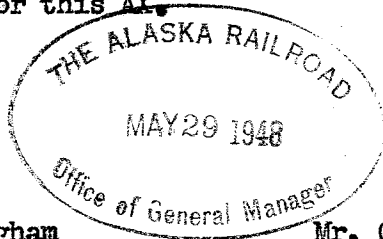


Anchorage, Alaska
May 28, 1948
File: 581

Colonel J. P. Johnson:

Reference is made to AX 552 $\frac{1}{2}$ which reported head on collision May 22, 1948, between a Gas Car and Engine 557.

Copies of statements made by Mr. Charles H. Johnson, Locomotive Engineer, and Mr. Henry Nuhse, Road Foreman of Engines, are attached to complete your file for this AX.



John E. Manley
John E. Manley
Acting Supt. of Operations

as
Attach.

cc: Mr. J. T. Cunningham
Mr. R. A. Sharood
Mr. L. A. Moore
Mr. W. H. Jillson

Mr. G. A. Benedict
Legal Department
Mr. W. E. Richards

Healy - May 22, 1948

Statement concerning wreck at M. P. 414.7

On May 21, 1948 we left Fairbanks at 1:20 p.m. as No. 25. Due to track conditions we were ten minutes behind our running time when we left North Nenana. On the previous day, May 20 when we were going North we doubled into North Nenana and as we were returning to Nenana we nearly hit the gas car due to improper flagging. Due to that I had whistled on the curve at the north end of the siding at North Nenana and on the second curve south of the siding. We were traveling around seventeen or eighteen miles an hour when we rounded this left hand curve and my fireman yelled to plug it. We hit the gas car and stopped three car lengths past point of collision.

The wreck occurred at 4:30 p.m. on May 21, 1948.

/s/ Charles H. Johnson

Healy
May 23-48

M. T. Hughes
Master Mechanic

Regarding head on collision at mile 415.9 May 21st.

No. 25, engine 557 met Gas Car #933 at mile 415.9 on a left curve, they were going between 15 and 18 miles per hour.

C. H. Johnson, Engineer, and Hormann Fireman, Leo Thomas operator of Gas Car sustained a badly fractured leg.

Gas Car and trailer wrecked. Pilot on engine bent, was partly straightened at Healy.

Train line broken on engine.

Train delayed 15 minutes at Mile 415.9. Wreck happened at 4:30 p.m., No. 25 was three hours late.

Am sending in Engineers statement.

/s/ Henry Nuhse -

Anchorage, Alaska
May 28, 1948
File: 581

Colonel J. P. Johnson:

Reference is made to AX 552 $\frac{1}{2}$ which reported head on collision May 22, 1948, between a Gas Car and Engine 557.

Copies of statements made by Mr. Charles H. Johnson, Locomotive Engineer, and Mr. Henry Nuhse, Road Foreman of Engines, are attached to complete your file for this AX.

as
Attach.

cc: Mr. J. T. Cunningham
Mr. R. A. Sharood
Mr. L. A. Moore
Mr. W. H. Jillson



John E. Manley
Acting Supt. of Operations

Mr. G. A. Benedict
Mr. W. E. Richards
Legal Department

Healy - May 22, 1948

Statement concerning wreck at M. P. 411.7

On May 21, 1948 we left Fairbanks at 1:20 p.m. as No. 25. Due to track conditions we were ten minutes behind our running time when we left North Benana. On the previous day, May 20 when we were going North we doubled into North Benana and as we were returning to Benana we nearly hit the gas car due to improper flagging. Due to that I had whistled on the curve at the north end of the siding at North Benana and on the second curve south of the siding. We were traveling around seventeen or eighteen miles an hour when we rounded this left hand curve and my fireman yelled to plug it. We hit the gas car and stopped three car lengths past point of collision.

The wreck occurred at 4:30 p.m. on May 21, 1948.

/s/ Charles H. Johnson

Healy
May 23-48

L. S. Hughes
Car or Mechanic

Regarding head on collision at mile 115.9 May 21st.

No. 85, engine 557 met Gas Car #933 at mile 115.9 on a left curve, they were going between 15 and 18 miles per hour.

E. L. Johnson, Engineer, and Herman Fireman, Leo Thomas operator of Gas Car sustained a badly fractured leg.

Gas Car and trailer wrecked. Piston on engine bent, was partly straightened at Healy.

Chain line broken on engine.

Train delayed 15 minutes at Mile 115.9. Wreck happened at 1:30 p.m., No. 85 was three hours late.

See sketch in Engineers statement.

/s/ Henry Healy

M.A.H.

Anchorage, Alaska
May 25, 1948

File: 581

Colonel J. F. Johnson
General Manager

Reference is made to AX 552g.

On May 22, 1948, Train No. 25 struck a Gas Car assigned to Wiggins Construction Company at Mile Post 415. A Mr. Thomas, Gas Car Operator for Wiggins Construction Company, suffered a broken leg, compound fracture, cuts and sprains. First Aid was administered to Mr. Thomas, he was taken to Nenana on Caboose 1023 whereupon he was flown to Fairbanks for treatment.

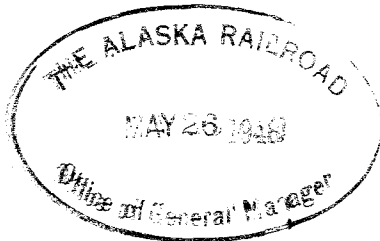
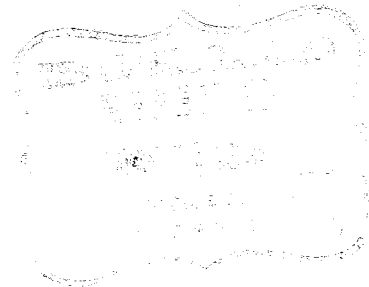
Damage resulting to locomotive 557 on this train consisted of broken air hose, and a badly bent pilot.

This Gas Car was not on the train sheet nor on the line-up. An inquiry is now being made to ascertain if this gas car operator attempted to protect himself through local phone circuits before making this movement on his car.

John E. Manley
John E. Manley
Acting Supt. of Operations

WFF

- cc: J. F. Cunningham
- F. C. Brandon, M.D.
- F. W. Shellhorn
- J. J. Delaney



[Handwritten initials]

DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD

(AX) TELEGRAPHIC REPORT OF ACCIDENT

INSTRUCTIONS—Use Signal "AX" to indicate to Receiving Operator to copy on this blank. The Signal gives precedence over other telegrams.
Operators in transmitting will send NUMBERS and ANSWERS only.
Answer all questions in blank.

FROM Wenana via Healy TIME _____ DATE May 22, 1948 19__

TO SPJ: JTC: JTB: GLE: SAS: LEGAL DEPT.: LAM: WER: WES: WILL:

- 1. (a) Date May 21, 1948 (b) Time _____ (c) Weather Conditions _____
- 2. (a) Nearest Station Wenana (b) Nearest Milepost 415 (c) Estimated distance and direction from Milepost named _____
- 3. (a) Train 25 (b) Engine 557 (c) Conductor Crain (d) Engineer Johnson
- 4. (a) Kind of Train Freight (b) Direction of Train South (c) Speed of Train 15 mph
- 5. Cars in Train (a) Loaded 5 (b) Empty 4 (c) Percentage of air brakes operating 85 (d) Gross Weight of Train in Tons 258
- 6. Nature of Accident collision
- 7. Cause head on collision

8. Any persons injured? Extent of injuries; name and residence; address of relations or friends:
Thomas Higgins, construction, broken leg, delirious condition, critical leg broken. Compound fracture. H.R. Teall wrist cut, not treatment. Ilgilly sprained ankle, no treatment, remained at 415.

9. What has been done for and disposition made of injured persons:
First aid applied taken to Wenana on Caboose 1023, getting plane to fly Thomas to Fairbanks.

- 10. Is main line obstructed? close clearance
- 11. Is there a siding by which trains can pass around wreck? no
- 12. Is assistance needed north or south end of train? south
- 13. Will temporary track have to be constructed? no
- 14. What kind and quantity of track, car, bridge, or other material is wanted?
Nothing other than removal of wrecked motor car.

- 15. Damage to track none
- 16. Damage to engine Broken air hose and cow catcher bent under.
- 17. If cars off track, give initials, numbers, and destination. Give estimated damage to each car and contents, and state which, if any, will have to be transferred. (If any cars empty, so designate).
Four wheel gas car and trailer off track and material scattered.

- 18. Is engine off track? No
- 19. How long to clear main track? 15"
- 20. Help required? None
- 21. Curve or straight track? Curve
- 22. Detention to trains 15" to No. 25
- 23. Remarks:

(Signature) /s/ Crain

DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD

(AX) TELEGRAPHIC REPORT OF ACCIDENT

INSTRUCTIONS—Use Signal "AX" to indicate to Receiving Operator to copy on this blank. The Signal gives precedence over other telegrams.

Operators in transmitting will send NUMBERS and ANSWERS only.
Answer all questions in blank.

FROM Menana via Healy TIME M DATE May 22, 1948 1948

TO HEALY DEPT. 1023

1. (a) Date May 21, 1948 (b) Time _____ (c) Weather Conditions _____

2. (a) Nearest Station Menana (b) Nearest Milepost 415 (c) Estimated distance and direction from Milepost named _____

3. (a) Train 25 (b) Engine 557 (c) Conductor Crain (d) Engineer Johnson

4. (a) Kind of Train Freight (b) Direction of Train South (c) Speed of Train 15 mph

5. Cars in Train (a) Loaded 5 (b) Empty 4 (c) Percentage of air brakes operating 85 (d) Gross Weight of Train in Tons 258

6. Nature of Accident Collision

7. Cause head on collision

8. Any persons injured? Extent of injuries; name and residence; address of relations or friends:
Thomas Higgins, construction, broken leg, delirious condition, critical leg broken. Compound fracture. H.R. Teall wrist cut, not treatment. Elgilly sprained ankle, no treatment, remained at 415.

9. What has been done for and disposition made of injured persons:
First aid applied taken to Menana on Caboose 1023, getting plane to fly Thomas to Fairbanks.

10. Is main line obstructed? close clearance 11. Is there a siding by which trains can pass around wreck? no

12. Is assistance needed north or south end of train? south 13. Will temporary track have to be constructed? no

14. What kind and quantity of track, car, bridge, or other material is wanted?
nothing only removal of wrecked motor car.

15. Damage to track none

16. Damage to engine broken air hose and cow catcher bent under.

17. If cars off track, give initials, numbers, and destination. Give estimated damage to each car and contents, and state which, if any, will have to be transferred. (If any cars empty, so designate)
four wheel gas car and trailer off track and material scattered.

18. Is engine off track? no

19. How long to clear main track? 15"

20. Help required? none

21. Curve or straight track Curve

22. Detention to trains. 15" to No. 25

23. Remarks:

(Signature) /s/ Crain

Anchorage, Alaska
June 7, 1948

Mr. M. J. MacDonald:

Motor Car No.933 and 2 trailers (push cars) were completely demolished on May 21, 1948, in vicinity of Mile 414.8. This motor car and trailers were assigned to the Wiggins Construction Company who have the contract for reconstruction of the T & T lines between Nenana and Fairbanks.

According to the investigation held covering the accident, it develops that Mr. Leo D. Thomas, an employee of the Wiggins Construction Company, was entirely responsible for the accident.

Please arrange to determine the depreciated value of Motor Car No.933 and the 2 trailers and render bill against the Wiggins Construction Company covering.

cc: Mr. F. W. Shellhorn

JN:lms

Signed J. T. Cunningham

J. T. Cunningham
Asst. General Manager

501
+
C-1921

June 7, 1948

Mr. Charles W. Higgins
Higgins Construction Company
Kenai, Alaska

Dear Mr. Higgins:

With respect to the motor car accident that occurred May 31 in the vicinity of Mile 44.3 between motor car No. 929, hauling 2 trailers, assigned to your company and which was operated by Mr. Leo D. Thomas, your employee, collided with Train No. 25, Engine 557 which resulted in personal injury to Mr. Thomas and completely demolished motor car No. 929 and 2 trailers.

The investigation of this accident was made by Mr. C. E. Johnston, Asst. Supt. of Communications, who advised that he interviewed Operator Thomas at Fairbanks, also the other personnel of your company who were involved in this accident. According to the investigation, it develops that Mr. Thomas arrived at Kenai about 10:30 A.M. and remained there until about 4:00 P.M., then left Kenai going north with motor car No. 929 and trailers about 4:00 P.M. Prior to leaving Kenai, Mr. Thomas did not check as to the whereabouts of Train No. 25 which was shown on the lineup as on time; the result was that he collided with this train in the vicinity of Mile 44.3 while travelling at an estimated speed, according to the statements made by the men involved, between 15 and 30 miles per hour.

From the information submitted during the investigation it was established that Mr. Leo D. Thomas, operator, who is an employee of your company, is entirely responsible for this accident and is an, therefore, requesting the Stores Department to submit bill to your company covering the depreciated value of motor car No. 929 and the 2 trailers which were completely demolished.

Yours very truly,

Signed J. T. Cunningham

J. T. Cunningham

Asst. General Manager

cc: Mr. F. W. Shellhorn

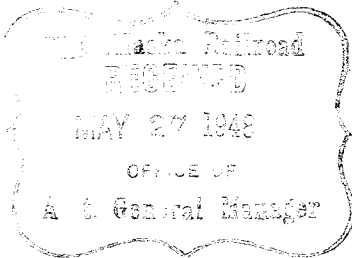
JTH:ira

Anchorage, Alaska
May 27, 1948

Mr. J. T. Cunningham
Assistant General Manager

This information is the result of investigation by W. G. Benston
covering collision at Mile 414.9.

F. W. Shellhorn
Supt. of Communications



Anchorage, Alaska

May 27, 1948

Mr. F. W. Shellhorn
Supt. of Communications

On Saturday morning at approximately 10 o'clock, word was received at this office concerning collision of Gas Car #933 assigned to Wiggins Construction Company and operated by Leo D. Thomas, employed by Wiggins Construction Company, and Train No. 25, Engine #557.

I left Anchorage on first available transportation, Alaska Airlines, 8:30 a.m., May 23rd for Fairbanks, arrived at 12:30 p.m., called on Mr. Leo D. Thomas at St. Joseph's Hospital; traveled to Berg on Train #27 leaving Fairbanks at 7:10 p.m., arrived 12:30 a.m.

Left Berg after getting statements from witnesses to collision and went to scene of collision at Mile 414.9.

Results of personal investigation are as follows:

Mr. Thomas copied line-up telephoned to him at Berg by Nenana operator at 8 a.m., May 21st, waited for #28 to pass Berg then proceeded south toward Nenana taking men to work, then Mr. Wiggins to Nenana. Then returned to North Nenana siding. At about 3 p.m., Mr. Thomas and Mr. Ralph B. Nevills returned to Nenana to pick up Mr. Wiggins. Mr. Wiggins did not appear and at 4 p.m. Mr. Thomas started north again, he did not check with Nenana operator to learn whereabouts of Train #25. Mr. Thomas picked up men whose statements are attached and proceeded to point of collision on a right hand six degree curve at Mile 414.9.

Mr. Thomas is fully responsible for collision in that he clearly violated rules 110 and 119 of Safety Rules and Admonitions.



W. G. Benston
Asst. Supt. of Communications

The following statement of Leo D. Thomas, operator of gas car 933, involved in head on collision with train No. 25, engine 557, at Mile 414.9 at 4:30 p.m., on May 21, 1948.

"I copied the lineup, at Berg, telephoned by Nenana operator at 8:00 a.m. on May 21st. Left Berg after arrival of No. 28 to take men to work, then Mr. Wiggins to Nenana to catch a plane. Arrived Nenana about 10:00 a.m.

"Cannot remember anything after that. Did not see the engine."

Above statement made to W. G. Benston, Assistant Superintendent of Communications of The Alaska Railroad, at St. Joseph's Hospital, Fairbanks, Alaska, at 1:30 p.m., May 23, 1948.



W. G. Benston
Asst. Supt. of Communications

Reproduced at the National Archives at Anchorage
REPORT OF INVESTIGATING OFFICER

(Use additional sheets if necessary)

DEPARTMENT Interior	BUREAU OR OFFICE Alaska Railroad	DATE INVESTIGATION INITIATED 22 May 1948
-------------------------------	--	--

1. TYPE OF ACCIDENT

BRIEF DESCRIPTION

Head on collision between track motor car # 933 and Train # 25
 Engine # 557

2. TIME AND PLACE

DATE 4:15 P.M. 21 May 1948	LOCATION mile 414.9
TIME A. M. P. M.	

3. PROPERTY AND PERSONNEL INVOLVED

A. GOVERNMENT PROPERTY OR PERSONNEL. IDENTIFY PROPERTY—MAKE, TYPE, U. S. NUMBER. PERSONNEL—NAME, GRADE, SERIAL NUMBER, ORGANIZATIONAL UNIT TO WHICH ASSIGNED. IF MOTOR VEHICLE OR OTHER EQUIPMENT INVOLVED, NAME OF OPERATOR.

Motor Car # 933 Kalamazoo assigned to Wiggins Construction Company
 Engine # 557 Train # 25
 Ralph B. Nevills A.R.R. Inspector riding on G/C 933
 C. Johnson Engineer on Engine # 557
 R.L. Hormann Fireman on Engine # 557

B. PRIVATE PROPERTY OR PERSONS. IDENTIFY PROPERTY—MAKE, TYPE, MODEL. PERSONS—NAMES, ADDRESSES, AND RELATION TO INCIDENT, e.g., OWNER, DRIVER, PASSENGER, BAILEE, TENANT, LESSEE, LICENSEE, TRESPASSER.

Leo D. Thomas Operator G/C # 933 for Wiggins Construction Co.
 H. B. Swain Passneger employee of Wiggins Construction Co.
 Ellis L. Gully Passenger employee of Wiggins Constriocnt Co.
 Tommy Goodwin Passenger employee of Wiggins Construction Co.
 Anton Kolberg, passenger employee of Wiggins Construction Co.

4. SCOPE OF EMPLOYMENT

WAS GOVERNMENT PERSONNEL ACTING WITHIN SCOPE OF EMPLOYMENT? YES OR NO (State basis for answer).

Yes. Engine crew operating scheduled train.

5. DAMAGE TO PROPERTY

(Give nature and extent of damage and estimated cost of repairs or loss)

A. GOVERNMENT PROPERTY	Broken pilot Engine # 557	\$200.00
	Gas Car # 933 total loss	\$1200.00
	2 Trailer cars total loss	\$700.00

B. PRIVATE PROPERTY

None Involved

6. PERSONS INJURED OR KILLED

(State names, addresses, extent of injuries, medical aid rendered and by whom)

A. GOVERNMENT PERSONNEL (Indicate whether on duty or off duty).

None

B. PRIVATE PERSONS

Leo D. Thomas, compound fracture left leg, cuts bruises, contusions of head arms & legs
 Ellis L. Gully, sprained left ankle

7. WITNESSES (Attach signed statement)

NAMES	ADDRESSES
H. B. Swain	Wiggins Constr. Co. Anchorage, Alaska
Ellis L. Gully	" " " " "
Tommy Goodwin	" " " " "
Anton Kolberg	" " " " "
Ralph B. Nevills	Alaska Railroad, Anchorage, Alaska
Harry S. Beall	Wiggins Construction Co. Anchorage Alaska
Archie Larson	" " " " "

8. POLICE INVESTIGATION

SHOW ARRESTS, AND ATTACH COPY OF POLICE REPORT, IF ANY, AND RESULTS OF ANY TRIALS BY CIVIL OR MILITARY COURTS

None

9. ADDITIONAL FACTS

A. GIVE, IN NARRATIVE FORM, FULL DETAILS NOT OTHERWISE COVERED HEREIN: *(In traffic cases give special attention to direction of travel, speed, obstructions to view, width of road, skidmarks, traffic signs and signals, traffic and weather conditions, illustrating relevant facts by sketches.)*
 G/C # 933 operated by Leo D. Thomas left Nenana 4:00 P.M. traveling north to pick up Wiggins Construction employees. Entered blind 6 degree right hand curve at approx. mile 414.7 at speed of 15 to 20 M. P. H. Visibility restricted to approximately 200 ft. Weather clear. Investigation discloses operator violated Rules 110 and 119 of Safety Rules and Admonitions. Leo D. Thomas had passed written examination on Rules and Regulations governing operation of track gas cars but had no actual experience.

B. THE FOLLOWING INACCURACIES IN PREVIOUS REPORTS HAVE BEEN ESTABLISHED AS A RESULT OF THIS INVESTIGATION:

None

10. EXHIBITS

LIST AND ATTACH EXHIBITS, SUCH AS: OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT; SUPERVISOR'S REPORT OF ACCIDENT; DIAGRAMS; PHOTOGRAPHS; EXTRACTS OF EXISTING TRAFFIC REGULATIONS, LOCAL ORDINANCES, OR STATE LAWS VIOLATED; STATEMENTS OF PERSONS INJURED OR DAMAGED AND WITNESSES; COPY OF THE SAFETY ENGINEER'S REPORT; POLICE REPORT; AND ANY OTHER RELATED DATA.

- | | |
|----|----|
| A. | F. |
| B. | G. |
| C. | H. |
| D. | I. |
| E. | J. |

11. ACTION RECOMMENDED

Non employee gas car movements be assigned conductor pilot and operate within work limits on train orders.

12. DATE OF REPORT	13. SIGNATURE OF INVESTIGATING OFFICER	14. TITLE OF INVESTIGATING OFFICER
26 May 1948		Asst. Supt. Dept. Communications

15. COMMENTS ON ACTION RECOMMENDED

The following is a transcript of the lineup issued by the train dispatcher on May 21st, 1948 for the use of section crews between Healy and Fairbanks.

"No 28 left Healy 115 AM. No 27 leave Fairbanks 7 AM.
Psgr Exa Mtr 215 South leave Fairbanks 830 AM. No 25 on time.
No 27 tonight on time or Extra leave Fairbanks 830 PM.
No 26 leave Healy about 10 AM. No 28 tonight on time.
No 6 about on time. Work Exa PD 6 between Ferry and Browne.
Gas Car Starkey leave Healy 8 AM to Clear.
Sec. Mens pay checks be on No 6 today."


F. W. Belgard,
Chief Dispr.

Reproduced at the National Archives at Anchorage
STATEMENT OF WITNESS

(Use additional sheets if necessary)

1. DID YOU SEE THE ACCIDENT? <i>yes</i>	2. WHEN DID IT HAPPEN? TIME DATE <i>4:35 5-21-48</i>	3. WHERE DID IT HAPPEN? STREET LOCATION CITY <i>Main 414.9 Kenai</i>
--	--	--

4. WHERE WERE YOU WHEN THE ACCIDENT OCCURRED?
Riding left near end of spur

5. WAS ANYONE INJURED, AND IF SO, TO WHAT EXTENT?
Lee Thomas, the operator failed to escape and was injured in the left leg

6. WHAT WAS THE APPARENT DAMAGE TO PRIVATE PROPERTY?
No Private Property Damaged

7. WHAT WAS THE APPARENT DAMAGE TO GOVERNMENT PROPERTY?
is involved in car 2 Kenai and engine 201

8. TELL IN YOUR OWN WAY HOW THE ACCIDENT HAPPENED.
*Left Kenai at 4:00 PM to pick up the man
 pickup up to near Tenana River bridge and started
 for Berg at last bad curve we met bridge #20
 engine #337 when I seen it I shouted jump.*

9. IN TRAFFIC CASES STATE SPEED (Miles per hour)	A. GOVERNMENT VEHICLE <i>337-19 not known</i>	B. PRIVATE VEHICLE <i>yes car 733 app 15 to 20 M.P.H.</i>
--	--	--

10. IN YOUR OPINION WHO WAS TO BLAME FOR THE ACCIDENT?
car operator

11. IN YOUR OPINION WAS THE ACCIDENT AVOIDABLE? (Explain)
Not under the circumstances

12. GIVE THE NAMES AND ADDRESSES OF ANY OTHER WITNESSES TO THE ACCIDENT

NAMES	ADDRESSES
<i>Doc Boring Jack Durbin Walter Durbin Walter Kolberg Tom Boring</i>	<i>Wiggins Court, N.R.R. Anchorage Alaska</i>

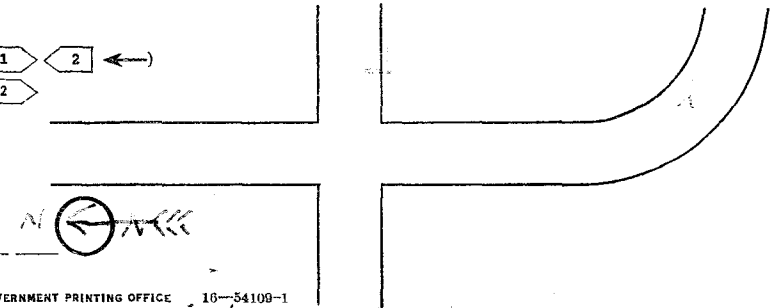
13. DATE SIGNATURE
May 27 1948 Ralph B. Durbin

14. HOME ADDRESS TELEPHONE NO.
Anchorage Alaska

15. BUSINESS ADDRESS TELEPHONE NO.
Wiggins Court N.R.R. Anchorage

16. INDICATE ON THE DIAGRAM BELOW WHAT HAPPENED.

- NUMBER FEDERAL VEHICLE AS 1—OTHER VEHICLE AS 2
AND SHOW DIRECTION OF TRAVEL BY ARROW (EXAMPLE: → 1 ← 2 ←)
- USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT
BROKEN LINE AFTER ACCIDENT
- SHOW PEDESTRIAN BY: ○
- SHOW RAILROAD BY: |||
- GIVE NAMES OR NUMBERS OF STREETS OR HIGHWAYS
- INDICATE NORTH BY ARROW IN THIS CIRCLE



Reproduced at the National Archives at Anchorage
STATEMENT OF WITNESS

(Use additional sheets if necessary)

1. DID YOU SEE THE ACCIDENT? <i>Yes</i>	2. WHEN DID IT HAPPEN? TIME DATE <i>4:15 Fri</i> <i>P.M. 1948</i>	3. WHERE DID IT HAPPEN? STREET LOCATION CITY <i>Mile 4.8</i> <i>Prudhoe</i>
--	--	---

4. WHERE WERE YOU WHEN THE ACCIDENT OCCURRED?
Out on road

5. WAS ANYONE INJURED, AND IF SO, TO WHAT EXTENT?
Two men I.B. when they hit 2.

6. WHAT WAS THE APPARENT DAMAGE TO PRIVATE PROPERTY?

7. WHAT WAS THE APPARENT DAMAGE TO GOVERNMENT PROPERTY?

8. TELL IN YOUR OWN WAY HOW THE ACCIDENT HAPPENED.
*5 pickup was coming around
end & met engine.*

9. IN TRAFFIC CASES STATE SPEED (Miles per hour)	A. GOVERNMENT VEHICLE	B. PRIVATE VEHICLE
--	-----------------------	--------------------

10. IN YOUR OPINION WHO WAS TO BLAME FOR THE ACCIDENT?
Driver

11. IN YOUR OPINION WAS THE ACCIDENT AVOIDABLE? (Explain)

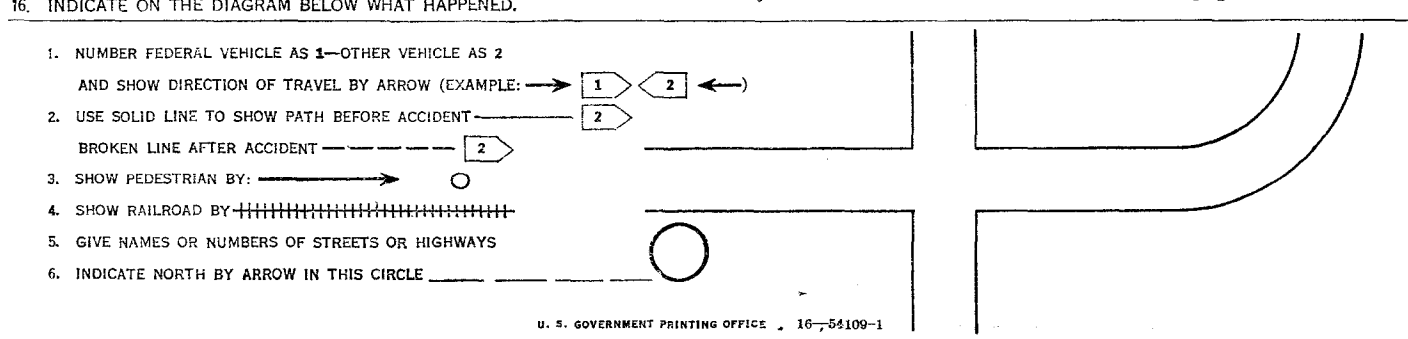
12. GIVE THE NAMES AND ADDRESSES OF ANY OTHER WITNESSES TO THE ACCIDENT

NAMES	ADDRESSES
-------	-----------

13. DATE <i>May 24, 1948</i>	SIGNATURE <i>Harry A. Beall</i>
---------------------------------	------------------------------------

14. HOME ADDRESS	TELEPHONE NO.
------------------	---------------

15. BUSINESS ADDRESS <i>9aska G. inroad 9 anchorage 9aska 90 4 1/2 miles out</i>	TELEPHONE NO.
---	---------------



Reproduced at the National Archives at Anchorage
STATEMENT OF WITNESS

(Use additional sheets if necessary)

1. DID YOU SEE THE ACCIDENT? <i>yes</i>	2. WHEN DID IT HAPPEN? TIME <i>4:25 PM</i> DATE <i>21st of May</i>	3. WHERE DID IT HAPPEN? STREET LOCATION <i>Mile 414.8</i> CITY <i>Tenono</i>
--	--	--

4. WHERE WERE YOU WHEN THE ACCIDENT OCCURRED?
On 905 car 933

5. WAS ANYONE INJURED, AND IF SO, TO WHAT EXTENT?
yes - Leo Thomas - Broken Leg + cuts

6. WHAT WAS THE APPARENT DAMAGE TO PRIVATE PROPERTY?

7. WHAT WAS THE APPARENT DAMAGE TO GOVERNMENT PROPERTY?

8. TELL IN YOUR OWN WAY HOW THE ACCIDENT HAPPENED.
We were rounding bend at mile 414. When we noticed oncoming engine at a distance of about 200 ft. We all jumped off, except gas car operator who was injured first aid was administered, and injured man was taken to hospital in caboose.

9. IN TRAFFIC CASES STATE SPEED (Miles per hour)	A. GOVERNMENT VEHICLE	B. PRIVATE VEHICLE
--	-----------------------	--------------------

10. IN YOUR OPINION WHO WAS TO BLAME FOR THE ACCIDENT?

11. IN YOUR OPINION WAS THE ACCIDENT AVOIDABLE? (Explain)

12. GIVE THE NAMES AND ADDRESSES OF ANY OTHER WITNESSES TO THE ACCIDENT	
NAMES	ADDRESSES

13. DATE *May 24, 1948* SIGNATURE *Anton Kolberg*

14. HOME ADDRESS *East 1st. Chilwaukee Wisconsin* TELEPHONE NO.

15. BUSINESS ADDRESS TELEPHONE NO.

16. INDICATE ON THE DIAGRAM BELOW WHAT HAPPENED.

1. NUMBER FEDERAL VEHICLE AS 1—OTHER VEHICLE AS 2
 AND SHOW DIRECTION OF TRAVEL BY ARROW (EXAMPLE: → 1 ← 2 ←)

2. USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT
 BROKEN LINE AFTER ACCIDENT

3. SHOW PEDESTRIAN BY: ○

4. SHOW RAILROAD BY: |||

5. GIVE NAMES OR NUMBERS OF STREETS OR HIGHWAYS

6. INDICATE NORTH BY ARROW IN THIS CIRCLE

