
Q Have you been a mechanic long.
A Yes - 20 to 30 years.
Q If he took his foot off the throttle about 100 yds from the crossing, about what speed was he doing?
A About 30 to 35 miles per hour.
Q Did you notice if there was anybody standing on the step of the bus?
A No.
Q Was the train going very fast? A : No.
Q About what speed was it doing?
A About 15 to 18 miles per hour.
Q You had watched the train for a fair distance?
A Yes.
Q How many train whistles did you hear? A : Three, and the last one was very loud.
A The whistle blew while you were looking at him. A : Yes.
Q Did you hear anybody shout to try and stop him? A : Yes.
A They were the chaps on the other side - Eddy and Massey.
Q You were not injured yourself?
A No - just suffered from shock.
Q Just before the crash, did a light colored bus pass you? going towards Wodonga? A: I am not sure.
Q What could you see of the train?
A Practically nothing.
Q You were about 20 yards from point of impact standing facing the railway, and while you were there you heard a whistle twice or 3 times, and the last time you heard it was the moment before you heard the last whistle?
A I was about 20 yds from the point of impact standing facing the line. When I heard the whistle I looked down the line and could not see anything unusual. I could see a number of lights scattered over an area, which I took to be the lights of Wodonga or the railway yards. I still continued to look down the track for an engine or train because I had heard the whistle. Then I noticed some lights moving and they seemed to be about 100 yds away. I could then very faintly discern that it was some object, as it was blotting out other lights. The whistle blew again and I saw the steam coming from the engine. The engine was then about 25 yds, or perhaps closer to the road, but it was still very hard to see. The lights on the engine were still very hard to distinguish from the lights in the background.
Q At the time you heard the whistle about 75 yds away, were you aware of this bus travelling from Bonegilla to Wodonga?
A Not at that time, but it must have been immediately afterwards. The first notice I took of the bus was when he was coasting to the crossing.

bpl

V1019 Hilary Campbell, EDDY, Army Med Corp, 1 Aust B.C.D. Bandiana, being duly sworn states: with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

My brother, Pte Massey and myself were going into Albury that night and we missed the bus from Bandiana. We had to walk, and we were looking out for a lift on the way in. We slowed down when we got to the railway crossing because you are more likely to get picked up at a crossing and when we were there we noticed the engine in the distance because we heard it blowing its whistle, but we did not take much notice of it, at the same time I think we noticed it subconsciously more than anything else. We were intend on the road traffic more than anything else, and two buses passed us while we were there travelling into Albury, and the third bus was the one that was in the accident which came over the top of the hill It was travelling slowly as it topped the rise, and we thought he must have known the train was there because he was travelling very slowly when he first started to come down the hill because he must have had trouble pulling the load up the hill with an old bus like that. As he came down the hill he got faster and it struck me after, when he got more than half way down the hill that there would be a smash unless he pulled up because the engine was travelling fairly slowly and I knew it would take a while to get across the crossing. We ran back and called out, we ran back pretty near on to the line, we were a few yards passed the crossing and the last I saw the engine came in between us and the bus, then saw the lights shining beneath the wheels of the tender.

Q. You say you saw the car top the rise?
A. Yes
Q. How far would that rise be approximately from the railway crossing?
A. I would say at least 600 yds, maybe a little more. Now 300 or 400 yds
Q. Did you see the headlights on the motor bus?
A. Yes
Q. Describe those headlights?
A. As far as I can remember there were two lights, they were fairly bright.
Q. Just the two lights were there?
A. Yes, we could identify it as a bus from that distance. It was pretty dark.
Q. Can you distinguish the distance of a motor vehicle when the lights are on full or on dim?
A. It is hard to say, some cars are so different to others; you can tell if they do dip them.
Q. Would you know if these lights were on full or dim?
A. I think they were on full.
Q. What speed would you estimate the bus to be travelling just as it came to the crossing?
A. At least 30 Miles an hour. Now between 25 & 30 mph
Q. Have you had any experience in judging speeds of motor vehicles when you have been stationary and the vehicle is coming towards you at night? What experience have you had in that?
A. Just what the average man has that has driven a bit himself.
Q. How long have you been driving a motor car?
A. I have driven a motor bike for quite a few years.
Q. But what experience have you had in driving a motor car?
A. About 6 months driving spread over three or four years
Q. Are you a licensed driver?
A. Licensed driver motor cycle only.
Q. Where were you standing when you first saw the bus?
A. I was about 30 yards west of the railway crossing on the south side of the road.
Q. You say that the first time you saw the bus was about 600 yards away?
A. Yes, when it first came over the rise.
Q. What was the position of the train when you first saw it?
A. It was hard to make out in the gloom; it was down in the track. It was the whistling that attracted us to it at first. I saw the train before I saw the bus.
Q. What was the position of the bus in relation to the crossing and the train when you first saw the bus?

Saw at about 15 mph

I heard the whistle first but did not look for the train. A bus then passed us. The whistle blew again, I then saw the lights of the train, then another bus passed. I could not say how far the train was from the crossing when the second bus passed as at this time I could only see the lights of the train. Then I saw the third bus just coming over the rise. I then looked towards the train, I could not distinguish the train but could see the lights; they would then be about 150 yds from the crossing. I then looked towards the bus and it seemed to go faster as it went down the slope. When the bus was half way down the hill I then looked for the train and could still not distinguish the train but saw the light about 75 yds away. I think the reason for me looking for the train on this occasion was on account of hearing the whistle again. I know the whistle was sounded three times while I was there. It then s truck me that if the train or the bus did not stop they would meet at the crossing. At this stage I started running towards the crossing shouting out and waving my arms thinking I might attract the attention of the drivers of the bus or train, indicating to them that something was wrong, but when about 12 paces from the line the engine passed in front of me and the crash occurred.

Q. Whilst you were on the road waving your arms did the engine appear on the crossing before the crash?

A. Yes, before the crash.

Q. Whilst the engine was in that position you saw ~~you saw~~ the lights of the bus shining on the ground beneath the engine and tender so that if you were standing in the middle of the road the lights were shining under the engine and tender practically a third of the front vehicle was on your right before the crash occurred?

A. Yes.

Q. Can you describe to us the exact point of impact (Witness then gives description with pencil and paper - copies attached)?

A. The point of impact being on the Murray Valley Highway on the East side of the crossing on the South side of the road on the bitumen and near the edge of the bitumen. The bus contacted the locomotive at a spot about one third of the the length of the tender from the Southern end of the tender. The locomotive was travelling in a Southerly direction, the tender was first.

Q. I want you to describe to the Court the final resting place of the engine after the crash; where the railway vehicle came to rest after the crash and the motor vehicle?

A. I could not give you the location but to the best of my recollection it was on the South side of the road and the bus on the East side of the railway vehicle.

Q. Can you tell us the type of the last bus that crossed the line before the impact. Was it a big bus, was it an AWAS bus?

A. It was a large light coloured bus, not an AWAS bus.

Q. Previously in your evidence you stated that the first two buses you mentioned were close together. Could you tell the Court whether the second bus was travelling fast?

A. They were both going pretty fast.

Q. What do you consider in view of the fact that the two first busses passed you at a high speed, what speed would you estimate the third bus, which crashed, to be travelling towards the crossing?

A. Its speed was going definitely faster from the rise. It topped the hill slowly and its speed increased as it came down the rise.

Q. Did you see any parts of the bus under the railway vehicle?

A. Yes, I saw some parts of the bus under and round the tender

Q. What parts of the bus do you think it was?

A. I think it was the front part of the bus.

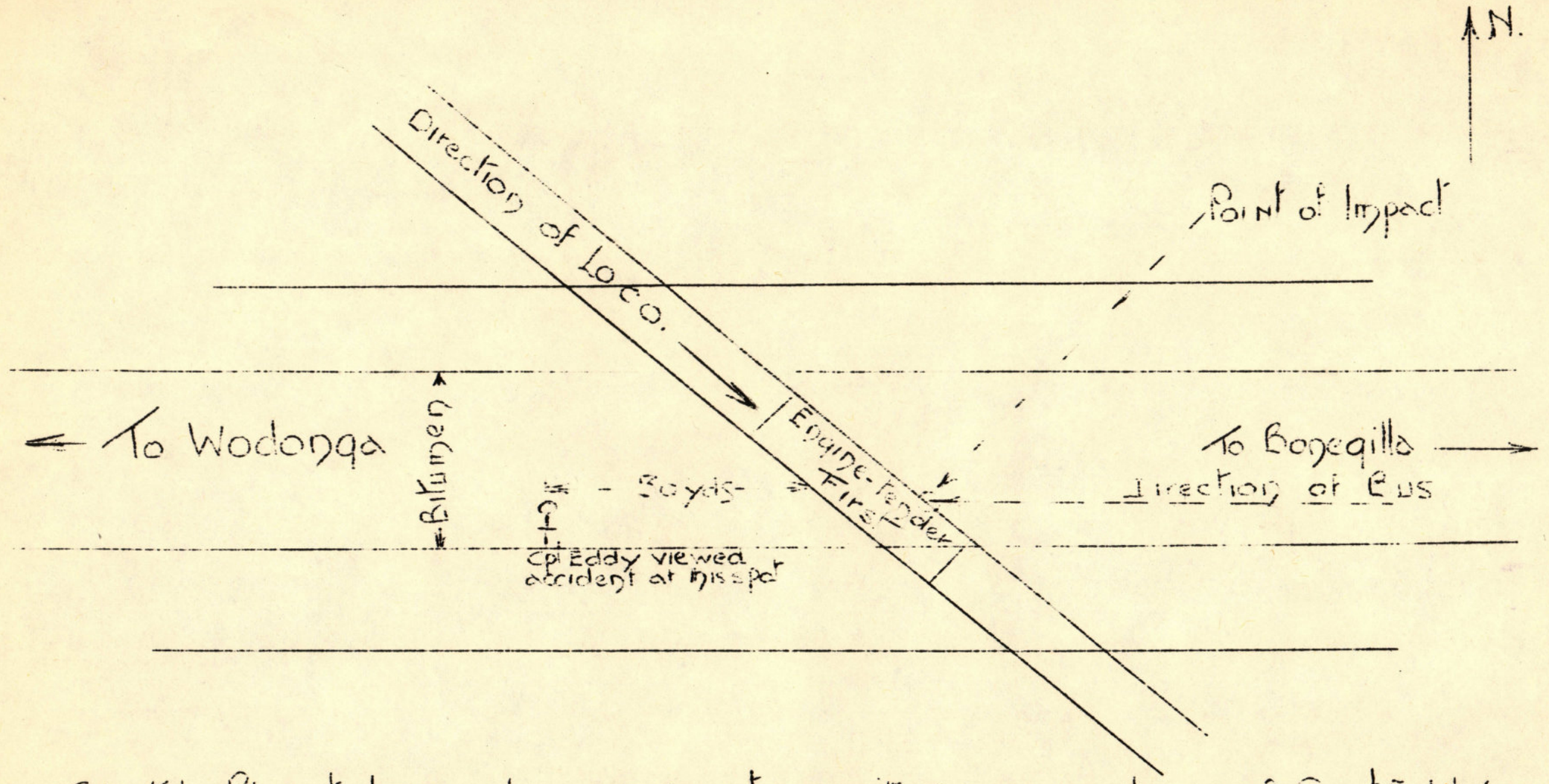
Q. Can you describe to the Court the types of lights, and the position of these lights that were on the tender; that is the part of the tender that would be first seen from the crossing, that would be the end of the tender?

A. From what I can recall there were three lights, two white approximately near the buffers and they seemed to be pretty near as wide as the engine and there was a red light above. This red light seemed to form the apex of a triangle. I would not be sure of the lights as we were more interested in the bus than the engine, and I am not sure now just what these lights were.

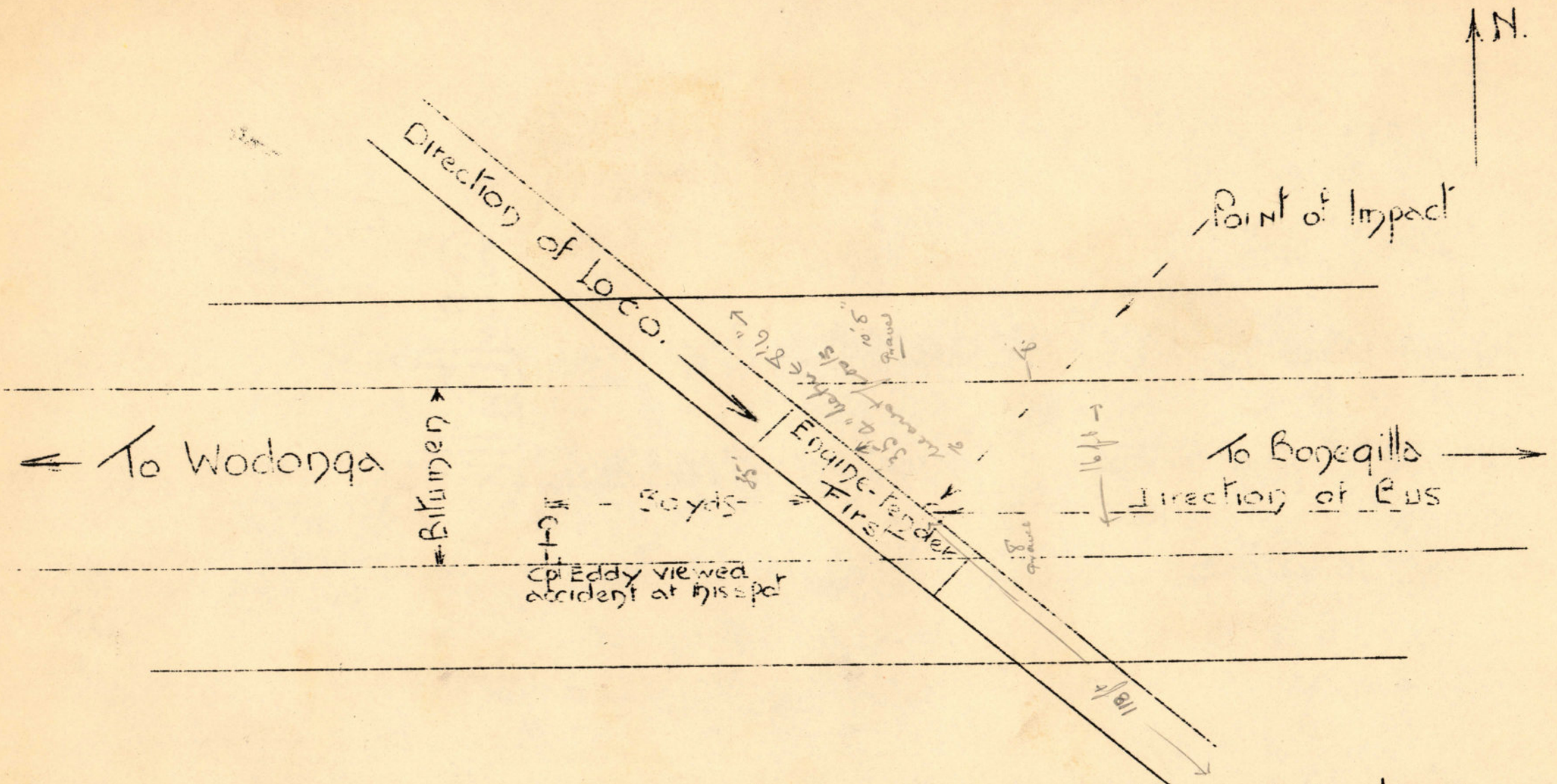
Q. How far was the engine from you before you could distinguish the outl

A. I never distinguished the outlines until it was silhouetted against bus. There was no glare from the cabin or the funnel, but for the f of the whistle and you could see the lights moving I thought it was train otherwise I would not have known that it was there.

Q. What duration was the last blast of the whistle?
A. About 4 seconds I should say.
Q. Was it a decent blast?
A. Yes, it was a decent blast.
Q. Did you see anybody on the southern side of the engine?
A. No, I would not have been able to see anybody.
Q. Did you see anybody on the engine at all?
A. No.
Q. Did the train appear to you to slacken speed at all as it approached the crossing?
A. No, I do not think it slackened its speed.
Q. Did either vehicles seem to slacken speed when approaching the crossing?
A. No, not in my opinion.
Q. Could you say at what speed the train was travelling when it came into your line of vision?
A. Roughly about 10 mile an hour. - more 15 mph.
Q. Did you hear the bus at any time?
A. Coming down the hill I could hear the engine and the rattle of the bus.
Q. Was it very loud do you think?
A. Yes, petty loud.
Q. Could you say how far the bus was back from you when you heard it?
A. No
Q. From your knowledge of buses would you say it was a rowdy bus?
A. It was pretty rowdy.
Q. Did you speak to the engine driver or fireman after the accident?
A. No.
Q. Did you speak to anyof the people that were in the bus?
A. Yes.
Q. What did you say to them?
A. I just inquired as to injuries, but did not discuss anything else with them.
Q. Did you hear anything said by the fireman or driver of the engine?
A. No.
Q. Could you say how much of the railway line the headlights of the bus illuminated as it approached the crossing?
A. I could not say.



Sketch Plan to be read in conjunction with Sworn evidence of Corp[l] Eddy.



Sketch Plan to be read in conjunction with Sworn evidence of Corp[l] Eddy

MX114360 SIGNALMAN C. BARTON, 5 Air Support Control, Bonegilla being duly sworn gives evidence as follows : with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

"I got on the bus at the Hospital and we came down to the Main Gate at Bonegilla Road. There were about 30 to 40 on the bus, with a good few standing up. I got on the bus between 1810 hrs and 1815 hrs. It filled straight up and went away, to Albury.

While we were going down the road, about 200 to 300 yds from the crossing, there was a big white bus passed us in the same direction and this is about all I can remember until I woke up."

A couple of my cobbers were with me."

Q Where were you sitting in the bus?
A My cobber was alongside the driver, and I was about 2 away from the driver on the right hand side. I was the third seat from the windscreen facing inwards.
Q Could you see if there were any persons standing on the running board?
A There could have been, but I did not see them.
Q You say you got in the bus between 1810 and 1815 hrs - how did you establish that time?
A It was about 6 o'clock when I left the Camp Block. I got into the bus at the Hospital about 1810 to 1815 hrs.
Q Did you have to wait at the Hospital for the bus?
A The bus arrived just as we got to the gate.
Q How far are your lines from the Hospital gate?
A It was about 6 o'clock when I left my Unit lines to the time I arrived at the gate.
Q How long do you think it took the bus to get from the Hospital to the Main Gate?
A About 3 to 4 minutes. They let the A.W.A.S. get in first and the men followed, taking about 5 minutes.
Q How do you estimate that you were about 300 yds from the east side of the crossing when this white bus overtook and passed you?
A We just passed over a little rise which I consider is about 300 yds from the crossing.
Q At what speed do you think the bus you were in was travelling when this white bus overtook you?
A It would be travelling about 30 miles per hour. now 30/35 m.p.h.
Q Have you had any experience in judging speeds?
A I have driven trucks and cars for 6 months.
Q With this experience, what speed would the white bus be travelling at?
A About 35/40 miles per hour to pass us.
Q When the white bus passed you, did you notice if it made any dust?
A No.
Q Did the driver of the bus you were in pass any comment when this white bus overtook and passed him?
A I do not think so.
Q Did the driver of your bus increase his speed at all after the white bus had passed him?
A I did not notice.
Q Did you hear any train whistle?
A I think I did, but cannot be sure.
Q Was there much talk or chattering going on in the bus?
A Yes. A fair bit of talking.
Q Were you sitting in the front or centre of the vehicle?
A The centre.
Q When this white bus passed you, did you look in the direction in which you were travelling?
A Yes - I just glanced.
Q At that point you consider you were about 300 yds from the crossing?
A Yes.
Q And you looked in the direction of travel for a few seconds?
A I just took a glance.
Q Did you see any lights other than those of the white bus?
A No.
Q Did you hear any shouting immediately prior to the accident?
A No.
Q Who was sitting on the seat immediately prior to the accident to the right of the driver?
A My friend Tressider.
Q Did Tressider have anything to say to you about the accident?
A Yes.

Q What did he tell you?
A He told me he was just lighting a cigarette for the driver immediately before the accident.
Q When did he tell you this?
A I think it was yesterday - 13th.
Q Was the bus a particularly noisy one mechanically?
A Yes - it seemed to be making a bit of a row.
Q Just before the accident, or at any time during the trip, up to the time of the accident, were any of the people standing near or around lurching over the driver?
A Idid not notice it.
Q No lurching at all?
A No.
Q Did you notice another railway crossing just before this one?
A I can remember one at Bandiana.
Q Do you know the hotel at Bandiana?
A Yes.
Q Where was your bus in relation to the Hotel when the white bus passed you?
A I think it was past that.
Q Did you feel the bus going over the railway crossing prior to the one where the accident occurred?
A I felt it go over the first one at Bandiana.
Q What sort of re-action did it have on you?
A Just a jolt, that's all.
Q This train whistle you heard - was it before or after the white bus passed you?
A I think it was after the white bus had passed.
Q You would not like to state how far ahead the white bus was when you heard the whistle?
A Noo
Q Did the white bus have headlights on it? A: Yes.
Q Did it toot before it passed you?
A I think it did, but I am not sure.
Q Did it have a tail-light on it? A : Yes, I think it did.
Q Were there any civilians on the bus except the driver? A : No.
Q How many females? A : I think 5.
Q Would you say the bus was crowded?
A Yes - it was definitely crowded.
Q Was any comment made about the crowded bus, by those in the bus?
A No.
Q Did you think it was overcrowded?
A Not more than usual.
Q "ere you on leave on this occasion? A : Yes.
Q When did your leave commence?
A From 1700 hrs to 2359 hrs.
Q Did you attend a Leave Parade?
A We don't attend Parades, I gave my name in for leave.
Q How old are you? A : 20.
Q What is the nature of your injury?
A Injured knee and nose and concussion.
Q If it is established that the responsibility for this accident is a civilian, will you be claiming compensation?
A Not unless it affects me later, when the extent of my injuries are more fully known.
Q How are you feeling now, yourself?
A Pretty sore.
Q When did you come out of the Hospital?
A Yesterday - 13th May. I am going on leave for 6 days from my Unit.
Q Did your bus have its headlights on? A : Yes.
Q Were they dim or bright lights? A : I could not say.
Q Could you say how far ahead the lights lit up the road? A : No.
Q Do you know what was the nature of the natural light?
A It seemed to be pretty dark.
Q Was there any moon showing?
A I do not remember.
Q Did you see any lights over Wodonga way ahead of you to the right or left?
A I think I did, but could not be sure.
Q Was there any traffic coming towards you?
A No - I don't think so.

Q The only other vehicle on the road then was the white bus that passed you?
A All I can remember.
Q Did you see any lights of vehicles coming towards you in the distance? A : No.
Q Have you any recollection of the brakes on the bus being applied?
A No.
Q Your memory passed out whilst the vehicle was still driving at 30 miles per hour. A : Yes.
Q Up to that time, had you any idea that you were close to the railway crossing?
A I knew there was one somewhere about.
Q There was no signal heard or seen by you that there was a railway crossing? A : No.
Q You did not see any triangular reflectors, reflecting into the bus?
A No.
Q All you could see was the white bus with the tail-light omit?
A Yes.
Q Was the driver sober?
A I think so, but I could not say for sure.
Q Have you travelled in this bus before with this driver?
A I could not remember whether I did or not.
Q The white vehicle that passed you - did it go straight on, or did it stop to let down passengers?
A It went straight on.

Don't remember if smoke was visible in bus.

SIG

SX27642/FLETCHER, V.K. 5 Aust Air Support Control Bonegilla, being duly sworn gives evidence as follows : with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

"I caught the following bus to the crashed one, and on the arrival at the scene, the first thing I saw was an A.W.A.S. Corporal being put into one of the buses. I was there for a couple of minutes and Signalman Barton came along and he seemed to be in a bit of a trance. I asked him what happened. He said he did not know. He just woke up and found himself talking to me. I said "How did it happen?" He said: "I don't know." We took him down and sat him on the grass, and went off and looked at the accident, and saw two men lying down.

One came up and started running. Someone shouted out: "Stop him' and they caught him, and he was accused of going through the pockets of the dead. He said it was his brother and then started howling. Then one of the Majors came along from the Air Support Control and took Barton.

The bloke that saw the accident was walking through the park and he said the train was coming back with a couple of dim lights, and he doubted if the driver of the bus could have seen them.

Q When you got out of your bus the accident had already happened.
A Yes.
Q So you cannot tell the Court if the bus driver was speeding or whether the bus was overloaded?
A No, but I haard someone say that the bus was doing about 30 miles per hour and that he saw dim green lights on the engine.
Q Was that the only suggestion made about any pilfering?
A Yes. The Officer grabbed him and he said it was his brother, but when the man he called his brother was accosted, it was proved it was not his brother. Then he began to cry.

N455608 SIGNALMAN S. D. SPINK, A.S.R.T. Battalion, Bonegilla being duly sworn gives evidence as follows :

"On the night of 8th May I was proceeding by bus from Bonegilla to Albury. I left Bonegilla at about 1820 hrs, and the bus made one stop at Bandiana, to pick up 3 passengers, proceeding then on to the scene of the accident. When the bus stopped, I pushed the window up to look out, and saw that an accident had happened at the crossing. I immediately went to the front of the bus, but the Lieut said I was not to leave the bus. I told him I was a First Aid man and he let me go.

I then proceeded to the crossing and started off by propping one man's head up with a greatcoat and called for a stretcher. When the stretcher came, I went to another fellow and did the best I could for him. Then I went around the back of the wrecked bus and found a Sgt and one dead man in the bus. I made the Sgt as comfortable as I could and got Dr. Robertson, as soon as possible from the front of the engine, and put him in a stretcher and then into the ambulance and went to see if I could do anything else.

We had cleared away practically all of the injured into the civilian ambulances. We then started to pick up the dead bodies and put those that were lying around on the railway line on the side of the road. An M.P. Sgt and Capt Fairfax were there and instructed me to pick up the military equipment. We were on that for about ½ hr and then removed the dead bodies from underneath the engine.

One man had to have his leg amputated under the engine to get him out. We then shifted the wreckage of the bus as best we could and commenced cleaning up preparations. I was then told to load the salvage into a staff car and they dropped me at the Hospital and said I could go."

Q Was the bus you were in loaded? to full capacity?
A I would say it was overloaded. It was a small Morris Commercial allowed to carry 19, but was carrying about 28.
Q Were they standing on the steps? A : Yes.
Q Where were you?
A I was sitting right up at the back.
Q Did you hear any train whistles? A : No.
Q Did any vehicles pass you? A : No.
Q How do you know you were in the second bus behind the crashed bus?
A XXXXX My friend Harper endeavoured to catch the bus that was in the accident but missed it. He caught the next one, and I was in the one behind him.
Q Did you pay any particular attention to the lights around the countryside?
A One of the boys said we were coming into Wodonga, and you could see street lights and car lights.
Q Were the lights at Wodonga spread out?
A Yes - along the roads and in lines. When the engine comes along the line any lights on the engine would look like street lights.
Q Have you seen the lights at night time? A : No.
Q Did you see the lights on the engine? A : Yes, one - the other two were smashed.
Q What colored lights were on top?
A It looked brown. It was an electric light with a sheet of brown paper over the glass.
Q Where was that light?
A On top and back of the tender, facing south.
Q Was it ordinary brown paper? A : Yes, because someone who I believe was a bus manager came along and took a brown disc of paper out of the smashed tender lights. The fireman took it from him and put it back. He said it was for the "brown out". The bus manager said it was a nice how-do-y-do when the railways had to use brown paper to shade their lights. The fireman said: "I don't know about that, but that's what it is."
Q Did you say the 3 lights were white lights.
A No - I only saw one that was burning. The other two were smashed.
X but the one that was burning gave out a brown light.
Q Was it a dark night? A : Fairly dark - a few nimbus clouds hanging around.
Q Did you have any other conversations with anybody?
A Only a few drunks. Barton said he felt pretty good, but he looked pretty crook.

Q Who were the drunks?
A 2 civilians.
Q Was that the only time you saw any of the train crew?
A No - the fireman gave a hand, with the engine driver and the driver came around with a light when I was with the Doctor.
Q Did he say anything? A : No - he was terribly nerveus.
Q You said someone, asked the engine driver to move the engine - is that right?
A Yes - I think it was the doctor. The driver was in the tender. He said he could not remove anything until the wrecking crew got there as the engine is off the line.
Q Did he move the engine? A - Yes, about 9 o'clock.
Q How did they move the engine?
A They eased it back a little, and 2 fellows held on to the logs as it moved along.
Q Did you notice anything about the brakes? A : No.
Q Did you hear anything said about the brakes?
A One of the gangers said: "He must have had his brakes on all the time"
Q Did you hear anything said about the speed the engine was travelling?
A No.
Q Did you hear anything said about the speed the bus was travelling?
A Only from people coming along the road. One chap said it must have been doing a good 50 miles per hour, but what was pure speculation.
Q Did you make an examination of the road? A : No.
Q Did you look for wheel tracks?
A There were none that you could see.
Q Did you see any marks on the sleepers between the railway lines?
A Only where the engine had gone off the line.
Q Did you hear any remarks regarding the position of the driver of the bus
A No - I did not hear, but heard that the Manager of the Bus Service said he was the steadiest driver they had on the run.
Q Did the Bus Manager say anything else?
A I did not hear anything.
Q Was he a temporary driver?
A Oh, yes - he said he was only a temporary relief driver for the day.
Q Anything else?
A No.
Q You did not make any examination but you think you can definitely say there were no skid marks on the road?
A We swept up about 2145 hrs.
Q Did you see anyone make any inspection of the road surface?
A The police constable took measurements of the road, but I did not take any notice of that at all.
Q Between the time you left and the time of the accident, could another bus have left in between?
A There was about 7 minutes difference between the time we left and the bus concerned in the accident left.
Q What type of bus was it in front of you?
A I do not know, but I think it was a black and white Chev, but am not sure.
Q Did you experience any difficulty in moving the back wheels after the accident?
A No - they were quite easily shifted.
Q Was there anything to show that the brakes had been on?
A No - but the accident may have broken any of the mechanism. I should say the bus was cut completely in half, up to about 2 seats behind the driver's cabin.
Q Have you been along the road at night-time before? A: Yes - 3 or 4 times
Q Do you remember the first time you went along? A : Yes.
Q Is there anything on the road to show there is a railway crossing?
A No.
Q Have you kept your eyes open? A : Yes, I think so.
Q On this plan of the area where the accident occurred there is a triangular sign. Have you seen that? A : No.
Q You have not seen this sign, about 180 yds back from the crossing?
A No.
Q Do you know there are extensive trucking yards north of the crossing?
A No.
Q Have you ever heard train whistles?
A Yes - sometimes from that direction, but not whilst I have been in a bus.
Q Did you notice any marks as to where the tender had first left the railway line?
A No - only where the axle had dragged on the cattle pit.

Q Did you notice the condition of the sleepers?
A Yes - they were pushed up together.
Q Was the railway line torn up? A : No.
Q Did you notice a third rail on the railway line? A : No.
Q Do you know if the driver of the bus was speeding? A : No.
Q Have you heard any comments by people who were in a position to see?
A No, but there was one civilian who said the bus driver tried to beat
M the engine driver to the crossing.
STATEMENT: That, of course, is only hearsay.

V.503356 Pte C. J. MASSEY, 1 Aust B.O.D. (MT Spares) Bandiana, being duly sworn states: with reference to the bus accident at Rly Crossing near Bandiana on Saturday, 8 May 43:

We were proceeding from our Unit HQ towards Wodonga, and when we were approaching the railway line we were passed by two buses, make of which I could not recognise but believe to have been Rios, they passed us when we were about 12 yards, I should say on the Bandiana side of the crossing, and almost at the same time we heard an engine whistle from about 600 yards down the line towards Wodonga, and shortly after it whistled again, by this time we had crossed the line. Then we proceeded to a point about 30 yards on the Wodonga side of the line and looking round on the hope of obtaining a ride into Albury we noticed the lights of another vehicle doming down towards the crossing. I remarked to Cpl Eddy I think I said "Look at this" just more or less jokingly suggesting the possibility of an accident as both vehicles were proceeding to the one point. We thought at the same time that the bus drivers lights would pick up the engine but, at the same time, it was very hard to distinguish whether there was an engine there except for the light moving towards us, the red light and the column of steam when he whistled, We had not moved from this point about 30 yards from the crossing and we sensed that a collision was actually about to take place, and we turned to run back in the hope of doing something towards averting the accident but realized it was too late. I turned away from it and blocked my ears so as not to hear the crash, and at that moment the engine and the bus came into collision. The engine was doing about I should say, about 15 miles an hour at the extreme, and as a driver of a vehicle I might compute the bus' speed to be somewhere between 30 and 40 M.P.H. The engine pulled up within its own length approximately with the gear catcher protruding across the cattle pit, and it had so far as I can distinguish smashed the bus between the tender and the fence that abuts to the railway line. There is scarcely any more to teel except the result and casualties which you know.

Q. Were you with Cpl Eddy the whole of the time?
A. Yes, side by side.
Q. Where was this red light you saw, what was its relation to the tender?
A. It was high up on the tender
Q. Was there a white light on the tender as well?
A. So far as I am able to say I did not not notice, the others tell me they saw two.
Q. Was there any traffic with headlights coming from Wodonga towards the crossing?
A. At that moment I think not.
Q. From the time you first saw this bus were there any?
A. I cannot say that I saw any
Q. Did you see either the fireman or the driver of the engine before the crash?
A. It was impossible to see them.

Pte
S111106 A. W. HIGGS, 4 Aust Workshops, Bandiana being duly sworn gives evidence as follows : with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

"I do not know the exact time the accident happened, but I arrived on the scene somewhere about 1845 hrs. As soon as I got there, I helped them in putting the men on the stretchers. I helped with the two men that were pinned under the tender to get them out and then shift some of the wreckage. After that I was helping the Civil Police picking up equipment and belongings.

I do not remember doing much more."

Q Which way were you approaching the crossing?
A I was approaching the crossing from the Albury end, in a service bus.
Q Did you hear any remarks made by soldiers or civilians?
A I heard someone say that there was someone going through their pocket
Q Did you hear anything said by any of the passengers on the bus?
A No. I did not hear any remarks at all, except a very crude remark by a civilian after I had wrapped up a headless body, and he laughed about him being headless.
Q Did you get under the engine?
A I was under the tender. I thought there may be a chance of saving them, but found they were dead. I thought there was a possibility of their being alive, and I made an effort to save them.
Q That was a very risky job, wasn't it?
A Yes, it was, but it was the thing to do.
Q What was the greatest risk in this case?
A I did not know whether the petrol had spilled out of the Service bus and I saw naked lights close alongside.
Q Were you warned not to go in?
A I was warned by the police not to attempt it.
Q And you went in regardless of the warning?
A No. I disregarded the warning because there might have been a chance of saving some lives.
Q Were you hurt at all?
A No.
Q Are you suffering from nerves or from shock?
A My nerves are just a bit rattled, but I'll get over it.

Mr. Lester George DAVIDSON, Dean Street, Albury, Superintendent and Secretary of Albury-Corowa Ambulance Service being duly sworn states:

Q. You remember the accident at Bandiana on Saturday 8 May?
A. Yes, quite well.
Q. What time were you called?
A. 6.32 p.m.
Q. What time did you arrive at the scene of the accident?
A. That is difficult to say, it was not very long.
Q. What time do you think approximately?
A. About five minutes.
Q. This will make it 6.37 p.m?
A. Yes.
Q. Do you know who telephoned you?
A. Yes. Wodonga Police.
Q. What did you find when you arrived on the scene?
A. It is rather indescribable, I should say. I came up in the ambulance and stopped. I stopped on the other side of the crossing, and in the centre of the road there were 4 or 5 people lying. There were quite a number of people lying about.
Q. Whereabouts were they?
A. About 5 or 6 lying on the road.

WITNESS VIEWS THE PLAN OF CROSSING

There were several bodies lying in the centre of the road on the east side of the crossing, close to the line, within a few yards of the line.
Q. What did you do then?
A. I examined those bodies. In my opinion, there were several dead. There were 2 alive. I immediately got assistance and placed them in the ambulance. I examined several more that were lying towards the Bandiana side of the roadway on the east side of the crossing. They were just by the cattle pit at the rear of the engine. There were 3 more of those severely injured which I placed in the ambulance.
Q. You do not know who they were?
A. No.
Q. Did you see any more past that point? (Cattle pit).
A. No - not at this time. Immediately after picking up the fifth injured person I proceeded to Bonegilla Hospital. I did not discuss the matter with anybody, except to ask for assistance, and I asked 2 officers would they control the crowd.
Q. What is "the crowd"?
A. It is very hard to judge, but I would assume the crowd to be about 40 people.
Q. Were they all soldiers?
A. I could not say - I was very busy.
Q. Did you happen to see the driver of the engine?
A. Not at that time.
Q. You made no investigation at all then, except as to the condition of the injured people you put in your ambulance?
A. No.
Q. You took 5 to the hospital?
A. Yes, but I told the driver of the other ambulance to go to Bonegilla with any other injured people. In doing so I used my own discretion.
Q. Did you notice anything about the position of the engine and the bus then?
A. It was rather a hectic time, and I did not at that time take particular notice. I returned to the scene of the accident and found that all the injured had been transported to the hospital.
Q. Describe what happened when you came back from the hospital.
A. I had a word with the M.O. at the Hospital and asked him to let us have more ambulances from there, as I had a fair idea that a fair number were killed. I went back to the scene of the accident, and the first one I saw was M.O. Worsh. He was at the scene of the accident. We made an examination, and the remainder of the cases were fatal.
Q. Where did you find the bodies?
A. There was one in the centre of the road on the east side of the

crossing close to the line. There were several more on the south side of the road on the east side of the crossing. I could not say how many. There were several more by the fence adjoining the cattle pit on the east side of the crossing south east of the road. There was one under the engine and there were 2 more under the tender. The buffers on the front of the engine were over the south end of the cattle pit, on the south side of the road. I supervised the moving of about 18 bodies.

Q. What is the position of the bus?
A. The bus was alongside the engine on the east side of the engine?
Q. Was it touching the engine?
A. Yes, it was lying against the engine.
Q. Would the front of the bus be level with the front of the tender.
A. What was left of it I should say slightly to the rear.
Q. Did you examine the tender?
A. No. The only thing we were interested in getting the 2 bodies out from underneath.
Q. You did not examine the engine at all?
A. If I remember rightly, there were 2 pairs of wheels of the tender off the line.
Q. Did you make any examination of the bus?
A. No, but I saw pieces of it lying about. I think the crank shaft of the car engine was lying in the cattle pit.
Q. Did you notice if the cattle pit was damaged?
A. Yes. I should say it was. I do not remember seeing the rails across it, but I think we used one of the rails to lever the bus. We used a wooden rail from the cattle pit in an endeavour to lift the front end of the bus, but the piece of timber broke. The front axle of the bus was under the tender and we tried to lever this to extricate a body.
Q. But the rail broke?
A. Yes.
Q. Were the rails of the cattle pit broken did you notice?
A. I could not say. I seem to remember that the crank shaft of the car was lying in the cattle pit.
Q. The fence on the south side of the road and the east side of the cattle pit - was that broken?
A. I couldnot say.
Q. Did you see any indication of whether the railway engine had applied the brakes suddenly?
A. I did not notice.
Q. You saw the point of impact?
A. The only thing I could tell where the point of impact would be was where the bodies and the glass were on the road. The crossing was smothered with glass.
Q. Would that be in the centre of the bitumen road?
A. No. It would be more to the north side, just slightly to the north of the centre of the bitumen road.
Q. Did you have any conversation with anybody on your second visit to the scene of the accident?
A. The only conversation I had was dealing with my particular job.
Q. Did you see the fireman or driver of the railway engine?
A. He was sitting on the seat of the engine at the east side of the track. I asked him if he had an iron bar and he did not answer.
Q. You had no conversation with anybody else?
A. Yes. I think he was a railway officer. He had a lamp, and was supervising things at the rear. I am not quite sure, but I think his name is Benson, a Wodonga man, and I asked him had he an iron bar anywhere. I do not know whether he replied, but he sent somebody to get one. When the bar arrived, we used that as a lever to lever portion of the tender to extricate a body. Other than that I had no conversation apart from that affecting my particular job.
Q. Did you know then who was the driver and the fireman of the engine?
A. No.
Q. Did you make any inspection of the road east of the crossing?
A. No, the only inspection I made was with Dr. Worsh, When we looked around to see if there were any other bodies or injured persons around.
Q. Did you make any inspection for tyre tracks?
A. No.
Q. Did you notice any marks up along the sleepers?
A. No.
Q. In due course you left.
A. After collecting, or seeing that all the bodies had been taken away I left.

Q. About what time did you leave?
A. I could not tell you, but I would think it would be very close to 8.30 p.m. when I got back. I could ascertain the time from my log.
Q. What was the condition of the light when you got to the scene of the accident first?
A. Very poor.
Q. What do you mean "poor"? Was it poor natural light?
A. I would say it was definitely dark at that hour.
Q. Was there a moon?
A. I am positive there was not.
Q. Was it a bright starlight night?
A. Not particularly, I don't think.
Q. Did you notice any lights in the vicinity of the crossing other than lights of cars?
A. The nearest light would be about 250 yds on the West side of the crossing.
Q. When you were coming back from Bonegilla to the scene of the accident, did you take any note of what lights were visible across the scene of the accident?
A. No. I did not.
Q. Would you say there were lights visible on the western side of the line when you were approaching the scene of the accident from the eastern side?
A. Yes. I know there are, and subconsciously I would have seen them, but had they been out that would have registered. I did not notice any light in particular.
Q. Approaching the railway crossing from the east, would you know if you had a clear view of the line on the north side of the road?
A. I would say "yes" as I am familiar with the locality.
Q. If you were not familiar with the locality, would you know that there was a railway crossing at this particular point?
A. No. The only indication I would have would be the road sign which is 180 yds on the east side of the crossing.
Q. Is there any light at the crossing itself?
A. I am positive there is not.
Q. This is supposition: proceeding easterly towards the crossing when you were returning from your first visit to the Hospital, do you think you would see an engine with two white lights and a red light travelling south east tender first?
A. No. Not if the lights were the ordinary kerosene lights that I have seen as used by the Railways. If it was the ordinary headlight used at the front of the engine, I would have seen it.
Q. Why would you not see it?
A. I think it would be because I would be confused with the lights of Wodonga in the background. They would appear to be of the same dimension. The red light might be anything. The lights would not be coming towards me, as the line is at an angle to the road. The angle of the lights to the road, with the engine approaching in the aforementioned direction would be about 150 degrees.
Q. Would you hear the train whistle?
A. I should say if I was driving my own car, a good type of car, I think I would hear it.
Q. Do you know anything about the railway locality there?
A. No. Not a great deal. I naturally know where the railway crossing is.
Q. Do you know there are quite extensive trucking yards in the vicinity?
A. Yes.
Q. Is the crossing sign on the east side of the crossing lit up in any way?
A. I am under the impression that it has reflectors on the triangle of the sign, but I am of the opinion that this is not sufficient to indicate that there is a railway crossing just ahead, and consider that the crossing should have a lighted sign that is not reliant on the car headlights to make itself shown - particularly as trains coming from the south are not visible to people using the road.

Mr. Orman Rupert MIDGLEY, 779 Mate Street, Albury, Bus Manager, being duly sworn states: with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43.

Q. What was the number of the bus. ?
A. DW058.
Q. What was the make. ?
A. Reo.
Q. How many passengers is the bus registered to carry ?
A. 19.
Q. How many passengers were being carried ?
A. I do not know how many were in that bus.
Q. How many passengers were allowed to be carried ?
A. I cannot answer that question, I do not know what the licence says.
Q. Who gave you the authority, and when to carry more ?
A. I prefer not to answer.
Q. What speed was the this vehicle doing, at time of collision, do you know ?
A. No.
Q. Have you received any instructions from Anyone at any time re speed limits.
A. Yes 20 miles a hour Loaded and 25 empty.
Q. What were the starting and finishing points of this particular bus on this trip ?
A. Starts Albury, Bonegilla, Albury.
Q. How many trips would this bus do, from say 6Pm to 12 Pm ?
A. About 5, all depends on the load.
Q. Do these vehicles pick up troops on the way, even if loaded to capacity before leaving starting point ?
A. Not after leaving Bonegilla, if they do it is contary to instructions.
Q. Is it possible to obscure drivers vision when carrying more than the licensed number?
A. No definately not.
Q. Was the vehicle so constructed as to make it impossible for soldiers to obstruct drivers vision to right or left.?
A. The bus is constructed that way and the protective measure is a bar from the back of the drivers seat to the right hand wall of the bus and between the bar and the front of the bus immediately on the right of the driver are the batteries.
Q. Have you any notice in the bus prohibiting riding on the step ?
A. Yes definitely painted on every bus.
Q. Do troops crowd your buses restricting drivers vision ?
A. No.
Q. What would you consider full capacity and safe capacity over and above the number you are allowed to carry.?
A. A bus of that type 40.
Q. On what basis are the drivers paid, Weekly, Percentage, on takings or number of trips ?
A. Definately weekly wages.
Q. ~~Have the drivers been given any instructions to carry more than the number of passengers allowed to be carried by the drivers licence given~~
Q. What are the penalties for contravention of the Vic Transport Road Regulations as appertaining to Public omnibuses?
A. I do not know what the penalties are.
Q. What do you consider could be done at this crossing and other crossings to avoid a similar occurrence: to the crossing, road, lighting and warning signals?
A. A warning light should be put there. A few trees could be taken out of the road, and suggest the road be made straight. There should be a light of some sort to illuminate the crossing. Also there should be a warning of some description to let you know trains are approaching. I think a wig-wag signal would be effective.
Q. How long was Driver Lord in your employ?
A. Getting on for 12 months.
Q. Was he a regular driver?
A. Yes
Q. Was he qualified and licensed?
A. Yes
Q. Can you tell me his licence No. ?
A. No.
Q. How long had he driven on this road?
A. about 12 months.

Lord £7 per week

Q. Had he ever complained of the risks of accident on this road or at this particular spot at any time?
A. No.
Q. When was this vehicle inspected last mechanically?
A. It is usually inspected twice a week.
Q. How were the brakes?
A. Good.
Q. Have you any evidence to substantiate this?
A. Yes, I have driven the bus myself, I drove the bus myself one night last week.
Q. Is there sufficient supervision of vehicles and the physical condition of drivers?
A. Yes.
Q. Had driver Lord complained of being sick, overworked and tired as a result of his driving?
A. No.
Q. Will you tell the Court the average cost to you per trip or per day for the camp capacity over the last fortnight and your gross takings for an average days running?
A. I would sooner not answer that.
Q. Have you made arrangements to have this bus replaced or will the service be depleted to the extent of your one bus?
A. The bus is being replaced in about 4 or 5 weeks.
Q. Was your bus insured and with which Company?
A. The bus was insured, but I do not know with which Company.
Q. Are you taking any proceedings against the Railways?
A. I cannot answer that.
Q. Who is the owner of the bus DW058?
A. Mr. Symons, 7 Wishard Street, Kew.
Q. Did you visit the scene of the accident just after the accident?
A. Yes.
Q. Did you talk with anybody out there at all?
A. Yes, I spoke to a driver out there, one of the bus drivers.
Q. Did he say anything about the accident?
A. No
Q. Did you have a look at the tender?
A. Yes.
Q. Did you hear the fireman or the driver talk to anybody else?
A. No.
Q. Did you see any railway officials apart from the fireman and the driver?
A. Only a man walking round the line.
Q. Did you talk to any railway people at all?
A. No.
Q. Did any railway people talk to you?
A. No.
Q. From your observations when you got out there what part of the railway vehicle strike your vehicle; whereabouts was it hit?
A. The back of the tender I should say caught it.
Q. Did you have a look at the back of the tender yourself?
A. Yes.
Q. Did you see any lights there?
A. Yes, I saw some lights there.
Q. Could you describe the type of lights they were?
A. I would rather not answer.
Q. Could you tell us how many were there?
A. After the accident there was one alight.
Q. Where was it?
A. High up on the tender.
Q. Would the light that you saw on the back of the tender be similar to the one on the front of the locomotive?
A. No.
Q. Would it be similar?
A. It would be about 3 inches in diameter.
Q. How long after the accident did you arrive there?
A. Between 10 past and ¼ past 7.
Q. There was one light alight after the accident, but as the back of the tender hit the motor bus it is quite on the cards that there may have been another light there?
A. There was one light on the left hand side of the tender just above the buffer. The glass was broken on that one.

Q. Were there any other lights or fixtures for lights on the tender?
A. They were definitely the only two fixtures for lights on the tender at that time.
Q. We know that the Railways, like other people, have observed brownout precautions, what did you see in this regard with reference to these two lights that we just mentioned. The one that was alight and the one that had the broken glass?
A. I would rather answer that question. - Parchment
Q. With regard to this space beside the driver where the batteries are kept, are the batteries open with the terminals showing [illegible] and your battery leads showing or are they boxed in?
A. On this particular bus they were open, but had a board lying on top.
Q. Are you sure that there is not a seat there?
A. Yes.
Q. Do you keep a record of the inspections of your vehicles?
A. No, if the mechanic finds anything wrong he fixes the job up.
Q. Working on that principle you have got how many buses under your control?
A. four.
Q. Would it be possible that if the driver did not make any comments on the mechanical condition of the vehicle and that there was something wrong with that vehicle that the mechanic would slip on giving it its usual inspection?
A. The driver would soon tell the mechanic if he had slipped on the inspection.
Q. By that I take it that it would be possible for the mechanic to slip on an inspection?
A. I do not think so.
Q. How does the Mechanic know that he has inspected the vehicle if he does not have to do any mechanical work to it. The mechanical inspections and repairs are carried out by a garage. The drivers of the vehicles take the buses tod this garage for inspection?
A. Yes, that is correct.
Q. Have you got regular drivers allotted to individual buses?
A. The drivers drive the buses that are available, and no one driver would always drive the same bus.
Q. Do you know that your vehicles get this regular inspection?
A. I instruct the driver to take the vehicle to the garage for inspection.
Q. The only way you could slip on an inspection would be if you yourself forgot to instruct the driver?
A. Yes, but that is not likely.
Q. You do not keep any records yourself of buses going to the garage?
A. I instruct them to take them.
Q. Can you tell us where you got those instructions in reference to speed limits?
A. They are Transport Board Regulations.
Q. Could you tell the Court what year model this bus is?
A. No, I cannot.
Q. Could you tell the Court what mileage it has done?
A. No.
Q. Has he driven this bus very much?
A. Yes.
Q. This accident occurred on the Saturday. Could you tell the Court how often during that week Lord had driven this particular bus?
A. four nights.
Q. Did he make any comments about this bus at all?
A. No.
Q. We were discussing Transport Board Regulations. Have you got a copy of the Transport Board Regulations?
A. Not up here.
Q. Are drivers of your buses aware of the Regulations under which they operate?
A. Yes.
Q. Have the drivers got a copy of the regulations?
A. No.
Q. How would they know the regulations under which they operate?
A. A man who drives a bus must hold a DR Licence, and he must answer those questions before he can get his DR licence.
Q. Have you got a DR licence yourself?
A. Yes I have.
Q. In that case you yourself have answered the questions applicable to the control of this type of transport?
A. Yes.

Q. Are you supposed to be aware of the penalties for contravention of the Transport Board Regulations?
A. I know there are penalties, but I am not aware just what the penalties are.
Q. Referring back to the question regarding safety measures which may be taken at crossings, are there any other dangerous spots over which you drive your vehicle that should be improved on?
A. Yes, there is one very bad crossing at Bandiana. When trains are about they should have someone in charge personally controlling the crossing.

No instruction as to number of pass to be carried. No time table
Carry 35 to 40 passengers - Safely

Military authorities were in no way concerned to see that the bus is not overloaded - There were no picket.

If passengers do not render the vehicle unsafe to
would not preclude driver from maintaining
control of bus.
I have driven the bus with more passengers
on it than it quite as normal to drive the bus

Noise would be considerable - driver would find it difficult to hear whistle - Drivers do not rely on hearing a whistle

Military picket at Albury and do not know who is responsible for it. Don't know for how long - picket at Albury supervises lower crossing, worse at Albury from 11.30 to 12 mid, that at Bonegilla between 6 & 7 p.m.

~~Windows~~ Windows on right of driver and go up & inside.

Mr. Richard SAUNDERS, Tallangatta Road, Wodonga, employed by Victorian Railways, being duly sworn states: with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

My residence is close to the crossing. I was walking over to milk a cow at my home when the bus that crashed went past me. I had just finished milking a cow and was proceeding to get a sheaf of hay for the horse. Then I heard a train whistle blow; simultaneously there was a crash. I said to myself "that is the bus" Naturally I would because that was the only bus that went at that moment. I dropped the sheaf of hay, jumped on the bike and I went down to the scene of the accident to have a look at what happened.

Q. What did you see?
A. I saw a ghastly sight nothing but bodies. There was glass all over the road.
Q. What was the position of the railway engine, tender when the bus crashed in it?
A. My home is approx 15 to 18 chains from the crossing east of the crossing and south of the road. The engine and tender were proceeding along the line towards Bandiana and my home. I saw the engine and tender astride the cattle pit. I saw portion of the front of the bus on the front of the tender and the bulk of the bus on the left hand side on its rear wheels attached to the tender.
Q. About what time was this?
A. About ½ past 6.
Q. How many train whistles did you hear?
A. I heard one down the crossing then heard one blast at the cross arm and then a loud blast at the crossing where the accident occurred. Immediately after was when I heard the crash.
Q. Could you see lights of an approaching engine coming towards you from where you live?
A. No.
Q. Therefore, you did not see any lights approaching?
A. No.
Q. Did you inspect the lights on the locomotive of the front of the tender when you arrived at the scene of the accident?
A. Yes.
Q. What did you see?
A. A broken lamp on the left side buffer. The glass was all broken.
Q. Did you notice anything about the glass on that lamp?
A. No, I never took particular notice of that. It was the one up on top it still had the brown paper on and I said to myself "What, this has still got the brown paper on it"
Q. You actually saw that brown paper?
A. Yes, there was brown paper on it. I heard a bus man say to another chap "look at this" and he picked up a piece of brown paper and somebody said "give that here, they all have that on" and he put the brown paper back into the broken lamp.
Q. Do you know the name of the man that put the brown paper back into the broken lamp?
A. Yes, Ernie Williams, a Railway employee.
Q. Did you see a light on the right hand side of the tender?
A. I did not notice any on that side.
Q. Did you converse with anybody else other than this Ernie Williams?
A. I never conversed with Ernie Williams, I was just standing near listening to what they said.
Q. Did you hear Mr. Midgley speaking?
A. I think he must have picked the piece of paper up.
Q. How long have you lived in this residence?
A. 40 years or more.
Q. You should have then a fair idea of the conditions existing at the crossing both as regards to the amount of traffic along the road, the speed and overloading of the buses; and the conditions under which railway locomotives approach and cross this road crossing. Have you any comments to make regarding the railway vehicles?
A. The locomotives approaching the crossing should exercise just as much care as the pedestrians and vehicular traffic across the road. Where a tender is proceeding an engine the driver is facing in the opposite direction to the crossing. Another point is that when the whistle is blown from the engine people would naturally assume that that was the foremost part of the engine and the remainder was behind the engine and not in front of the engine. This applies more so in this

instance where the railway line and the roadway intersect at such an obtuce angle.
Q. What is your opinion of the lighting at that particular crossing?
A. There is no lighting at all. ~~This~~ It is very bad in this respect. When a vehicle is travelling west it has some of the Wodonga town lights in front of it in addition to the lights of any vehicles approaching it, through which the lights of any locomotive have to be discerned.
Q. You said that the Wodonga lights were so high that the glare of the high lights prevented you from seeing anything lower?
A. I think that the glare of the Wodonga lights which are high prevents anybody approaching this spot from seeing any lights lower unles they are fairly prominent.
Q. Has it been the usual practice for the railways to send a locomotive and a tender across that crossing going towards Bandianawith the tender first?
A. I would not like to say, it would be no usual practice, but there are times they do.
Q. Have you ever heard or yourself made any comments on locomotives goingo into Bandiana from Wodonga with the tender first?
A. I have often made comments long before Bandianastarted there. They should have just as good a light on the tender when that is going first as they have on the engine when that is going first. I have made this comment on many occasions.
Q. How long has that crossing been there?
A. It was there before I lived there, and there used to be a gate house at the crossing.
Q. How long ago was it they took this gate house away?
A. Many years ago, I have forgotten now. It was a very long long time ago.
Q. Do you know what the lights on the back of the tender were?
A. I do not know
Q. Did you see this particular bus coming down the road on the east side of the crossing?
A. Yes.
Q. Where did you first see it?
A. Just as he came down the hill, as he passed near my house then for another 15 or so chains past the house.
Q. Were the headlights on?
A. Yes
Q. Were they good ones?
A. Yes, appeared to be
Q. How was he travelling?
A. He appeard to be driving at a safe driving speed, I should say between 20 and 25 miles an hour.
Q. As he passed your place did the bus increase its speed?
A. I did not see it, but not by sound did it appear to increase its speed.
Q. Did it reduce?
A. I should say it did reduce speed, if anything.
Q. Why do you think he reduced his speed?
A. Buses generally do when they come to this crossing.
Q. Can you actually say that this bus did reduce its speed?
A. No.
Q. Just immediately before the collision you would give it a speed of 20 to 25 miles an hour?
A. Yes.
Q. Was it making much noise?
A. No, just the same as any other bus would make.
Q. Did you notice was there any light in the bus?
A. I did not notice.
Q. Did you notice any buses going before this one?
A. Yes, one went a little while before. It seemed to me it would cross the line a few chains before the train came to the crossing.
Q. Could you say what colour this bus was?
A. No, I could not say.
Q. You did say that you thought it was a whitey colour?
A. I am not sure, I was not interested ~~with~~ at that particular time.
Q. Did engines proceed in a southern direction along that railway line tender first before the Bonegilla camp was established?
A. They have, frequently.
Q. How frequently?
A. Much more frequently now than before Bonegilla camp was erected.

Q. Would you say then that the engines and tenders approach the crossing from the north tender first and from the south engine first?
A. I have seen them coming both ways.

Driver of train told me the train was travelling about 7 mph
Fireman would be on side of cabin farthest from bed

gt Sydney NELSON, Sgt Police i/c Wodonga Police Station. No. 5961.
Being duly sworn states: with reference to the bus accident at Rally Crossing near Bandiana on Saturday 8 May 43:

About 6.30 p.m. on the night of the accidnet I was informed by a passing motorist that a bus had collided with a railway engine at the Tallangatta crossing, and it was thought that a number of people had been injured. I got Constable Probyn and Ripper. I instructed Con. Ripper to telephone ambulances and doctors from Albury and the Bonegilla Camp, and I got a lift with another motorist, and picked up Con. Probyn who was in the street and went up to the scene of the accident. When I arrived there was a fairly large number of people there, about 10 to 12 civilians and about 40 or 50 soldiers and I saw a number of bodies lying about on the road in different places, and in the railway paddock along side the line I saw one member of the AWAS sitting along side of the fence with a coat round her, and I saw the wrecked body of the bus up along the line beside the railway engine. I was present when the ambulances and doctors arrived and all the time I was there while the dead and the injured were being taken away. I remained at the scene of the accident until about 11 p.m. that night. I did not personally assist in the moving of the dead and injured as there were competent people to do that, Ambulance drivers and doctors.

Q. What time did the ambulances and doctors arrive?
A. I cannot say definitely, I think the first ambulance would be the Albury Ambulance, about 5 minutes after I got there. I got there about 20 to 7.
Q. Were there any doctors arrived with the ambulance?
A. I think the first doctor got there about 5 minutes after the ambulance arrived, and then three other doctors came along at intervals of about 5 minutes.
Q. Have you been on duty in this area very long?
A. I have been in Wodonga for 10 years.
Q. Have there been any accidents previously at this crossing?
A. One case was the collision between two motor cars at the crossing.
Q. Have you got any idea of the amount of traffic using the Murray Valley Highway at the Tallangatta crossing?
A. It is fairly heavy at that time of night.
Q. What is your control with regard to traffic on this road?
A. We have general control over traffic to prevent dangerous driving and offences relating to speed and lights on vehicles and that kind of thing
Q. I take it that you could be accepted as an authority on road traffic in this area?
A. I have had a fairly large experience of it.
Q. Do you consider that sufficient warning indication is given to a motorist when railway traffic is about to cross the road at this crossing?
A. I think it is rather a dangerous crossing in regard to railway traffic at any time.
Q. In what particular regard to you consider it dangerous?
A. It would be dangerous in the day time with a railway engine coming from behind, that is from the direction of Bandiana. It would be very difficult to see by the driver of a motor vehicle who was travelling in the direction of Wodonga, and at night time it would be rather difficult to see an engine coming from Wodonga on account of the background of lights in the township of Wodonga, more especially if the tender was preceding the engine. The lights on the tender are not so powerful, they are weaker. The tender normally has three small amber coloured lights. Visibility to the motorist travelling west would be better if the engine was first with the strong headlight usually carried on the front of engines.
Q. In the course of your investigations at the scene of the accident you would no doubt examine the regular motor vehicle and engine and tender?
A. I examined them but not very carefully at the time.
Q. Could you tell the Court how many lights were on this tender?
A. I saw one light that was lighted and that was at the top centre of tender. Facing the tender the right hand bottom light had the glass smashed and the front of the lamp turned in slightly, and the left hand bottom light was missing. There was a slot there for the light to be fitted, but there was no light or fittings there.
Q. Are these lamps electric?
A. They are electric as far as I know.

Q. Were these lights masked in any way?
A. The one that was alight was masked with light brown coloured paper
Q. What about the one that was broken?
A. I could not see because the glass was broken and nothing remained in the frame.
Q. Did you have any discussions with the fireman or the driver of the locomotive?
A. No.
Q. Did you hear anybody else have any discussion with the fireman or driver of the locomotive?
A. No.
Q. Were there any railway officials at the scene of the accident during the time that you were there?
A. There were quite a number, they came gradually.
Q. Did you have any discussions with these people?
A. No, not discussions. The only words I had with these people were to ask them if they had all the assistance they wanted or words to that effect.
Q. Did you have any trouble with the soldiers or civilian on lookers?
A. No.
Q. Is there any suggestion of pilfering going on after the accident?
A. I have heard rumors that one soldier was taking money out of a deceased officer's pocket.
Q. Nobody told you though?
A. Well, I was told,of course, he was not handed over to me.
Q. You have had previous experience with accidents, if not as serious, as this of a similar nature; in your opinion do you consider that the medical and ambulance service were prompt in their attendance at the scene of the accident, and that everything was done to save life and care for the injured persons?
A. Yes, I think so.
Q. Has the traffic along that road increased since January 1942?
A. I would not say that it had. The petrol rationing has cut the travelling down, but camp traffic has increased it.
Q. How does the traffic now comparewith the traffic before the war?
A. About the same amount of traffic now as just prior to the war. The increased Military traffic has made up for the loss of civilian traffic.
Q. I want to ask you this question as the Sgt in/c of Police, Wodonga. Do you consider that the Military Authorities should be responsible formthe safety precautions at the Tallangatta or any other crossing of a similar nature on that road?
A. No, this crossing is the same as any other crossing on the road, and in my opinion is not the responsibility of the Military.
Q. Can you offer any suggestions or effective means of stopping occurrences of accidents of that kind?
A. It might be an improvement if the railways had a wig-wag there at the crossing itself. The only practicable suggestion I think would be to put the road across at right angles.
Q. Do you know of any other dangerous crossings which buses carrying Military personnel travel over where precautions would be required to prevent a similar accident occuring. Are there any other crossings whic you would suggest that extra precautions be taken?
A. No, I do not think anything reasonable could be done at any of the other crossings.
Q. Have you any control over these motor buses?
A. Yes, we have control over them regarding their loads and speed and lights, the conditions of the vehicles, brakes and generally control over all matter of traffic.
Q. Do you retain a list of the buses and their maximum carrying capacity?
A. No, we have not got that.
Q. Are you guided by the licensed plate carried on the vehicle itself?
A. That is so, each bus owner is responsible for painting on his vehicle his licensed carrying capacity, and if we see over that number we can prosecute the driver.
Q. Have you made any inspections or checks in this regard with these buses travelling from Wodonga to Bonegilla?
A. No, we have not made any inspection.
Q. Are you aware they are being overloaded?
A. Yes.
Q. Could you tell the Court the speeds that these vehicles are permitt to travel when loaded and when unloaded?

A. The speed under the Victorian Motor Act would be either 20 Miles an hour loaded or 25 miles unloaded usually, it various with the weight of the vehicle and the load.
Q. Have you the facilities at your disposal whereby you can check the speeds of the buses?
A. No, we have no facilities, not locally.
Q. When was the last check on speeds with buses carried out, that is, if a check has been carried out?
A. There has been, I think, two visits made by the police who check the speeds in the last six months.
Q. In view of the amount of motor carrying traffic between the camps and Wodonga and Albury, do you consider that it would be advantageous to have a mobile traffic police stationed at Wodonga permanently?
A. I think it would be an advantage to have one man. I am aware that breaches are being made with regard to overloading and speeding with these buses. It is a difficult matter to overcome. The facilities at my disposal are not sufficient to control this sort of thing perticularly with regard to speed. We could stop a bus on the road and if we thought he was overloaded we would take action against him, but in the majority of cases we would find that it was not the drivers fault.
Q. Have you liaised with the DAPM at Albury with regard to this overloading of transport?
A. No, but I have had conversations with our inspector of the Transport Regulation Board about it previously.
Q. Are you aware of any authority that has been given permitting buses to carry more than their licensed capacity?
A. No.
Q. Therefore, any bus carrying passengers in excess of its licenced number would be contravening the Transport Regulation Act and would be liable for prosecution?
A. Yes.
Q.

HORACE CHRISTOPHER LANSDOWN, Civilian, of 568 Parkinson Street Albury being duly sworn, gives evidence as follows : with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

"I am a truck driver and laborer employed by G.A.Winwood of Albury. On Saturday evening 8th May I was on my way home from work at the tank factory Bandiana. I, and my friend ARTHUR HARDMAN, left the factory about 5.20 and was proceeding towards Wodonga in my own Fargo truck. Hardman also works at the factory. He was sitting in the front seat with me. I also gave 4 C.R.B. men a lift from Perry's Hotel. They got into the back of my truck and we continued on towards Wodonga.

When I got about 30 to 40 yds off the railway crossing, I noticed a stationary engine just off the roadway blowing off steam, which attracted my attention. I said to Hardman: "That's funny - that engine being there, and stopped the bus and we both got out - I on the driving side and Hardman on the other side, and left my headlights on.

As we stepped out Hardman said: "There must have been an accident, as there was a lot of glass on the road." I walked towards the line and noticed a heap of bodies lying across the roadway on the Bandiana side of the line. I proceeded across the line and asked some soldiers and civilians standing around if anyone had sent for the doctors, police and the ambulances, and somebody said "I think so, but I don't know." I immediately stopped 3 cars coming across the line and demanded they went straight back and informed the police, doctors and ambulance immediately. Some asked me my reason and I said:"Look ahead of you." They went back and informed the police.

In the meantime there was a lot of traffic coming towards the line, and I stopped anyone approaching the line and made them pull in at the side of the road. I was afraid they would run over the bodies on the roadway, and this would make room for the ambulances and the doctors. I do not know whether it was the right thing to do or not.

Not long afterwards, a car approached and said the police were here. In the meantime my mate Hardman was helping to do what he could. We removed the girls to the side of the road. He sang out to me after the ambulance had cleared the roadway that the passenger bus was up alongside the engine, and asked me to switch my headlights towards the engine, which I did. I then noticed a lot of soldiers lying just through the fence by the line. The engine was stationary and they were having some trouble in getting a man from under the engine.

I also heard someone ask the engine driver if he could move the engine one foot. He could not move it as it was off the rails. The Military Police were on the job, who moved everybody except those who could help, and Hardman and I then went home.

I could not see the C.R.B. men again, but understand they helped quite a lot.

Q Did you stop at Perry's Hotel? A : Yes.
Q Did you go in? A : Yes, but not for long.
Q What time did you leave the hotel?
A I could not say - I did not have a watch. The time I arrived at the crossing was 20 minutes to 7.
Q When you stopped at the crossing, how many vehicles were on the Bandiana side? A : None.
Q After you arrived there, did any bus stop on the Bandiana side?
A There were buses everywhere.
Q You must have arrived at the accident then before the following bus arrived after the crash? A : Yes.
Q Did you see a bus go by? A : No, but I saw it going to Bonegilla but not returning.
Q Was it a dark night? A : Yes, and the asphalt was very dark until I arrived at the line.
Q As you were going down the hill towards the crossing, did you see any lights?
A Only in the township.
Q Are they on the road going in? A : Yes.

Q Did you see any warning signal as you were coming to the railway crossing? A : No - not that night.
Q What have you seen?
A There is a signal at the foot of the rise - a white post signifying railway crossing.
Q Is it lit up? A : I never noticed it.
Q Were the headlights on your truck in good condition?
A Very good condition.
Q But you could not discern what was going on even 40 yds from the crossing? A : No.
Q Did you walk around the back of the tender?
A Not until some time later.
Q Did you see any lights on the tender?
A I did not notice any, but they could have been smashed.
Q Did you make any examination of the road surface at the crossing?
A No - all I noticed was that the bus had no front but was practically cut in halves.
Q Did you help in moving the bus? A : No.
Q Did you make any examination of the bus? A : No. I just did what I saw was possible in saving human life.
Q When someone asked the engine driver to move the train did the engine driver reply at all?
A I think he made some remark that he could not shift it. Someone said: "You are off the rail" and tried to lever it, but the lever being wood it was useless. He told the driver that he could not move it.
Q Where were the driver and fireman at the time?
A On the engine.
Q Did you see them come out of the engine? A : No, but someone was coming around with a shunter's lamp.
Q Did you hear any remarks made by the railway staff?
A No - none at all.
Q Have you heard any since? A : No - nothing but opinions.
Q Any facts about the driver of the bus?
A Only that he was terribly injured.
Q Did you know the driver of the bus?
A I know a good many and I think I could identify him if I saw his photo.
Q Was he a regular driver.
A I believe so. He has driven buses along the road often.
Q Was the road busy that night? A : Yes.
Q How many cars passed you from the hotel to the crossing?
A Nobody then, but plenty after.
Q Did you hear any train whistles? A : Neither of us heard any whistles.
Q Do you frequently drive on that road?
A 5 or 6 times a day, and sometimes in the dark.
Q Do you ever hear whistles at all?
A Sometimes from Wodonga to Bandiana.
Q Where do they whistle?
A I could not say.
Q There are no whistle posts anywhere? A : No.
Q Have you heard that the train did whistle?
A I have heard people say it did - I did not hear it.
Q Did you hear anybody discuss the whistle the train gave? A : No.
Q Did you notice a white bus go along the road at all.
A No - not after I left the hotel.
Q How long was it after you arrived that the police arrived?
A About 10 to 15 minutes, but as I had no watch, it seemed like that to me
Q Do you think this is a safe crossing?
A No - I think some steps should be taken to make it safe. There are no signals, no lights or anything except white posts.
Q Do you think they should have gates there?
A I think if the crossing was well lit up it should do, but if gates were there it would make it much safer.
Q What is your experience with the running of these buses?
A I have been here since the War started and since the buses have been in operation. They are overloaded and there is too much speed on the road.
Q Seeing that these buses are overloaded, do you think they should be driven slower?
A Yes - I have seen soldiers standing on the outside step and on the mud-guards, dozens of times/ I have often remarked that it was not right.

I, CPL. EILEEN ISOBEL LAIRD, VF388143, of HQ Sig Tng Bn, being duly sworn gi[illegible] evidence as follows, with reference to the bus accident at Rly Crossing near Bandiana on Saturday 8 May 43.

Q A Civilian motor bus No. DW058, owned by Symons' Motor Service and driven by William Lord (Deceased), collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hrs on Saturday 8 May 43 - were you a passenger on this bus? A : Yes.
Q Where did you join the bus? A : Main Gate.
Q Where were you proceeding to? A : Albury.
Q By yourself, or were others with you?
A I was going with the girls on the bus.
Q This bus was licensed to carry 19 persons. Can you say how many people were on the bus when it commenced the journey?
A I have no idea, but I know it was packed.
Q Did the bus pick up any troops on the road, and if so, how many?
A I could not say.
Q Just before the accident happened, how many persons were on the bus?
A I could not say.
Q Were there any civilians other than the driver?
A Not that I noticed.
Q Could you say if the driver was sober? A : I could not say.
Q At what speed would you estimate the bus was travelling?
A I did not notice speed.
Q Where were you seated in the bus?
A Back seat on the left hand side.
Q Were there many standing up?
A Yes. Practically all of the standing room was taken up.
Q Did you pay your fare as you entered, or was it collected on the journey? A : As we entered.
Q Were you on leave? A : Yes.
Q Have you had any previous experience with these buses regarding :
(a) Excessive overloading?
(b) " speed?
A (a) I usually travel on the A.W.A.S. bus, and this is not overloaded. I have been about 6 times on the men's bus, and it has been fairly crowded. Every time I have travelled, people have been standing.
(b) Much about the same as the A.W.A.S. bus - a moderate speed.
Q Were any troops obscuring the view of the driver on his right side or left side?
A I could not see the driver at all from where I was, as people were standing up in front of me.
Q "ere troops obscuring his vision on the left hand side of the windscreen?
A I could not see the front windscreen at all. My vision was blocked by people standing up.
Q What were the weather conditions? A : Dry and windy.
Q How was the visibility?
A It was rather dark; no fog or mist.
Q Did you see a bus in front of your bus?
A No. I do not think so. I could not see out of the bus.
Q Did you hear any warning signal from the locomotive?
A I did not hear a thing.
Q Did you see any warning lights?
A No. My vision was obscured.
Q Do you know the crossing where the accident happened? A : Yes.
Q Did you hear the driver of the bus say anything about the train or an impending accident immediately prior to the collision? A : No
Q Did the driver slow down by applying brakes or otherwise when approaching the crossing?
A Not to my knowledge. I did not notice it.
Q Was the bus when approaching the crossing on the right or left hand side of the road? A : I could not say.
Q Did you see the driver light a cigarette, or did you see anyone light one for him after leaving Bonegilla, if so, where and under what circumstances? A : I could not see the driver.
Q Did another bus pass you after leaving Bonegilla. If so
(a) Where
(b) Did it have a red tail light
(c) How fast was it travelling
A I do not think so

Q Did you see anything moving along the railway line from Wodonga towards the crossing?
A No. I was looking out of the window, but I did not notice anything.
Q Was there any noise in the bus prior to the collision.
A Not that I know of, except talking, normal chatter.
Q Was the bus a noisy one?
A I think it was rather an old one - the engine was noisy.
Q Were you talking to your friends? A : Yes.
Q Did you have to raise your voices more than normally to make yourselves heard?
A A couple of times, I think.
Q Are there any other things you can tell the Court regarding the accident?
A No.
Q Do you contemplate making any claim for compensation against the railways or bus proprietor?
A Should my injury prevent me from earning my living I should have to consider it.

I, SIGNALWOMAN G. F. (Gerta Florence) LAWTON, VF388601, of LHQ School of Sigs, being duly sworn, give evidence as follows with reference to the bus accident at Railway Crossing near Bandiana on Saturday 8 May 43 :

I have heard the evidence of Cpl E. L. Laird, and my answers to the questions are identical, except that I think the bus was travelling faster than normal.

See additional statement attached

I, GWENDA FLORENCE LAWTON No. VF.388601, Rank Signalwoman

Unit L.H.Q. School of Signals, being duly sworn, give evidence as follows :-

Q. A Civilian motor bus No. DW058, owned by Symons' Motor Service and driven by William Lord (deceased), collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hrs on Saturday 8 May '43 - were you a passenger on this Bus.

A. Yes

Q. Where did you join the bus?

A. At the main gate.

Q. Where were you proceeding to?

A. Albury

Q. By yourself, or were others with you?

A. I was with Sig Malone

Q. This bus was licensed to carry 19 persons. Can you say how many people were on the bus when it commenced the journey.

A. No.

Q. Did the bus pick up any troops on the road, and if so, how many?

A. I don't know.

Q. Just before the accident happened, how many persons were on the bus?

A. I couldn't say.

Q. Were there any civilians other than the driver?

A. I couldn't say.

Q. Could you say if the driver was sober?

A. I don't know.

Q. At what speed would you estimate the bus was travelling?

A. About 30 miles per hour.

Q. Where were you seated in the bus?

A. On the right hand side of back seat.

Q. Were there many standing up?

A. Yes.

Q. Did you pay your fare as you entered, or was it collected om the journey?

A. As we entered.

Q. Were you on authorised leave and did you have a leave pass?

A. Yes.

Q. Did you have permission to travel on the bus?

A. Yes.

Q. Have you had any previous experience with these buses regarding:
(a) excessive overloading? A. No.
(b) excessive speed? A. No.

Q. Were any troops obscuring the view of the driver on his right side or left side?

A. I couldn't see.

Q. Were troops obscuring his vision on the left hand side of the windscreen?

A. I couldn't see.

Q. What were the weather conditions?

A. Dry.

Q. How was the visibility?

A. Dark.

Q. Did you see a bus in front of your bus?

A. I couldn't see.

Q. Did you hear any warning signal from the locomotive?

A. No.

Q. Did you see any warning lights?

A. No.

Q. Do you know the crossing where the accident happened?

A. Yes.

Q. Did you hear the driver of the bus say anything about the train or an impending accident immediately prior to the collision?

A. XXXXXXXXXXXXXXXXX No.

Q. Did the driver slow down by applying brakes or otherwise when approaching the crossing?

A. I don't remember.

Q. Was the bus when approaching the crossing on the right or left hand side of the road?

A. I couldn't say.

Q. Did you see the driver light a cigarette or did you see anyone light one for him after leaving Bonegilla, if so, where and under what circumstances?

A. I couldn't see the driver.

Q. Did another bus pass you after leaving Bonegilla, if so -
(a) Where?
(b) Did it have a red tail light and
(c) How fast was it travelling?

A. I don't remember.

<u>These notes were taken down in shorthand.</u>

I, Signalman GEORGE EDWARDS TRESSIDER, N257038 of Aust Sig Trg Bn, 3 Coy, being duly sworn give evidence as follows, with reference to bus accident at Rly Crossing near Bandiana on Saturday 8 May 43.

Q A Civilian motor bus No. DW058, owned by Symons' Motor Service and driven by William Lord (Deceased) collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hrs on Saturday 8 May 43 - were you a passenger on this bus? A : Yes.
Q Where did you join the bus?
A Gates at 106 A.G.H., then went to Main Camp Gate.
Q Where were you proceeding to? A : Wodonga.
Q By yourself, or were others with you?
A I was with Sigm. Barton.
Q This bus was licensed to carry 19 persons. Can you say how many people were on the bus when it commenced the journey.
A I did not notice - there were a lot of people standing.
Q Did the bus pick up any troops on the road, and if so, how many?
A I am almost sure it did not stop.
Q Just before the accident happened, how many persons were on the bus?
A The same number as when the bus left the camp/
Q Were there any civilians other than the driver?
A Not that I am aware of.
Q Could you say if the driver was sober?
A Yes - he was sober as far as I could tell; there was no smell of drink.
Q At what speed would you estimate the bus was travelling?
A I can't say what the speed was as I was talking. We seemed to be getting along at ordinary speed.
Q Where were you seated in the bus?
A The first seat on the right hand side, behind the driver. There was a chap sitting between me and the windscreen, on the mudguard, and about 1 foot from the driver.
Q Were there many standing up?
A Quite a few, but I could not give any number.
Q Did you pay your fare as you entered, or was it collectedon the journey?
A My fare was collected at the Main Camp Gate before we left.
Q Were you on leave? A : Yes, as from 1730 hrs.
Q Have you had any previous experience with these buses regarding :
(a) Excessive overloading.
(b) Excessive speed.
A (a) I have had, I think, 3 journeys each way, and each time there have been people standing up.
(b) I have not noticed.
Q Were any troops obscuring the view of the driver on his right side or left side?
A No. We had a clear view.
Q Were troops obscuring his vision of the left hand side of the windscreen.
A I cannot recollect that anybody was standing around him.
Q What were the weather conditions?
A Seemed pretty clear to me.
Q How was the visibility?
A It was good - a dark night.
Q Did you see a bus in front of your bus?
A No. I cannot remember.
Q Did you hear any warning signal from the locomotive? A : No.
Q Did you see any warning lights? A : No.
Q Do you know the crossing where the accident happened? A : No.
Q Did you hear the driver of the bus say anything about the train or an impending accident immediately prior to the collision?
A I heard one of the passengers say "train" and that was all I knew until I came to in hospital.
Q Did the driver slow down by applying brakes or otherwise when approaching the crossing. A : I did not notice.
Q Was the bus when approaching the crossing on the right or left hand side of the road?
A I think he was on his correct side all the time.
Q Did you see the driver light a cigarette, or did you see anyone light one for him after leaving Bonegilla, if so, where and under what circumstances?
A The driver gave the chap next to me and near the driver a packet of cigs, and asked him to light one for him. The chap next to me did this. I think this happened about 1 mile from the camp but am not sure.

Q Did another bus pass you after leaving Bonegilla? If so ?

(a) Where
(b(Did it have a red tail light
(c) How fast was it travelling

A Yes.

(a) I think it would be 2 or 3 mins before the chap said "train".
(b) I did not notice.
(c) It was going faster than our bus, but I have no idea of the speed.

Q Did you see anything moving along the railway line from Wodonga towards the crossing?
A No
Q Was there any noise in the bus prior to the collision?
A Not more than the usual chatter of the passenger.
Q Was the bus a noisy one?
A Pretty noisy. Good motor, but there were some rattles.

I, QX34097 CPL NOEL LLOYD HARDY of Unit 31/51 Bn, Small Arms School, being duly sworn, give evidence as follows, with reference to bus accident at the Rly Crossing near Bandiana on Saturday 8 May 43.

Q A Civilian motor bus No. DW058, owned by Symons's Motor Service and driven by William Lord (Deceased) collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hours on Saturday 8 May 43 - were you a passenger on this bus?

A I was.

Q Where did you join the bus? A : Main Gate.

Q Where were you proceeding to? A : Albury

Q By yourself, or were others with you?

A 2 others. Sgt. McFarlane, Sgt. Nairn.

Q This bus was licensed to carry 19 persons. Can you say how many people were on the bus when it commenced the journey?

A About 25. Now about 30.

Q Did the bus pick up any troops on the road, and if so, how many?

A Yes. I don't know how many.

Q Just before the accident happened, how many persons were on the bus?

A 25/30.

Q Were there any civilians other than the driver?

A Not to my knowledge.

Q Could you say if the driver was sober?

A Yes. I had no cause to think otherwise.

Q At what speed would you estimate the bus was travelling?

A 20/25 miles per hour, because another bus passed us on the way.

Q Where were you seated in the bus?

A Right rear of the bus.

Q Were there many standing up? A : Quite a number.

Q Did you pay your fare as you entered, or was it collected on the journey?

A I paid as I entered.

Q Were you on leave? A : Yes.

Q Have you had any previous experience with these buses regarding:
a. excessive overloading A : No
b. " speed A : No

Q Were any troops obscuring the view of the driver on his right side or left side? A : I cannot say.

Q What were the weather conditions? A : Dusk and day.

Q How was the visibility? A : Fair

Q Did you see a bus in front of your bus? A : No.

Q Did you hear any warning signal from the locomotive?

A I do not know whether there was or not.

Q Did you see any warning lights? A : No

Q Do you know the crossing where the accident happened? A : No

Q Did you hear the driver of the bus say anything about the train or an impending accident immediately prior to the collision? A : No

Q Did the driver slow down by applying brakes or otherwise when approaching the crossing? A : Not appreciably.

Q Was the bus when approaching the crossing on the right or left hand side of the road?

A I cannot say.

Q Did you see the driver light a cigarette, or did you see anyone light one for him after leaving Bonegilla? If so, where and under what circumstances? A : No

Q Did another bus pass you after leaving Bonegilla, if so
a. Where?
b. Did it have a red tail light?
c. How fast was it travelling?

A
a. I couldn't say.
b. I think it did.
c. It was a much bigger bus and light colored, travelling about 30 m.p.h.

Q Did you see anything moving along the railway line from Wodonga towards the crossing? A : Not to my knowledge.

Q Was there any noise in the bus prior to the collision?

A General talk.

Q Was the bus a noisy one?

A It was not a new one. It had the usual mechanical squeaks.

Q If it is proven that civilian is responsible for this accident, have you any intention of claiming compensation?

A If anything serious occurs to me as the result of the accident I naturally would.

I, QX49674 Signalman F. H. AUSTIN of 5 Aust Air Supply Coy, being duly sworn, give evidence as follows with reference to bus accident at Rly Crossing near Bandiana on Saturday 8 May 43:

Q A Civilian motor bus No. DW058, owned by Symons' Motor Service and driven by William Lord (Deceased), collided with a railway locomotive at the railway crossing on the Tallangatta Road near Wodonga at approximately 1825 hrs on Saturday 8 May 43 - were you a passenger on this bus?
A Yes.
Q Where did you join the bus?
A Just past the Main Gate.
Q Where were you proceeding to? A : Albury.
Q By yourself, or were others with you?
A One other was with me - Geo. Nicol.
Q This bus was licensed to carry 19 persons. Can you say how many people were on the bus when it commenced the journey? A : No.
Q Did the bus pick up any troops on the road, and if so, how many?
A I couldn't say. I think it stopped twice.
Q Just before the accident happened, how many persons were on the bus?
A Bus was full.
Q Were there any civilians other than the driver?
A Not that I know of.
Q Could you say if the driver was sober?
A As far as I know he was.
Q At what speed would you estimate the bus was travelling?
A 25 miles.
Q Where were you seated in the bus?
A I was standing about half-way down the bus.
Q Were there many standing up?
A Yes. As many standing up as sitting down/
Q Did you pay your fare as you entered, or was it collected on the journey? A : I paid as I entered.
Q Were you on leave? A : Yes.
Q Have you had any previous experience with these buses regarding :
(a) excessive overloading? A : Yes.
(b) " speed A : No.
Q Were any troops obscuring the view of the driver on his right side or left side? A : I could not say.
Q Were troops obscuring his vision on the left hand side of the windscreen?
A I could not say.
Q What were the weather conditions? A : Dry.
Q How was the visibility? A : Good.
Q Did you see a bus in front of your bus?
A Yes - I think I did.
Q Did you hear any warning signal from the locomotive? A : No
Q Did you see any warning lights? A : No
Q Do you know the crossing where the accident happened? A : No
Q Did you hear the driver of the bus say anything about the train or an impending accident immediately prior to the collision?
A I never heard the driver say anything, but I heard one of the passengers say the word "train".
Q Did the driver slow down by applying brakes or otherwise when approaching the crossing?
A I never knew we were approaching the crossing.
Q Was the bus, when approaching the crossing, on the right or left hand side of the road? A : I could not say
Q Did you see the driver light a cigarette, or did you see anyone light one for him after leaving Bonegilla? I fso, where and under what circumstances? A : No
Q Did another bus pass you after leaving Bonegilla? If so :
(a) Where?
(b) Did it have a red tail light
(c) How fast was it travelling
A It might have, but I did not see it.
Q Did you see anything moving along the railway line from Wodonga towards the crossing? A : No
Q Was there any noise in the bus prior to the collision?
A Yes. Murmur of voices.
Q Was the bus a noisy one? A : I did not take much notice.
Q If it is proven that civilian is responsible for this accident, have you any intention of claiming compensation?
A If my injuries prove to be such as to prevent me from earning my living, yes.

VF345106 Lieut Sitlington, Senior Admin Cadre Officer, HQ 6 (Albury) L of C Sub-Area, being duly sworn states, with regard to accident between bus and locomotive on the Murray Valley Highway at Tallangatta Crossing on 8 May 43.

Q. In regard to the AWAS generally in this Area have you any particular duties?
A. Yes, definitely - supervise the discipline and welfare of the AWAS in the whole Sub-Area.
Q. Are you responsible for the issue of Routine Orders governing the behaviour and discipline and general instructions?
A. They are issued by each unit to which the girls are posted, but I have been consulted before they have been promulgated to the units in an advisory capacity. Generally my advice has been accepted in the preparation of the orders.
Q. Regarding the AWAS camp at Bonegilla, have you any responsibility as to the issue of the Routine Orders out there?
A. No.
Q. Are you under any responsibility to see that those orders are carried out?
A. Only while the AWAS are in Albury.
Q. Do you know what the orders are regarding the AWAS at Bonegilla going on leave?
A. Yes, that they will travel on the ladies bus provided, and if for any reason they have to come to Albury when there is not a ladies bus running, transport will be arranged and written permission given by an AWAS Officer.
Q. Do you know what type of other conveyance is provided in the absence of a ladies bus?
A. By contacting Transport Control and using an Army vehicle.
Q. Is there any other recognized means by which the AWAS do travel to Albury from Bonegilla on leave?
A. No, but a practice has arisen of permitting the girls with written permission of an AWAS Officer to travel into Albury on the bus leaving at 0700 hours, and this is not objectionable because this bus returns to Albury empty.
Q. According to the prevailing Standing Orders could an AWAS Officer give special permission to an AWAS to travel on the mens bus leaving Bonegilla?
A. Yes, but the reason written permission must be given by an AWAS Officer is to ensure that the girls do not travel on overcrowded mens buses, and so that safe transport is provided, and also to prevent hitch-hiking.
Q. Do you have any returns sent to you of any written permissions given to AWAS to travel on these buses?
A. No.
Q. On the 8 May last did any AWAS stationed at Bonegilla seek written permission from you to travel on any bus other than the ladies bus?
A. No.
Q. Do you know of any written permission given to any AWAS on that day?
A. No.
Q. Do you know if it is a practice for the girls to ride in the mens bus without permission?
A. No, no instances has ever been referred to me.
Q. Do you know if those Standing Orders are known to all AWAS personnel
A. Yes, they should be posted on a notice board for everybody to read.
Q. Do you know if they are posted up at Bonegilla?
A. No, I do not know, I am not concerned with the internal administration of the unit.
Q. Can you give the Court any circumstance which in your opinion would justify you in giving an AWAS special permission to travel in a mens bus which you have reason to believe would be crowded?
A. No.
Q. Do you know anything regarding the loading of the mens buses leaving Bonegilla after 1800 hours on Saturday?
A. Yes, I know they are always very crowded.
Q. Would you consider it advisable to give an AWAS a special perm to travel on one of those buses?
A. No.

u know anything concerning the accident which occurred at the way crossing on the Tallangatta Road near Wodonga about 1825 hours 8 May 43?

s, I received orders to proceed to the scene of the accident at about 1930 hours on that day.

Did you go out immediately?

Yes.

.. What time did you arrive at the scene of the accident?

A. Approx 2000 hours.

Q. Did you stop at the scene of the accident?

A. Yes, for about 5 minutes and then proceeded straight to Bonegilla hospital.

Q. Did you make any enquiries or investigations at the scene of the accident?

A. Yes, to be told that a number of bodies had been taken to Bonegilla hospital and women were involved.

Q. What did you do then?

A. I went straight to the Bonegilla hospital,

Q. Did you make any other enquiries or investigations at the scene of the accident?

A. No.

Q. What time did you arrive at the Bonegilla hospital?

A. Approx 2015 hours.

Q. What did you find when you arrived there?

A. On inquiry I learned that one AAMWS had been brought to the hospital.

Q. Did you know who it was?

A. No, not at that time. I also learned that one AWAS had been admitted ~~xx~~ to Bonegilla and 2 AWAS had been admitted to Albury hospital. I spoke to Sig Lawton, the AWAS who had been admitted to Bonegilla, and she asked for Sig Malane After inquiry it was found that she had reported but had not been admitted to hospital.

Q. Did Lawton have any more to say to you?

A. No.

Q. Did you speak to any of the others at Bonegilla?

A. No, I ~~xxxx~~ waited at the Bonegilla hospital until Cpl Laird and Sig Burford were brought by ambulance from Albury.

Q. Did you see them?

A. Yes, I saw them, but I had no conversation with them, they were both unconscienaious.

Q. Do you now know the names of the women who were injured in the accident?

~~s~~A. Yes

Q. Who were they?

A. Cpl Laird, Sig Lawton, Sig Burford, Sig Malane and Pte Anderson (AAMWS)

Q. Have you since had any relevant conversation with any of them concerning the accident?

A. No, I have seen them but have not discussed the accident.

Q. Have you made any inquiries regarding their leave?

A. Yes I asked Lt. Hughes why the women were on the bus and she replied that she had given permission to Cpl Laird to travel but had no knowledge of the others being on the bus.

Q. Do you know if the others had leave?

A. Lt. Hughes explained that the three signalwomen's leave commenced at 1900 hrs and would, therefore, travel on the AWAS bus provided. Pte Anderson is not within my jurisdiction.

Q. Do you know if Cpl Laird and the three Sigs had permission to travel on this men's bus?

A. I know only Cpl Laird had special permission to travel according to Standing Orders

Mr. J. S. HORE, Sydney Street, Wodonga, Motor Bus Proprietor -

In response to Camp HQ, Bonegilla, memo 43/136/78 of 12 May 43 to offer suggestions in accordance with the terms of that memo. The witness cannot give any evidence relative to the accident.

I think I could make a suggestion, and I have felt for some time that a more efficient warning should be erected on those crossings, particularly the one that we are just speaking about at the moment. I have had 23 years experience driving to and from Wodonga over that crossing and naturally have noticed the increase in traffic since the camps have been built there, and I have on many occasions thought that there should be an electriclight signal of some description there, particularly of a night. I do not think that it would be a very big job for the railways to do something of that nature. I do feel that it would go a long way towards preventing any further crash such as we have had. I know that there have been many very narrow escapes there in the past - drivers of buses and motor cyclists - and I feel that if the railways could erect an electric light signal there, I cannot see that there are many difficulties in their way because the electricity is at their hand in fact the big wires go right over the crossing - I think they have a very efficient signal at Glenrowin crossing just the other side of Wangaratta, a wig-wag type - a signal of that description on that crossing would overcome the whole of the difficulty because then if anybody attempted to go across that crossing when the signal was working there would be nobody to blame but themselves if they had trouble.

With regard to the light, I am of the opinion that they should have a permanent electric light there on a pole to light up the area.

The aforementioned suggestions, in my opinion, would help to prevent a recurrence of an accident of this nature. In supporting these suggestions I would like to state that I have been driving motor vehicles over this road during the day and night time for the past 23 years. Experience has proved to me that it is at night time that it is difficult to detect a train approaching this crossing unless it was travelling engine first with the headlight full on. I have seen at night time locomotives proceeding tender first and it is very difficult to distinguish these lights as they are so small and not nearly as bright as the headlights of a locomotive. The reason for this being that when proceeding in a Westerly direction along the Murray Valley Highway the lights of the tender are very similar to the lights of Wodonga township. At night time it is difficult to pick out the railway crossing from the road, even though there are triangle signs on each side of the crossing about 150 to 180 yds from the crossing it is still difficult to pick out the actual crossing. I consider that similar lighting and signals should be applied to the other two crossings on the same road.

Mr. Thomas Arthur MORTON, Engineer employed by State Rivers & Water Supply, Wodonga, being duly sworn states; with reference to accident at Tallangatta Crossing on Murray Valley Highway on Sat 8 May 43 -

to
Well, leading up/the accident, I was coming out from Wodonga - I think the accident would be about 6.30 p.m. Just travelling from Wodonga I went round a dip at the turning, and was on the road towards the line, and about that depression I heard the train whistling. It would be a series of blasts from there on to when I got to within about 60 yards of the crossing. When I came on the top of that dip, there was one bus loaded, it might have been 150 yds over that depression a bus passed. Previous to passing that bus I dipped my headlights and passed the bus. Now there were two other vehicles on behind that, two buses. I could tell by the lights of them. They were on the other side of the railway line coming down the hill, one would be near the foot of the hill. As I proceeded along the road within about 80 to 100 yards off the line approximately a bus came over the line. The engine was nearing the pits at this time, that bus had its full lights on. The other bus was still coming on behind, still kept going, this is the third bus I am speaking of now; and the engine at this time was on the pits. Well now, as near as I could tell the engine was then entering on the road and the bus was still coming. I could tell by the flashing on the posts. At this time, right from the time that I had dimmed, my head lamps were still on the dip and I was 50 to 60 yards from the crossing. When the engine was as near as I can say, approaching the middle of the road - just about the middle of the engine, that part of the engine, the bus' lights gave a slight rise, like as there is a bit of a bank there, and then the crash occurred.
Now at the moment of the crash sparks flew out from the front of the engine, or that leading part which after was found to be the tender. It would be near about man height. Well at that particular time and as near when that bus came on to those pits it would appear to me, which I feel almost sure that that bus driver was on his correct side of the road, and I would think that the moment of impact with the leading part of the train would be just past half way over the crossing, near about that.

Q. Can you show the Court the point of impact between the bus and locomotive?

A. Witness gives description which is similar to Cpl Eddy's. Point of impact shown on Cpl Eddy's plan coincides with that as described by means of a rough sketch shown by Mr. Morton.

The first bus went over the crossing and had plenty of time to clear the train, the second bus crossed over and only just had time to clear the crossing before the train came over.

Q. Could you tell the Court the approximate speed of that locomotive?
A. I would think the locomotive was doing somewhere about 15 or 16 miles an hour.
Q. How long did you see the locomotive for?
A. I saw it for about a chain away from the crossing
Q. Could you tell the Court what you thought the speed of the bus was?
A. It is hard to decide, I do not know.
Q. Would you think he was going at a moderate speed or fast?
A. I would say at a moderate pace.
Q. You stated that the first bus crossed over and he had plenty of time?
A. Yes
Q. The second bus only just managed to clear before the train came on to the crossing ?
A. Yes
Q. Could you tell the Court how far the third bus was behind the second bus when the second bus was on the crossing?
A. No I could not say, probably not less than 250 yards.
Q. Where was the locomotive when No.2 bus was on the crossing?
A. I first saw the train about a chain off the crossing, I saw a light in the operator's cabin on the locomotive.
Q. To get the position clear with regard to the relationship of the various buses to the train and the crossing?
A. When the first bus went over the crossing I had not seen the train, but when the second bus was on or just over the crossing then I discerned the locomotive which was then about one chain from the crossing

and the third bus was then about 250 yards behind the second bus.

Witness states it was very difficult to judge distances as the whole thing occurred in such a short time.

Q. Could you tell the Court what you first saw about this locomotive?
A. There were lights on the back of the tender, a light of some sort which I did not take particular notice of. The whistle was blowing and I then saw the light in the cabin.
Q. The first lights you saw were the lights on the tender?
A. Yes
Q. Can you remember what sort of lights they were?
A. A dim light, from where I was sitting in my vehicle, but the other light I saw was in the cabin of the locomotive. It was not a light similar to that that would be on the back of the tender, it was just a reflection of light within the cabin of the locomotive.
Q. The light on the tender, even though you were looking at them from such a bad angle, you stated earlier that it was a dim light. Was it a large light similar to that which is usually on the front of an engine or was it a small white dim light or a red light?
A. I never noticed, I would not say but it was a small light, it would appear one of the small lights which is low down just about buffer height.
Q. Did you see the locomotive after the accident?
A. I did
Q. Did you leave your vehicle and go over to the scene of the accident?
A. No.
Q. Could you tell us if that locomotive was a Victorian or NSW locomotive?
A. No.
Q. When you saw the light in the cabin of the locomotive did you see the driver or the fireman there?
A. No.
Q. When you saw the reflection of light from the driving cabin of the locomotive did it outline clearly the shape of the entrance to the cabin?
A. I do not think so, not very clearly; you could see it was a cabin.
Q. But the aperture you would normally see under conditions like that you would see if there was anybody standing there. Did you on this occasion notice whether there was any person visible in that cabin, that is visible to you?
A. No, I cannot say that I distinctly could see anybody.
Q. Did you see the engine make any effort to stop before the collision?
A. I do not know, it was going steady, but I feel confident that the sparks I saw were made by the sudden application of some sort of brake on the locomotive.
Q. Did you hear the engine of the bus?
A. No
Q. Did you hear the bus itself?
A. No.
Q. Did the bus appear to slacken speed as it approached the crossing?
A. No, it continued along at the same pace.
Q. Did you make any inspection of the raod at all after the accident?
A. No
Q. You reported the accident to the police?
A. Yes
Q. Did you go back to the scene of the accident?
A. I was advised to stop at the station for awhile
Q. As the train came on to the crossing did you see anybody in the cabin?
A. No, I did not notice.
Q. Did you notice the colour of the second bus?
A. I am not sure, but I think it was a cream coloured bus.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted Jan., 1940.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—
VF388601 Sigwmn. LAWTON, G.F.
L.H.Q. School of Signals

Age 21

Date of Casualty—
May 8th 1943

Place—
Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I was a passenger in a civil bus proceeding to Albury
The bus was involved in a collision at a rail crossing

I declare that the injury sustained by me on 8 May 43 *did ~~*did not~~ occur while I was in the performance of military duty.

Place Bonegilla

(Sgd) G. Lawton
Signature of Injured Person.

Date 14th May 1943

(Sgd) F A Arden Lieut
Witness to Signature.

* Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(a) Description of the injury

CONCUSSION AND BRUISED CHEST AND LIMBS

(b) In your opinion, will it, or is it likely to, cause permanent ill-effects?

NO

(c) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

NO

(d) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

14 days

(e) Remarks

Date 14/5/43

MORRIS JACOBS, Col.
Medical Officer.

Wilke and Co.—5/40.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(a) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

Yes

(b) Was the injury due to negligence? No

(c) Was the injury due to misconduct? No

(d) Was anyone else to blame? No Army personnel

(e) Will a Court of Inquiry be assembled by the Commanding Officer? Yes

(f) Remarks: The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) MORRIS JACOBS, Colonel, being duly sworn, states :—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA, Vic at (time) on

I examined (rank and name) Sig. G. F. LAWTON, VF388601

I diagnosed his condition as (give relevant details)

Concussion, bruised chest and limbs

The action I took was as follows :—

Admitted to hospital

*I further examined him (give dates and treatment)

Daily

The *injury *could *~~disease~~ *~~could not~~ have been caused by (state briefly causation alleged)

Motor and rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. No

Q. Is it likely to impair his military efficiency in future?

A. No

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. 14 days

The above evidence is read to the witness.

MORRIS JACOBS, Col.

(*Signature of witness.*)

Date 14th May 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following :—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

A.W.A.S. 86

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

.....L.H.Q. School of Sigs.....(*Corps*)

SICK REPORT.

Station and Date.....BONEGILLA.....8th. May 1943.

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL AND PLACED ON D/L LIST ON THE 8th. MAY 1943. REMOVED FROM D.I. AND ALL LISTS ON THE 9.5.43.							
VF 388601	Sig LAWTON G.F.	21	7/12	C/E			Head and Chest Injuries.	
							(Signed) J.H.Gale, Capt. for Col. M. Jacobs.	

NOTES.—(*a*) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(*b*) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(*c*) In case of a disability the Medical Officer should complete the report on the back of this form.

.....*Orderly N.C.O.*

1888.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885. By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted July. 1939.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—

VF388143 Cpl LAIRD, E.L.

HQ Aust Sig Trng Bn

Age : 21

Date of Casualty—

May 8th 1943

Place—

Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows :—

I was a passenger in a civil bus, proceeding to Albury. The bus was involved in a collision with a Railway Engine at a level crossing near Wodonga.

I declare that the injury sustained by me on 8 May 43 * did / * ~~did not~~ occur while I was in the performance of military duty.

Place Bonegilla

(Sgd) A I Laird
Signature of Injured Person.

Date 14th May 1943

(Sgd) B. Scott
Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Abrasions of head and face. Bruising

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

No

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

No

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

14 days

(*e*) Remarks

MORRIS JACOBS, Col.
Medical Officer.

Date 14/5/43.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)? Yes

(*b*) Was the injury due to negligence? No

(*c*) Was the injury due to misconduct? No

(*d*) Was anyone else to blame? No Army personnel

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer? Yes

(*f*) Remarks The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....
Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states:—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA Vic at (time) on

I examined (rank and name) Cpl. E. I. Laird, VF388143

I diagnosed his condition as (give relevant details)

Abrasions of head and face, bruising

The action I took was as follows:—

Admitted to Hospital

*I further examined him (give dates and treatment)

Daily

The *injury *could *~~disease~~ *~~could not~~ have been caused by (state briefly causation alleged)

moto r and rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. No

Q. Is it likely to impair his military efficiency in future?

A. No

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. 14 days

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May 43

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

A.W.A.S. 88

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

H.Q. Sig. Trn. Block 23 (Corps)

SICK REPORT.

Station and Date BONEGILLA 8th May 1943

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL AND PLACED ON D.I. LIST ON 8.5.43. REMOVED FROM D.I. AND ALL LISTS ON THE 9th MAY 1943.							
VF. 388143	Cpl LAIRD E. I.	21	10/12	R.C.			Head & Chest Injuries.	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

..... *Orderly N.C.O.*

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted Jan., 1940.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—

VF389634 Sigwm. BURFORD, I. B.
Aust Sig Trg Bn

Age 26

Date of Casualty—

May 8th 1943

Place—

Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I was a passenger in a civil bus proceeding to Albury. The bus was involved in a collision with a railway engine at a level crossing near Wodonga.

I declare that the injury sustained by me on 8 May 43 *did ~~*did not~~ occur while I was in the performance of military duty.

Place Bonegilla

(Sgd) I. Burford
Signature of Injured Person.

Date 14th May, 1943

(Sgd) Francis E. Shellick
Witness to Signature.

* Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(a) Description of the injury

Concussion and bruising

(b) In your opinion, will it, or is it likely to, cause permanent ill-effects?

Not likely

(c) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

Not likely

(d) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

At least 4 weeks

(e) Remarks

Date 14/5/43

MORRIS JACOBS, Col.
Medical Officer.

Wilke and Co.—5/40.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(a) Was the injured person on duty within the meaning of A.M.R. & O. 698 (5)?

Yes

(b) Was the injury due to negligence?

No

(c) Was the injury due to misconduct?

No

(d) Was anyone else to blame?

No Army personnel

(e) Will a Court of Inquiry be assembled by the Commanding Officer?

(f) Remarks: The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states:—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA at (time) on

I examined (rank and name) Sig. I. B. BURFORD, VF389634

I diagnosed his condition as (give relevant details)
Concussion and bruising

The action I took was as follows:—
Admitted to Hospital

*I further examined him (give dates and treatment) Daily

The *injury *could
~~*disease *could not~~ have been caused by (state briefly causation alleged)
motor and rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. No

Q. Is it likely to impair his military efficiency in future?

A. No

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. 4 weeks at least

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May 43

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

A.W.A.S. 87

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

A.S.T.B. BLOCK 5 (Corps)

SICK REPORT.

Station and Date BONEGILLA, 8th May 1943

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL AND PLACED ON D.I. LIST ON THE 8th MAY 1943 REMOVED FROM ALL LISTS ON THE 13th MAY 1943							
VF 389634	Sig. BURFORD I.B.	26	7/12	C.E.			Gross Head & Chest Injuries.	
						(Sgd)	J. H. Gale for Col. M. Jacobs	Capt.

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

Orderly N.C.O.

1888.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted Jan., 1940.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—	Date of Casualty—
NX114360 Sig BARTON 5th Air Support Control	May 8th 1943
Age 20	Place— Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

While travelling on leave in a civilian bus, the bus collided with a railway engine at Bandiana level crossing.

I declare that the injury sustained by me on 8 May 43 *did ~~did not~~ occur while I was in the performance of military duty.

Place Bonegilla

(Sgd) C. Barton Sigmn
Signature of Injured Person.

Date 14th May 1943

(Sgd) D. A. Hall Lt.Col
Witness to Signature.

* Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(a) Description of the injury

Concussion, Injury to knee

(b) In your opinion, will it, or is it likely to, cause permanent ill-effects?

No

(c) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

No

(d) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

Discharged to Unit 14/5/43

(e) Remarks

Date 14/5/43

MORRIS JACOBS, Col.
Medical Officer.

Wilke and Co.—5/40.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(a) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

Yes

(b) Was the injury due to negligence? No

(c) Was the injury due to misconduct? No

(d) Was anyone else to blame? No Army personnel

(e) Will a Court of Inquiry be assembled by the Commanding Officer?

Yes

(f) Remarks: The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....
Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

1363.
1357.

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

5th AIR SUPPORT (Corps)

SICK REPORT.

Station and Date BONEGILLA, 8th May 19 43.

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL AND PLACED ON D.I. LIST ON 8.5.43, REMOVED FROM D.I. AND ALL LISTS ON 9.5.43. DISCHARGED TO UNIT ON 13th MAY 1943.							
NX 114360	Sig. BARTON C.	20	25/12	C.E.			Concussion & Bruised Knee.	
	ADMITTED TO HOSPITAL AND PLACED ON D.I. LIST ON 8th MAY 1943. REMOVED FROM D.I. LIST AND PLACED ON S.I. LIST ON THE 13th MAY 1943.							
QX 49674	Sig. AUSTIN F.H.	19	8/12	C.E.			Gross Head & Chest Injuries.	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs.	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

.....*Orderly N.C.O.*

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) MORRIS JACOBS, Colonel, being duly sworn, states :—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA, Vic. at (time) ..... on .....

I examined (rank and name) Sig. C. BARTON, NX114360

I diagnosed his condition as (give relevant details)

Concussion, injury to knee

The action I took was as follows :—

Admitted to Hospital

*I further examined him (give dates and treatment)

Daily

The *injury *could
~~*disease *could not~~ have been caused by (state briefly causation alleged)

Motor and rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. No

Q. Is it likely to impair his military efficiency in future?

A. No

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. Discharged to Unit 14/5/43

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May, 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following :—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted Jan., 1940.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Name, and Unit of Injured Person— N257038 Sig. TRESEDER G.E. 3 Coy. Aust Sig Trg Bn

Age 19

Date of Casualty May 8th 1943

Place Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I was travelling in a civilian bus proceeding to Albury. The bus was involved in a collision with a Railway Engine at a level crossing near Wodonga.

I declare that the injury sustained by me on 8 May 43 *did / ~~did not~~ occur while I was in the performance of military duty.

Place Bonegilla

(Sgd) G. E. Treseder
Signature of Injured Person.

Date May 14th 1943

(Sgd) V. B. Prentice
Witness to Signature.

* Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(a) Description of the injury. Compound fracture of both bones of lower leg; head injuries

(b) In your opinion, will it, or is it likely to, cause permanent ill-effects?
Unable to state at present

(c) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?
Cannot give an opinion yet

(d) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.
Indefinite

(e) Remarks

Date 14/5/43

MORRIS JACOBS, Col.
Medical Officer.

Wilke and Co.—5/40.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(a) Was the injured person on duty within the meaning of A.M.R. & O. 698 (5)?

Yes

(b) Was the injury due to negligence?

No

(c) Was the injury due to misconduct?

No

(d) Was anyone else to blame?

No Army personnel

(e) Will a Court of Inquiry be assembled by the Commanding Officer?

Yes

(f) Remarks The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

1360.

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

3 COY A.S.T.B. (Corps)

SICK REPORT.

Station and Date BONEGILLA, 8th May 1943

Army No.	Rank and Names (in full): M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL, PLACED ON D.I. LIST ON 8.5.43							
N 257038	Sig TRESSIDER G.E.	19	12/12	C.E.			Gross Head & Chest Injuries	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

.....*Orderly N.C.O.*

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability:

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states:—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA, Vic. at (time) on

I examined (rank and name) Sig. G. E. TRESSIDER, N257038

I diagnosed his condition as (give relevant details)
Compound fracture of both bones of lower leg; head injuries

The action I took was as follows:— Admitted to hospital and treatment given

*I further examined him (give dates and treatment)
Daily, and appropriate treatment given

The *injury *could
~~*disease~~ ~~*could not~~ have been caused by (state briefly causation alleged)
motor and rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. Unable to give an opinion at present

Q. Is it likely to impair his military efficiency in future?

A. Unable to state yet

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. Indefinite

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May 1943.

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.8349/12.38.—C.16297.

1358.

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

SMALL ARMS SCHOOL (Corps)

SICK REPORT.

Station and Date BONEGILLA, 8th May 1943

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL AND PLACED ON D.I. LIST ON 8.5.43., REMOVED FROM D.I. LIST AND PLACED ON S.I. LIST ON THE 13th MAY 1943							
QX 34097	Cpl HARDY N. L.	28	30/12 C.E.				Gross Head & Chest Injuries	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

.....*Orderly N.C.O.*

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted July. 1939.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—

QX34097 Cpl HARDY, N.L.
Small Arms School

Age 28

Date of Casualty—

May 8th 1943

Place—

Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows :—

I was a passenger in a civilian bus proceeding to Albury. The bus was involved in a collision with a Railway Engine at a level crossing near Wodonga.

I declare that the injury sustained by me on 8 May 43 * did / * ~~did not~~ occur while I was in the performance of military duty.

Place Bonegilla

(Sgd) N. L. Hardy
Signature of Injured Person.

Date May 14th 1943

(Sgd) V. B. Prentice
Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Lacerations of head and face

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

No

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

No

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

4 weeks

(*e*) Remarks

Date 14/5/43

MORRIS JACOBS, Col.
Medical Officer.

D.3054/6.36.—6.12062.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

Yes

(*b*) Was the injury due to negligence?

No

(*c*) Was the injury due to misconduct?

No

(*d*) Was anyone else to blame?

No Army personnel

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

Yes

(*f*) Remarks

The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....
Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states:—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA, Vic, at (time) on

I examined (rank and name) Cpl N.L.HARDY, QX34097

I diagnosed his condition as (give relevant details)

Injuries to head and face

The action I took was as follows:—

Admitted to Hospital; wounds stitched

*I further examined him (give dates and treatment)

Daily dressings, frequently

The *injury *could
*~~disease~~ *~~could not~~ have been caused by (state briefly causation alleged)

motor and rail accident

*I am of opinion that his condition was attributable to †

Not applicable

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. No

Q. Is it likely to impair his military efficiency in future?

A. No

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. 4 weeks

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted July. 1939.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—	Date of Casualty—
QX 49676 Pte AUSTIN, F. H. 5th Air Support Control	May 8th 1943
Age 19	Place— Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

While travelling on leave in a civilian bus, the bus collided with a railway engine at Bandiana crossing.

I declare that the injury sustained by me on 8 May 43 * did / * ~~did not~~ occur while I was in the performance of military duty.

Place Bonegilla

at Donnington Con Depot.
Signature of Injured Person.

Date 14th May 1943

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Injury to kidney; fracture upper end of humerus

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

May have some stiffness of shoulder

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

Not in any degree

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

At least 3 months

(*e*) Remarks

MORRIS JACOBS, Col.
Medical Officer.

Date 14/5/43

D.3054/8.36.—6.1962.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

Yes

(*b*) Was the injury due to negligence?

No

(*c*) Was the injury due to misconduct?

No

(*d*) Was anyone else to blame?

No Army personnel

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

Yes

(*f*) Remarks

The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

Signature.....

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states:—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA, Vic at (time) ..... on .....

I examined (rank and name) Pte F. H. AUSTIN, QX49676

I diagnosed his condition as (give relevant details)

Injury to kidney, shock, and injury to arm; probable fracture, which X ray revealed

The action I took was as follows:—

Admitted to Hospital

*I further examined him (give dates and treatment)

Daily since accident

The *injury *could *~~disease~~ *~~could not~~ have been caused by (state briefly causation alleged)

Motor and rail accident

*I am of opinion that his condition was attributable to †

Not applicable

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. May in a small degree

Q. Is it likely to impair his military efficiency in future?

A. May to a small extent

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. At least 3 months

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

1356
1354

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

L.H.Q., SIGS (Corps)

SICK REPORT.

Station and Date BONEGILLA, 8th May 1943

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	ADMITTED TO HOSPITAL, PLACED ON D.I. LIST on 8/5/43., REMOVED FROM D. I. LIST & PLACED ON S.I. LIST ON 13/5/43							
V 110509	Sgt HODGKINSON R.K.	30	24/12	Pres.			Gross Head & Chest Injuries	
	ADMITTED TO HOSPITAL, PLACED ON D.I. LIST ON 8.5.43							
VX 87886	A/Cpl. THOMSON W.D.E.	26	14/12	Meth.			Gross Head & Chest Injuries	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

Orderly N.C.O.

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

To be rendered in duplicate in case of Citizen Forces.

A.A.F., D. 11.
(Introduced December, 1934.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—

V110509 Sgt HODGKINSON, R.K.J.
L.H.Q. School of Signals

Age 30

Date of Casualty—

May 8th 1943

Place—

Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows :—

I was a passenger in a civilian bus proceeding to Albury. The bus was involved in a collision with a Railway engine at a level crossing near Wodonga.

I declare that the injury sustained by me on 8 May 43 * did / ~~did not~~ occur while I was in the performance of military duty.

Place Bonegilla

A/ Commissioner
Coy Depot
Signature of Injured Person.

Date 14th May 1943

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Lacerations of head and concussion

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

Not likely

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

Not likely

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

About 4 weeks

(*e*) Remarks

Date 14/5/43

MORRIS JACOBS, Col.
Medical Officer.

D.3054/3.35.—C.13952.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

Yes

(*b*) Was the injury due to negligence?

No

(*c*) Was the injury due to misconduct?

No

(*d*) Was anyone else to blame?

No Army personnel

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

Yes

(*f*) Remarks The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states :—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA, Vic. at (time) on

I examined (rank and name) Sgt. R.K.J. HODGKINSON, V110509

I diagnosed his condition as (give relevant details)
Injuries to head

The action I took was as follows :—
Admitted to Hospital and operated on

*I further examined him (give dates and treatment)
Daily since accident

The *injury *could
~~*disease *could not~~ have been caused by (state briefly causation alleged)
Motor and rail accident

*I am of opinion that his condition was attributable to †
Not applicable

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. Not likely

Q. Is it likely to impair his military efficiency in future?

A. Not likely

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. About 4 weeks

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following :—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

To be rendered in duplicate in case of Citizen Forces.

A.A.F., D. 11.
(Introduced December, 1934.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—
NX87886 A/Cpl THOMSON, W.D.E.
LHQ School of Signals

Age 26

Date of Casualty—
May 8th 1943

Place—
Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I was a passenger in a civilian bus proceeding to Albury. The bus was involved in a collision with a Railway engine at a level crossing near Wodonga.

I declare that the injury sustained by me on 8 May 43 * did / * ~~did not~~ occur while I was in the performance of military duty.

Place BONEGILLA

A/ Heidelberg mil. Hosp.
Signature of Injured Person.

Date May 14th 1943

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Compound fracture of skull left nemiplegia

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

Unable to give an opinion at present

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

Unable to state at present

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

Indefinite period

(*e*) Remarks

Date 14/5/43

MORRIS JACOBS, Col.
Medical Officer.

D.3054/3.35.—C.13952.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

Yes

(*b*) Was the injury due to negligence?

No

(*c*) Was the injury due to misconduct?

No

(*d*) Was anyone else to blame?

No Army personnel

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

Yes

(*f*) Remarks

The injured soldier was travelling in a civilian bus to Wodonga on leave and had a leave pass. The accident was caused by the civilian bus coming into collision with a railway engine at a level crossing.

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states:—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA, Vic at (time) on

I examined (rank and name) A/Cpl. W.D.E.THOMSON, NX87886

I diagnosed his condition as (give relevant details)

Compound fracture of skull

The action I took was as follows:—

Admitted to Hospital and operated on

*I further examined him (give dates and treatment)

Daily since accident

The *injury *could
~~*disease *could not~~ have been caused by (state briefly causation alleged)

Motor and rail accident

*I am of opinion that his condition was attributable to †

Not applicable

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. Unable to state at present

Q. Is it likely to impair his military efficiency in future?

A. Cannot give an opinion for some time

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. Indefinite

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

128/43. DUPLICATE COPY ONLY.

Army Form W.3034.
(Adapted)

106 Australian General HOSPITAL at BONEGILLA.

NOMINAL ROLL of Sick and Wounded of the Expeditionary Forces, Admitted, Discharged, Transferred, or Died **(each heading to be shewn separately in the body of the form and repeated on Continuation Sheets, which should be numbered consecutively)**, during 24 hours up to 12 midnight 8th May. 1943. The last report furnished was up to 12 midnight 7th May 1943. (Nil reports are not required.)

Separate Forms should be used for (*a*) Officers and Nurses, (*b*) Other ranks and Enrolled Civilian Personnel, (*c*) Personnel of Allied Forces, (*d*) Prisoners of War. The Names of the Patients will be inserted by the Arms of the Service to which they belong.

NOTE.—These Rolls will be typed in triplicate, and will be disposed of as follows:—
1 copy to the D.A.G., 2nd Echelon.
1 copy to District Record Office.
1 copy retained by Hospital for reference.

Army No.	Rank	Name (Surname first)	This Column to be left Blank	Corps (In the case of attachments give name of both units.)	Wound or Sickness (State whether wounded or sick, and whether slight, severe, or dangerous.)
	DIRECT ADMISSIONS FROM MOTOR AND RAIL ACCIDENT MAY 8. 1943. (ALL PLACED ON DANGEROUSLY ILL LIST).				
O/R's.					
NX87886	A/Cpl	THOMSON. WDE.	1354	LHQ. School Sigs.	Gross Head & Chest Injuries.
V110509	Sgt	HODGKISON. RKJ	1356	" " "	" " "
QX49676	Pte	AUSTIN. FH.	1357	5 Air Support.	" " "
QX34097	Cpl	HARDY. NL.	1358	Small Arms School.	" " "
N257038	Sig	TRESSIDER. GE	1360	3 Aust Sig Trng.B.	" " "
NX114360	Sig	BARTON. G	1363	35 Air Support.	Concussion. Bruised Knee.
VX22465	L/Sgt.	McFARLANE. AC	1355	Small Arms School.	Gross Head & Chest Injuries.
VX22901	Cpl	ROBERTS. WH.	1359	LHQ. School Sigs.	" " "
NX69234	L/Cpl	BARNETT. KR.	1362	2 Co A.S.T.Bn.	" " "
OFFICERS.					
TX110	Lieut.	HARRIS. A.McC.	1361	LHQ. School Sigs.	" " "
A.W.A.S					
VF138860	Sigwm.	LAWTON. G.F.	86	" " "	Head & Chest Injuries
VF389634	Sig	BURFORD. I.B	87	Aust Sig Trng Bn.	Gross " "
VF388143	Cpl	LAIRD. E.I.	88	" " "	" " "
A.A.M.W.S.					
VFX116678	Pte	ANDERSON. A.	14	106 A.G.H.	" " "
	DEATHS AFTER ADMISSION TO 106 AGH. May 8th 1943.				
O/R's.					
VX22901	Cpl	ROBERTS. W.H.	1359	LHQ. School Sigs.	Gross Head & Chest I
VX22465	L/Sgt	McFARLANE. A.C.	1355	Small Arms School.	" (Died. 9th).
NX69234	L/Cpl	BARNETT. K.R.	1362	2 Co. A.S.T.Bn.	Do. (Died 9th).
OFFICERS.					
TX110	Lieut.	HARRIS. A.Mc.	1361	LHQ. School Sigs.	Do (Died 9th).
A.A.M.W.S.					
VFX116678	Pte	ANDERSON A.	14	106 A.G.H.	Gross Head & Chest Injuries.

W./Co.—4/42.

Date .....

Signature Norris Jacobs Col

Army Form W. 3034. **Continuation Sheet No.** 1.

For 24 hours ending midnight 8th May 1943.

From 106 Australian General HOSPITAL at BONEGILLA.

Note Instructions at the head of Principal Form.

Army No.	Rank	Name (Surname first).	This Column to be left Blank.	Corps (In the case of attachments give name of both units).	Wound or Sickness (State whether wounded or sick, and whether slight, severe, or dangerous).
		DEATHS OUT OF HOSPITAL. May 8th 1943.			
O/R's.					
NX110574	WO2.	FREWIN. R.A.	1364	LHQ.School Sigs	Gross Head & Chest Injuries.
VX72329	L/Cpl	DUNNE R.G.	1365	3 A.A.S.C.	" " "
N21683	A/Sgt	NAIRN. E.A.	1366	Small Arms School.	" "x "
N257840	Sig	TRY. A.F	1367	4 Air Support.	" " "
SX18874	Pte	DALY. P.	1368	3 A.A.S.C.	" " "
NX15518	WO2.	ROSE. G.H.	1370	Small Arms School	" " "
VX42669	WO2	MILLS. R.N.	1371	" " "	" " "
S114089	Pte	GODDARD. A.E.	1372	3 A.A.S.C	" " "
V22014	Pte	BARNES. R.	1373	" " "	" " "
VX123501	Pte	ALDERTON. C.A.	1374	" " "	" " "
V500607	Pte	STEELE. E.K.	1376	" " "	"x " "
NX147960	Sig	NICOL. G.S.	1377	5 Air Support.	" " "
VX91878	Pte	McKENZIE. B.M.	1378	3 AASC 6 Co.	" " "
VX91906	Pte	JOHNSON. E.A.	1379	3 " "	" " "
SX19399	Pte	NEALE. A.C.	1380	" " H.Q.	" " "
SX19427	Pte	HURST. K.	1381	" " "	" " "
V508580	Pte	QUINN. J.R.A.	1382	AASC, H.Q.	" " "
OFFICERS.					
VX10597	Lieut	BRINSMEAD. L.R.	1369	LHQ. School Sigs.	" " "
NX28217	"	PARKINSON. H.	1375	Aust Sig Trng Bn.	" " "

a.w. 40m 5/41

Date .....

Signature Morris Jacobs Capt

1359
1361

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

L.H.Q. SCHOOL OF SIGNALS (Corps)

SICK REPORT.

Station and Date BONEGILLA. 8.5. 1943

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	DIED AFTER ADMISSION ON MAY 8th 1943							
VX 22901	Cpl ROBERTS W.H.	30	35/12	RC			Gross Head & Chest Injuries.	
	DIED AFTER ADMISSI ON ~~XX~~ MAY 9th. 1943							
TX 110	Lt. HARRIS A.McG.	28	43/12	C.E.			Gross Head & Chest Injuries.	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

Orderly N.C.O.

1888.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885. By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

DIED AFTER ADMISSION 9th. May 1943.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted July. 1939.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—

TX110 Lieut. HARRIS A.McG.

Age 28

Date of Casualty—

May 8th. 1943.

Place—

Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I declare that the injury sustained by me on * did / * did not occur while I was in the performance of military duty.

Place Bonegilla.

Signature of Injured Person.

Date May 14th. 1943

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Gross injuries to head and chest.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

Died 9th. May.

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

Not Applicable

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

Not Applicable

(*e*) Remarks

Morris Jacobs Col.

Medical Officer.

Date 14/5/43

D.3054/8.36.—9.18952.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

(*b*) Was the injury due to negligence?

(*c*) Was the injury due to misconduct?

(*d*) Was anyone else to blame?

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

(*f*) Remarks

Place.....

Date.....

.....
Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

DIED AFTER ADMISSION on 9.5.43

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states :—

I am (appointment) Medical Officer

At (place) 106 A.G.H. BONEGILLA Vic. at (time) ..... on .....

I examined (rank and name) Lt. A.McG. HAWKES, WX110

I diagnosed his condition as (give relevant details)

Gross injuries to Head and Chest

The action I took was as follows :—

Admitted to Hospital

*I further examined him (give dates and treatment)

frequently, until his death 9th. May.

The *injury *could
*disease *could not have been caused by (state briefly causation alleged)

Motor and Rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. Not applicable

Q. Is it likely to impair his military efficiency in future?

A. Not Applicable

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. Not Applicable

The above evidence is read to the witness.

Morris Jacobs Col.
(*Signature of witness.*)

Date 14th. May 1943.

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.8349/12.38.—C.16297.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted April, 1938.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—	Date of Casualty—
VX22901 Cpl ROBERTS, W. H. LHQ School of Signals Age 31	May 8th 1943 Place— Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I declare that the injury sustained by me on * did / * did not occur while I was in the performance of military duty.

Place Bonegilla

Signature of Injured Person.

Date May 14th 1943

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Gross injuries to head and chest

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

Died after admission

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

Not applicable

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

Not applicable

(*e*) Remarks

Date 14/5/43

MORRIS JACOBS Col.

Medical Officer.

D.3054/3.35.—C.13952.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

(*b*) Was the injury due to negligence?

(*c*) Was the injury due to misconduct?

(*d*) Was anyone else to blame?

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

(*f*) Remarks

Place.....

Date.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

DIED AFTER ADMISSION 8.5.43

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states :—

I am (appointment) Medical Officer.

At (place) 106 A.G.H. BONEGILLA, Vic. at (time) ..... on .....

I examined (rank and name) Cpl. W.H.ROBERTS, VXnnnnn

I diagnosed his condition as (give relevant details)

Gross injuries to Head and Chest

The action I took was as follows :—

Admitted to Hospital

*I further examined him (give dates and treatment)

died after admission 8/5/43

The *injury *could
*disease *could not have been caused by (state briefly causation alleged)

Motor and Rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. Not Applicable

Q. Is it likely to impair his military efficiency in future?

A. Not Applicable

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. Not Applicable

The above evidence is read to the witness.

Morris Jacobs, Col.
(*Signature of witness.*)

Date 14th. May 1943.

* Strike out and initial where inapplicable.
† Where applicable insert one of the following :—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

1355.

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

SMALL ARMS SCHOOL (Corps)

SICK REPORT.

Station and Date BOWEN HILLS, 8. 5. 19 43

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	DIED AFTER ADMISSION. 9th MAY 1943							
VX 22465	L/Sgt McFARLANE	28	35/12	Pres			Gross Head & Chest Injuries	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

Orderly N.C.O.

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

DIED AFTER ADMISSION 9/5/43.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted April, 1938.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—	Date of Casualty—
VX22465 L/Sgt. McFARLANE A.C. Small Arms School Age 28	May 8th. 1943 Place— Bandiana.

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I declare that the injury sustained by me on * did / * did not occur while I was in the performance of military duty.

Place Bonegilla.

Signature of Injured Person.

Date May 14th. 1943

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury

Gross injuries to head and chest

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

Not Applicable

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

Not Applicable

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

Not Applicable

(*e*) Remarks

Date 14/5/43.

Norris Jacobs Col.
Medical Officer.

D.3064/3.35.—C.13952.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

(*b*) Was the injury due to negligence?

(*c*) Was the injury due to misconduct?

(*d*) Was anyone else to blame?

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

(*f*) Remarks

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

DIED AFTER ADMISSION ON 9/5/43

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states:—

I am (appointment) Medical Officer

At (place) 105 A.G.H. BONEGILLA, Vic. at (time) on

I examined (rank and name) L/Sgt McFARLANE, A.C. VX22465

I diagnosed his condition as (give relevant details)

Gross injuries to head and chest

The action I took was as follows:—

Admitted to Hospital

*I further examined him (give dates and treatment)

Many times until his death on 9th May

The *injury *could
*disease *could not have been caused by (state briefly causation alleged)

motor and rail accident

*I am of opinion that his condition was attributable to †

Not applicable

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A. Not Applicable

Q. Is it likely to impair his military efficiency in future?

A. Not applicable

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A. Not applicable

The above evidence is read to the witness.

MORRIS JACOBS, Col
(*Signature of witness.*)

Date 14th May 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

1562.

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

2 COY. A. S. T. B. (Corps)

SICK REPORT.

Station and Date BONEGILLA, 8 May 1943

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	DIED AFTER ADMISSION ON THE 9th MAY 1943							
NX 69234	L/Cpl. BARNETT K.R.	29	26/12	Jew.			Gross Head & Chest Injuries.	
						(Sgd)	J. H. Gale Capt. for Col. M. Jacobs	

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

Orderly N.C.O.

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

DIED AFTER ADMISSION May 9th. 1943.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted April, 1938.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—
NX69234 L/Cpl. BARNETT R.R.
2 Coy Aust Sig Tng Bn

Age 29

Date of Casualty— May 8th. 1943

Place— Bandiana.

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows :—

I declare that the injury sustained by me on * did / * did not occur while I was in the performance of military duty.

Place BONEGILLA.

Signature of Injured Person.

Date May 14th. 1943.

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury Gross injuries to head and chest

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects? Died May 9th

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

MORRIS JACOBS, Col.

Medical Officer.

Date 14/5/43

D.3054/3.35.—C.18952.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

(*b*) Was the injury due to negligence?

(*c*) Was the injury due to misconduct?

(*d*) Was anyone else to blame?

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

(*f*) Remarks

Place.....

Date.....

.....
Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

DIED AFTER ADMISSION May 9th. 1943.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted April, 1938.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—
NX69234 L/Cpl. BARRETT K.R.
2 Coy Aust Sig Tng Bn

Age 29

Date of Casualty—
May 8th. 1943

Place—
Bandiana.

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I declare that the injury sustained by me on * did / * did not occur while I was in the performance of military duty.

Place BONEGILLA.

Signature of Injured Person.

Date May 14th. 1943.

Witness to Signature.

*Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the injury Gross injuries to head and chest

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects? Died May 9th

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

MORRIS JACOBS, Col.

Medical Officer.

Date 14/5/43

D.3064/3.35.—C.13952.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(*a*) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

(*b*) Was the injury due to negligence?

(*c*) Was the injury due to misconduct?

(*d*) Was anyone else to blame?

(*e*) Will a Court of Inquiry be assembled by the Commanding Officer?

(*f*) Remarks

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

14. A.A.M.W.S.

AUSTRALIAN MILITARY FORCES.

A.A.F. A.46.
(Revised March, 1942.)

.....(Corps)

SICK REPORT.

Station and Date.....106 A. G. H. BOMBILLA, 8th May 19..43

Army No.	Rank and Names (in full); M under Name if married.	Completed Years of Age.	Completed Years of Service.	Religion.	If detailed for any Duty.	Whether a Defaulter, Soldier under sentence, or in arrest.	Diseases.	Medical Officer's Remarks and Signature.
	DIED AFTER ADMISSION on the 8th May 1943							
VFX 116678	Pte ANDERSON A.	26	9/12	C.E.			Cross Head & Chest Injuries	
						(Sgd) J. H. Gale Capt. for Col. M. Jacobs		

NOTES.—(a) To be made out in duplicate, and handed in to the Medical Officer when sick parades are assembled.
(b) Duplicate completed by Medical Officer to be returned to Regimental Office on completion of examination.
(c) In case of a disability the Medical Officer should complete the report on the back of this form.

.....*Orderly N.C.O.*

1885.

REPORT OF MEDICAL OFFICER.

(*a*) Description of the disability.

(*b*) In your opinion, will it, or is it likely to, cause permanent ill-effects?

(*c*) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(*d*) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(*e*) Remarks

Date.....

.....

Medical Officer.

D.125/3.42.—1885.

By Authority: L. F. JOHNSTON, Commonwealth Government Printer, Canberra.

To be rendered in duplicate in case of Citizen Forces.

A.A.F. D.11.
(Reprinted Jan., 1940.)

AUSTRALIAN MILITARY FORCES.

REPORT OF AN INJURY.

Number, Rank, Name, and Unit of Injured Person—	Date of Casualty—
VFX116678 Pte ANDERSON, Anne 10S A.C.H. BONEGILLA	May 8th, 1943.
Age 26	Place— Bandiana

STATEMENT AND DECLARATION OF INJURED PERSON.

The circumstances of the injury were as follows:—

I declare that the injury sustained by me on *did / *did not occur while I was in the performance of military duty.

Place Bonegilla .....

Signature of Injured Person.

Date May 14th 1943 .....

Witness to Signature.

* Strike out and initial whichever is not applicable.

REPORT OF MEDICAL OFFICER.

(a) Description of the injury

Gross injuries to head and chest

(b) In your opinion, will it, or is it likely to, cause permanent ill-effects?

Died shortly after admission 8/5/43

(c) In your opinion, will it, or is it likely to, impair his future efficiency as an officer or soldier?

(d) Probable period, if any, during which member will be incapacitated from resuming duty or civil avocation.

(e) Remarks

Date 14/5/43 .....

MORRIS JACOBS, Col. .....

Medical Officer.

Wilke and Co.—5/40.

[P.T.O.

Names of witnesses whose statements, if no Court of Inquiry be held, will be attached to form.

OPINION OF COMMANDING OFFICER.

(a) Was the injured person on duty within the meaning of A.M.R. & O. 698(5)?

(b) Was the injury due to negligence?

(c) Was the injury due to misconduct?

(d) Was anyone else to blame?

(e) Will a Court of Inquiry be assembled by the Commanding Officer?

(f) Remarks

Place.....

Date.....

.....

Signature.

REMARKS OF DEPUTY-DIRECTOR OF MEDICAL SERVICES.

REMARKS OF FORMATION, ETC., COMMANDER.

A.A. Form A.2(b).
(Reprinted November, 1941.)

AUSTRALIAN MILITARY FORCES.

MEDICAL EVIDENCE AT COURT OF INQUIRY.

(Rank and Name) Morris Jacobs, Colonel, being duly sworn, states :—

I am (appointment) Medical Officer

At (place) 103 A.G.H. ROMSEYLLA, Vic. at (time) on

I examined (rank and name) Pte. A. Anderson, VX116670

I diagnosed his condition as (give relevant details)

Gross injuries to head and chest

The action I took was as follows :—

Admitted to hospital

*I further examined him (give dates and treatment)

Died shortly after admission 8/5/43

The *injury *could
~~*disease *could not~~ have been caused by (state briefly causation alleged)

motor and rail accident

*I am of opinion that his condition was attributable to †

My reasons for this opinion are

Questioned by the Court.

Q. In your opinion, is the disability likely to cause permanent ill-effects?

A.

Q. Is it likely to impair his military efficiency in future?

A.

Q. What is the probable period during which he will be incapacitated from resuming *duty? *his civil avocation?

A.

The above evidence is read to the witness.

MORRIS JACOBS, Col.
(*Signature of witness.*)

Date 14th May, 1943

* Strike out and initial where inapplicable.
† Where applicable insert one of the following:—"Conditions of service;" "A pre-existing disability aggravated by conditions of service;" "A pre-existing disability independent of conditions of service;" "Misconduct;" or "The influence of alcohol."

D.3349/12.38.—C.16297.

CORONOR'S REPORT given at Inquest on Wednesday 30 Ju

I say that on the 8th day of May 1943 Cyril Alfred ALDERTON, Roy B. Lyl
Lyle Radford BRINSMEAD, Patrick James DALY, Richard George DUNNE, Rob Augustine Frewin, Albert Ernest GODDARD, Keith HURST, Ernest Adam JOHNSON, William Henry LORD, Boyce Mackay MACKENZIE, Roscoe Noel MILLS, Ernest Arthur NAIRN, Arthur Claude NEALE, George Stanfield NICOL, Harry PARKINSON, John Robert Alexander QUINN, George Henry ROSE, Frank Thomas STEEL and Adrian Francis Falconer TRY died at the intersection of the Wodonga-Tallangatta Railway Line and Tallangatta-Wodonga Highway at Wodonga in Victoria, and that Anne ANDERSON and William Henry ROBERTS died at Bonegilla in Victoria on the 8th day of May 1943, and that Keith Reginald BARNETT, Alan McGuire HARRIS and Alexander Calib McFARLANE died at Bonegilla in Victoria on the 9th day of May 1943 and I further find that Anne ANDERSON, Cyril Alfred ALDERTON, Roy Barnes, Keith Reginald BARNETT, Lyle Radford BRINSMEAD, Patrick James DALY, Richard George DUNNE, Robert Augustine FREWIN, Albert Ernest GODDARD, Alan McGuire HARRIS, Keith HURST, Ernest Adam Johnson, William Henry LORD, Boyce Mackay MACKENZIE, Alexander Calib McFARLANE, Roscoe Noel MILLS, Ernest Arthur NAIRN, Arthur Claude NEALE, George Stanfield NICOL, Harry PARKINSON, John Robert Alexander QUINN, William Henry ROBERTS, George Henry ROSE, Frank Thomas STEEL and Adrian Francis Falconer TRY died from injuries received at the said intersection on the 8th day of May 1943 when the motor bus in which they were then and there travelling was struck by the engine tender of a railway locomotive. I find that the death of Anne ANDERSON, Cyril Alfred ALDERTON, Roy Barnes, Keith Reginald BARNETT, Lyle Radford BRINSMEAD, Patrick James DALY, Richard George DUNNE, Robert Augustine FREWIN, Albert Ernest GODDARD, Alan McGuire HARRIS, Keith HURST, Ernest Adam JOHNSON, William Henry LORD, Boyce Mackay MACKENZIE, Alexander Calib McFARLANE, Roscoe Noel MILLS, Ernest Arthur NAIRN, Arthur Claude NEALE, George Stanfield NICOL, Harry PARKINSON, John Robert Alexander QUINN, William Henry ROBERTS, George Henry ROS Frank Thomas STEEL, and Adrian Francis Falconer TRY was due to misadventure.

(signed) F W Whan J.P.

OBSERVATIONS OF CORONER

Given at Inquest, Wodonga, on Jun 30, 43

It is evident that the driver of the Motor Bus (William Henry Lord, deceased) completely failed to notice the approaching locomotive. What caused his mind to stray from the vigilance necessary in a man who had the safety of so many in his keeping I am unable to say.

The evidence disclosed that the motor bus was licensed to carry 19 passengers and that on the night of the collision there were 35 passengers on the vehicle. I am forced to the conclusion that the overcrowding of the motor bus was to some extent at least a contributing factor in the disaster. I say this because the overcrowding of a motor bus causes excessive noise and a stuffy atmosphere due to smoking.

In view of the heavy traffic on the Wodonga-Tallangatta highway the Railway authorities should take action to provide at this crossing some adequate warning clearly visible to motorists and other road users approaching this intersection at night.

(Signed) F. W. Whan J.P.
Acting Deputy Coroner

Address given by Mr. Barry at Coronor's Inquest, Wodonga, on Wednesday 30 Jun 43.

It will be that you will find such observations as you wish to make as to the question of whether the administration of the railway Dept has been sufficiently regardful of human safety in permitting a crossing to exist in this fashion, unequipped with any warning or safety devices.

It is plain that the Victorian Railway Commissioners are thoroughly regardless of the safety of other road users when they permit level crossings of this kind to exist. Had there been any devices furnished then it may well be that the 25 people whose death we mourn would still be with us. The danger of this crossing is apparent to any who cross it.

This crossing is a menace of a kind which any Government body with a proper sense of responsibility would not permit it to exist. More point is lent to the fact that the railway establishment at Bandiana is not equipped with any turntable and as a conclusion railway engines must go across tender first.

Indeed, it is a trite enough observation that when you get a collision between two vehicles it almost invariable results from faults on both sides.

Another fact is that it was an unusual time for an engine to come across tender first. You will realize that as you approach the crossing a good view is not possible of a dark object coming along the railway line from Wodonga, and that a bus driver might, under the circumstances existing on that night, miss seeing the engine approaching, as in fact was done by two of the bus drivers who preceded this man.

It is possible that the bus driver failed to keep a proper lookout, that he was travelling at too great a speed, and it is possible that the train driver did not keep a proper look out and did approach the crossing at too great a speed.

The suggestion that the drivers view was obscured by any person in the bus was completely disposed of by the witness this morning.

I suggest to you that the proper interpretation in this matter is that the railway engine was, in the circumstances, a dark and unlighted obstacle coming along at too great a speed, and the bus driver failed to see the engine. This engine was coming in reverse. The first impression one would get, if one identified the three dim lights on the back of the engine, is that it would be stationary or going away. The lights on the back of this tender were lights which did not illuminate part of the engine, and the engine driver, in substance, is driving blind. Another circumstance is that those lights are not assisting lights and accordingly you have a black object on a dark night with completely unidentical lights coming in an unexpected direction.

It was known to the driver that this was a busy crossing. The point is that he knew that at that time there were motor vehicles going across one crossing. He says he had seen one go across, but in any event seeing that, knowing that human beings were present, his proper cause was to slow down and to approach that crossing with due caution and not in accordance with regulations of the Victorian Railways Commissioners.

No reason is given why that railway tender coming tender first out of darkness, inadequately lit to a crossing which is not illuminated, could not have been coming at 10 m.p.h.

Address given by Mr. Collins at Coronor's Inquest on Wednesday 30 Jun 43.

It is the duty of the driver at all times to keep a sharp look out. The driver was doing his duty as was the fireman. Mr. Collins explain three types of engines. The view (it was suggested that the driver could also see approaching traffic from the Bandiana side of the engine) varies according to the type, the old type is lower than the new type. The improved type is the old type made higher so cannot see as far. This engine was the improved type. It does happen that when going along the fireman has to attend to certain points, the driver cannot see anything from the firemans side and as regards anything approaching from the fireman's side the train is, in effect, running blind. That cannot be avoided. This engine was fully coaled, which would also effect the driver's view. It is pointed out that all locomotives have not a strong light in front. Many engines were fitted with kerosene lights back and front, and in these case the lights on the engine were exactly similar to those on the tender, and these trains were running every night of the week all over Victoria.
The lights were certainly dim, but were in accordance with brown out regulations.

In view of the above, had it been an engine fitted with kereosene lights it would not be justifiable to assume, on seeing a triangle of lights on the line that the engine was stationary or going the opposite way, as had been suggested.

It is the duty of the driver to see the whistle is sounded approaching a crossing. There are whistle boards provided at nearly every level crossing in Victoria. Driver has to sound his whistle at or about whistle board gives indication of approaching level crossing, then about somewhere between whistle board and the level crossing has to again sound whistle. That does not mean that he is only to sound it on two occasions. If he thinks it necessary for any reason he sounds whistle as often as he thinks necessary. The driver was blowing whistle on point of impact. After the fireman had called "red light" it was still possible for the bus to stop before the crossing, although it was not possible for the engine to pull up before the crossing.

It has been stated that this was an unexpected time for a train to be on that line. Evidence gives that trains run to Bandiana all hours of day and night. "Any time is train time" should be observed by any person approaching a level crossing.

The driver is entitled to assume that the whistle has been heard by on coming traffic, but if any indication that the on coming man did not hear the whistle then the fireman and driver do everything possible they can to avoid a collision.

In conclusion, I do submit that the Driver and Fireman carried out thir duties, but, at the same time, the disregard of ordinary safety measures at level crossings placed a great strain on the engine men.

Address given by Mr. Mulvaney at Coronor's Inquest, Wodonga, on Wednesday 30 Jun 43.

Mr. Mulvaney stressed that the responsibility for those lives rested very heavily indeed upon the proprietors of this bus, and rested very heavily on the unfortunate driver. My friend has throughout the proceedings and in his concluding remarks endeavored by every device of advocacy to shift the responsibility of this danger on to the shoulders of the Victorian Railways Department where it did not belong. In this particular case the had seen fit to launch a whole series of attacks on the report of the police officers concerned in the investigation. They have made the suggestion that there was a sort of conspiracy between the police officers and the Victorian Railway Commissioners, for the purpose of raising a smok screen, irrespective of the facts which have been laid before the Court. Open level crossings were unavoidable and there were some 3000 of them in Victoria. Gates were an impossibility at this particular crossing owing to the heavy traffic on the road, and a wig-wag would not have prevented careless drivers rushing on to the crossing in front of the locomotive. It was a fantastic and ridiculous suggestion that engine drivers should slow down to 10 m.p.h. or less at level crossings. If that were done at every level crossing the whole railway system would be completely disrupted. The suggestion had in fact been made that it was right for a motor vehicle to rush on to the crossing at 30 m.p.h., but that an engine weighing 120 tons travelling at a far lesser speed should slacken down almost to zero, in case there was a motor driver in the vicinity with suicidal tendencies. It had been set down that the locomotive should have priority, and that was a sensible arrangement if motors and locomotives were not to be reduced to playing hide and seek at crossings, each not knowing which was to go across first. Under cross examination by every possible method, Fireman Rogers had made it clear that the motor bus had slowed down and given the impression that it was going to stop, so there had appeared to be no need to check the engine. What was an engine driver to do when a car wasseen apparently going to stop? Should he still slow the engine in case the car did not stop? Morton's car had pulled up on the other side of the crossing with other cars banking up on it. Bus driver Lord could hardly have failed to see this and realise that a train was coming. There had been nothing to prevent Lord from seeing the triangle of lights on the tender. No marks had been found to indicate that the brakes of the car had been applied. The probable theory was that Driver Lord saw the train and thought he would get across ahead of it. Mr Mulvaney contended that the fatality was due to lack of care on the part of driver Lord. Why was it that someone further back in the bus saw the engine and called out "Train.?" If the person at the back of the bus saw the engine, how did the driver fail to do so? I ask your Worship to find that no negligence was proved or shown against the crew of the engine or the Victorian Railway Commissioners.

Mr. Frederico gives address at Coronor's Inquest, Wodonga, on Wednesday 30 Jun 43.

To Listen to Mr. Barry you get the impression that there was no negligence on the part of Lord. To Listen to Mr. Mulvaney you get the opposite impression, and if you take both speeches together one thing in this inquiry is clear, and that is both the driver of the bus, the train crew and the railway authorities were guilty of gross negligence. I have a great deal of sympthy for the bus driver. He had more than one thing to do. He had to steer his vehicle, watch for pedestrians and look out for other traffic approaching. When a man is hounded by regulations, and Cunningham admitted to me that his main concern was to follow regulations, and if you are doing that for years you get into a groove of following regulations and overlook other duties! Apparently as far as the railways are concerned the engine goes across as speed is the essence of life today. The engine must get there in time and everyone look after themselves. That is the view that is taken in these regulations and I say quite clearly that Mr. Cunningham is guilty of negligence in the driving of the train that night. It was negligence on the part of the Railway Commissioners to have a man ignorant of the fact that it took 75 yards for an engine to pull up when it was travelling at a speed of 18 m.p.h. Whatever angle it is looked at, Lord was not the only one wh was negligent in this case. Rogers saw that when the bus was 60 yards away, something indicated to him that it was not going to stop. There is no frankness in Rogers' statement on that point. Probably the fact was that at that point Rogers realised he was on a dark object with only three small lights and that he realised that the bus driver had not seen them. There were also a number of vehicles pulled up on the Wodonga side of the crossing and a stream of traffic coming from Wodonga and from Bandiana. It was a busy crossing, but Mr Cunningham still stuck to regulations and had so little care for the safety of others that at no stage did it occur to him that some driver may not see his train, and it did not occur to him at that time that he should have immediately slowed down in case any of these people failed to stop. That Railway crossing is still not protected. Are the Railway Commissioners still of the opinion that it does not need to be protected? Or is it a matter of tactics? If it is a matter of tactics it is a slur on a public utility. It it is a case of obstinacy it is an even greater slur. Mr Collins had ~~xxxxx~~ in his evidence made an extraordinary statement justifying the failure of the Railwey Dept to provide wig-wags or other safety device. He argued that where there were wig-wags and lights, fatalities occurred at level crossings. This was tantamount to saying "If we take precautions there will still be accidents. Therefore we will take none." In NSW the authorities spent £58000 a year in protecting level crossings. The money spent by the railways was public money and the public was entitled to have its money expended on provisions for public safety.

Re CoUrt of Inquiry into accident which occurred at Tallangatta Railway Crossing, Wodonga, on 8 May 43.

LIST OF WITNESSES

Lieut Thomas Bennett, Bonegilla.

Lieut Frederick Albert Arden, Bonegilla.

Sg.t Robert Rice Moulton, Bonegilla.

WO.I Henry Percy French, Bonegilla.

Lieut Alfred Edwin Jude, Bonegilla

Cpl Noel Lloyd Hardy, Bonegilla.

Cpl Leonard Ulver Grant, Bonegilla.

Mr. Orman Ruperty Midgley, Albury.

All the above-named officers and NCOs were sworn in for the purpose of giving evidence as to their knowledge of the deceased soldiers, whilst last named gave similar evidence with regard to the civilian driver.

Capt John Henry GALE, 106 A.G.H. Bonegilla, Registrar, gave evidence to the fact that he examined injured and deceased for record purposes.

Col Maurice JACOBS, C.O., 106 AGH Bonegilla, gave details of results of examination of injured and deceased.

Mr. Orman Rupert MIDGLEY, 779 Mate Street, Albury, Bus Manager, gave evidence before Court of Inquiry.

Mr. Thomas Arthur MORTON, Employee State Rivers & Water Supply, gave evidence before Military Court of Inquiry.

L/Cpl EDDY, Lindsay Gordon - statement herewith.

Cpl EDDY, Hilary Campbell, 1 Aust B.O.D. Bandiana gave evidence before Military Court of Inquiry.

Sig C BARTON, Bonegilla, - gave evidence before Military Court of Inquiry.

Sgt E C MALONEY, Bonegilla - gave evidence before Military Court of Inquiry.

Mr. Eric Albert TH[illegible]RLING, Albury - statement herewith.

Mr. Richard Saunders, Tallangatta Road, Wodonga - gave evidence before Military Court of Inquiry.

Pte Terence Thomas DOCHETY, Bonegilla - statement herewith.

Sigwmn LAWTON, Gwenda Florence, Bonegilla - statement herewith.

Constable Lovell Charles PROBYN, Wodonga - statement herewith.

Mr. Robert William Henry CUNNINGHAM, Driver in employ Vic. Railways - statement herewith.

Mr. Reginald Joseph ROGERS, Fireman, in employ of Vic. Railways Wodonga - statement herewith.

Mr. Rupert Harold STRACHAN, Train Examiner, Vic. Railways, Wodonga - statement herewith.

Mrs. Lorna Fulford, Wodonga - statement herewith.

Sig TRESSIDER, G.E. Bonegilla - statement herewith.

Evidence taken at Coronor's Inquest, Wodonga, on Monday 28 Jun 43.

L/Cpl Lindsay Gordon EDDY, stationed at 62nd Camp HQ at Portsea, being duly sworn gives the following evidence.

On the night of 8 May 43 I was walking from Bonegilla to Wodonga. I crossed over the railway line with my brother, Cpl Eddy and Pte Massey. As I was going over the crossing I heard an engine whistle blow. I could see three lights on the track but did not take much notice of them. We got over the crossing and walking on the road heard whistle blow the second time, I saw several buses coming from Bonegilla, two buses passed over the crossing and the engine hit the third bus on the crossing. The engine was travelling tender first. I would be about 100/yds over the crossing when I heard the crash. We ran back and rendered general assistance. The engine stopped over the crossing on the opposite side from Albury. The last blast of the whistle I heard was just shortly before the smash, a matter of a few seconds.

To Mr. Barry.

At the moment of impact the engine had stopped whistling. The lights on the engine were very dim. When I first saw the engine I was actually on the crossing itself. At that stage my attention was drawn to the fact that there was something on the line by the sound of the whistle. I could not see the engine itself at that time. The lights were very dim and did not illuminate the tender to which they were attached. Could see nothing to prevent engine driver from seeing any vehicle approaching the crossing. I lost sight of the lights as I walked over the crossing. There was no glow coming from the furnace of the engine and no steam from the funnel. The lights would be about 300 or 400 yds away when I first saw them.

To Mr. ~~XXXXXXX~~ Collins.

I did not take much notice of the lights or whistle, I just took it for granted it was an engine. I do not know which side of the engine the driver was riding.

To Mr. Mulvaney.

I had no difficulty in hearing the whistle. After I crossed the crossing I did not watch the engine approach. I looked back several times looking for buses. I was not looking at the crossing at the time of the collision. It was while I was on the crossing I could see these lights clear. I did not notice the lights moving, am quite certain the three lights were visible. After the collision the engine was passed the bus. What was left of the bus seemed to be dragged from the crossing fairly close to the engine. The engine was clear of the crossing. I saw no light on the engine. Was more interested in the people on the roadway.

Evidence taken at Coronor's Court, Wodonga, on Monday 28 Jun 43.

Mr. Eric Albert Thirling, Bus Driver, Smollett Street, Albury, being duly sworn gives the following evidence:

I was travelling towards Wodonga from Bonegilla at about 20 to 25 m.p.h. The soldiers were taking in just the ordinary fashion. There was a bus a long way ahead of me. There were lights following me. When I was on the line I noticed a train on the right about 20 yds away. It had one dim light which was just visible.. I heard no train whistle or warning. The visibility on approaching crossing was bad as there are all the town lights in front of you. There are two trees which would obscure view from a distance back. Saw two soldiers on the roadway. Vehicle behind me would be about 200 yds away when I went over the crossing. The weather was quite good, it was dark. I saw the lights of the bus behind me reflected in the mirror. Could not see the bus, only the lights. Lord was in normal health. He was a very careful driver. It was not a peak period, the peak period had not started.

To Mr. Barry

My bus carried more than the licensed number. I had some standing in my bus. As I approached the crossing I did not see anything of the train. I left Bonegilla first and Lord followed on after me. I slackened all the time until I got to the crossing then picked up speed again. Could see one light on the tender which was very dim. Did not have any view of the light until I got to the crossing. It was not sufficient to light up rear of the tender. There was nothing on the railway vehicle to indicate it was a railway vehicle. There was nothing to convey to me that there was an engine approaching the crossing, nothing to indicate presence of railway vehicle at night. I knew nothing of the accident until making my return trip. It was a dark night.

To Mr. Collins.

There was not a great deal of noise in my bus. The noise of engine of my bus might prevent me from hearing whistle. It could have been sounded, but I did not hear it. I took particular notice of the lights on the tender and am certain there was only one dim light. Engine was about 20 yds from the crossing when I saw the light, just saw it on the one occasion.

To Mr. Mulvaney.

I am employed by Mr. Lucas. I had a full load on board this particular night, standing capacity fully taxed. One person was sitting on my right hand side. The window on my right does not open. Bus is 1938 Model Reo. If in top gear makes a certain amount of noise travelling at 2/30 m.p.h. It has occurred to me to drive a noisy bus is dangerous. but this would not drown a motor car horn, should not be any more difficult to hear a train whistle. Assuming the whistle was blown the noise of motor would not prevent me from hearing the whistle. I can offer no explanation why I could not hear the wistle sounded on that night. I knew Lord for about 5/6 months. This other vehicle immediately following me was not within 50 yds of me at the crossing. He was well back at approx 200 yds. The locomotive was about 20 yds from the crossing when I saw it. It seemed to be travelling slowly.

To Mr. Frederico.

The front wheels of my bus were on the crossing when I first saw the engine. I had looked before to see if any traffic was coming but did not see any. Engines frequently pass over that crossing without carrigges. I have not observed a NSW train going across the line. I have not noticed ~~engines~~ buses cutting across in front of engines. A few were smoking but not many.

To Mr. Barry.

Have a complete vision by looking through windscreen to right. Trees cut off view approaching line, but after having passed the trees the view is quite clear.

Evidence taken at Coroner's Enquest, Wodonga, on Monday 28 Jun 43.

Pte Terence Thomas,DOCKERTY, Soldier at Bonegilla, being duly sworn gives the follow ng evidence.

I was travelling in the bus preceding the one hit. I was sitting on the lefthand side on the back seat. I did not see any sign of a train. Heard whistle blow two or three times. Was in a position where I could see a fair amount. I looked out rear window but could not see anything. There was a pale light but could not say if it was on an engine or car.

To Mr. Barry.

As we were going over the crossing I was looking up towards the railway yards, heard whistle before crossing.

To Mr. Mulvaney.

The bus was travelling slowly. Passengers were standing up. Bus was quite full. Took no particular notice of how far bus was from the crossing when I heard whistle. Took no notice of distance. Did not hear crash. The bus went on over the crossing, did not know there had been an accident.

Evidence taken at Coroner's Inquest, Wodonga, on Monday 21 Jun 43.

Sigwmn Gwenda Florence Lawton, Bonegilla, being duly sworn gives the following evidence.

I boarded the bus at Main Gate, Bonegilla. Bus was crowded. Was travelling approx 30/35 m.p.h. There was no more accommodation inside bus. The men in the bus were just talking normally. I should think a few were smoking. I was in the back seat, extreme rear of the bus. I could not see the front of the bus. My view was obstructed by passengers standing up. Was noisy bus, speed of bus would be about 30 m.p.h. Cannot remember any alteration in speed when coming towards the crossing. I was not in a position to see lights on a train approaching. I do not remember anything about the crash. I remember coming to just before being put into a car.

Evidence taken at Coroner's Inquest, Wodonga, on Tuesday 29 Jun 43.

Constable Lovell Charles PROBYN, Wodonga, being duly sworn gives the following evidence.

On a report that there had been an accident at the Tallagnatta Crossing I went to Dr. Grant's premises and a woman in AWAS uniform, Ann Milane, she appeared to be dazed, she said "I have just come from the level crossing accident, I was in the bus". I proceeded with Sgt Nelson to the level crossing at Tallangatta Road. I saw a number of men and women laying about the roadway. There were bodies between the rails and on each side of the rails and on the side of the road. There were bodies in the cattle pit and on the south side of the cattle pit. There were three bodies under the engine and in front of the tender and under the tender. There were two soldiers laying in the bus. The ambulances were there and I assisted with the personnel that were still alive, placed them on stretchers and put them into the ambulances. I then assisted with taking three soldiers out from underneath the engine. In all I assisted with 6 or 8 injured persons and 12 or 14 dead. Parts of the motor bus were strewn on the roadway and from there to the furthermost point of the tender. I examined a deep impression starting from the centre of the bitumen between the rails near the eastern rail. These marks continued on to the further most point of the tender, distance 118' 6". I inspected the tender. Found a light was still burning on the top centre of the tender. There had been a lamp broken off on the lefthand side, the lamp on the righthand side was not burnig. The glass was broken, and on inspection I could see what appeared to be two thin pieces of brown paper underneath the glass. ~~The railway~~

To Mr. Barry.

The railway line runs approx South east and north west and the road approx East and west. The bus was travelling west and the train was travelling tender first south eastwards. Point of impact in my opinion would be between the centre of the bitument and the northern edge of the bitumen. There are two trees on the righthand side of the road prior to coming to the crossing. But after passing these trees there is a clear view approaching the crossing. It was dark at 6.30 on the 8 May 43. There was no moon that night, quite clear, no fog. There were no other lights at the crossing. The railway crossing sign approx 200 yds from the crossing. Roadway is in good condition. The lights on the tender would not illuminate the back of the tender. I had no conversation with the train crew, the police did not take any statement from them.

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To Mr. Collins.

I do not know on which side of the engine the driver would be riding upon. I did not open the lens of centre lamp. The paper or other substance acting as a mask for that light was inside the lens. It was a doubled thickness. The Point of collision was about centre of crossing in about approx centre of line a little to the Bandiana side. It looked as if the engine and bus arrived at the centre of the crossing at the same time. I did not notice any light on the front of the engine, there was provision for the light. As far as I could see that was not damaged. I have known this crossing since January 43. Have observed the traffic from time to time. Did not consider it a dangerous crossing. Have known of no accidents since I have been here. Brown out had been lifted on 8 May 43.

Evidence taken at Coronor's Inquest, Wodonga, on Tuesday 29 Jun 43

Robert William Henry CUNNINGHAM, Engine Driver in Emply of Victorian Railway Commission, resident of Wodonga, being duly sworn gives the following evidence.

I was in charge of engine S63 A2 running tender first from Wodonga to Bandiana for the purpose of picking up a train at Bandiana. The train left Wodonga at about 6.20 p.m. Was accompanied by The fireman, Mr Roberts; Guard, Mr Willis; and Train examiner, Mr. Strachan. When engine was about 430 yds from the Tallangatta Railway Crossing, in the vicinity of the Whistling Post, I sounded the whistle for six or seven seconds. It was a loud clear blast. The engine continued at about 18 miles per hour. About half way between whistling post and crossing I again sounded the whistle, this time for about 8 seconds. I was on the right side of the engine. Whilst sounding second whistle I saw vehicles going towards Bandiana on the Wodonga side of the crossing. I could not see anything coming from Bandiana. There was one vehicle approaching towards Wodonga at the time. After second whistle the fireman called out "keep it going" I immediately kept the whistle going, closed the regulator. When 100 yds from the crossing I noticed a bus cross the line from Bandiana side. When sounding third whistle engine would be about 75 yds from the crossing. While still sounding third whistle Fireman called out "red light" which meant stop the engine. I immediately applied the brake and kept whistle going. The speed at this time was 18 mile per hour. The whistle was still sounding at the impact. The engine travelled about 42 yds after impact. I immediately got down and discovered a couple of bodies at the rear of the tender. I then instructed my fireman to go straight away for assistance. I made an examination of the tender and engine. There were a number of bodies scattered round engine and cattle pit. The leading tender wheels were derailed. The two bottom lights were completely gone, the top light was smashed although it was still burning. The chassis of front of bus was under rear of tender. When the engine left Wodonga the three lights on the tender were in good order. They were electric brown out regulations. The accident happened about 6.45 p.m. It was a dark clear night with no fog or wind.

Questioned by Barry.

I have been an engine driver for five years. I am familiar with the crossing and locality round the crossing, including traffic. I new there was no zig-zag signals, not illuminated at all by artificial light, and probably one of the most dangerous crossings about this locality. I was aware that this was an unusual time for a train to be going along there. [illegible] I cannot remember whether I have driven a engine, tender first, between six and seven previously. Crossing is not particularly dangerous if special care is taken. Engine was going to Bandiana, tender first, to pick up a train at siding. The reason for going tender first is that there is no turntable at Bandiana. When engine is going head first it has a large electric light which illuminates track ahead for ¼ mile. I have no objection to driving tender first. I think headlight on front of engine is necessary at night time, but light on back not necessary because of Regulations. The three lights on the back of the tender were lights of illumination power which was much weaker than is usual because of the application of brown out. I think going backwards needs greater care than forward at night. As we were travelling along I could see the traffic on the right, but not on the left because of the tender. I was standing facing the way I was going. All I could see to the left was through the fireman's space. I could not see the vehicles along the road on the left because of the angle. I was present at the trial which was held last night, but did not drive the engine. Engine left Wodonga at 6.20 p.m. Fireman, Train examiner, guard and myself were in cabin. They did not occupy much of the cabin. Usual occupants are the driver and fireman. Guard went out for purpose of running train to Benalla and train examiner went out to examine the brakes. Guard and Train Examiner were picked up from the Station Master's Office. The presence of these men were in no way an obstacle to the official management of the engine. I came on duty at 1.20 p.m. At 5.25 p.m. prepared engine S25 for Bandiana. This was the only trip I was engaged on that day. Was due at Bandiana at no set time. The distance from Wodonga to Bandiana is three miles. The four of us are well known to each other. Was due to knock off about 9 p.m. Normal working period is usually 8 hrs. We held no conversation while in the engine. Spoke when we first got on the engine, but from then onwards did not speak. I never make a practice of talking while on the engine. I would not regard it as dangerous but I have made it a practice of not talking to anyone in the engine, because of my nature. I was not smoking, I do not smoke. I could not say if any of the others were smoking. The fireman does not smoke. As driver in charge of engine I do not consider it a proper practice to smoke while driving an engine, it is against regulations. I had my own duties to perform and did not notice if the others were smoking. I was looking out on my righthand side. I relied on the fireman to keep a look out on the other side. It is considered by me a good stop if an engine is brought to a standstill within 75 yds when going at a speed of 18 m.p.h. That is my own judgment.

I have discussed it since the accident with Officers. There was a local railway inquiry. It took place day after accident before Departmental Officers. I gave a statement not on oath. Senior Departmental Officer in charge of inquiry was Mr. Stamp. The evidence was taken down in writing and I signed it. (statement produced by Coronor). I do not think an engine should slow down at a crossing as the railway has the right-of-way ; precautions were taken such as blowing the whistle several times, the tender was lit. I think I was entitled , because I was driving the engine approaching the crossing, not to reduce speed. When I saw first vehicle I do not think I should have slowed down. If approaching the crossing at 10 m.p.h. when "red light" was shown brakes were applied it would have been possible to bring the engine to a standstill before reaching the crossing, thereby preventing the accident. On the night of the accident I did not see the bus or the lights. I saw two buses coming from Bandiana, there would be about 150 yds between them. When the first buss passed the crossing the engine was about 430 yds from the crossing. The engine was about 180 yds from the crossing when the second bus passed over the line. My statement represents a real recollection of what happened. I should think that the accident would be an obstacle to my further advancement.

Questioned by Collins.

The accident would not be a bar to my advancement if I am proved not to be at fault. Trains run to and from Bandiana any time it is warranted irrespective of day or night. The train would have to travel tender first either way. All engines are not equipped with electric headlights ~~xxxxx~~ and all do not have a large powerful light in front. These engines are used to run all kinds of trains on all lines. It is necessary to exercise greater care running tender first at night time. Speed restriction to Bandiana travelling tender first 20 m.p.h. 40 m.p.h. engine first, and 30 m.p.h. mixed train. As a driver I have no say in fixing the maximum speed. I consider I would be jutiified in going over the crossing at 20 m.p.h. tender first during the darkness if care was taken . I did not have any conversation on engine. I have my duties as a driver to attend to, working of the engine and I do my job without conversation. The fireman' s duty is to keep a look out on the other side, and it is my duty to see that he does do it.. I am satisfied the fireman was keeping a look out on his side as I was doing on my side. It is usual for the Guard and Train examiner to travel in the engine with me, I do not know of any other way for them to get there.. It is permissable for them to travel in the engine. Regulations allow four to travel.
The inquiry was just an ordinary Departmental inquiry at which we were interviewed by Superior Officers. The interview took place the second day after the accident (not the next day). I visited the scene of the accident with the Departmental Officers.

Mention has been made of paper shaded in the lamps. They are placed there on account of the brownout regulations. They are placed there by the Department, the driver has nothing to do with placing or removing of them. It is the drivers duty when approaching a crossing, if he apprehends an accident, is to stop and avoid it if possible. The most important duty of a driver according to the Regulations is "Safety to the Public" When the red light signal was given by the fireman I immediately applied the emergency brake which would apply the brakes almost immediately. They would bring the engine to rest in the shortest possible space. After making the emergency application of the brake there was nothing further ~~xx~~ I could do to avoid the accident. If we see a car approaching the crossing, the whistle is sounded in a loud blast and durability. If I had been on the opposite side of the engine and saw the lights of the approaching car I would have done the same as the fireman did. It was a good stop and I examined the brake of the engine that day, during the preparation of the engine at approx 5.45 p.m. and the brake was then in good working order. Also examined the lights of the engine during the preparation of the engine in the shed. Lights were in good order. Three lights were burning on the tender.

To Mr. Mulvaney.

They were electric lights. About the time I sounded the second whistle saw motor vehicles approaching the crossing. All had lights. One pulled up and shone lights on to the crossing. Traffic on this road has only become fairly heavy in the last 2 years

Traffic has been heavy since I have been here a little over 12 months. Last night when Sgt Nelson first came to the car he spoke to the driver about three lights in front of his car. It was when he got into the car he made mention of the tests. I sounded a second whistle, then sounded a third whistle a second or two after I had ceased sounding the second whistle, when the fireman called "keep it going". I kept sounding third whistle right up to moment of impact. It was a regulatic whistle. Whistles should be clearly audible about 1 mile away.

Mr. Frederico.

I know crossing well, I did not know the peak period was approaching. I have noticed exceptional traffic on Saturday night. I have not been over the crossing on a Saturday night. Have noticed traffic, I did not know where it came from. I always keep a good look-out and follow all regulations. Have a speed recorder fitted in the cabin behind me. May have glanced at it two or three times. I always watch my speed so that I would not go over regulations. I would be mentioned in conduct book, for any regulations broken. I was just keeping under my 20 m.p.h. speed. Am likely to gather speed about that crossing. I consider 18 m.p.h. a safe speed to go over the crossing. I knew then that should an emergency arise it would take 75 yds in which to pull the engine up. The electric light on front of engine is of assistance when going engine first. It illuminates the whole of the line for about a quarter of a mile. It is easy to drive with that light then it is with the three lights at the back. Lights on the back of the tender were 20 C.P. They would be a visible light but would not light up the permanent way. They are of no assistance to the Driver. They are regulation lights. The engine was 80 yds from the crossing when the Fireman said "keep it going". The brake and whistle were on the left. Sounded whistle with left hand and continued to sound third whistle until impact. Put on brake with right hand. When 35 yrds away, Fireman said "red light", I kept whistle going with left hand and made application with right hand, brake being on left hand side. Sparks would fly when brake was applied and continued to fly until train stopped. I saw water come out of the tender over rails at time of impact which would make it harder to stop train. I did not mention it in my statement, but mentioned it to officers after the accident. It did not occur to me that the bus driver would not hear the whistle or see the three 20 c.p. lights on the engine. I had complied with all regulations - had blown whistle, was under 20 m.p.h. and had the right of way, so considered it was all right to go across.

To Mr. Mulvaney.

When fireman called "keep it going" engine was about 150 yds from the crossing, Previous answer of 80 yds was incorrect. A2 engine and tender weighs 120 tons.

To Mr. Frederico.

I value my job just the same as anybody else does.

To Mr. Collins

I have not been given an hour off since the accident. I have in no way been punished.

To the Coronor.

I was still blowing the whistle at time of impact.

Evidence taken at Coronor's Inquest, Wodonga, on Tuesday 29 Jun 43.

Mr. Reginald Joseph ROGERS, Novel Street, Wodonga, Fireman employed by Victorian Railway Commissioners, being duly sworn gives the following evidence:

On 8 May 43 I was the fireman on engine S63 A2. The engine left Wodonga at 6.20 p.m. When the engine was in the vicinity of the Whistle Post the driver sounded the whistle, about 430 yds from the crossing. The whistle was a loud and long blast of about six seconds. The engine was travelling at 18 Mile an hour. About 250 yds from the crossing I saw a motor bus coming down the hill on the Bandiana side of the crossing. About two seconds later the driver sounded the whistle for the second time. Second whistle ceased about 150 yds from the crossing. The first motor vehicle I saw seemed to slow down the went over the crossing. Just prior to that I told the driver to keep the whistle going, and he kept it going. The leading motor vehicle would be about 80 yds from the crossing at third whistle. ~~Saw three motor vehicles. The third bus was about 150/200 yds behind 2nd bus,~~ and 2nd bus was about 100 yds when the first bus passed over the crossing. The first bus went over safely. The engine would be about 100 yds from the crossing then. The second vehicle slowed down to about 30 m.p.h. and kept travelling at that pace. I called out "red light" about 35 yds from the crossing, ~~the third bus was about 60 yds from crossing~~. The driver immediately put on the emergency brake. The vehicle did not appear to slacken. The vehicle appeared to hit somewhere about the tender. The whistle was still sounding right up until the time of impact. The motor vehicle was carried a long beside the tender. The driver then got out to see what he could do. Could not say how long he was away, but on his return he sent me to Wodonga to get assistance. Before leaving Wodonga at 6.20 p.m. there were three lights on the tender. I inspected the tender before I went back to Wodonga, and found that the two bottom lights were smashed. There was glass broken on the top light but the light was still burning. Time of the accident would be about 6.25 p.m. It was a clear dark night, no fog, rain or wind.

To Mr. Campbell.

I have been employed as a fireman since 1926. Have known Mr. Cunningham about eight months prior to 8 May 43. I have discussed this accident with him. I went on duty at 5.25 p.m. prior to that I had been at my own home. I knew Guard Willis and Train Examiner Strachan. Was quite friendly with all of them. The engine left Wodonga at about 6.18 p.m. or 6.20 p.m. I do not think we did any talking. All that I think was said was "keep it going" "red light" and "I don't think the bus is going to stop", as far as I can remember. It is not unusual not to talk. We were all concentrated on the crossings. I do not consider one crossing any more dangerous than the other. We have to watch all level crossings. Treat them all the same as regards to danger. 18 m.p.h. was recorded on the chart. We are not allowed over the 20 m.p.h. and I know the driver would not go over that speed. I estimated the speed around that and have been told since that it was 18 on the chart. Mr Brown, our Loco boss, told me that. I knew the maximum speed was 20 m.p.h. going tender first. It was a dark night. I was not doing any stoking between time we left Wodonga and point of impact. I was keeping a lookout on the left hand side. I knew there were no warning devices of any kind at the crossing and that it was a busy road. The three lights on the tender did not illuminate the track at all. No regulation to prevent the driver from going slower i.e. 10 m.p.h. Had to maintain a speed of 18 to 20 m.p.h. to run to schedule, but was not an instruction. If he had of gone slower the train would have been late away. Going at 18 m.p.h. it would take 60 or 70 yds to bring the engine to a stand still. I consider 18 m.p.h. a reasonable speed to approach the level crossing. I was on the left-hand side looking out, not saying a word all the time. The engine was 30/35 yds away from the crossing when I called "red light" Engine was approaching at a speed which meant that it must hit anything on the crossing. The driver was looking to the right facing direction of travel. In his position he could not see over to the Bandiana side of the crossing. I remember seeing two vehicles coming towards the crossing from Bandiana side. The engine was about 250 yds from the crossing when I first saw the first bus. The whistle had already sounded once, and was then about to start again. I did not say anything to the driver. I did not know vehicles were coming towards the crossing from the Wodonga side.

I saw the second car about 220 yds from the crossing. I do not think observing regulations relieves us of the necessity to take care. On this occasion we relied on the whistle, expecting the buses to slow down. Would not reduce speed until we saw danger. Left it to the others to see us and stop. As long as there is nothing on the crossing and as long as we blow the whistle we just go on at the same speed. The tender was about 100 yds from the crossing when the first bus went over. The bus seemed to slow down then accelerate, which surprised me. If I had thought the second bus would do the same as the 1st bus I would have called to the driver to reduce speed. The action of the first one made me more cautious. I was acting caustiously all the time. It did not occur to me to have the speed reduced. The 2nd bus was doing about 40 m.p.h. when coming down the road. When it slowed down to 30 m.p.h. the engine was about 60 yds from the crossing. Bus was about 120 yds when it first stated to slow down. It did not occur to me that the engine and bus would arrive at the crossing at the same time and crash. I anticipated that the bus would slow down and let the engine go through. The bus was 60 yds from the crossing when I said "red light", From the time I called out "red light" I considered the bus driver had enough time to pull up. I did not see the driver sound the whistle but head it. There was nothing to prevent me from seeing vehicles coming from Bandiana several hundred yards from the crossing. At the time I called out "red light" the brakes were applied immediately. I attended and made a statement at a Railway Inquiry.

To Mr. Collins.

I examined the lights on the tender prior to leaving Wodonga, and they were in good order. A fireman has no control over speed, nor is he called upon to explain any excess speed. When I called "red light" the driver of the bus had ample time to stop before reaching the crossing. I advised the driver to stop the engine as soon as I thought an accident inevitable. When the driver applied the brake there was nothing further I could do to help stop the engine.

To Mr. Frederico.

I can't remember definitely whether I went on duty at 5.25 p.m. or 1.20 p.m. I had formed the opinion that the crossing was a busy one. I have driven over crossings with wig wags not any busier than this one. It takes longer to stop an engine on its own that to stop one with trucks or carriges attached. At no time did I suggest to him to reduce speed until I gave him "red light." I did not know it was the peak period for traffic of troops. It is not the first time I have been across in the evening. I did not know at the time of the collision that the engine travelling at 18 m/p.h. would take 75 yds to stop. I had an approximate idea - something in the vicinity of 50 yds. It did not occur to me that the driver of the bus would not hear the whistle or see the lights. We were only 30 yds from the crossing when I knew there was a real danger. Strachan said "I do not think this bus is going to stop" about two seconds after I called "red light".

Evidence given at Coronorés Inquest, Tuesday 29 Jun 43.

Mr. Rupert Harold STRACHAN, Train Examiner, Vic Railways, Wodonga being duly sworn gives the following evidence:

Was riding on engine 836A2 which was running light tender first to Bandiana. I was going out there to make a brake test onnthe train they were about to take away. The driver sounded the whistle ~~xxxx~~ about the whistle post, it was a long clear blast. I was standing directly level with the fireman. About 250 yds from the crossing I noticed a car coming down the hill. The car would be about 300 or 400 yds from the crossing. There was another vehicle following the first vehicle at a distance of about 200 yds. The whistle was still being blown at that particular time. I kept these vehicles under observation. When the engine was about 150 yds from the crossing the leading vehicle appeared to slow down about 80 yds from the crossing. Then he appeared to accelerate. At this stage the fireman told the driver to "keep it going" meaning the whistle. The leading motor vehicle would be about 80 yds from the crossing then. The Second vehicles would be about 150 yds away from the crossing. He then seemed to slow down to about 30 m.p.h. By this time the engine was about 35 yds from crossing. The fireman called "red Light" to the driver. I said "I don't think he is going to stop" The driver immediately applied the brakes. The vehicle was about 60 yds from the crossing then. The motor bus still ~~xxxxxx~~ continued to travel at about the same speed. I kept my eyes on it until the collision took place. It appeard to stike about the centre of the leading portion of the tender. The vehicle was carried across the cattle pit over about 40 yds. I immediately got down and had a look. Saw a lot of bodies strewn around the place. Rendered general assistance. Came into Wodonga and reported the matter to the Station Master. Before the engine left Wodonga I inspected the lights. The three lights on the tender were burning. I inspected the tender after the accident, two lights were broken, one was still burning. The casing itself had been smashed. The accident occurred about 6.25 p.m. Visibility was good but it was a dark night, no wind, fog or rain.

To Mr. Barry.

I cannot remember if the lights were on/in the coal yard. I was present when Rogers and Cunningham made statements to the Railway Inquest.

Evidence taken at Coronor's Inquest Wodonga, on Tuesday 29 Jun 43.

Mrs Lorna FULFORD, Wodonga, being duly sworn gives the following evidence:

On the 8 May 43 I was inside my house when I heard the whistle of the train. I did not see the engine, just heard the whistle. I heard a whistle three times. The first blast was very loud, there was an interval between the first and second blasts, and shortly after there was a third whistle. The children made the remark that the fireman "was sitting on the whistle" I heard the crash just after the third whistle.

Evidence given to Coronor's Inquest, Wodonga, on Wednesday 30 Jun

Sig George Edward TRESSIDER, Bonegilla, being duly sworn gives the following evidence:

On 8 May 43 I boarded a bus at the main entrace to hospital. Bus boarded was a passenger bus travelling between Bonegilla and Albury. I boarded bus with Barton, there was VAD Anderson also. About 12 got on this bus at hospital gate. The bus then went to main gate of Bonegilla Camp. Paid my fare when arrived at main gate. I was sitting on the first seat behind driver on right-hand side. Seats were round both sides and at back. The bus was well filled when it left Bonegilla. I was facing into centre of bus. There was a soldier sitting on floor by my right. There was smoking going on in the bus. This soldier lit a cigarette for the driver just at the hospital gates on the way back. If the driver looked to the right he would have a clear view. The lighting on the bus seemed very good. Driver of the bus would have a very clear view of the road. Approaching the railway crossing near Wodonga a silver bus passed us, travelling towards Wodonga. The speed of bus was about 25/30 m.p.h. I have not done any motoring. The running of bus seemed to be in good order. I did not hear any noise to do with trains, and saw no lights of any train approaching. Just previous to the accident someone at the back of the bus called out at the top of his voice "train", I cannot remember anything else. The VAD and AWAS girls were sitting on the very back seat.

To Mr. Barry.

The call of "train" and my going unconscious were practically at the one time. The speed of the bus seemed to be a normal speed.

To Mr. Mulvaney.

There was no metal bar from the drivers seat on the right hand side running into. the side of the bus. The soldier had to get over me to get on to the guard. He would be sitting between window and driver. I can't remember if the window was open or closed. I was not looking at the roadway, was looking across the bus. The motor was not very noisy. There was just a rattle of a mudguard. I was not making any effort to listen for whistles. I would not contradict the fact that three whistles were blown, I did not hear them. The person who called out "train" was further back than I was. Did not hear anything said to the driver by the person near the driver.

To Mr. Frederico.

Before the accident nobody spoke to the driver. My hearing on the 8 May 43 was quite normal. Prior to that I was Al. I was just sitting in my seat immediately behind the driver and not taking to anyone. I heard no whistle or train at all. When someone sange out "train" did not hear whistle blown then. I think the windowscreen was open. The driver of the bus was travelling in an ordinary manner. This man at the side of the driver did not interrupt his view out the side of the bus. The driver could have had a clear view to the right of him.

To the Coronor.

There was not much noise in the bus. There were a few smoking. The smoke would not be noticeable in the bus, was not think at all. A soldier lit a cigarette for the driver at the gate hospital on the way back. That was the only cigarette he lit for the driver. The driver did not stop at the hospital gate on the way back. The cigarette was lit while the bus was going just by the hospital. The driver was not smoking just prior to the collision.

Evidence taken at Coronor's Inquest, Tuesday 29 Jun 43.
Harold Wallace

Detective/GREEN, Benalla, being duly sworn gives the following evidence:

On 9 May last I came to Wodonga, and at intervals since then I have interviewed a number of witnesses, and collected evidence for this inquest. All the available evidence has been collected but has yet not been given. I was unable to trace any drivers of the motor vehicles that were referred to by the engine driver as being behind the witness.

Evidence taken at Coronor's Inquest, Wodonga, on Wednesday 30 Jun 43.

Mr. Albert Richard STAMP, Superintendent of Loco Running of Victorian Railways Commissioners.

I produce the speed chart taken off engine S63A2 for the trip of 6.15 p.m. Wodonga to Bandiana, light engine running tender first on the 8 May 43 signed by R. Cunningham.

The chart shows that engine, after leaving Wodonga attained 15 miles an hour then dropped to about 13 miles an hour inthe next ¼ mile, and at a distance of little less than a quarter of a mile reached speed of about 18 m.p.h.

A/43/4436

14 MAY 1943
43 15-10

HQ 6(Albury) L of C Sub-Area
A M P Bldgs
Dean St
ALBURY

10 May 43.

Major S E Gully
Camp Staff Officer
BONEGILLA.

COURT OF INQUIRY: Accident Civilian Motor bus, Death of Soldiers, Injuries to soldiers, Tallangatta road crossing near Wodonga 8 May 43

Herewith please find six copies of Convening Order in the matter of the above Court of Inquiry.

.....Capt
(C W B Tims)
Staff Capt "A" 6(Albury) L of C Sub-Area

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AUSTRALIAN MILITARY FORCES

HQ6(ALBURY) L OF C SUB-AREA

ROUTINE ORDERS PART I

BY

BRIGADIER F H CHRISTISON.

No. 167

HQ A M P Bldgs
Dean St
ALBURY
10 May 43.

COURT OF INQUIRY

A Court of Inquiry, consisting of the under-mentioned Officers, will assemble at a time and place to be determined by the President, for the purpose of inquiring into and reporting upon the circumstances surrounding the

(a) Accident to Civilian motor bus No. DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday 8 May 43,

and (b) The deaths of -

SX18874 Pte DALY, Patrick, 6 Coy A A S C Bondgilla
VX10597 Lieut BRINSMEAD Lyle Radford, LHQ School of Sigs
VX91906 Pte JOHNSON Ernest Adam, 6 Coy 3 AASC Trg Depot
SX19399 Pte NEALE Arthur Claude, 6 Coy 3 AASC Trg Depot
S114089 Pte GODDARD Albert Ernest, 6 Coy AASC Trg Dep
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VX72329 A/Cpl DUNNE Richard George, 6 Coy 3 AASC Trg Dep
VX4[illegible]669 W/O II MILLS Roscoe Noel, Small Arms School
V50[illegible] Pte STEELE Frank Thomas, 6 Coy 3 AASC Trg Depot
N[illegible] Sigmn NICOL George Stanfield, 5 Air Support Cont.
V[illegible] Pte QUINN John Robert Alexander, 6 Coy 3 AASC Trg Depot.
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NX15518 W/O II ROSE George Henry, Small Arms School
N257840 Sigmn TRY Adrian Francis Falconer, 4 Air Sup Con
NX69234 L/Cpl BARNETT Keith Reginald, No 2 Coy Aust Sig Tng Bn
TX110 Lieut HARRIS Alan Meguire, LHQ School of Sigs
VX22465 L/Sgt McFARLANE Alexander Calib, Small Arms Schl
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OVER

and (c) The Injuries sustained by -

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VF389634 Sigwmn BURFORD Irene Bisclor, Aust Sig Trg Bn
NX114360 Sigmn BARTON Clarence, 5 Air Support Control.
N257038 Sigmn TRESSIDER G.E., 3 Coy Aust Sig Trg Bn
QX34097 Cpl HARDY N.L., Small Arms School.
QX49674 Sigmn AUSTIN F.H., 5 Air Support Control.
V110509 Sgt HODGKISON R.K., L H Q School of Sigs
NX87886 A/Cpl THOMSON, W.D.E., LHQ School of Sigs.

and (d) Of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT: Major S E Gully, Camp Staff Officer, Bonegilla.

MEMBERS: Capt A H Phillips, DAQMG, HQ 6(Albury) L of C Sub-Area

Capt C W B Tims, HQ 6(Albury) L of C Sub-Area

Evidence will be taken on oath.

The Court will comply with the relevant paras of A M R & O 661-701 and in particular with para 669; and the relevant portions of M.B.I. Q127 of 30 Sep 41, with special attention to para 36.

The President will make writtenrequest to the Units concerned for the attendance of Military witnesses.

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The President will make rritten request to any civilian witnesses for their attendance.

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10/5

.....Brigadier
(W.H.Hodgkison)
Commanding 6(Albury) L of C Sub-Area

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AUSTRALIAN MILITARY FORCES

HQ6(ALBURY) L OF C SUB-AREA

ROUTINE ORDERS PART I

BY

BRIGADIER F H CHRISTISON.

No. 167

HQ A M P Bldgs
Dean St
ALBURY

10 May 43.

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(a) Accident to Civilian motor bus No. DW058 owned by Symons' Motor Service and driven by William LORD, of 38 Victoria St., Williamstown, Vic, which collided with a railway locomotive at the railway crossing on the Tallangatta road near Wodonga at approximately 1825 hours on Saturday, 8 May 43,

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H.H. Christison ..... Brigadier
(H.H. Christison)
10/5 Commanding 6(Albury) L of C Sub-Area

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AUSTRALIAN MILITARY FORCES

HQ6(ALBURY) L OF C SUB-AREA

ROUTINE ORDERS PART I

BY

BRIGADIER F H CHRISTISON.

No. 167

HQ A M P Bldgs
Dean St
ALBURY

10 May 43.

COURT OF INQUIRY

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AUSTRALIAN MILITARY FORCES

HQ6(ALBURY) L OF C SUB-AREA

ROUTINE ORDERS PART I

BY

BRIGADIER F H CHRISTISON.

No. 167

HQ A M P Bldgs
Dean St
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10 May 43.

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QX49674 Sigmn AUSTIN F.H., 5 Air Support Control.
V110509 Sgt HODGKISON R.K., L H Q School of Sigs
NX87886 A/Cpl THOMSON, W.D.E., LHQ School of Sigs.

and (d) Of giving consideration as to what effective means should be taken to prevent a recurrence of such accidents.

PRESIDENT: Major S E Gully, Camp Staff Officer, Bonegilla.

MEMBERS: Capt A H Phillips, DAQMG, HQ 6(Albury) L of C Sub-Area

Capt C W B Tims, HQ 6(Albury) L of C Sub-Area

Evidence will be taken on oath.

The Court will comply with the relevant paras of A M R & O 661-701 and in particular with para 669; and the relevant portions of M.B.I. Q127 of 30 Sep 41, with special attention to para 36.

The President will make writtenrequest to the Units concerned for the attendance of Military witnesses.

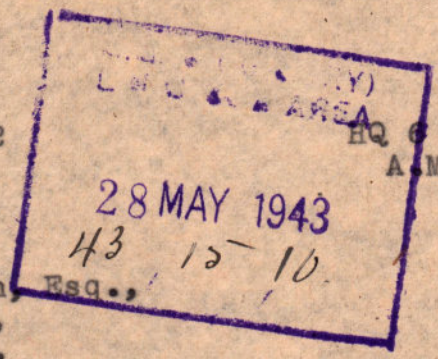
The Units concerned will arrange for the attendance of Military witnesses on request from the President.

The President will make written request to any civilian witnesses for their attendance.

The Proceedings will be forwarded to HQ 6(Albury) L of C Sub-Area

16/5 F.H. Christison ....Brigadier
(F.H.Christison)
Commanding 6(Albury) L of C Sub-Area

CLSC/JW
A/43/5122



HQ 6 (Albury) L of C Sub-Area,
A.M.P. Buildings,
Dean Street,
ALBURY.

21 May 43

D.G. Padman, Esq.,
Town Hall,
ALBURY.

Dear Mr. Padman,

In the absence of the Brigadier, I desire to thank you for your letter of sympathy in regard to the loss of life sustained by the recent tragic bus and rail accident.

We did all we could to assist the relatives, and our services are still at their disposal should there be any way in which we may help.

Yours sincerely,

Major
21/5

File

MAYOR'S ROOM,
TOWN HALL,
ALBURY, N.S.W.

13. 5. 43.

Brigadier Christison
Officer Commanding
No. 1 Dist. Area
Albury

Dear Brigadier

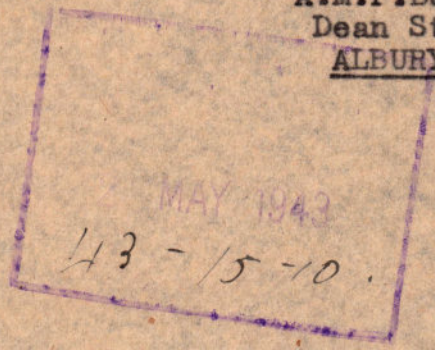
May I on behalf of the citizens of this Municipality express our deep regret in regard to the tragic accident which occurred recently whereby so many members of the forces lost their lives. I extend our sincere sympathy in regard to the losses sustained.

Yours

Mayor

LGC/DJ.
A/43/5314.

HQ.6(ALBURY) L of C Sub-Area,
A.M.P.Buildings,
Dean Street,
ALBURY.
27 May '43.



Shire Clerk,
Hume Shire Council,
ALBURY.

Dear Sir,

We gratefully acknowledge receipt from you of your letter of sympathy in connection with the tragic loss of lives in the Rail-Bus smash at Wodonga.

Your suggestions for obviating further accidents at this point have received consideration. A Court of Inquiry convened immediately after the accident has made its report and recommendations which have been forwarded to higher authority.

Yours Faithfully,

Major.
for Brig Chesson

P.O. Box 70
TELEPHONE No. 157

ADDRESS ALL COMMUNICATIONS
TO THE SHIRE CLERK.

Hume Shire Council

Albury, 20th May, 1943.

Brig. F. H. Christison,
Vic. L. of C. Area,
A.M.P. Building,
Dean Street,
A L B U R Y.

Dear Sir:

Council has requested me to express to you its very sincere sorrow in the recent tragic level crossing accident at Wodonga, and the subsequent loss of such noble lives, who had rendered, and were still rendering, such magnificent service to our country.

Council pays tribute to their memory, and extends to you, as their Commanding Officer, sincere sympathy in this national loss.

Council has also directed me to submit the suggestion, for your consideration, that to obviate further accidents at that point, sentries be posted there, or the Railway authorities be requested to provide a gatekeeper. Council trusts that its suggestion in this matter will merit your full consideration.

Will receive consideration C of I

Yours faithfully,

Brig
Opened by me
Referred for your direction RGC 21/5

A H Rowland
SHIRE CLERK.

LGC/CMM

A/43/4050

H.Q 6(Albury)L of C Sub-Area,
A.M.P. Buildings,
Dean Street.,
ALBURY.

15 May 43

15 MAY 1943
43-15-10

Messrs. O'Donohue Brew & Green,
Barristers & Solicitors,
Capitol House,
Swanston Street,
MELBOURNE.

WODONGA LEVEL CROSSING ACCIDENT 8/5/43.

Your J.G./M.C. of 12 May 43 Ack.

This H.Q. has been instructed that the G.O.C. Vic L of C Area has no objection to your interviewing ~~Captain~~ Sergeant Eddy, Sgt. Malony and Pte. Massey in connection with this matter.

This H.Q. did not forbid the interviews.

.....Major
(L.G. Campbell)
DAA & QMG 6(Albury)L of C Sub-Area.

15/5

File

O'DONOHUE, BREW & GREEN
BARRISTERS & SOLICITORS

NICHOLAS O'DONOHUE, B.A., LL.M.
RAY BREW, LL.B.
JOHN J. GREEN, LL.B.

Telephones F 5118
3 Lines

Capitol House,
Swanston Street,
Melbourne, C.1.

IN REPLY PLEASE QUOTE
JG/MC

RECEIVED
13 MAY 1943
43.15.10
H.Q.

12th May, 1943.

The Formation Commander,
Headquarters,
Lines of Communication,
ALBURY. (N.S.W.)

Dear Sir,

We act for Samuel Symons, the owner of the motor bus which was involved in the collision with a train at the level crossing at Bonegilla on Saturday, the 8th instant.

We desire to interview and take statements from three members of the Army Personnel at the camp at Bonegilla who were eye-witnesses of the collision. They are Sergeant Maloney, Captain Eddy and Private Massey. Our agents at Albury, Messrs. Tietyens Angel & Jackling who had arranged an appointment to interview these three men, have notified us that they have been informed that the men have been forbidden to permit any interviews or to make any statements relating to the collision.

As it is a very serious matter and one that involves a careful investigation as to responsibility we desire to make application for permission to interview the men concerned and would be grateful if you would convey your decision to our above-mentioned agents at Albury whose address is Kiewa Street Albury, New South Wales.

We desire to inform you that we have forwarded a copy of this letter to the General Officer Commanding, Vic. L. of C. Area, 339 Swanston Street Melbourne.

Yours faithfully,

O'DONOHUE BREW & GREEN,

per.....

Capt Stellard — Rang Mr Angel See me re this RGG 14/5

Capt Mitchams phoned
G.O.C has no objection - limits to be so informed RGG 14/5

TELEPHONE—

VIC L OF C AREA

Australian Military Forces—~~Eastern Command~~

Please quote this Number when replying.

CEC/GM

1/1

RECEIVED
13 MAY 1943
H.Q.6

Address

Date 43.15.10

LHQ SCHOOL OF SIGS
BONEGILLA VIC

13 May 43

HQ
6 (ALBURY) L OF C SUB AREA

ACCIDENT, CROSSING - 8 MAY 43

1. Attached hereto is a page of the Melbourne newspaper "The Sun". Attention is drawn to the paragraph marked.

2. An AWAS signalwoman is at present in 106 Aust Gen Hosp as a result of the above crossing accident, and is still suffering from severeshock. It known that this AWAS, Sigwn Lawton and the late Lieut L R Brinsmead of this School had made preparations to be married late in August.

3. On medical advice Sigwn Lawton has not yet been informed of the decease of Lieut Brinsmead.

4. The marked report printed in "The Sun" is entirely erroneous and if seen, or mentioned to Sigwn Lawton is liable to have most undesirable repercussions.

5. As far as can be ascertained from the associates of Lieut Brinsmead and the unit of the AWAS, Sigwn N C Donohue, the persons named were not known to one another.

6. It is understood that the "Albury Banner" have relations with "The Sun", and it is requested that action be taken to insert an immediate correction in the newspapers involved, to the effect that in reference to the previous report,

> "Norma Catherine Donohoe, member of the AWAS previously reported engaged to Lieut L R Brinsmead, was NOT engaged to him and as far as can be ascertained was NOT known to him."

7. Your co-operation in this respect would be appreciated.

Maj
(C F Cowden)
Adm Comd LHQ School of Sigs

① Sent Mr Thomas to see Albury Banner.

Encl.

② Correction in Friday's paper
27.

File 65

MR. CURTIN DEFENDS PRICE PLAN

CLAIMS by the Chamber of Commerce that the ceiling price plan was a disguised attempt to reintroduce in a new form the Government's plan to limit commercial profits to 4 per cent. were emphatically denied by the Prime Minister (Mr. Curtin) yesterday.

Mr. Curtin said that 4 per cent. profit limit was a matter of high Government policy. Principles of price control would remain unaltered except that the Prices Commissioner would recommend subsidies instead of authorising price increases.

Mr. Curtin said fears that there would be long delays in granting subsidies to meet increasing costs were groundless. Arrangements had been made for expeditious handling of claims, particularly from importers.

The policy, already in operation, of asking traders on good profit margins to carry part, or the whole, of their increased costs would be followed in assessing subsidies.

The ceiling price plan was not, as had been alleged, an attempt to establish a Government monopoly of importing. The misunderstanding evidently occurred because, after certain importers had threatened to cancel contracts, the Minister for Customs (Senator Keane) announced that if this happened the Government would make its own arrangements.

Linking of the Department of War Organisation of Industry with the ceiling price plan would not cause uncertainty and delay, added Mr. Curtin, but would be beneficial because by rationalisation, economies in some industries should make possible price reductions.

RADIO ADVISERS

STATE committees to advise broadcasting authorities on programmes and keep the public in closer touch with radio control have been appointed by the Federal Government.

The committees have been established following the recommendations of the recent inquiry into broadcasting by the Parliamentary Standing Committee.

Announcing the appointments yesterday, the Postmaster-General (Senator Ashley) said the members would act in an honorary capacity.

Members of the Victorian committee are the Deputy Director of Posts and Telegraphs (Mr. R. N. Partington), the Victorian manager of the Australian Broadcasting Commission (Mr. L. R. Thomas), the manager of 3DB, and representative of the Commercial Broadcasting Federation (Mr. D. T. Worrall), Mrs. H. C. Marfell, and Messrs. J. R. Darling, M. Chamberlin, and J. V. Stout.

Three Airmen Killed In R.A.A.F. Crash

TWO officers and a sergeant were killed, and a sergeant was seriously injured, when an aircraft from a R.A.A.F. station in Victoria crashed near Mount Macedon on Sunday while on a travel flight.

Those killed were: Flight Lieut. Richard Craighton Hart, 28, single, of Cowra (N.S.W.); Flight Lieut. Warren Robert Brodrick, 25, single, of Melbourne; Sergeant Vincent Ambrose McCarthy, 23, single, of Ipswich (Queensland).

Flight Sergeant Norman Eric Hutton, 25, single, of Wembley (W.A.), was seriously injured.

Candidate For Toorak Seat

CR. F. R. CONNELLY yesterday announced his intention to contest Toorak seat in the Legislative Assembly elections. He will nominate as an Independent.

In the 1940 by-election for Toorak seat, following the death of Sir Stanley Argyle, Cr. Connelly stood as a Progressive U.A.P. candidate, but was beaten by Mr. H. E. Thonemann, the endorsed U.A.P. candidate.

Independent's Policy

IMMEDIATE development of the Snowy River hydro-electric scheme, which would supply the cheapest power in Australia, and completion of the Kiewa Valley water scheme, were advocated by Mr. A. D. Dodds, Independent Labor candidate for Essendon, who opened his campaign last night.

C.P. Candidate For Allandale

IT was announced at the meeting of the parliamentary members of the Victorian Country Party yesterday that Cr. Arthur Boustead, of Dean, had decided to nominate for Allandale, the seat held by Mr. Denigan (Lab.). Cr. Boustead has been a member of the Creswick Shire Council for 20 years, and is one of the leaders of the potato growers in Victoria.

It was the first meeting of the V.C.P. since the two sections of the Country Party reunited.



AIRMEN MUSICIANS who have formed the nucleus of a R.A.A.F. concert party in the Northern Territory. Left to right: A.C.1 Charlie Burgess (violin and saxophone), of Terrigal, N.S.W.; L.A.C. F. L. Arnold (trumpet), of Hobart; Flying Officer Harry Hodges (piano and piano accordion), of South Yarra; and at rear, A.C.1 R. A. Sparks (singer and composer), of North Carlton.

(Department of Air photo.)

UNCLAIMED CHILD RESTORED

Mother Late At Creche

A FRANTIC mother from the country was waiting on the door of North Melbourne creche yesterday morning to reclaim her child, for whom she had returned too late the night before.

She was Mrs. Kathleen Hayden, now staying at North Melbourne Coffee Palace.

On Monday she left her girl of two at the creche while she came into the city. Returning to collect the child after the creche shut at 5.30 p.m. on Monday she, unused to the city, did not realise she could have traced her by going straight to the police.

Attendants at the creche took the child home on Monday night and yesterday morning to North Melbourne police station, where the mother reclaimed her as soon as she was told by creche attendants where the toddler was.

Ban On Pricking Cards

IF children at State Schools got cards which they pricked every time they got 1d donation for war savings certificates, it was without the department's knowledge, the secretary of the Department of Public Instruction (Mr. D. Wheeler) said yesterday.

The department agreed with the leading article in The Sun that it was a much better policy for children to help patriotic causes by their own productive efforts, and that was what the department tried to do.

The department had refused to recognise the cards, and to have them circulated in the schools.

Airman's Rescue Feat Earns Decoration

CANBERRA, Tuesday.—For rescuing the crew of a bomber from a village in Papua, watched by the enemy, Temporary Squadron Leader Reginald Bruce Burrage, of Morrison-st., Hawthorn, has been awarded the Distinguished Flying Cross.

The bomber crew were reported to be in a Papuan village, which was passed every night by a Japanese naval patrol. Early this year, after making two previous attempts, Burrage taxied his flying boat, in darkness, to the reef-bound shore, and picked up three members of the U.S. Army Air Force, an Australian soldier, and three natives.

The airmen had been missing since May, 1942.

League At Cheltenham

TO improve town planning, housing and sanitation in Cheltenham district, a Cheltenham Citizens' League has been formed.

It was decided at the initial meeting to ask the Minister for Health (Mr. Mackrell) to compensate typhoid victims for time and wages lost and that families bereaved of breadwinners be recompensed for funeral expenses.

The Government was paying the hospital expenses of 300 victims of the epidemic, Mr. Mackrell said yesterday. It would be impossible to admit liability by giving other financial aid.

Diggers' Concert Tonight

IN The Sun yesterday it was stated that a Mother's Day celebration arranged by the Gallipoli Legion of Anzacs for its distressed soldiers' fund was to have been held in the Town Hall last night.

The celebration is tonight, at 8.

BIG MILITARY FUNERAL OF SMASH VICTIMS

THE 25 victims of the level crossing smash at Wodonga on Saturday were buried yesterday—23 servicemen and a servicewoman at Albury military cemetery, and William Lord, the bus driver, at Footscray.

The service victims were given a military funeral. The caskets were carried on four military trucks from the military hospital through Wodonga, the funeral passing over the railway crossing at which the tragedy occurred.

Wodonga business houses closed between 10 a.m. and 11 a.m. and flags were flown half mast. Relatives of the victims reached here from many parts. The cortege was more than a mile long.

Through Major General Plant, who represented the Australian Military Forces, a message of sympathy was conveyed to relatives of the victims on behalf of the Governor (Sir Winston Dugan), Commander-in-Chief of the A.M.F., and the Minister for the Army (Mr. Forde).

Fellow-employees were coffin-bearers at Lord's funeral. Floral tributes were received from Albury residents.

(Picture on Middle Page)

Fiancee Of Crossing Victim Found Dead

ALBURY, Tuesday.—Norma Catherine Donohoe, of Hay, a member of the A.W.A.S., was found dead yesterday. She was engaged to Lieut. L. R. Brinsmead, who was killed instantly in Saturday's level crossing smash.

After evidence had been given today that a post-mortem examination had revealed corrosive poison in her body, the inquest was adjourned until Thursday.

Foundry Workers Resume

THE 30 ironworkers and 15 moulders employed at Dawson's foundry, Brunswick, will return to work today after a two-days' strike, on the understanding that their claims will be brought before the Arbitration Court.

The age limit for conductresses on trams and buses has been raised by the Tramways Board from 35 to 40. The minimum age remains at 21.

HEARNE'S BRONCHITIS CURE

COUGHS & COLDS are responsible for more "Absenteeism" than any other "minor" ailment. Get to work with . . . .

HEARNE'S BRONCHITIS CURE

Keep on buying War Savings Certificates and £10 War Bonds.

W. G. HEARNE & CO. LTD., GEELONG



Trust between men . . . .

Human relationships depend for their happiness upon trust. Without trust there can be no exchange of goods—nor of goodwill.

Since 1869, the reputation of Heinz Pure Foods has steadily grown throughout the world, because they were to be trusted—for quality, for flavour and for purity.

Heinz for their part, pledge themselves to keep to their policy of providing only the pick of the world's harvests—you may therefore continue to place your trust in the familiar Heinz keystone label, for now, when you see it during the war years, you will know it guarantees the same good nourishing food, not debased for mere war-time expedience.

Stocks of Heinz goods will not always be large, for obvious reasons. But when your grocer can supply, remember he offers you in every package "Heinz quality for a few pence"—the embodiment of the trust between men that *must* flourish *if man is to survive.*

HEINZ
57
VARIETIES

H. J. HEINZ CO. PTY. LTD.

'ASPRO' TABLETS

Packed under the Most Modern Production Methods Science has yet discovered . . . . . .

PROTECTION:
from Contamination
from Dust Penetration
from Decomposition
from Hydrolysis

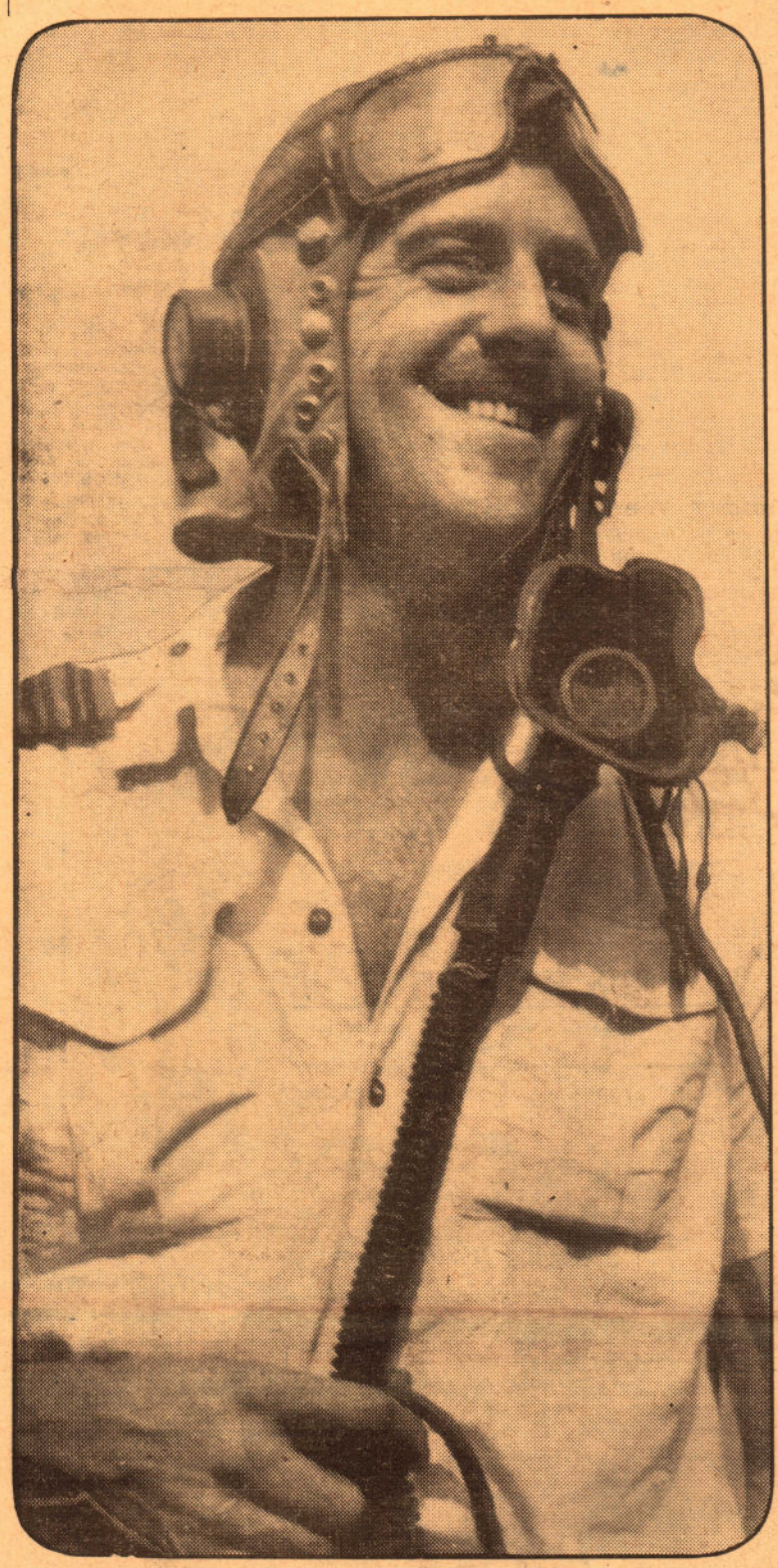
Hygienically Pure - You can take 'ASPRO' Tablets on tram - train or bus - anywhere in the street . .

A quicker & more scientific method of medication than 'ASPRO' is yet to be evolved

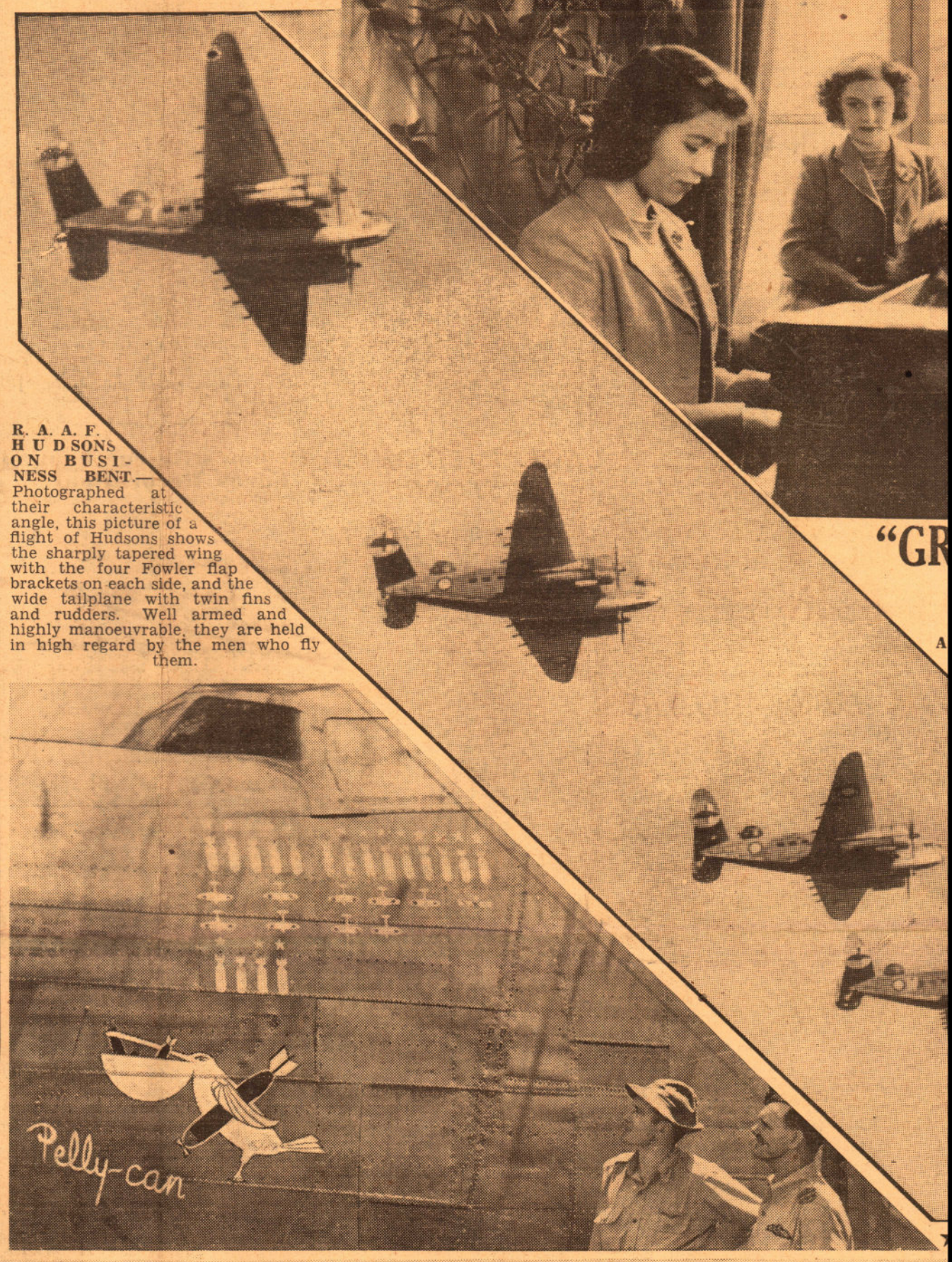
There is No Sales Tax on 'ASPRO'
Prices 3D & 1/3 Packet

6-43

"KILLER" CALDWELL UP NORTH



A BRILLIANT PILOT AND TACTICIAN, Wing Commander Clive R. (Killer) Caldwell, D.F.C. and Bar and Polish Cross of Valor, of Illabo, N.S.W., who has served with the R.A.F. in the Middle East and in Britain, is now stationed at a northern base. His combat record includes 24½ aircraft shot down and the destruction of 10½ grounded aircraft. **Right:** Pelly certainly can down enemy aircraft, according to this bomber's imposing record of achievements shown on the side of the plane. —Department of Air photos.



R. A. A. F. HUDSONS ON BUSINESS BENT.— Photographed at their characteristic angle, this picture of a flight of Hudsons shows the sharply tapered wing with the four Fowler flap brackets on each side, and the wide tailplane with twin fins and rudders. Well armed and highly manoeuvrable, they are held in high regard by the men who fly them.

"GR

A

MILITARY FUNERAL OF CROSSING SMASH VICTIMS



GENERAL VIEW OF THE MASS MILITARY FUNERAL at the military section of the Albury cemetery yesterday of 23 soldier victims and one member of the Australian Army Medical Women's Service who were killed in the railway crossing smash near Albury on Saturday night. Several hundred soldiers from units of the victims were part of the mile-long cortege and about 80 relatives were present at the gravesides.

X97ss

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES

In reply, please quote MEMO. from the

STATION MASTER 9 - MAY 1943 SYDNEY

In reply to your To SPO

19

You may book Miss Sharpe to Albury by 7.58 pm tonight

Ticket to 2697 - 5065

A. Knudsen

FILE

Checking Sheet

From _____ Date _____

Enquiry	Action
Mr A Reid Sec Widows Branch, R.S.A. address for Deceased re Bus Accident	

Refer Lt Thomas

DEPARTMENT OF THE ARMY
CONCESSION POSTAL

MILITARY FUNERAL OF MEMBERS OF BONEGILLA CAMP

TO LEAVE 106 A.G.H. at 1000 hours, 11 MAY 1943 for

ALBURY WAR CEMETERY, David Street, Albury

OFFICER IN CHARGE CAMP ARRANGEMENTS : Camp Staff Officer, Major S. E. Gully

OFFICER IN CHARGE UNIT ARRANGEMENTS : Col. Bruton or his nominee.

CAMP HEADQUARTERS RESPONSIBLE FOR :

1. Transport
2. Working Parties
3. Grave Layout and Identification
4. Liaison Relatives of Deceased
   At Hospital
   At Cemetery
5. Route

TRANSPORT OF CASKETS : Camp Transport Officer to arrange necessary vehicles to convey 24 Caskets from 106 A.G.H. Bonegilla to War Graves Cemetery, David Street Albury, as follows :-
6 Caskets to each 3-Tonner - (Total 4) Vehicles to be allotted according to Creed as attached appendix "A".

RELATIVES : Staff Cars to be made available (in conjunction with 6 (Albury) L of C Sub-Area and Camp Transport Control Office) at 106 A.G.H. Car Park at 0900 Hrs., Tuesday, 11 May '43.

WORKING PARTIES : 25 men each from A.A.S.C. and Signals Units. Unit Transport to convey working parties with picks and L.H.Shovels to and from Bonegilla and Cemetery, Sunday and Monday, 9 and 10 May for grave digging under supervision of Capt. R. C. Sharp, Graves Registration.

LIAISON : RELATIVES OF DECEASED :
Hospital : Capt. Gale with Unit Officers (AASC).
Cemetery : Lieut. Macvean with Unit Officers (Sigs and Small Arms School).
To supervise Unit allocations at Hospital and report to Capt. Sharp at Cemetery Gates.

ROUTE : From 106 A.G.H. at 1000 HRS. west via Murray Valley Highway and Wodonga Place to Dean Street east along Dean Street to David Street thence north to Cemetery.

PADRES :
C of E : Padres Ruby and Calderwood
R. C. : Padre Marsh
Pres. : Padre Sprigg
Meth. : Padre Griffiths
Jewish : Chaplain Doctor Friedman

PALLBEARERS : In 2 rows of 5. Officers on the right flank. Arrangement of Pallbearers by Unit and Row - TRUCK ATTENDANT will call out Casket No. and name of Soldier. The five Pallbeaers responsible will turn right, left wheel and take up position at rear of truck and remove Casket to respective grave. The two left flank will stand on the near (N) side of the grave, the two right flank will stand on the off (S) side of the grave, both facing inwards.

File 12/5

The centre man will stand at the head of the grave to remove supports when instructed. The supports will lie lengthwise between the graves and will be removed from the left hand side. Pallbearers remain at ease until 'Last Post', when they spring to 'Attention' until 'Reveille'. Officers will form up separately from other ranks and will re-form with other ranks on North side of site.

NO. 1 SQUAD

Section F Row C	Pall-bearers	Name of Deceased Soldier	Casket No. & Grave No.	
A. A. S. C.	5	Pte. Neall	1	
A. A. S. C.	5	Tpr. Barnes	3	
A. A. S. C.	5	Pte. Alderton	5	
A. A. S. C.	5	Cpl. Dunne	7	
A. A. S. C.	5	Pte. Hurst	9	
Small Arms Sch.	5	Sgt. Nairn	11	C of E.
Hospital	5	Pte Anderson AAMWS (VF)	13	
A. A. S. C.	5	Pte Mackenzie	15	

NO. 2 SQUAD

Section F Row D

Small Arms Sch	5	W/O 11 Rose	2	
4 Air Suppprt Control	5	Sig. Try	4	C of E,
LHQ School of Sigs	5 Offs.	Lieut. Harris	6	
Jewish Pallbearers These will proceed to Grave No. 16 Section F Row B	10	Cpl. Barnett (A.S.T.B.)		Jewish
LHQ School of Sigs	5 Offs.	Lieut. Brinsmead	8	
A. A. S. C.	5	Pte. Johnson	10	
Small Arms Sch.	5	W/O 11 Mills	12	Methodist
A. A. S. C.	5	Pte. Steele	14	
A. A. S. C.	5	Pte. Goddard	16	

NO. 3 SQUAD

Section O Row A

5 Air Support Control	5	Sig Nicol	1	
H.Qrs. A.S.T.B.	5 Offs.	Lieut. Parkinson	3	
Small Arms Sch.	5	L/Sgt. McFarlane	5	Presbyterian
A. A. S. C. (6 Coy)	5	Pte. Daly	7	
A. A. S. C.	5	Pte. Quinn	9	
LHQ School of Sigs	5	W/O 11 Frewin	11	Roman
LHQ School of Sigs	5	Cpl Roberts	13	Catholic

SUMMARY

Unit	No. of Graves.	Pallbearers each grave	Total Pallbearers
A.A.S.C.	1	5	55
Sigs	7	5	35
Sigs	1	10	10
S. A. S.	4	5	20
Hospital	1	5	5
	24		125

APPENDIX A.

Truck No 1.

Caskets Nos 1. 3. 5. 7. 9. 11. Sect F Rows C. 6. C of E.

Truck No 2.

Caskets No 13. 15. Sect F. Row C. 2 C of E.

" No 2. 4. 6. Sect F. Row D. 3 C of E.

" No 16 Sect F. Row B. 1 Jewish

Truck No 3.

Caskets Nos. 8. 10. 12. 14. 16. Sect F. Row D. 5. Methodist.

" No 1 Sect O Row A. 1. Presbyterian.

Truck No 4.

Caskets No 3. 5. Sect O Row A. 2. Presby.

" No 7. 9. 11. 13. Sect O Row A. 4. R. C.

Trucks will enter gateway one at atime, unload and proceed straight ahead. The second will not proceed until the first truck is unloaded.

Officer from A.A.S.C. to be in charge.

Trucks will remain until completion of ceremony as far EAST as possible Caskets will be shrouded with Union Jack, 1 to each truck. Wreaths if placed on casket will be removed before unloading, placed handy for depositing on graves at completion of ceremony.

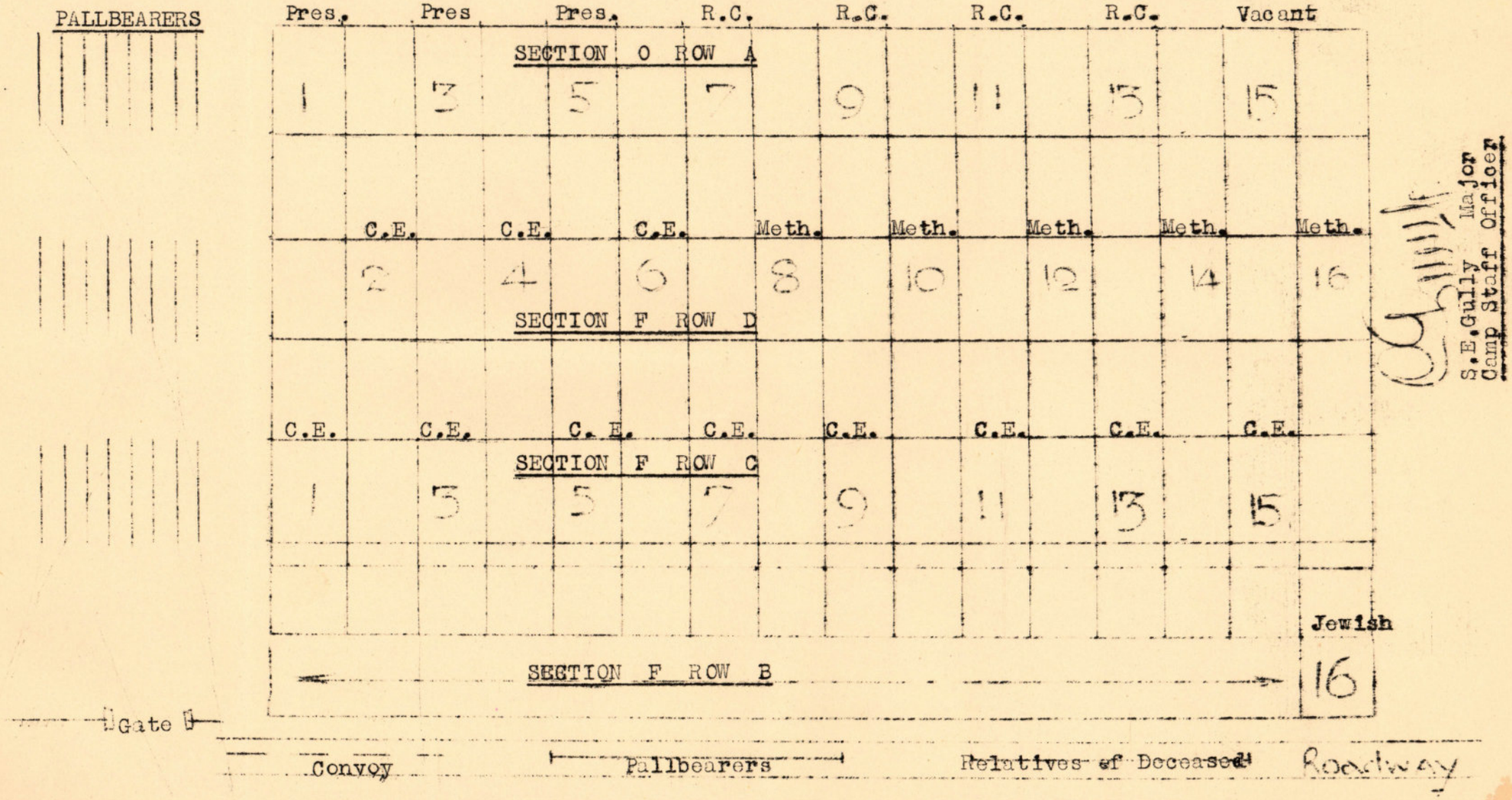
Trucks to be loaded and on Murray Valley Highway facing East by 0930 hours.

N ←

PLAN OF LAYOUT OF GRAVES

OFFICER IN CHARGE CEREMONIES : Lieut. J. Jarvie, Graves Registration, Vic L of C Area

(1) Pallbearers debus, march East through Gate and form up opposite respective rows facing South in 8 rows of 5.
(2) Convey follows one at atime, the next following on when the preceeding vehicle moves forward.
(3) Only Military personnel, comprising burial party and pallbearers, Unit representatives and relatives will proceed inside the gates.
(4) Buglers - 'Last Post' and 'Reveille' under [illegible] supervision of Albury L of C Sub-Area and Lieut. Jarvie.



S.E. Gully Major
Camp Staff Officer

Message by phone from "G" Duty Officer Victoria

G.O.C desires no publicity re accident until all next of kin have been advised.

Have warned.

1. Border Morning Mail
2. Wodonga Sentinel
3. 2AY Amal Wireless

Albury Banner yet to be warned. (No one in attendance).

RG.

1200 hrs 9/5.

9/5

Border Morning Mail published news Monday morning

Stated was released by Chief Censor Canberra at 0130 this morning RG 10/5

File

MILITARY FUNERAL OF MEMBERS OF BONEGILLA CAMP

TO LEAVE 106 A.G.H. at 1000 hours, 11 MAY 1943 for

ALBURY WAR CEMETERY, David Street, Albury

OFFICER IN CHARGE CAMP ARRANGEMENTS : Camp Staff Officer, Major S. E. Gully

OFFICER IN CHARGE UNIT ARRANGEMENTS : Col. Bruton or his nominee.

CAMP HEADQUARTERS RESPONSIBLE FOR :

1. Transport
2. Working Parties
3. Grave Layout and Identification
4. Liaison Relatives of Deceased
   At Hospital
   At Cemetery
5. Route

TRANSPORT OF CASKETS : Camp Transport Officer to arrange necessary vehicles to convey 24 Caskets from 106 A.G.H. Bonegilla to War Graves Cemetery, David Street Albury, as follows :-

6 Caskets to each 3-Tonner - (Total 4) Vehicles to be allotted according to Creed as attached appendix "A".

RELATIVES : Staff Cars to be made available (in conjunction with 6 (Albury) L of C Sub-Area and Camp Transport Control Office) at 106 A.G.H. Car Park at 0900 Hrs., Tuesday, 11 May '43.

WORKING PARTIES : 25 men each from A.A.S.C. and Signals Units. Unit Transport to convey working parties with picks and L.H.Shovels to and from Bonegilla and Cemetery, Sunday and Monday, 9 and 10 May for grave digging under supervision of Capt. R. C. Sharp, Graves Registration.

LIAISON : RELATIVES OF DECEASED :

Hospital : Capt. Gale with Unit Officers (AASC).

Cemetery : Lieut. Macvean with Unit Officers (Sigs and Small Arms School).

To supervise Unit allocations at Hospital and report to Capt. Sharp at Cemetery Gates.

ROUTE : From 106 A.G.H. at 1000 HRS. west via Murray Valley Highway and Wodonga Place to Dean Street east along Dean Street to David Street thence north to Cemetery.

PADRES :

C of E	:	Padres Ruby and Salderwood
R. C.	:	Padre Marsh
Pres.	:	Padre Sprigg
Meth.	:	Padre Griffiths
Jewish	:	Chaplain Doctor Friedman

PALLBEARERS : In 2 rows of 5. Officers on the right flank. Arrangement of Pallbearers by Unit and Row - TRUCK ATTENDANT will call out Casket No. and name of Soldier. The five Pallbeaers responsible will turn right, left wheel and take up position at rear of truck and remove Casket to respective grave. The two left flank will stand on the near (N) side of the grave, the two right flank will stand on the off (S) side of the grave, both facing inwards.

The centre man will stand at the head of the grave to remove supports when instructed. The supports will lie lengthwise between the graves and will be removed from the left hand side. Pallbearers remain at ease until 'Last Post', when they spring to 'Attention' until 'Reveille'. Officers will form up separately from other ranks and will re-form with other ranks on North side of site.

NO. 1 SQUAD

Section F Row C	Pall-bearers	Name of Deceased Soldier	Casket No. & Grave No.	
A. A. S. C.	5	Pte. Neall	1	
A. A. S. C.	5	Tpr. Barnes	3	
A. A. S. C.	5	Pte. Alderton	5	
A. A. S. C.	5	Cpl. Dunne	7	
A. A. S. C.	5	Pte. Hurst	9	
Small Arms Sch.	5	Sgt. Nairn	11	C of E.
Hospital	5	Pte Anderson AAMWS (VF)	13	
A. A. S. C.	5	Pte Mackenzie	15	

NO. 2 SQUAD

Section F Row D				
Small Arms Sch	5	W/O 1J Rose	2	
4 Air Support Control	5	Sig. Try	4	C of E,
LHQ School of Sigs	5	Offs. Lieut. Harris	6	
Jewish Pallbearers These will proceed to Grave No. 18 Section F Row B	10	Cpl. Barnett (A.S.T.B.)		Jewish
LHQ School of Sigs	5	Offs. Lieut. Brinsmead	8	
A. A. S. C.	5	Pte. Johnson	10	
Small Arms Sch.	5	W/O 11 Mills	12	Methodist
A. A. S. C.	5	Pte. Steele	14	
A. A. S. C.	5	Pte. Goddard	16	

NO. 3 SQUAD

Section C Row A				
5 Air Support Control	5	Sig Nicol	1	
H.Qrs. A.S.T.B.	5	Offs. Lieut. Parkinson	3	
Small Arms Sch.	5	L/Sgt. McFarlane	5	Presbyterian
A. A. S. C. (6 Coy)	5	Pte. Daly	7	
A. A. S. C.	5	Pte. Quinn	9	
LHQ School of Sigs	5	W/O 11 Frewin	11	Roman
LHQ School of Sigs	5	Cpl Roberts	13	Catholic

SUMMARY

Unit	No. of Graves.	Pallbearers each grave	Total Pallbearers
A.A.S.C.	11	5	55
Sigs	7	5	35
Sigs	1	10	10
S. A. S.	4	5	20
Hospital	1	5	5
	24		125

APPENDIX A.

Truck No 1.

Caskets Nos 1. 3. 5. 7. 9. 11. Sect F Rows C. 6. C of E.

Truck No 2.

Caskets No 13. 15. Sect F. Row C. 2 C of E.

" No 2. 4. 6. Sect F. Row D. 3 C of E.

" No 16 Sect F. Row B. 1 Jewish

Truck No 3.

Caskets Nos. 8. 10. 12. 14. 16. Sect F. Row D. 5. Methodist.

" No 1 Sect O Row A. 1. Presbyterian.

Truck No 4.

Caskets No 3. 5. Sect O Row A. 2. Presby.

" No 7. 9. 11. 13. Sect O Row A. 4. R. C.

Trucks will enter gateway one at atime, unload and proceed straight ahead. The second will not proceed until the first truck is unloaded.

Officer from A.A.S.C. to be in charge.

Trucks will remain until completion of ceremony as far EAST as possible Caskets will be shrouded with Union Jack, 1 to each truck. Wreaths if placed on casket will be removed before unloading, placed handy for depositing on graves at completion of ceremony.

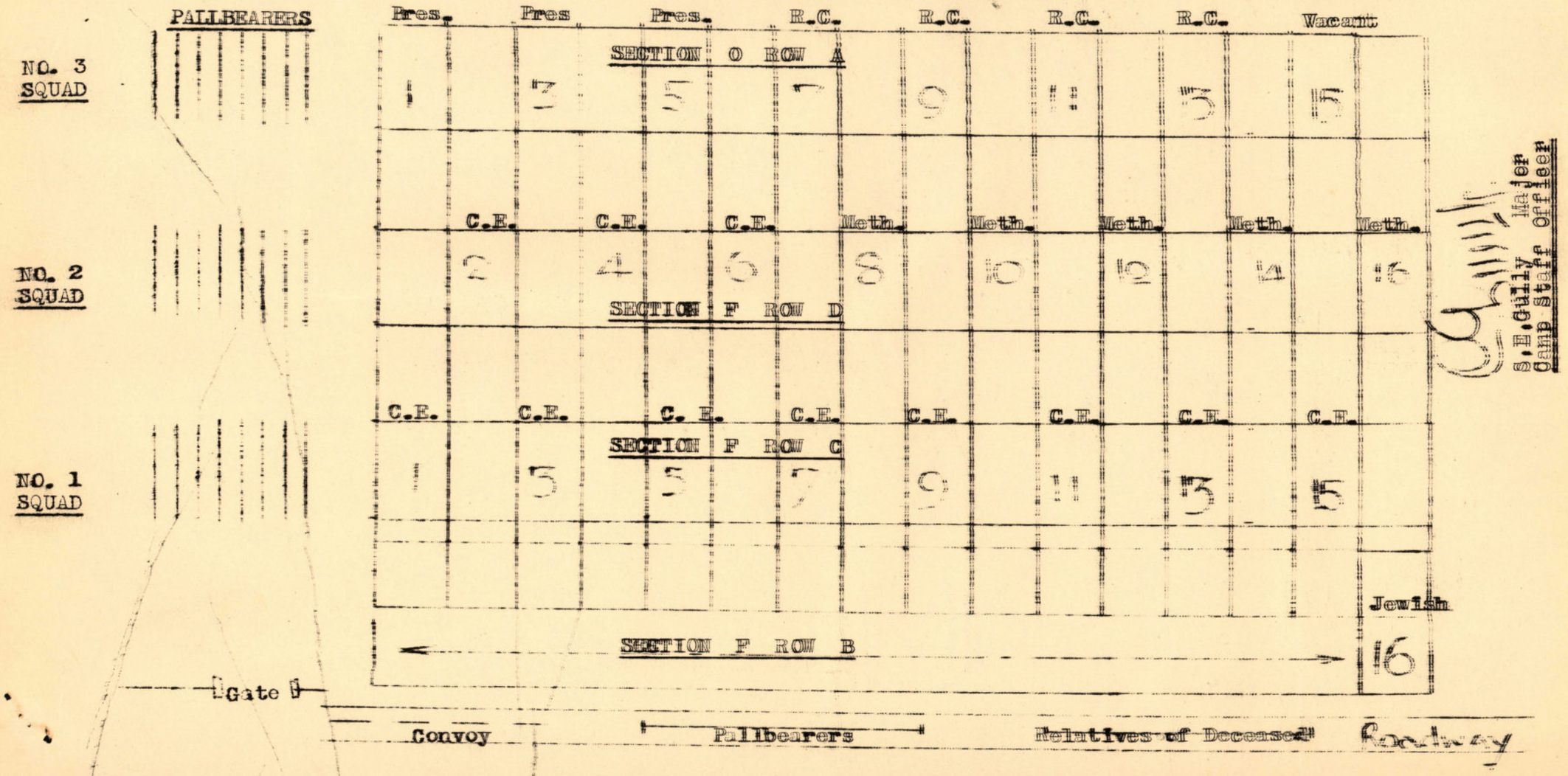
Trucks to be loaded and on Murray Valley Highway facing East by 0930 hours.

N ←

PLAN OF LAYOUT OF GRAVES

OFFICER IN CHARGE CEREMONIES : Lieut. J. Jarvie, Graves Registration, Vic L of C Area

(1) Pallbearers debus, march East through Gate and form up opposite respective rows facing South in 2 rows of 5.
(2) Convoy follows one at atime, the next following on when the preceeding vehicle moves forward.
(3) Only Military personnel, comprising burial party and pallbearers, Unit representatives and relatives will proceed inside the gates.
(4) Buglers - 'Last Post' and 'Reveille' under the supervision of Albury L of C Sub-Area and Lieut. Jarvie.



S.E. Gully Major
Camp staff officer

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