

ACC

AC258/TN.4

10000/148/2353

MILITARY  
APR. 1944 - JAN. 1946

0292

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/2353

MILITARY RAILWAY SERVICE -  
APR. 1944 - JAN. 1946 ACCIDENT REPORTS

CABLE

FROM: DDHRSI

TO: DMRS  
DDHRS  
AD Tn 3 (Ops)  
Ry. Equipment Supt.  
AC Tn Sub-Comm. Rail Divn.

Following report received 1630 hours from Naples by phone:

At about 1600 hours Monday 21 January, an explosion of bombs loaded in rail cars occurred at port of Torre Annunziata. Twenty-seven (27) cars are reported to have been totally destroyed and other extensive damage done to port facilities and surrounding property. Several people were killed and numerous injured. Buildings within a large radius leveled. Line 92 in the vicinity of explosion was closed to traffic from 1600 hours 21 January to 1630 hours 22 January. Cause of explosion undetermined. Military authorities investigating the disaster.

*S. E. London*

S. E. LONDON  
Lt. Col, TC  
Ry. Operations Supt.

1849

Rome, 7 GEN 1948 48  
IOGA/ 4822 /30

Direction Military Railway Service

BUILDING

p.c. ALLIED COMMISSION=TRANSFORMATION

SUBCOMMISSION= BUILDING

Subject: railwayman killed at Naples Smistamento.

At 0350 hrs. about of 29 December 1945, at Naples Smistamento railway yard, the British soldier Dawson, Artillery Dept, Naples Vomero, fired with his automatic rifle against the I.S.R. switchman Vincenzo SPEZIO of the late Giuseppe, aged 46, believing he had stolen Allied supplies. SPEZIO fell down and was found dead, probably hurt by heart paralysis, since he showed no injuries caused by shooting.

This for the action you may consider necessary to take.

Director General  
Di Raimondo

5/1 CAP. cb.

1808





**MINISTERO DEI TRASPORTI  
DELLE COMUNICAZIONI**

**FERROVIE DELLO STATO  
DIREZIONE GENERALE**

Roma, li 7 ~~0~~ 1946 194 - A.

N. ICCA/4822/30

Al N. \_\_\_\_\_ del \_\_\_\_\_

**OGGETTO**

Uccisione di ferroviere  
a Napoli Smistamento.

Direzione MILITARY RAILWAY SERVICE = Sede  
P.O. COMMISSIONE ALLEATA - SOTTOCOMMISSIONE  
TRASPORTI = Sede

ALLEGATI N. \_\_\_\_\_

Informo che il 29 dicembre u.s. alle ore 3,50 circa, nello scalo ferroviario di Napoli Smistamento, il soldato inglese Dawson, del Reparto Artiglieria di Napoli Vomero, esplodeva alcuni colpi di fucile mitragliatore contro il deviatore ferroviario Vincenzo SPEZIO fu Giuseppe di 46 anni, ritenendolo autore di un furto di merce alleata. Lo Spezio cadeva a terra e veniva raccolto cadavere, colpito da probabile paralisi cardiaca non presentando alcuna ferita d'arma da fuoco.

Tanto comunico per il seguito di competenza.

IL DIRETTORE GENERALE

*Indi / R. ...*  
1847

MINISTRY OF TRANSPORTS  
ISR MOVEMENT SERVICE.

Rome, 15th Dec. 1945  
M.112/54/63/45.

SUBJECT : Collision between TM DDL  
and 8059 trains at Monte S. Biagio  
the 16/12/1945.

TO : Direction M.R.S. Bldg.

Tn. Sub-Commission A.C.,  
(Rail Division)  
Bldg.

1. Ref., is made to the accident as in subject.
2. Last night at 0435 hrs foodstuff train TM DDL hauled by U.S.A. 1732 locos composed of 25 cars 695 tons, without take note of the protection signal of Monte S. Biagio Station, disposed for blocked way, did enter on 3rd line and had collision on exit switch n.6 with 8059 train (composed of 44 empty cars U.S.A. 3391 locos) that were entering on the station.
3. Collision has produced U.S.A. 3391 locos overthrow of the invested train and the deviation of the loco-tender of train loco U.S.A. 1732 that has produced the collision. A car (413797) of acid fruits were destroyed, an I.S.R. agent result lightly wounded.
4. Weather - Bright rain.  
1846
5. Tools car for tracks clearing requested at hrs 0445 is departed from Rome at hrs 0745, had to return from Rome Octlenea were was recovering a loco deviated on shunting.
6. We presume an interruption of 12 hrs.
7. The inconvenience has been produced by the not observation of

02971

SUBJECT : Collision between TM DDL  
and 8059 trains at Monte S. Biagio  
the 16/12/1945.

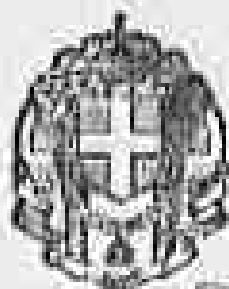
TO : Direction M.R.S. Biag.

Tn. Sub-Commission A.C.,  
(Rail Division)

Biag.

1. Ref., is made to the accident as in subject.
2. Last night at 0435 hrs feedstuff train TM DDL loaded by U.S.A. 1732 locos composed of 25 cars 895 tons, without take note of the protection signal of Monte S. Biagio Station, disposed for blocked way, did enter on 3rd line and had collision on exit switch n.6 with 8059 train (composed of 44 empty cars U.S.A. 3391 locos) that were entering on the station.
3. Collision has produced U.S.A. 3391 locos overthrow of the invested train and the deviation of the loco-tender of train loco U.S.A. 1732 that has produced the collision. A car (413797) of acid fruits were destroyed, an I.S.R. agent result lightly wounded.
4. Weather - light rain. 18.6
5. Tools car for tracks gleaming requested at hrs 0445 is departed from Rome at hrs 0745, had to return from Rome Ostiense were was recovering a loco deviated on shunting.
6. We presume an interruption of 12 hrs.
7. The inconvenient has been produced by the not observation of the protection signals by the train TM DDL personnel, that besides, entering on a station with these signals disposed at the block point, has run to high speed all station yard, going to invest on the exit switch the crossing train who was arriving on 2nd track.
8. Personnel is responsible and, it is suspended previously by duty awaiting due investigations.
9. Further details will be given as soon <sup>as possible</sup> about hour of the clearing of the line.

For the Chief Service Movement.  
Signed SOTTILE.



MINISTERO DEI TRASPORTI  
MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE  
DELLE FERROVIE DELLO STATO  
SERVIZIO MOVIMENTO

Roma, li 16 Dicembre 1945

L. 112/54/68/45

Direzione M. R. S. S E D E

Sottocommissione Trasporti A.C.  
- Divisione Ferroviaria -  
S E D E

OGGETTO: Urto treno TM DDL contro  
8059 a Monte S. Biagio il  
16/12/45.

- 1) - Si riferisce in merito all'inconveniente indicato in oggetto.
- 2) - Questa notte alle ore 4,35 il treno derrate TM DDL, trainato dalla locomotiva U.S.A. 1732 e composto di 25 carri tonn. 895, non rispettando il segnale di protezione della stazione di Monte S. Biagio, disposto a via impedita, entrava in 3<sup>a</sup> linea ed investiva sullo scambio di uscita n. 6 il treno 8059 (composto di 44 carri vuoti - loc. U.S.A. 3391) che stava entrando in stazione.
- 3) - L'urto causava il rovesciamento della locomotiva U.S.A. 3391 del treno investito e lo svio del tender della locomotiva del treno investitore (U.S.A. 1732). Rimaneva distrutto un carro di agrumi (413797). Si lamenta il ferimento lieve di un agente.
- 4) - Tempo = pioggia leggera.
- 5) - Il carro attrezzi per lo sgombrò dei binari, richiesto alle ore 4,45 è partito da Roma alle ore 7,45, essendosi dovuto far rientrare da Roma Ostiense dove si trovava per il recupero di una locomotiva sviata in manovra.
- 6) - Si prevede una interruzione di circa 12 ore.
- 7) - L'inconveniente è stato causato dal mancato rispetto dei segnali di protezione da parte del personale del treno TM DDL che, oltre ad entrare in stazione con detti segnali disposti all'arresto, ha percorso a velocità elevata tutto il piazzale della stazione andando ad investire sullo scambio di uscita il treno incrociante che stava entrando in 2° binario.
- 8) - Il personale responsabile è stato preventivamente sospeso dal servizio, in attesa dell'inchiesta in corso.
- 9) - Si farà seguito per comunicare gli altri dettagli non potuti al momento raccogliere e per precisare l'ora dello sgombrò della linea.-

IL CAPO DEL SERVIZIO MOVIMENTO

*[Signature]* 1845



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
13 SEPTEMBER 1944

SUBJECT: FINAL REPORT, TRAIN ACCIDENT NO. 440.

TO: DIRECTOR GENERAL, BUILDING.

1. AT 0830 HOURS, 22 AUGUST 1944, EXTRA 3385-1693 NORTH, CONDUCTOR SGT. ROBERTSON, ENGINEER T/4 KORNEGAY, HANDLING 58 LOADS, 6 EMPTIES, 1210 TONS, STRUCK BRITISH TRUCK NO. 1844328700, BEING OPERATED BY INDIAN SOLDIER DRIVER KOULOIS, 383RD GENERAL TRANSPORTATION COMPANY, ROYAL ARMY SERVICE CORPS, AT HIGHWAY CROSSING APPROXIMATELY ONE MILE SOUTH OF MIGNANO.
2. CROSSING IN QUESTION WAS NOT PROTECTED BY GATES OR WATCHMAN. IT HAD BEEN THE PRACTICE FOR BRITISH TO FURNISH A WATCHMAN WHEN USING THE CROSSING, BUT NONE WAS ON DUTY AT THIS TIME. WHEN APPROACHING CROSSING, WARNING SIGNALS WERE SOUNDED ON LOCOMOTIVE WHISTLE IN PROPER MANNER. DUE TO CURVATURE OF TRACK AND HIGH EMBANKMENT, VIEW OF ROADWAY FROM RAILWAY IS OBSTRUCTED, AND VICE VERSA. APPARENTLY DRIVER DID NOT HEAR WHISTLE SIGNALS, SINCE HE MADE NO ATTEMPT TO STOP VEHICLE. AS SOON AS VEHICLE WAS SEEN ON CROSSING, APPLICATION OF BRAKES WAS MADE, BUT IT WAS NOT POSSIBLE TO BRING TRAIN TO HALT, AND THEY COLLIDED WITH TRUCK WHILE MOVING AT SPEED OF ABOUT 10 MPH.
3. ENGINE 3385 WAS DAMAGED SLIGHTLY ON LEFT SIDE. DAMAGE TO TRUCK WAS NOT SERIOUS. DRIVER KOULOIS SUSTAINED SLIGHT BRUISES, AND WAS TAKEN TO BRITISH HOSPITAL BY MEMBERS OF HIS UNIT, FOR EXAMINATION.
4. THERE WAS NO NEGLIGENCE ON PART OF USA TRAIN CREW, NOR WAS TRAIN MOVING AT EXCESSIVE SPEED. NO FURTHER ACTION TAKEN BY ANY CREW MEMBER COULD HAVE PREVENTED OCCURRENCE. RESPONSIBILITY RESTS WITH DRIVER OF VEHICLE ALONE.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1814

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
13 SEPTEMBER 1944

SUBJECT: FINAL REPORT, TA-356.

TO: DIRECTOR GENERAL, BUILDING.

1. AT 1505 HOURS, 5 JULY 1944, EXTRA 1262 NORTH, CONDUCTOR SGT. DAVIS, ENGINEER T/4 AYRES, STRUCK BRITISH TRUCK PARKED AFOUL OF TRACKS, PIGNATARO, WHICH IN TURN SHOVED TOGETHER 8 TRUCKS WHICH WERE PARKED SIDE BY SIDE AT HOUSE TRACK, PIGNATARO YARD.

2. CONDUCTOR SGT. DAVIS AND OPERATOR SENCHISEN HAD HANDLED WITH BRITISH TO HAVE TRUCKS MOVED BEFORE SHOVING HOUSE TRACK, BUT DRIVERS OF TRUCKS INSISTED THAT THEY WERE IN THE CLEAR AND MADE NO ATTEMPT TO MOVE THEM. THEY WERE ASKED A SECOND TIME TO MOVE THE TRUCKS, BUT STILL THEY REFUSED TO DO SO, STATING THAT THEY HAD UNLOADED BAGGAGE CARS BEFORE AT THIS STATION AND THAT THEY KNEW THEY WERE IN THE CLEAR. CONDUCTOR DAVIS JUDGING THAT HE COULD GET THE LOADED BAGGAGE CARS INTO THE TRACK WITHOUT HITTING TRUCKS, MADE THE MOVE. LEAD CAR IN CUT PASSED THE FIRST TRUCK BUT SCRAPPED THE SECOND AND SIDESWIPE THE THIRD PUSHING THE NEXT 8 TRUCKS IN LINE TOGETHER. FLAGMAN WAS AHEAD OF LEAD CAR, ON FIREMAN'S SIDE OF TRACKS, PASSING SIGNALS. AS SOON AS IT WAS SEEN THAT TRUCKS WERE NOT GOING TO CLEAR, STOP SIGNAL WAS GIVEN, BUT MOVEMENT WAS NOT BROUGHT TO A HALT UNTIL AFTER TRUCKS WERE SHOVED TOGETHER.

3. THERE WAS NO DAMAGE TO RAILWAY PROPERTY; DAMAGE TO TRUCKS WAS SLIGHT. GUNNER WILLIAM SANDERS (BR) 70TH FIELD ARTILLERY, WAS STANDING BETWEEN TWO TRUCKS WHEN ENGINE 1262 SHOVED THE HOUSE TRACK. WHEN TRUCKS CAME TOGETHER HE WAS CRUSHED BETWEEN THEM, WHICH RESULTED IN HIS IMMEDIATE DEATH.

4. ACCIDENT COULD HAVE BEEN AVOIDED IF CONDUCTOR DAVIS HAD REFUSED TO SHOVE CARS UNTIL TRUCKS HAD BEEN MOVED. FOR HIS RESPONSIBILITY IN THIS CASE, SGT. DAVIS WAS REPRIMANDED AND FINED IN THE AMOUNT OF \$15.00.

1853

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
9 SEPTEMBER 1944

SUBJECT: FINAL REPORT, TRAIN ACCIDENT NO. 411.

TO: DIRECTOR GENERAL, BUILDING.

1. AT 1641 HOURS, 30 JULY 1944, TRAIN 8220, ENGINE 2059, ITALIAN CREW, WAS STRUCK BY USA 2-1/2 TON TRUCK NO. 4186884 BEING DRIVEN BY PVT. PETER A. YUTKO, 6700TH ENGINEER TRAINING COMPANY, AT SAN CLEMENTE CROSSING NEAR KMP 101.
2. CROSSING IN QUESTION IS PROTECTED BY ITALIAN STATE RAILWAYS CROSSING WATCHMAN, WHO WAS ON DUTY AT TIME ACCIDENT OCCURRED, BUT WAS NOT PERFORMING PRESCRIBED DUTIES IN PROPER MANNER. AS TRAIN APPROACHED, WHISTLE WARNING SIGNALS WERE SOUNDED IN PROPER MANNER, BUT GATES WERE NOW LOWERED AT CROSSING, NOR WAS THE CROSSING BEING FLAGGED. VEHICLE APPROACHED AT MODERATE RATE OF SPEED AND COLLIDED WITH SIDE OF ENGINE 2059. TRUCK WAS THROWN AGAINST CROSSING WATCHMAN'S SHANTY, CRUSHING THREE ITALIAN CIVILIANS WHO WERE WALKING PAST AT THE TIME.
3. TRUCK WAS DAMAGED VERY HEAVILY. ENGINE 2059 SUSTAINED MODERATE DAMAGE AND HAD TO BE TOWED INTO CASERTA. THREE CIVILIANS REFERRED TO ABOVE WERE: IALLO, JOSEPHINE (38); SARANELLI, ELENA (16), BOTH KILLED INSTANTLY; AND IALLO, MARIO (3) WHO WAS INJURED CRITICALLY AND DIED IN HOSPITAL SHORTLY AFTER ACCIDENT OCCURRED.
4. FULL RESPONSIBILITY RESTS WITH CROSSING WATCHMAN AT SAN CLEMENTE FOR NOT HAVING LOWERED GATES OR OTHERWISE PROTECTED HIS CROSSING. PVT. YUTKO'S VEHICLE WAS UNDER CONTROL APPROACHING CROSSING, BUT SINCE GATES WERE UP HE PRESUMED WAY TO BE CLEAR AND CONTINUED ACCORDINGLY. ALSO AS RESULT OF ACCIDENT, PVT. YUTKO SUSTAINED BADLY BRUISED KNEE, AND WAS REMOVED TO 32ND STATION HOSPITAL FOR MEDICAL ATTENTION.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

1842

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
7 SEPTEMBER 1944

SUBJECT: FINAL REPORT, TRAIN ACCIDENT NO. 373.  
TO: DIRECTOR GENERAL, BUILDING.

1. COLLISION, ISOLETTA, 1315 HOURS, 15 JULY 1944.

2. NARRATIVE: EXTRA 2746 NORTH, CONDUCTOR SGT. T. E. MOYERS, ENGINEER T/4 G. W. JOHNSON, FLAGMAN J. P. MARLAR, FIREMAN C. T. WILHELM, HANDLING 36 LOADS, NO EMPTIES, COLLIDED HEAD-ON WITH EXTRA 2060 SOUTH, CONDUCTOR SGT. F. R. KRAFT, ENGINEER T/4 A. H. BARRON, FLAGMAN G. F. RYAN AND FIREMAN C. A. WEST, WITH 25 LOADS, 10 EMPTIES, STANDING ON MAIN TRACK MIDWAY BETWEEN SIDING SWITCHES, ISOLETTA STATION.

3. CAUSE: TRAIN ENTERED STATION AT EXCESS SPEED.

4. DAMAGE: LADING - NONE.  
EQUIPMENT - ENGINE 2746 HAD FRONT BUMPER PLATE BADLY BENT, TWO BUFFERS TORN OFF, AIR PIPE BENT AND RAIL GUARDS TORN OFF; ENGINE 2060 HAD COUPLING HOOK BENT, ONE BUFFER BENT, AIR PIPE BENT AND RAIL GUARDS BENT; DR-35006, HIGH SIDE GONDOLA HEAVILY DAMAGED; DR-26732 HAD ONE END DAMAGED; FS-487620, FS-475179, AND FS-412775, ALL HIGH SIDE GONDOLAS, DEMOLISHED.  
TRACK & STRUCTURES - SLIGHT DAMAGE, REQUIRING REPLACEMENT OF 1 RAIL AND 9 TIES.

5. PERSONAL INJURIES: ONE ITALIAN CIVILIAN, CARLONIO RAFFAELE, SUSTAINED FATAL INJURIES. THREE UNIDENTIFIED ITALIANS WERE INJURED SLIGHTLY. NONE OF THESE CIVILIANS HAD AUTHORITY TO BE ON TRAIN. THERE WERE NO INJURIES TO USA PERSONNEL.

6. INVESTIGATION: IT DEVELOPED THAT CREW OF EXTRA 2060 HAD BEEN ON DUTY FOR 19 HOURS, AND CREW OF 2746 HAD BEEN ON DUTY FOR 14 HOURS AND 45 MINUTES AT TIME ACCIDENT OCCURRED. EXTRA 2060 SOUTH ARRIVED ISOLETTA AT 1028 HOURS AND OCCUPIED POSITION ON MAIN TRACK, WHERE IT REMAINED UNTIL TIME OF ACCIDENT, SINCE BLOCK TO ROCCASECCA COULD NOT BE OBTAINED. AT 1254 HOURS THE FOLLOWING ORDER WAS COMPLETED AT ROCCASECCA:

18:1

"ENGINE 2746 RUN EXTRA ROCCASECCA TO ROME, MEET EXTRA 2060 SOUTH AT ISOLETTA AND MEET EXTRA 3380 SOUTH AT POFI AND MEET TWO EXTRAS 2737 AND 2067 SOUTH AT CECCANO. MEET EXTRA 2771 SOUTH AT FROSINONE AND MEET EXTRA 1319 SOUTH AT MOROLO. EXTRA 2060 SOUTH GETS THIS ORDER AT ISOLETTA. EXTRA 3380 SOUTH GETS THIS ORDER AT POFI. EXTRA 2737 AND 2067 SOUTH GET THIS ORDER AT CECCANO."

*Tr S.C.*

AT 1255 HOURS THE OPERATOR AT ISOLETTA GAVE ROCCASECCA A CLEARANCE "FORM-A" INDICATING CLEAR BLOCK, AND EXTRA 2746 DEPARTED ROCCASECCA AT 1300 HOURS. ENGINEER JOHNSON OF THIS TRAIN TESTIFIED THAT THERE WAS INSUFFICIENT BRAKING POWER ON TRAIN. HE ATTEMPTED TO SLOW TRAIN DOWN APPROXIMATELY 3 KMS SOUTH OF STATION AT ISOLETTA, BUT WAS UNABLE TO DO SO. HE ALSO STATED THAT HE EXPECTED TO FIND EXTRA 2080 ON SIDING, OR IF ON MAIN LINE WITH FLAG PROTECTION OUT. THE DISTANCE FROM ROCCASECCA TO ISOLETTA IS 5.04 MILES, AND WITH SPEED RESTRICTION OF 15 MPH, THE REQUIRED RUNNING TIME SHOULD HAVE BEEN 21 OR 22 MINUTES. HOWEVER TRAIN SHEET INDICATES THAT TRAIN DEPARTED ROCCASECCA AT 1300, AND THAT ACCIDENT OCCURRED AT 1315 HOURS, WHICH INDICATES THAT TRAIN WAS MOVING AT EXCESSIVE SPEED THROUGHOUT THE ENTIRE TRIP.

7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH ENGINEER T/4 JOHNSON OF EXTRA 2746 FOR RUNNING AT EXCESS SPEED AND ENTERING STATION WITH TRAIN OUT OF CONTROL. INVESTIGATING OFFICERS CONCLUDED THAT SINCE ACCIDENT OCCURRED ONLY 11 DAYS AFTER THE UNIT BEGAN OPERATING LINE 90, AND THAT CIRCUMSTANCES WERE VERY ADVERSE IN THAT THE MEN WERE WORKING EXCEEDINGLY LONG HOURS, WATCHES WERE NOT COMPARED WITH A STANDARD CLOCK, THE RAILROAD WAS OVERBURDENED WITH A MINIMUM OF POWER AND HEAVY TONNAGE, NO DISCIPLINE SHOULD BE ASSESSED OTHER THAN SEVERE REPRIMAND. ALSO ENGINEER JOHNSON HAD AN EXCELLENT PREVIOUS RECORD, AND THE FACT THAT HE WAS OVERWORKED OPERATING UNDER VERY UNFAVORABLE CONDITIONS IS CONSIDERED A FACTOR WHICH CONTRIBUTED STRONGLY TO THE ACCIDENT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
AF, MIL RY SV, O OF DIR GEN, APO 400 U S ARMY, 7 SEPTEMBER 1944  
TO: DCCO, U S CLAIMS SV, APO 782 U S ARMY.

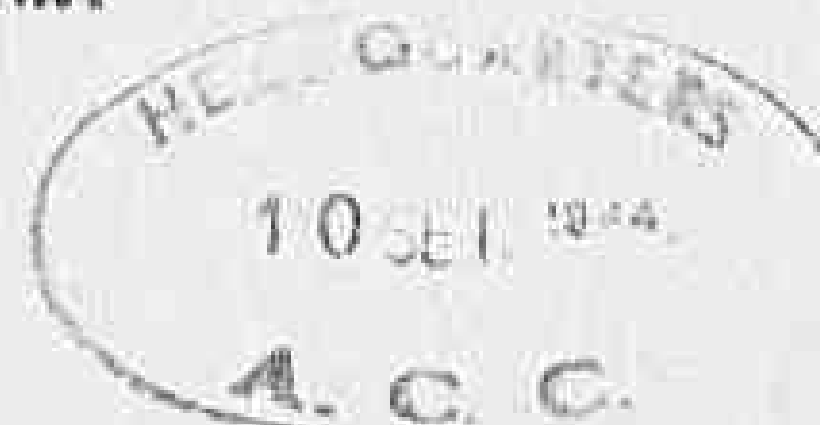
1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST  
U S GOVERNMENT. (PARAGRAPH 5).

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, U S ARMY

S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

1840



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
5 SEPTEMBER 1944

SUBJECT: FINAL REPORT, PI-103.

TO: DIRECTOR GENERAL, BUILDING.

1. AT 1410 HOURS, 20 AUGUST 1944, FOUR BRITISH SOLDIERS WERE INJURED WHEN CARS IN WHICH THEY WERE RIDING WERE BEING SWITCHED BY YARD ENGINE 2745, CONDUCTOR SGT. BAUER, ENGINEER T/4 MINOR, IN TIBURTINA YARD, ROME.

2. ENGINE WAS MAKING MOVE INTO NO. 6 TRACK TO PICK UP THREE CARS OF TROOPS FOR NORTHBOUND EXTRA. ENGINEER SLOWED DOWN TO MAKE COUPLING, BUT WHEN HE APPLIED BRAKES THEY FAILED ACCOUNT CONDENSATION IN LINE. ENGINE CONTACTED CARS RATHER HEAVILY, CAUSING DOOR OF BOX CAR TO SLIDE SHUT, RESULTING IN INJURIES AS FOLLOWS:

CPL. A. OGAN, ASN 2191957, BROKEN JAW - REMOVED TO HOSPITAL. PVT. A. BELL, ASN 4274929, TWO BROKEN FINGERS - ALSO REMOVED TO HOSPITAL.

L/CPL W. BEAMAN, ASN 5732952, AND SPR. A. BONKETT SUSTAINED LACERATIONS OF HANDS - WERE GIVEN FIRST AID TREATMENT AND THEY CONTINUED ON TRIP.

3. INVESTIGATING OFFICERS CONCLUDED THAT WHILE ENGINEER MINOR WAS RESPONSIBLE FOR ROUGH COUPLING, IN THAT HE ALLOWED WATER TO ACCUMULATE IN BRAKE LINE, INJURED PARTIES THEMSELVES WERE RESPONSIBLE FOR PLACING THEMSELVES IN PERILOUS POSITION. DUE TO GOOD PREVIOUS RECORD, NO DISCIPLINE WAS ASSESSED AGAINST THIS ENGINEER OTHER THAN SEVERE REPRIMAND.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
AF, MIL RY SV, O OF DIR GEN, APO 400 U S ARMY, 5 SEPT 1944

TO: DCCO, U S CLAIMS SERVICE, APO 782 U S ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST THE U S GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, U S ARMY

S. R. BEGGS,  
MAJOR, T.C.  
ADJUTANT



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

*Tu Se*

A. P. O. 400  
5 SEPTEMBER 1944

SUBJECT: FINAL REPORT, PI-108.

TO: DIRECTOR GENERAL, BUILDING.

1. AT ABOUT 0900 HOURS, 12 AUGUST 1944, BRITISH SOLDIER SUSTAINED SEVERE INJURY TO RIGHT LEG WHEN HE FELL OFF CAR IN EXTRA 1257 NORTH, JUST NORTH OF FARA SABINA STATION.

2. INJURED PARTY, WHOSE NAME WAS WILSON (NO OTHER NAME OBTAINABLE), ASN 2758620, WAS MEMBER OF THE 6TH BLACK WATCH (BR.) RIDING ON TROOP TRAIN. THERE WERE NO ACTUAL WITNESSES TO ACCIDENT. COMPANY "A" MAINTENANCE PATROLLER OF THE 759TH RAILWAY OPERATING BATTALION, PVT. H. RISH, HAPPENED TO BE FOLLOWING EXTRA 1257 BY MOTOR CAR, AND HE DISCOVERED INJURED PARTY LYING NEAR RAILS. WITH THE ASSISTANCE OF TWO ITALIAN CIVILIANS, PVT. RISH PLACED WILSON ON MOTOR CAR AND TOOK HIM TO 21ST CANADIAN HOSPITAL AT CASTELLANA.

3. ALTHOUGH THERE WERE NO WITNESSES TO ACCIDENT, QUESTIONING OF TROOPS ON TRAIN DEVELOPED THAT HE HAD BEEN RIDING IN CUPOLA OF LAST CAR IN TRAIN, AND IT IS EVIDENT THAT HE MUST HAVE FALLEN FROM THAT POSITION. RESPONSIBILITY RESTS WITH INJURED PARTY ALONE. MAN WAS NOT RUN OVER BY TRAIN, BUT INJURY WAS CAUSED BY FALL TO THE GROUND.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
AF, MIL RY SVC, O OF DIR GEN, APO 400 U S ARMY, 5 SEPT 1944

TO: DCCO, U S CLAIMS SERVICE, APO 782 U S ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST THE U S GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, U S ARMY

*S. R. Beggs* 1828  
S. R. BEGGS,  
MAJOR, T. C.  
ADJUTANT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
30 AUGUST 1944

SUBJECT: FINAL REPORT, TA-444.

TO: DIRECTOR GENERAL, MIL RAILWAY SERVICE, APO 400.

1. COLLISION, BENEVENTO, 2325 HOURS, 8 AUGUST 1944.
2. NARRATIVE: SWITCH ENGINE 2922, ITALIAN CREW, HANDLING CUT OF 18 CARS, WAS STRUCK BY ENGINE 1858 HANDLING B-8 HOSPITAL TRAIN, ALSO MANNED BY ITALIAN CREW, AT POINT ABOUT 10 CARLENGTHS SOUTH OF SOUTH SWITCH, BENEVENTO STATION.
3. CAUSE: SWITCHER WORKING ON B-8'S TIME.
4. DAMAGE: LADING - NONE.  
EQUIPMENT - ENGINE 1858 HAD BOTH BUFFERS AND BUFFER CASTINGS DAMAGED; BUFFER CASTING WAS KNOCKED OFF FS-652911.  
TRACK & STRUCTURES - NONE.
5. PERSONAL INJURIES: ENGINE FOREMAN (CAPO MANOUVRE) FORMARINO GIOVANNI, WAS RIDING DR-11666, 16TH CAR FROM ENGINE 2922, WAS KNOCKED OFF CAR, FELL UNDER TRAIN AND WAS KILLED IMMEDIATELY.
6. INVESTIGATION: INVESTIGATION HANDLED BY ITALIAN STATE RAILWAYS OFFICIALS DEVELOPED THAT SINCE THE HOSPITAL TRAIN WAS RUNNING LATE, CAPO STAZIONE GAVE SWITCHER CREW PERMISSION TO CONTINUE SWITCHING. I.S.R. OPERATING RULES REQUIRE THAT SWITCHING MOVEMENTS ON MAIN LINE WILL CEASE 10 MINUTES BEFORE ARRIVAL OF MAIN LINE TRAINS. CAPO STAZIONE DID NOT GIVE THE SWITCHER CREW 10 MINUTE WARNING, AND WHEN TRAIN B-8 ENTERED STATION, COLLISION OCCURRED. ALSO IT APPEARED THAT ENGINEER OF ENGINE 1858 BROUGHT THE HOSPITAL TRAIN INTO STATION AT EXCESSIVE SPEED, SINCE HE WAS NOT ABLE TO STOP SHORT OF OBSTRUCTION.
7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY IS PLACED WITH CAPO STAZIONE FOR ALLOWING SWITCH ENGINE TO WORK ON TIME OF MAIN LINE TRAIN; ALSO WITH ENGINEER OF ENGINE 1858 FOR NOT BEING IN FULL CONTROL OF TRAIN UPON ENTERING STATION. DISCIPLINE HAS BEEN ASSESSED AGAINST THESE TWO MEN BY ITALIAN STATE RAILWAYS OPERATING OFFICIALS.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING  
AGM, EQUIPMENT



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
27 AUGUST 1944

SUBJECT: FINAL REPORT, PI-91.

TO: DIRECTOR GENERAL, MIL RAILWAY SERVICE, APO 400.

1. AT 1456 HOURS, 11 JULY 1944, L/CPL PIDGEON, ASN 6984215, OF THE 6TH INISKILLIN (SCOTCH) REGIMENT, SUSTAINED FATAL INJURIES WHEN HE FELL UNDER CARS IN EXTRA 2741 SOUTH, CONDUCTOR SGT. DAVIS, ENGINEER T/4 MYERS, AT SPARANISE STATION.
2. L/CPL PIDGEON HAD GOTTEN OFF TRAIN WHEN IT ARRIVED SPARANISE. WHEN TRAIN BEGAN PULLING OUT OF STATION, SOLDIER RAN ALONG SIDE OF TRAIN ATTEMPTING TO BOARD ONE OF CARS. WHILE SO DOING, HE LOST HIS FOOTING, FELL BETWEEN CARS, AND THREE SETS OF TRUCKS PASSED OVER HIS BODY.
3. PIDGEON WAS IN A VERY CRITICAL CONDITION, AND AMBULANCE WAS SUMMONED IMMEDIATELY. HOWEVER HE DIED SHORTLY AFTER BEING PLACED IN AMBULANCE, AND BODY WAS TURNED OVER TO BRITISH FOR BURIAL.
4. RESPONSIBILITY RESTS WITH DECEASED ALONE. NO ACTION TAKEN ON PART OF CREW COULD HAVE AVOIDED ACCIDENT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

1ST IND.  
AF, MIL RY SVC, APO 400 U S ARMY, 29 AUG 1944

SRB/JPB

TO: DCCO, U S CLAIMS SVC, APO 782 U S ARMY.

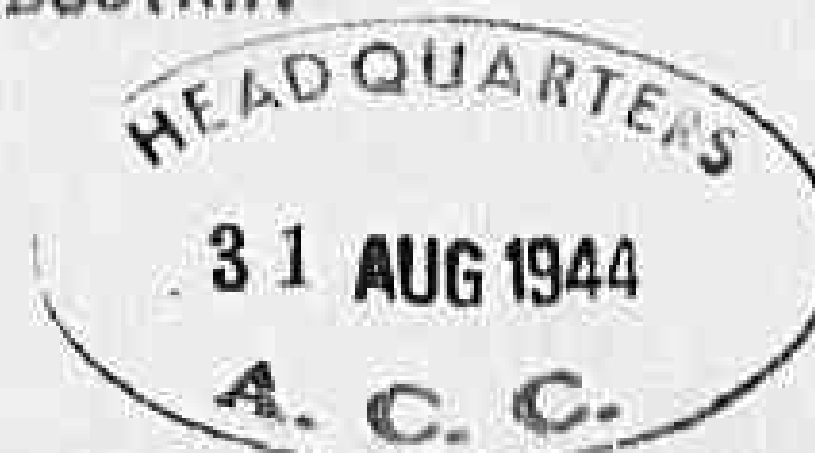
1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U S GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, U S ARMY

S. R. BEGGS,  
MAJOR, T. C.  
ADJUTANT

1826



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
26 AUGUST 1944

SUBJECT: FINAL REPORT, TA-427.

TO: DIRECTOR GENERAL, MIL RAILWAY SERVICE, APO 400.

1. DERAILMENT, NAPLES "A" DOCK, 0125 HOURS, 16 AUGUST 1944.
2. NARRATIVE: SWITCH ENGINE 1930, ENGINE FOREMAN SGT. MAC, ITALIAN CREW, DERAILED TWO BOX CARS WHILE SHOVING CUT OF 3 LOADS AND 4 EMPTIES DOWN WESTBOUND MAIN DOCK TRACK.
3. CAUSE: IRREGULARITY IN TRACK.
4. DAMAGE: LADING - NONE.  
EQUIPMENT - TWO BOX CARS INVOLVED, DAMAGED ONLY SLIGHTLY. TRACK & STRUCTURES - LEAD CAR TURNED SIDEWISE AND DAMAGED TRACK CONSIDERABLY FOR DISTANCE OF ABOUT 100 FEET.
5. PERSONAL INJURIES: ITALIAN SWITCHMAN, DIDONATO, JUMPED FROM CAR, SPRAINING RIGHT ANKLE. HE WAS REMOVED TO PORT SURGEON'S OFFICE FOR TREATMENT.
6. INVESTIGATION: ENGINE WAS SHOVING CUT OF 12 CARS AT SPEED OF LESS THAN 5 MPH WHEN DERAILMENT OCCURRED. EXAMINATION OF EQUIPMENT REVEALED NO MECHANICAL DISORDER. TRACK WAS SPREAD AND OTHERWISE KNOCKED OUT OF LINE, BUT INVESTIGATING OFFICERS AGREED THAT NOTHING COULD HAVE CAUSED DERAILMENT, OTHER THAN SOME IRREGULARITY IN TRACK. NO ACTION TAKEN ON PART OF CREW CONTRIBUTED TO OCCURRENCE.
7. RESPONSIBILITY & DISCIPLINE: BLANK.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

1835

*Transport S.C.*

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
23 AUGUST 1944

SUBJECT: FINAL REPORT, TA-403.

TO: DIRECTOR GENERAL, MIL RAILWAY SERVICE, APO 400.

1. AT 1135 HOURS, 4 AUGUST 1944, SWITCH ENGINE 1202 SHOVING OUT OF TEN CARS, HAD LEAD CAR COLLIDE WITH JEEP ON CROSSING, CASERTA.
2. SWITCH ENGINE 1202 HAD ENGINE FOREMAN SGT. WALKER, AND ENGINEER T/S J. T. SUTTON WITH AMERICAN CREW. JEEP, MARKED ONLY "TYPE 1900 SUPPLY MACH. 2275" WAS OCCUPIED BY TWO CANADIAN FLIGHT OFFICERS, CAPT. MAYDEWELL AND F/LT. WATSON, AND TWO UN-IDENTIFIED PARTIES.
3. CROSSING IN QUESTION IS MAIN NAPLES - CASERTA HIGHWAY CROSSING, CASERTA YARD. PBS MILITARY POLICE CROSSING FLAGMAN WAS ON DUTY AT TIME ACCIDENT OCCURRED. ALL TRAFFIC WAS HALTED, BUT JEEP DROVE AROUND OTHER VEHICLES AND ONTO CROSSING. YARD ENGINE HAD JUST STARTED MOVEMENT, SOUNDING WARNING WHISTLE SIGNALS IN PROPER MANNER. END CAR IN CUT WAS PROTECTED BY PFC M. ALEXANDER, BRAKEMAN. WHEN LEAD CAR WAS ABOUT 20 FEET FROM CROSSING, PFC ALEXANDER SAW JEEP RUN AROUND HALTED TRAFFIC, WHEREUPON HE SIGNALLED IMMEDIATELY FOR BRAKES. BRAKES WERE APPLIED BUT IT WAS NOT POSSIBLE TO BRING MOVEMENT TO HALT BEFORE COLLISION OCCURRED.
4. CAPT. MAYDEWELL WAS ROLLED UNDER CAR AND HAD RIGHT LEG SEVERED. FLIGHT LT. WATSON SUSTAINED SLIGHT INJURIES. BOTH MEN WERE REMOVED TO 15TH CANADIAN GENERAL HOSPITAL. THESE FLIGHT OFFICERS WERE MEMBERS OF THE 249TH WING, RAF. THERE WAS NO DAMAGE TO RAILWAY EQUIPMENT - JEEP WAS DEMOLISHED.
5. RESPONSIBILITY RESTS WITH DRIVER OF JEEP. NO FURTHER ACTION TAKEN ON PART OF MRS PERSONNEL COULD HAVE PREVENTED OCCURRENCE.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

HEADQUARTERS  
27 AUG 1944

1834

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
19 AUGUST 1944

SUBJECT: FINAL REPORT, TA-364.

TO: DIRECTOR GENERAL, MIL RAILWAY SERVICE, APO 400.

1. AT 0930 HOURS, 2 MAY 1944, SALERNO SWITCHER IN CHARGE OF FULL ITALIAN CREW, COLLIDED WITH JEEP NO. WD-5185792, BEING OPERATED BY DVR. N. MIZRAHI, 462ND G.T. COMPANY, ROYAL ARMY SERVICE CORPS (BR.), AT GRADE CROSSING NEAR SALERNO STATION.

2. CROSSING IN QUESTION IS NOT PROTECTED BY GATES OR WATCHMAN, SINCE IT IS ONLY A DRIVEWAY BETWEEN BUILDINGS WHICH HOUSE BRITISH WORKSHOP COMPANIES. VIEW OF RAILWAY IS TOTALLY OBSTRUCTED EXCEPT FOR WIDTH OF CROSSING, AND VIEW OF ROADWAY LIKEWISE IS ALMOST TOTALLY OBSTRUCTED FROM CREWS WORKING DOWN RAILWAY. ENGINE WAS RUNNING AT SLOW RATE OF SPEED WHEN JEEP APPEARED AND APPROACHED CROSSING. DRIVER OF JEEP NOTICED ENGINE AND IMMEDIATELY HE TURNED HIS VEHICLE PARALLEL TO TRACK. FRONT STEP OF ENGINE CAUGHT JEEP AND DRAGGED IT ALONG FOR A FEW FEET BEFORE DROPPING IT IN THE CLEAR.

3. FRONT STEP OF ENGINE WAS BENT SLIGHTLY; JEEP WAS ONLY SLIGHTLY DAMAGED. THERE WERE NO PERSONAL INJURIES. RESPONSIBILITY RESTS WITH DRIVER OF JEEP FOR MOVING ONTO CROSSING BEFORE ASCERTAINING THAT IT WAS CLEAR. NO ACTION TAKEN ON PART OF ENGINE CREW COULD HAVE PREVENTED OCCURRENCE.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING,  
HQ MRS ADV, APO 400  
AGM, EQUIPMENT, BUILDING

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 22 AUGUST 1944

TO: D.C.C.O., US CLAIMS SVC, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST US GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGGS, 1823  
MAJOR, T.C.  
ADJUTANT



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
19 AUGUST 1944

SUBJECT: FINAL REPORT, PI-95.

TO: DIRECTOR GENERAL, MIL RAILWAY SERVICE, APO 400.

1. AT ABOUT 2100 HOURS, 15 JULY 1944, BODY OF ITALIAN CIVILIAN, PASQUALE COSTELLO, ADDRESS CALATA FERROVIA NO. 4, POGGIOREALE, WAS DISCOVERED ABOUT 5 FEET FROM TRACKS NEAR CANCELLO JUNCTION, NAPLES YARD.

2. DISCOVERY OF BODY WAS MADE BY WIFE OF DECEASED, WHO IMMEDIATELY INFORMED ITALIAN CARABINIERI, WHO IN TURN ADVISED MEMBER OF 187TH MP COMPANY, M.R.S. COMPLETE INVESTIGATION WAS MADE BY MILITARY POLICE, ITALIAN POLICE, AND ITALIAN STATE RAILWAYS OFFICIALS, AND IT WAS DEVELOPED THAT MAN HAD DIED OF GUNSHOT WOUND.

3. EXAMINATION OF BODY REVEALED THAT BULLET HAD ENTERED THROUGH THE MAN'S JAW, AND HAD PASSED THROUGH SKULL AT BACK OF HEAD. INVESTIGATING PARTIES WERE UNABLE TO DEVELOP WHO FIRED THE SHOT. THERE WERE NO WITNESSES TO OCCURRENCE, AND IT WAS EVIDENT THAT BODY WAS NOT DISCOVERED UNTIL SOME TIME AFTERWARDS. NO MILITARY RAILWAY SERVICE PERSONNEL WERE IN IMMEDIATE VICINITY AT THE TIME.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 22 AUGUST 1944

TO: D.C.C.O., US CLAIMS SERVICE, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST US GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394 US ARMY

S. R. BEGG,  
MAJOR, T. C.  
ADJUTANT

HEADQUARTERS  
22 AUG 1944  
A C C

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Allied Force  
 MILITARY RAILWAY SERVICE  
 Office of Asst. to Director General

A. P. O. 400  
 16 August 1944

Subject: Final Report, TA-416.

To: Director General, Military Railway Service, APO 400 US Army.

1. At 1125 hours, 9 August 1944, Extra 3968 south, Italian Crew; Pilot Sgt. Caruso, collided with British truck Type GS 1500 WT, No. 2 4844340, driven by Pvt. A. Ogden, ASN T-116748, 8th CCS, at crossing KP 49.093, near Nettunia Porto.

2. Extra 3968 was handling 6 cars of Italian workmen, moving at speed of approximately 18 MPH. Crossing in question is not protected by gates or by flagman. Whistle signals were sounded in proper manner upon approaching crossing, but truck apparently stalled on tracks and could not be moved in time to avoid collision. As soon as it became apparent that truck was not going to move, brakes on train were applied, but to no avail.

3. Truck was dragged for distance of approximately 200 feet, and sustained heavy damage. Engine 3968 had angle cock pipe broken and left rear step of engine tank bent. There was no further damage to railway property. Eight British soldiers riding in truck were injured as follows: L/Cpl. J. R. Reith, ASN D-32985, 30th Cheshire Regt., seriously injured. Pvt. A. Ogden, ASN T-116748, 8th CCS; Pvt. R. Craiggs, ASN 7906635, 30th Cheshire Regt.; Pvt. J. Whitfield, ASN 4118705, 30th Cheshire Regt.; Pvt. A. Young, ASN 14438607, 1st Yorks Lanks Regt.; Pvt. P. Giltron, ASN 5891532, IW Regt.; Pvt. L. Phillips, ASN 2760915, No. 2 Sherwood Forester Regt.; and Pvt. A. Mash, ASN 8614220, 27th Middlesex Regt.; all slightly injured.

4. Apparently accident was caused by fact that vehicle stalled on crossing. No further action taken by Italian crew or American Pilot could have prevented occurrence. Injured were turned over to British Hospital near scene of accident, for necessary medical attention.

CHARLES F. DOUGHERTY  
 Colonel, T. C.  
 Asst. to Director General

cc - AGM, Engineering,  
 Hq MRS Adv, APO 400  
 AGM, Equipment, Building

1801



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
15 AUGUST 1944

SUBJECT: FINAL REPORT, TA-337.

TO: DIRECTOR GENERAL, MILITARY RAILWAY SERVICE, APO 400.

1. COLLISION, TEVEROLA YARD, 1200 HOURS, 24 JUNE 1944.
2. NARRATIVE: EXTRA 1255 NORTH, CONDUCTOR PVT. JOHN A. CAMPBELL, ENGINEER T/4 C. R. LANG, I.S.R. PILOT, HANDLING 25 LOADS, COLLIDED WITH CUT OF CARS STANDING ON NO. 6 TRACK.
3. CAUSE: TRAIN OUT OF CONTROL.
4. DAMAGE: LADING - NONE.  
EQUIPMENT - ENGINE 1255 HAD LEFT SIDE DAMAGED SEVERELY. FS-991281, 1030093, (IN TRAIN) AND FS-130286, 627179, 648326, 648112, 270059, 251642, 469388, FS-469734, 409510, 419118, AND DR-42278, (STANDING ON NO. 6 TRACK) ALL DAMAGED.  
TRACK & STRUCTURES - NONE.
5. PERSONAL INJURIES: I.S.R. PILOT, FRANCILO ANDREA MONOVALE, 3 VIA NIGLIO, FRATTAMAGGIORE, SUSTAINED SLIGHT CHEST INJURY.
6. INVESTIGATION: IT DEVELOPED THAT IT WAS GENERAL PRACTICE TO SEND ENGINE 1255 TO TEVEROLA, LIGHT, TO PERFORM SWITCHING SERVICE AT THAT POINT, EACH DAY AROUND NOON. THE CAPO STAZIONE AT AVERSA ASKED PERMISSION FROM TEVEROLA TO SEND THE ENGINE, AND CLEARANCE WAS GIVEN. IN THE MEANTIME, APPARENTLY WITHOUT THE KNOWLEDGE OF THE CAPO STAZIONE, THE AMERICAN YARDMASTER ATTACHED 25 CARS OF RATIONS TO THE ENGINE, TO BE DELIVERED TO TEVEROLA. ONLY FOUR MEN, INCLUDING THE FIREMAN, WERE PROVIDED TO MAN HAND BRAKES. AFTER TRAIN DEPARTED AVERSA, I.S.R. CAPO STAZIONE DISCOVERED THAT THE CARS HAD BEEN ATTACHED TO ENGINE, SO HE IMMEDIATELY TELEPHONED THIS INFORMATION TO TEVEROLA. TEVEROLA ADVISED THAT A 25 CAR TRAIN COULD NOT BE ACCOMMODATED SINCE THERE WERE NO VACANT TRACKS AT THAT POINT, AND HE SENT FLAGMAN OUT TO STOP TRAIN BEFORE IT CAME INTO YARD. MAIN LINE SWITCH HAD BEEN LINED FOR NO. 6 TRACK TO RECEIVE LIGHT ENGINE. THERE WAS A CUT OF CARS STANDING ON THIS TRACK, APPROXIMATELY 15 CARLENGTHS FROM SWITCH. UPON APPROACHING YARD, ENGINEER LANG, MAKING HIS FIRST TRIP OVER THIS TERRITORY, WAS OPERATING TRAIN AT SPEED OF APPROXIMATELY 20 MPH. ITALIAN PILOT GAVE HIM SIGNAL TO SLOW DOWN AT POINT ABOUT 3/4 MILE OUT OF YARD. APPLICATION OF BRAKES WAS MADE AT THIS POINT, AND THEN ABOUT 1/2

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T. S. C. 912  
MILE FARTHER ON, SECOND APPLICATION WAS MADE AND ENGINEER WHISTLED FOR HAND BRAKES. NO APPRECIABLE REDUCTION IN SPEED WAS MADE, DUE TO STEEP DESCENDING GRADE. TRAIN RAN INTO YARD OUT OF CONTROL, MOVED IN ONTO NO. 6 TRACK AND COLLIDED WITH STANDING CUT.

7. RESPONSIBILITY & DISCIPLINE: PRIMARY RESPONSIBILITY WAS FAILURE OF ENGINEER LANG TO CONTROL SPEED OF TRAIN. CONDUCTOR CAMPBELL ALSO HAD RESPONSIBILITY OF PROVIDING SUFFICIENT BRAKEMEN TO HANDLE HAND BRAKES. DISCIPLINARY ACTION HAS BEEN TAKEN AGAINST THESE MEN BY CO, 71ST RY OPN BN.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING  
HQ, MRS ADV, APO 400  
AGM, EQUIPMENT, BUILDING

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 18 AUGUST 1944  
TO: D.C.C.O., US CLAIMS SERVICE, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST US GOVERNMENT, (PAR 5).

FOR THE COMMANDING GENERAL:

*S.R. Beggs*  
S.R. BEGGS,  
MAJOR, T. C.  
ADJUTANT

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

19 AUG 1944

A. C. C.

1823

*Transit Station S.C.*

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
7 AUGUST 1944

SUBJECT: FINAL REPORT, TA-404.

TO: DIRECTOR GENERAL, MIL RAILWAY SVC, APO 400 US ARMY.

1. AT ABOUT 1950 HOURS, 3 JULY 1944, EXTRA 1851 SOUTH, CONDUCTOR SGT. BOYER, STRUCK BRITISH TRUCK NO. L.4502722 AT PIGNATARO STATION.

2. UPON ARRIVING PIGNATARO, EXTRA 1851 FOUND MAIN TRACK BLOCKED BY FOUR BRITISH TRUCKS LOADING TROOPS. ENGINE STOPPED WITHOUT ACCIDENT, AND TRUCKS WERE MOVED FROM TRACK. ON SIGNAL FROM BRITISH LIEUTENANT THAT TRACK WAS CLEAR, TRAIN PROCEEDED. JUST AFTER MOVEMENT BEGAN, TRUCK NO. L.4502722 DROVE ONTO THE TRUCKS IN FACE OF ENGINE.

3. DRIVER OF TRUCK WAS DVR. RICHARD SCOTT, 11412069, ROYAL ARTILLERY, 467/92ND FIELD REGIMENT. ENGINE 1851 HAD RIGHT FRONT GRAB IRON BENT. TRUCK WAS SLIGHTLY DAMAGED. DRIVER SCOTT RECEIVED SLIGHT BRUISE ON RIGHT HAND. NO MEDICAL ATTENTION WAS NECESSARY.

4. RESPONSIBILITY RESTS WITH DRIVER OF VEHICLE FOR DRIVING ONTO TRACKS IN FACE OF ONCOMING TRAIN. TRUCK CAME FROM BEHIND CUT OF CARS STANDING ON ADJACENT TRACK, AND CONSEQUENTLY ENGINEER DID NOT SEE VEHICLE UNTIL TOO LATE TO AVOID ACCIDENT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING,  
HQ MRS ADV, APO 400  
AGM, EQUIPMENT, BUILDING

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 9 AUGUST 1944

TO: D.C.C.O., US CLAIMS SVC, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST  
US GOVERNMENT. 1828

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

*S.R. Beggs*  
S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

*Transportation S.C.*

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
8 AUGUST 1944

SUBJECT: FINAL REPORT, PI-98.

TO: DIRECTOR GENERAL, MIL RAILWAY SVC, APO 400 US ARMY.

1. AT 0745 HOURS, 25 JULY 1944, ITALIAN CIVILIAN, ANGELINCE GIUSEPPE WAS KILLED WHEN RUN OVER BY BRITISH TRAIN 3322 NORTH, ENGINES USA-1321 & 1309 (DIESELS), NARNI YARD.

2. ANGELINCE WAS WALKING ALONG TRACK, CARRYING A BOX OF TOOLS ON HIS SHOULDER, AND APPARENTLY DID NOT SEE OR HEAR TRAIN APPROACH. SWITCHMAN ON DUTY TESTIFIES THAT WHISTLE SIGNALS WERE SOUNDED ON DIESEL HORN, BUT STILL THE ITALIAN DID NOT MOVE FROM TRACKS. MAN WAS STRUCK BY LEAD ENGINE AND KNOCKED TO THE GROUND; IN TRYING TO RISE, HE WAS STRUCK BY END OF THIRD CAR IN TRAIN, WHICH BLOW RESULTED IN HIS INSTANT DEATH.

3. RESPONSIBILITY RESTS WITH DECEASED ALONE FOR PLACING HIMSELF IN PERILOUS POSITION. NO FURTHER ACTION TAKEN ON PART OF TRAIN CREW COULD HAVE PREVENTED OCCURRENCE. AT POINT OF ACCIDENT, ROADWAY PARALLELS THE TRACKS, AND SIGNS HAVE BEEN ERECTED, WARNING PEDESTRIANS NOT TO WALK ON OR NEAR RAILS.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 10 AUGUST 1944

TO: D.A.D., CLAIMS & HIRING, 57TH AREA (BR.), NAPLES.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST THE BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

*S.R. Beggs*  
S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

1827



*Transportation  
S.C.*

PRAKES. THERE WAS NO DAMAGE TO ENGINE 2068; DAMAGE TO CARS AND PERSONAL INJURIES TO TROOPS WERE AS SHOWN IN PARAGRAPHS 4 AND 5 ABOVE.

7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH ITALIAN ENGINEER ARENGA FORTUNATO FOR OPERATING ENGINE IN EXCESS OF YARD SPEED. NO RESPONSIBILITY WAS PLACED WITH PILOT PVT. BLACKBURN SINCE HE GAVE STOP SIGNALS AND SLOW SIGNALS WHICH SHOULD HAVE ENABLED STOP TO BE MADE IN TIME TO AVOID SIDESWIPE, HAD ITALIAN ENGINEER OBEYED THEM. DISCIPLINE WAS ASSESSED BY ITALIAN STATE RAILWAYS OPERATING OFFICIALS.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING,  
HQ MRS ADV, APO 400  
AGM, EQUIPMENT, BUILDING

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 9 AUGUST 1944  
TO: D.C.C.O., US CLAIMS SVC, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST THE US GOVERNMENT.

FOR THE COMMANDING GENERAL:

*J.R. Beggs*  
S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394 US ARMY

1826

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
7 AUGUST 1944

SUBJECT: FINAL REPORT, TA-393.

TO: DIRECTOR GENERAL, MIL RAILWAY SVC, APO 400 US ARMY.

1. SIDESWIPE, SALERNO JUNCTION NAPLES YARD, 1815 HOURS,  
25 JULY 1944.

2. NARRATIVE: SWITCH ENGINE 2068, ITALIAN CREW, PILOT  
PVT. BLACKBURN, HANDLING 2 EMPTY TANKS, SIDESWIPE FS-1016718,  
SOUTH AFRICAN TROOPS; FSF-1009191 AND FSF-156090, RATIONS, IN  
CUT OF 7 LOADS BEING HANDLED BY ENGINES 60-702, COUPLED.

3. CAUSE: TRAIN OUT OF CONTROL.

4. DAMAGE: LADING - NONE.  
EQUIPMENT - FS-1016718, FOUR JOURNAL BOXES BROKEN;  
FSF-1009191, DOOR TORN OFF; AND FSF-156090, DOOR TORN OFF.  
TRACK & STRUCTURES - NONE.

5. PERSONAL INJURIES: SAPPER C. W. JORDAN, ASN 125103V,  
FATALLY INJURED; SAPPER PAUL VENNIATERT, ASN 125120V, ABRASIONS  
ABOUT HEAD - SENT TO 92ND BRITISH HOSPITAL, NAPLES; CPL. J. J.  
WINTERS, ASN 229518V, BACK INJURY - TAKEN TO 65TH BRITISH HOSPITAL,  
NAPLES; CPL G. TREMPER, ASN 125125V, BACK AND HEAD INJURIES - RE-  
MOVED TO 65TH BRITISH HOSPITAL; LANCE CORPORAL J. STARK, ASN 125116V,  
LEFT LEG AND PELVIS INJURED, TAKEN TO 65TH BR. HOSPITAL. ALL OF  
THESE MEN WERE MEMBERS OF 62ND TUNNELING COMPANY, SOUTH AFRICAN  
ENGINEER CORPS, WHO WERE RIDING AS PASSENGERS IN FS-1016718.

6. INVESTIGATION: ENGINES 60-702 WERE MOVING THROUGH  
SALERNO JUNCTION AT SPEED OF ABOUT 10 KPH, PREPARATORY TO BACKING  
INTO SMISTAMENTO YARD, NAPLES. LEAD ENGINE BLEW 4 BLASTS ON  
WHISTLE AND RECEIVED PROCEED SIGNAL FROM SWITCH TENDER. MOVEMENT  
WAS STARTED OVER PUZZLE SWITCH, BUT IN THE MEANTIME ENGINE 2068 CAME  
DOWN SALERNO MAIN TRACK MOVING AT SPEED OF ABOUT 20 MPH. PILOT PVT.  
BLACKBURN GAVE ITALIAN ENGINEER SIGNAL TO SLOW DOWN, BUT ENGINEER  
FAILED TO COMPLY AT THE TIME. THEN ITALIAN ENGINEER SAW TRAIN ON  
PUZZLE SWITCH ABOUT 15 OR 20 CARLENGTHS AHEAD, AND APPLIED BRAKES.  
WHEN IT BECAME APPARENT THAT COLLISION WOULD OCCUR, ITALIAN CREW  
REVERSED ENGINE AND JUMPED FROM THE CAB. PVT. BLACKBURN WHO WAS  
RIDING FRONT STEP OF ENGINE ALSO JUMPED AT THIS TIME. ENGINE 2068  
SLOWED TO A STOP AND WHEELS BEGAN TO MOVE BACKWARDS JUST AS FRONT  
END OF ENGINE SCRAPPED THREE CARS BEING HANDLED BY ENGINES 60-702.  
ENGINE 2068 BUILT UP TRACTION AND MOVED BACKWARDS IN THE DIRECTION  
FROM WHICH IT HAD COME. PVT. BLACKBURN RAN ENGINE DOWN AND APPLIED



*Trans. S.C.*

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

HEADQUARTERS, P. O. 400  
7 AUG 1944 10 AUGUST 1944  
A. C. C.

SUBJECT: FINAL REPORT, TA-363.

TO: DIRECTOR GENERAL, MIL RAILWAY SVC, APO 400 US ARMY.

1. AT ABOUT 0135 HOURS, 9 JULY 1944, EXTRA 2740 NORTH, CONDUCTOR PVT. LINDER, ENGINEER T/4 VAN ALLEN, COLLIDED WITH ITALIAN TRUCK AT GRADE CROSSING 2 KMS SOUTH OF PIGNATARO STATION.

2. CROSSING IN QUESTION IS PROTECTED BY ITALIAN STATE RAILWAYS CROSSING WATCHMAN EQUIPPED WITH RED LANTERN, WHO WAS ON DUTY AND PERFORMING SERVICE IN PROPER MANNER AT THE TIME ACCIDENT OCCURRED. ALSO AS TRAIN APPROACHED CROSSING, WHISTLE SIGNALS WERE SOUNDED IN PROPER MANNER. ITALIAN TRUCK FAILED TO STOP ON SIGNAL OF WATCHMAN AND RAN ONTO TRACKS IN FACE OF APPROACHING TRAIN.

3. ENGINE 2740 HAD LEFT FRONT STEP BENT. THERE WAS NO OTHER DAMAGE TO RAILWAY PROPERTY. TRUCK WAS DAMAGED CONSIDERABLY. FIVE ITALIAN CIVILIAN PASSENGERS IN TRUCK WERE INJURED SLIGHTLY. NAMES OF INJURED COULD NOT BE OBTAINED ACCOUNT NO INTERPRETERS AT SCENE OF ACCIDENT. ALL INJURED WERE REMOVED TO 10TH FIELD HOSPITAL FOR NECESSARY MEDICAL ATTENTION.

4. RESPONSIBILITY RESTS WITH DRIVER OF TRUCK ALONE. NO FURTHER ACTION TAKEN ON PART OF TRAIN CREW OR CROSSING WATCHMAN COULD HAVE PREVENTED THE ACCIDENT.

CC - AGM, ENGINEERING,  
HQ MRS ADV, APO 400  
AGM, EQUIPMENT, BUILDING

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY 3 AUGUST 1944

TO: D.C.C.O., US CLAIMS SERVICE, APO 782 US ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST US GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

*S.R. Beggs*  
S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

1824

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
1 AUGUST 1944

SUBJECT: FINAL REPORT, PI-89.

TO: DIRECTOR GENERAL, MIL RAILWAY SVC, APO 400 US ARMY

1. AT ABOUT 1615 HOURS, 7 JULY 1944, ITALIAN CIVILIAN COCI GIACOMO, 36 VIA SOUBRIANI, AQUAVIVA, SUSTAINED FATAL INJURIES WHEN RUN OVER BY BRITISH TRAIN 3930, ENGINE 740-202, ITALIAN CREW, PILOT SAPPER BARDWELL, WHEN PULLING OUT STATION AT GIOIA DEL COLLE.

2. JUST AS TRAIN WAS PULLING OUT OF STATION, THIS ITALIAN BOY ATTEMPTED TO BOARD 19TH AND 20TH CARS FROM ENGINE AS THEY PASSED HIM. IN SO DOING, HE SLIPPED AND FELL ONTO RAILS BETWEEN WHEELS OF 21ST CAR. TRAIN RAN SEVERAL CARLENGTHS BEFORE CHILD WAS DISCOVERED, AND TRAIN BROUGHT TO A HALT - RESULTING IN BOTH LEGS AND LEFT ARM OF THE ITALIAN BOY BEING SEVERED.

3. AMERICAN SOLDIER STANDING ON STATION PLATFORM CALLED AMBULANCE AND INJURED PARTY WAS REMOVED TO AMERICAN HOSPITAL. HE DIED ALMOST IMMEDIATELY FROM INJURIES SUSTAINED.

4. RESPONSIBILITY RESTS WITH DECEASED ALONE. NO ACTION TAKEN ON PART OF ITALIAN CREW OR BRITISH PILOT COULD HAVE PREVENTED ACCIDENT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 3 AUGUST 1944

TO: D.A.D., CLAIMS & HIRING, 57TH AREA, NAPLES

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST THE BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC-EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

*S. R. Beggs*  
S. R. BEGGS,  
MAJOR, T. C.  
ADJUTANT

1823

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A. P. O. 400  
1 AUGUST 1944

SUBJECT: FINAL REPORT, TA-359.

TO: DIRECTOR GENERAL, MIL RAILWAY SERVICE, APO 400 US ARMY

1. AT 0500 HOURS, 7 JULY 1944, ITALIAN MOTOR BUS NO. R.M. 4410 COLLIDED WITH SIDE OF ENGINE 685-203, HANDLING BRITISH TRAIN NO. 8438 AT GRADE CROSSING KMP T-601, ABOUT 6 KMS SOUTH OF BARLETTA.

2. CROSSING IN QUESTION IS PROTECTED BY GATES AND ITALIAN STATE RAILWAYS CROSSING WATCHMAN. INVESTIGATION DEVELOPED THAT WATCHMAN WAS ON DUTY AT TIME ACCIDENT OCCURRED AND THAT GATES WERE DOWN. MOTOR BUS CAME FROM AROUND BLIND CORNER, RAN THROUGH WOODEN GATES AND INTO SIDE OF ENGINE.

3. THERE WAS NO DAMAGE TO LOCOMOTIVE OR OTHER RAILWAY PROPERTY. BUS WAS DAMAGED SLIGHTLY ABOUT FRONT END. TWO PERSONS RIDING IN BUS WERE INJURED SLIGHTLY - NO MEDICAL ATTENTION NECESSARY.

4. RESPONSIBILITY RESTS WITH DRIVER OF BUS. NO ACTION TAKEN ON PART OF TRAIN CREW COULD HAVE PREVENTED ACCIDENT.

CC - AGM, ENGINEERING,  
HQ MRS ADV, APO 400  
AGM, EQUIPMENT, BUILDING

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 3 AUGUST 1944

TO: D.A.D., CLAIMS & HIRING, (BR) 57TH AREA, NAPLES.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST THE BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

*S.R. Beggs*  
S.R. BEGGS,  
MAJOR, T.C. 1822  
ADJUTANT

Allied Force  
 MILITARY RAILWAY SERVICE  
 Office of Asst. to Director General

A. P. O. 400  
 1 August 1944

Subject: Final Report, TA-381.

To: Director General, Military Railway Service, APO 400 US Army

1. At about 2300 hours, 20 July 1944, Extra 2743 north collided with British Truck No. b-18-L4215242, Driven by Pvt Walter G. Duncan, 1st CFB, BRASC, CACCFM, which had been driven off overpass, down into cut and onto main line, RMP 29 Cassino Division.

2. In attempting to drive over Overpass, in some manner this motor vehicle became out of control and ran down bank of cut onto tracks. Extra 2743 approached from round curve and collided with truck when moving at speed of approximately 18 MPH.

3. Truck was completely demolished. Engine 2743 had broken blow-off cock, branch pipe and train line pipe damaged, and cab crushed on one side. Several British soldiers riding in the truck were injured when the machine dove into cut, but had been removed and were clear of the vehicle at the time collision occurred.

4. No action taken on part of Condr. Sgt. Adams or his crew could have prevented accident. British soldiers not injured were occupied with removing injured persons from truck, and did not furnish flag protection in either direction.

cc - AGM, Engineering,  
 Hq MRS Adv, APO 400  
 AGM, Equipment, building

CHARLES F. DOUGHERTY  
 Colonel, T. C.  
 Asst. to Director General


1st Ind. SRS/JPD  
 Allied Force Military Railway Service, APO 400 US Army, 1 August 1944

To: D.C.C.O., U. S. Claims Service, APO 702 US Army.

1. Forwarded as matter involving possible claim against the US Government.

For the Commanding General:

cc - Executive Commissioner,  
 Allied Control Commission,  
 APO 394 US Army

  
 S.R. BEGGS  
 Major, T.C.  
 Adjutant

1821



Allied Force  
MILITARY RAILWAY SERVICE  
Office of Asst. to Director General

A. P. O. 400  
1 August 1944

Subject: Final Report, FI-79.

To: Director General, Mil Railway Service, APO 400 US Army.

1. At about 2100 hours, 25 April 1944, while British Train 6140, Engines 480-007 and 476-051, named by Italian personnel, was passing through Albano tunnel near Campomaggiore, Italian Fireman Consigliori was overcome by smoke and fumes.

2. As soon as train emerged from tunnel, artificial respiration was administered to unconscious party and he soon recovered. After he had rested a short time, Consigliori was conveyed to his home. No hospitalization or medical attention was necessary.

3. Italian State Railways Lineman Roma Donato, and Italian Soldier Bucco Antonio, also riding train, suffered slightly from inhaling fumes and smoke. These men required no attention of any kind due to slight nature of affliction.

CHARLES F. DOUGHERTY  
Colonel, T. C.  
Asst. to Director General

1st Ind. SRS/jpb  
Allied Force Military Railway Service, APO 400 US Army, 3 August 1944

To: D.A.D., Claims & Hiring (Br) 57th Area, Naples.

1. Forwarded as matter involving possible claim against the British Government.

For the Commanding General:

*[Signature]*  
S. R. B. B. B.  
Major, T. C. 1820  
Adjutant

cc - Executive Commissioner,  
Allied Control Commission,  
APO 894, US Army

Allied Forces  
MILITARY RAILWAY SERVICE  
Office of Asst. to Director General

A.P.O. 400  
27 July 1944

Subject: Final Report, T2-254

To: Director General, Mil Ry Service, APO 400 US Army

1. At 1105 hours, 2 July 1944, Work Extra 471-118, Italian crew, Pilot Sgt. Baderle, struck bulldozer operated by 38th Rail Construction Company (M) at point 1 Km south of Sette Bagni Station.

2. Work Train was shoving 5 dead engines southward on main line when steps of lead engine in train struck blades of bulldozer, which was being used to pull wrecked cars off right of way. At the time accident occurred, bulldozer was in such position on far side of wrecked box car that it could not be seen around curve. There was no flag or flagman in sight.

3. There was no damage to railway equipment or track. Bulldozer had blade bent and blade lift broken. There were no personal injuries.

4. Responsibility rests with operator of bulldozer for working on right of way without protection. No action taken on part of Italian crew or USA pilot could have prevented occurrence.

cc - AGM, Engineering  
Hq Mil Ry Svc, APO 400  
AGM, Equipment, Building

CHARLES F. DOUGHERTY  
Colonel, T. C.  
Asst. to Director General

1st Ind. SRB/jpb  
Allied Force Military Railway Service, APO 400 US Army, 29 July 1944

To: D.C.C.O., U. S. Claims Service, APO 783 US Army.

1. Forwarded as matter involving possible claim against US Government.

For the Commanding General:

cc - Executive Commissioner,  
Allied Control Commission,  
APO 394 US Army

*S. R. BEGG*  
S. R. BEGG,  
Major, T. C.  
Adjutant

1819

1 AUG 1944

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A.P.O. 400  
24 JULY 1944

SUBJECT: FINAL REPORT, TA-339.

TO: DIRECTOR GENERAL, MIL RAILWAY SVC, APO 400 US ARMY

1. COLLISION, CAMPO ITALIANO (BARI), 2220 HOURS,  
26 JUNE 1944.

2. NARRATIVE: LIGHT ENGINE 685-187, ITALIAN CREW, STANDING  
ON SIDING NEAR CROSSOVER, WAS STRUCK BY ENGINE 735-020, ITALIAN  
CREW, ALSO LIGHT.

3. CAUSE: SWITCH LINED IMPROPERLY.

4. DAMAGE: LADING - NONE.  
EQUIPMENT - ENGINE 685-187 HAD DRAWBAR AND  
COUPLER ON TENDER DAMAGED. ENGINE 735-020 HAD FRONT LEFT BUFFER  
BROKEN AND PISTON BENT; RIGHT BUFFER BENT.

5. PERSONAL INJURIES: SWITCHMEN FIRORE, SANTARCHANGELO,  
AND DI BISEGLIE, ALL ITALIAN STATE RAILWAYS EMPLOYEES, WERE IN-  
JURED AND REMOVED TO HOSPITAL.

6. INVESTIGATION: ENGINE 685-187 WAS STANDING ON CENTRO  
NORD SIDING WAITING FOR ENGINE 735-020 TO COME UP FOGGIA MAIN LINE.  
WHEN ENGINE APPROACHED, SWITCHES WERE LINED FOR CENTRO NORD SIDING  
INSTEAD OF NO. 2 MAIN. SWITCHMEN MADE NO ATTEMPT EITHER TO LINE  
SWITCHES PROPERLY OR TO STOP ENGINE. ENGINE 735-020, OPERATING IN  
FORWARD MOTION, RAN IN ONTO CENTRO NORD TRACK AND COLLIDED WITH  
TENDER OF ENGINE 685-187. THE PERSONAL INJURIES LISTED IN PARAGRAPH  
5 ABOVE, WERE RESULT OF PIECES OF BUFFERS AND DRAWGEAR FLYING THROUGH  
THE AIR AT TIME OF COLLISION.

7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH  
SWITCHMEN FOR NOT HAVING SWITCHES LINED PROPERLY TO PROTECT ENGINE  
STANDING ON SIDING. CHIEF SWITCHMAN FANTO UMBERTO, AND SWITCHMAN  
CONTE INNOCENZO, WERE SUSPENDED FROM SERVICE BY I.S.R. OPERATING  
OFFICIALS.

1848

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

CC - AGM, ENGINEERING,  
MRS HQ APO 400.  
AGM, EQUIPMENT, BUILDING

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A.P.O. 400  
24 JULY 1944

SUBJECT: FINAL REPORT, PI-96.

TO: DIRECTOR GENERAL, MILITARY RY SERVICE, APO 400 US ARMY

1. AT 1330 HOURS, 17 JULY 1944, ITALIAN CIVILIAN I.S.R. EMPLOYEE, MASULLO FALVATORE, HAD LEFT LEG SEVERED ABOVE KNEE, AND RIGHT LEG SEVERED ABOVE ANKLE WHEN RUN OVER BY CARS BEING HANDLED BY YARD ENGINE 16, ILVA STEEL WORKS, BAGNOLI.

2. ENGINE 16, ITALIAN CREW, ENGINE FOREMAN SGT. LIENART, WAS SHOVING FIVE CARS INTO ILVA STEEL WORKS. THERE WERE TEN CARS STANDING ON THIS TRACK, WITH NO CLEARANCE ON EITHER SIDE ACCOUNT MASONRY WALLS. ITALIAN STATE RAILWAYS SECTION LABORERS HAD FINISHED LUNCH AT 1300, AND HAD GONE TO SLEEP UNDER CARS STANDING ON TRACK. ENGINE 16 SHOVED THE FIVE CARS INTO STANDING CUT OF TEN, PREPARATORY TO SHOVING THE ENTIRE FIFTEEN CARS FARTHER INTO THE PLANT. WHILE MAKING THIS MOVEMENT, TENTH CAR FROM ENGINE RAN OVER AND SEVERED LEGS OF MASULLO FALVATORE, WHICH EVIDENTLY WERE LYING ACROSS RAIL AS HE SLEPT. ALL OTHER LABORERS SLEEPING BENEATH CARS MANAGED TO CLEAR WHEELS AS CUT PASSED OVER THEM.

3. SGT. LIENART HAD NO WAY OF KNOWING THAT MEN WERE UNDER CARS, SINCE IT WAS IMPOSSIBLE TO WALK ALONGSIDE CARS BEFORE GOING INTO TRACK. RESPONSIBILITY RESTS WITH INJURED PARTY ALONE, FOR PLACING HIMSELF IN PERILOUS POSITION. NO ACTION TAKEN ON PART OF USA PERSONNEL COULD HAVE PREVENTED ACCIDENT. FALVATORE WAS TAKEN TO PELLEGRINE CIVILIAN HOSPITAL, NAPLES, FOR MEDICAL ATTENTION.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

1847



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF ASST. TO DIRECTOR GENERAL

A.P.O. 400  
25 JULY 1944

SUBJECT: FINAL REPORT, TA-344.

TO: DIRECTOR GENERAL, MIL RAILWAY SVC, APO 400 US ARMY

1. COLLISION, NAPLES "H" DOCK, 0245 HOURS, 29 JUNE 1944.
2. NARRATIVE: DIESEL 1243, STALLED ON TRACK NO. 6, "H" DOCK YARD, WAS STRUCK HEAD-ON BY STEAM ENGINE 1931, OUT OF CONTROL.

3. CAUSE: MAN FAILURE.

4. DAMAGE: LADING - NONE.

EQUIPMENT - ENGINE 1243 HAD BOTH BUFFER SPRINGS BROKEN, FUEL OIL PIPE FROM FUEL TANK TO GAUGE CRACKED LOOSE AT TANK; ENGINE 1931 HAD BOTH MAIN RODS BENT, BUFFER BEAM FRONT END TORN LOOSE FROM FRAME AND BADLY BENT.

TRACK & STRUCTURES - NONE.

5. PERSONAL INJURIES: ITALIAN FIREMAN, PERISCO FERDINANDO, SUSTAINED SLIGHT LEG INJURY - NO MEDICAL ATTENTION REQUIRED.

6. INVESTIGATION: IT DEVELOPED THAT ENGINE 1243 IN CHARGE OF CONDUCTOR SGT. HUMPHRIES, ENGINEER T/4 DARROW, STALLED ON NO. 6 TRACK, WHILE PULLING OUT LIGHT. ENGINE 1931, CONDUCTOR SGT DANIELS, ENGINEER T/4 DART WAS AT WATER PLUG ON NO. 11 TRACK, WAITING FOR ENGINE 1243 TO GET IN THE CLEAR. ENGINEER DART NOTICED ENGINE 1243 HAVING TROUBLE, AND HE WENT TO SEE IF HE COULD BE OF ANY ASSISTANCE, AS HE HAD HAD PREVIOUS EXPERIENCE WITH DIESEL LOCOMOTIVES. AFTER A FEW MINUTES, ITALIAN FIREMAN PERISCO FERDINANDO, SAW A LAMP SIGNAL GIVEN FROM REAR OF YARD OFFICE. SIGNAL WAS REPEATED, AND THE FIREMAN THOUGHT THAT IT WAS INTENDED FOR HIM SO HE OPENED THROTTLE TO MOVE FORWARD. IN DOING SO, HE OPENED THE THROTTLE TOO FAR AND COULD NOT SHUT IT OFF ACCOUNT NOT BEING FAMILIAR WITH THROTTLE LATCH. ENGINEER DART TESTIFIES THAT HE NEVER GAVE ITALIAN FIREMAN PERMISSION TO HANDLE LOCOMOTIVE AND FIREMAN ADMITS SAME. NO ACTION TAKEN ON THE PART OF USA PERSONNEL COULD HAVE PREVENTED ACCIDENT.

7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH ITALIAN FIREMAN PERISCO FERDINANDO FOR MOVING ENGINE 1931 WITHOUT AUTHORITY. DISCIPLINE WAS HANDLED BY ITALIAN STATE RAILWAYS OPERATING OFFICIALS.

- AGM, ENGINEERING,  
HQ MRS, APO 400  
AGM, EQUIPMENT, BUILDING

1850  
CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASST. TO DIRECTOR GENERAL

*Transportation C.*  
*45877*

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
16 JULY 1944

SUBJECT: FINAL REPORT, TA-331.

TO: D.G.M.R.S., BUILDING.

1. AT ABOUT 1300 HOURS, 11 JUNE 1944, SWITCH ENGINE 625-300 I.S.R. CREW, COLLIDED WITH BRITISH LORRY NO. L.487527, DRIVEN BY DVR. J. NORMAN, LOWLANDS MEDICAL REGT., ROYAL ARTILLERY, AT VIA BENITO CROSSING, CASTELLAMMARE.

2. AS ENGINE APPROACHED AROUND CURVE, ENGINEER SAW A LORRY PARKED ABOUT TWO YARDS FROM RAILS. HE CUT SPEED OF TRAIN UNTIL BARELY MOVING, AS IT WAS QUESTIONABLE IN HIS MIND AS TO WHETHER OR NOT ENGINE WOULD CLEAR. THIS VEHICLE WAS IN CLEAR, BUT ANOTHER LORRY WAS PARKED ALONGSIDE THE FIRST IN SUCH A MANNER THAT IT WAS COMPLETELY HIDDEN. AS ENGINEER COULD NOT SEE THE SECOND LORRY, HE ALLOWED ENGINE TO CONTINUE MOVEMENT. SECOND LORRY WAS FOULING TRACK AND IT CAUGHT ONTO ENGINE, BEING DRAGGED FOR CONSIDERABLE DISTANCE.

3. THERE WAS VERY LITTLE DAMAGE TO ENGINE 625-300. LORRY WAS DAMAGED CONSIDERABLY, EXTENT NOT REPORTED. THERE WERE NO PERSONAL INJURIES.

4. FULL DETAILS ON THIS ACCIDENT COULD NOT BE DETERMINED SINCE THERE WERE NO M.R.S. PERSONNEL ON GROUND WHEN ACCIDENT OCCURRED, AND IT WAS NOT REPORTED BY ITALIANS. FIRST INFORMATION ON OCCURRENCE WAS RECEIVED THROUGH BRITISH MILITARY POLICE, CASTELLAMMARE.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 16 JULY 1944

TO: D.C.C.O., US CLAIMS SERVICE, APO 782 US ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST US GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER  
ALLIED CONTROL COMMISSION,

APO 394 US ARMY

*S.R. Briggs*  
S.R. BRIGGS  
MAJOR, T.C.  
ADJUTANT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
13 JULY 1944

SUBJECT: FINAL REPORT, TA-317.

TO: D.G.M.R.S., BUILDING.

1. AT 1630 HOURS, 7 JUNE 1944, RAIL MOTOR CAR COLLIDED WITH ARMORED CAR BELONGING TO 52ND BATTERY 1ST FIELD REGIMENT, ROYAL ARTILLERY AT GRADE CROSSING KMP 32.961, SAN NICANDO, F.T.M. RAILWAY.

2. MOTOR CAR WAS BEING OPERATED BY ITALIAN PILOT, HANDLING PARTY OF BRITISH AND ITALIAN RAILWAY PERSONNEL FROM PESCHICI WHERE INSPECTION OF WATER INSTALLATIONS HAD BEEN MADE. ARMORED CAR WAS BEING OPERATED BY DRIVER A. OLIVARES, 884651, OF UNIT NAMED ABOVE. CROSSING IN QUESTION IS NOT PROTECTED BY GATES OR WATCHMAN, SINCE UNDER ORDINARY CIRCUMSTANCES NONE OTHER THAN HORSE-DRAWN VEHICLES WOULD USE THE POORLY GRADED ROAD. AT THIS CROSSING THERE IS GOOD VISIBILITY ALONG RIGHT OF WAY, SINCE TRACKS ARE STRAIGHT, HOWEVER DUE TO SHRUBBERY AND TREES THERE IS LITTLE OR NO VISIBILITY OF ROADWAY FROM THE RAILROAD, OR VICE VERSA. AS MOTOR CAR APPROACHED THE CROSSING, WARNING SIGNALS WERE BEING SOUNDED ON HORN IN PROPER MANNER, BUT CAR WAS MOVING AT SPEED OF 30 KPH. CONSEQUENTLY NO REDUCTION IN SPEED WAS MADE BETWEEN TIME ARMORED CAR WAS FIRST SEEN AND WHEN COLLISION OCCURRED, AS IT APPEARED SUDDENLY FROM BEHIND SHRUBBERY ALONG RIGHT OF WAY.

3. ALL OCCUPANTS OF RAIL MOTOR CAR WERE THROWN OUT OF THE VEHICLE, RESULTING IN THE FOLLOWING INJURIES: S/SGT. G. E. MASON, 1926352, 190TH RAILWAY OPERATING COMPANY, ROYAL ENGINEERS, FRACTURED PELVIS AND HEAD INJURIES; S/SGT. G. I. VENTON, 1926809, 154TH RAILWAY OPERATING COMPANY, ROYAL ENGINEERS, LEG AND BACK INJURIES AND ABRASIONS; NANDELLA ANTONIO, DRIVER-MECHANIC (OPERATOR OF MOTOR CAR) BROKEN ARM AND LEG; EAFEL GINO, F.T.M. STATIONMASTER, SEVERAL RIBS BROKEN; YIGLEONE SALVATORE, DEL RE ATILIO, AND ANTOVANO GIOVANNI, LABORERS, ALL SUSTAINED SHOCK. MOTOR CAR WAS DEMOLISHED; ARMORED CAR WAS DENTED SLIGHTLY. NO OTHER DAMAGE WAS CAUSED.

4. BRITISH HAD HANDLED PREVIOUSLY WITH COMMANDING OFFICER OF 52ND BATTERY 1ST FIELD REGIMENT TO SEE THEIR VEHICLES WERE PROTECTED WHEN USING THE CROSSING, AND IN THEIR INITIAL COMPLETION REPORT THEY PLACED TOTAL RESPONSIBILITY WITH DRIVER OF ARMORED CAR FOR DRIVING ONTO CROSSING IN FACE OF ONCOMING MOTOR CAR, AND WITH OFFICER COMMANDING THE UNIT FOR NOT HAVING WATCHMAN GUARDING THE CROSSING. MATTER OF RESPONSIBILITY FOR OCCURRENCE WAS HANDLED

1844

WITH DDTN (RLVS), WHO RECONSIDERED THE CASE AND AGREED THAT 30 KPH WAS TOO FAST FOR RAIL MOTOR CAR TO BE OPERATED OVER CROSSING. AS MEANS OF CORRECTION, SLOW ORDER OF 15 KPH HAS BEEN PLACED AT THIS POINT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 13 JULY 1944  
TO: D.A.D., CLAIMS & HIRING, 57TH AREA (BR.) NAPLES.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST  
BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

*S.R. Beggs*  
S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

1843



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
11 JULY 1944

SUBJECT: FINAL REPORT, TRAIN ACCIDENT NO. 260

TO: D.G.M.R.S., BUILDING

1. AT 0750 HOURS, 1 MAY 1944, SWITCH ENGINE 1200, ENGINE FOREMAN SGT. WYATT M. WALKER, ENGINEER T/4 JACK D. SHALEY, STRUCK AN ITALIAN CIVILIAN TRUCK. LICENSE NO. O-750, AT CROSSING GATE NO. 7, NAPLES PORT.

2. ENGINE WAS OPERATING IN FORWARD MOTION, PULLING OUT OF 27 LOADS FROM "H" DOCK, MOVING AT SPEED OF APPROXIMATELY 8 MPH. CROSSING IN QUESTION IS PROTECTED BY MILITARY POLICE CROSSING GUARD, WHO WAS ON DUTY AT TIME ACCIDENT OCCURRED. AS TRAIN APPROACHED CROSSING, MP STOPPED ALL TRAFFIC, AND WARNING SIGNALS WERE SOUNDED ON LOCOMOTIVE HORN IN PROPER MANNER. THE ITALIAN TRUCK APPEARED, RAN AROUND ALL HALTED TRAFFIC AND ONTO TRACKS IN FACE OF ONCOMING TRAIN.

3. THE HAND RAIL ON FRONT END OF DIESEL 1200 WAS BENT SLIGHTLY. THERE WAS NO OTHER DAMAGE TO RAILWAY PROPERTY. BODY OF TRUCK WAS SMASHED. THERE WERE NO INTERPRETERS AT SCENE OF ACCIDENT, AND TWO OCCUPANTS OF TRUCK WERE RELUCTANT TO GIVE M.R.S. OR M.P. PERSONNEL ANY INFORMATION. DRIVER'S CARD CASE REVEALED THAT HIS NAME WAS FRANCESCO. NO INFORMATION WAS AVAILABLE ON THE OTHER ITALIAN. THE LATTER SUSTAINED CUTS AND BRUISES ABOUT HEAD AND FACE, AND WAS REMOVED TO HOSPITAL BY AMERICAN AMBULANCE WHICH HAD STOPPED AT CROSSING.

4. TRUCK WAS LOADED WITH FLOUR FOR WHICH FRANCESCO DID NOT HAVE AN AUTHORITY OF POSSESSION. CONSEQUENTLY, HE WAS ARRESTED BY MILITARY POLICE. RESPONSIBILITY FOR OCCURRENCE RESTS WITH DRIVER FRANCESCO ALONE. NO ACTION TAKEN ON PART OF OPERATING PERSONNEL COULD HAVE PREVENTED THE ACCIDENT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPARTMENT

1812

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A.P.O. 400  
10 July 1944

Subject: Final Report, PI-84.

To: D.G.M.R.S., Building.

1. At about 0735 hours, 27 June 1944, Italian civilian, Monsini Matteo, was knocked unconscious when he fell from or was struck by work train Extra 905-054, south end Litterio Yards.

2. Conductor Sgt. S. W. Elliott, in charge of train, investigated and assisted the man. After he regained consciousness he showed no marks or signs of injury. No medical attention of any kind was necessary.

3. There were no actual witnesses to accident. When first seen, injured party was already in act of falling to ground, and it could not be determined whether or not he had been struck by the train. Apparently responsibility rests with Matteo alone. No action on part of U.S.A. operating personnel had any bearing on the case.

CHARLES F. DOUGHERTY  
Colonel, T. C.  
Assistant General Manager  
Transportation Dept.

1st Ind. SMD/jpb  
Allied Force Military Railway Service, APO 400 US Army, 10 July 1944

To: D.G.C.O., US Claims Service, APO 782 US Army

1. Forwarded as matter involving possible claim against the United States Government.

For the Commanding General:

cc - Executive Commissioner,  
Allied Control Commission,  
APO 894, US Army

S. E. BEGG,  
Major, T.C.  
Adjutant



*John SC*  
*V-5117*

TOO GREAT A SPEED TO BE BROUGHT TO A FULL STOP BEFORE COLLISION OCCURRED.

7. RESPONSIBILITY & DISCIPLINE: INVESTIGATING OFFICERS OF THE ITALIAN STATE RAILWAYS PLACE RESPONSIBILITY AS FOLLOWS:

A. WITH ENGINEER GIUSEPPE SPINA, FIREMAN ANTONIO MALLAMACE, AND CONDUCTOR VITO DI CARLO, FOR RUNNING THROUGH SIGNAL AT "DANGER;" AND

B. WITH STATIONMASTER ANTONIO DI PAGE FOR NOT ASCERTAINING THAT SWITCHES WERE LINED TO RECEIVE TRAIN 3921, AND WITH SWITCHMAN FRANCESCO MASTROVITO FOR NOT SEEING THAT SIGNAL WAS LIT AT ALL TIMES.

DISCIPLINARY ACTION WAS TAKEN AGAINST THESE RAILWAY EMPLOYEES BY THEIR OPERATING OFFICIALS.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 11 JULY 1944

TO: D.A.D. CLAIMS AND HIRING, 57TH AREA, NAPLES

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST THE BRITISH GOVERNMENT.

FOR THE DIRECTOR GENERAL:

*S.R. Beggs*  
S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394 US ARMY

HEADQUARTERS  
14 JUL 1944  
A. C. C.

1810

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
11 JULY 1944

SUBJECT: FINAL REPORT, TA-251.

TO: D.G.M.R.S., BUILDING.

1. COLLISION, PALAGIANO, 0434 HOURS, 26 APRIL 1944.
2. NARRATIVE: TRAIN 3921, ENGINE 740-059, ITALIAN CREW, HANDLING TRAIN OF 42 EMPTIES, COLLIDED WITH TRAIN 3926, ENGINE 735-235, ALSO ITALIAN CREW, WHICH WAS STANDING ON MAIN LINE WITH TRAIN OF 31 CARS.
3. CAUSE: TRAIN RAN THROUGH BLOCK.
4. DAMAGE: LADING - NONE.  
EQUIPMENT - ENGINE 740-059 HAD FRONT BUFFERS KNOCKED BACK, SLIGHT DAMAGE TO PISTON ROD, BUFFER BEAM BENT, AND BRAKE AND DRAWBAR DAMAGED. FOUR CARS WERE DEMOLISHED, TEN OTHERS DAMAGED SLIGHTLY.  
TRACK & STRUCTURES - SWITCH WAS DAMAGED SLIGHTLY.
5. PERSONAL INJURIES: ITALIAN ENGINEER SPINA, FIREMAN MOLLAMARE, AND CAPO TRENO DI VITO, ALL OF TRAIN 3921, SUSTAINED SUPERFICIAL INJURIES.
6. INVESTIGATION: TRAIN 3926 ARRIVED PALAGIANO FROM BELLAVISTA AT 0345 HOURS, AND STOPPED ON MAIN LINE. TRAIN 3921 GOT ORDERS AT PALAGIANELLO TO MEET TRAIN 3926 AT PALAGIANO, THE FORMER TO TAKE SIDING, LEAVING MAIN LINE TO TRAIN 3926. ENGINEER ON TRAIN 3921 DID NOT KNOW THE LINE VERY WELL, HAVING MADE ONLY ONE PVIOUS TRIP OVER SAME, AND HIS FIREMAN WAS MAKING HIS INITIAL TRIP OVER THIS TERRITORY. NEITHER LOCOMOTIVE WAS EQUIPPED WITH HEADLIGHT. ALSO, THE SIGNAL AT SWITCH TO PASSING TRACK (ALTHOUGH AT "DANGER") WAS NOT LIT. CAPO STAZIONE AT PALAGIANO HAD INSTRUCTED SWITCHMAN TO LINE SWITCH FOR PASSING TRACK TO RECEIVE TRAIN 3921. THIS SWITCHMAN NOTICED THAT THE REAR END OF TRAIN 3926 WAS NOT CLEARING SWITCH AT OPPOSITE END OF PASSING TRACK, SO BEFORE LINING SWITCH HE INSTRUCTED ENGINEER OF TRAIN 3926 TO PULL UP A SHORT DISTANCE, WHICH WOULD PUT HIS TRAIN IN THE CLEAR BETWEEN BOTH SWITCHES TO PASSING TRACK. THIS WAS DONE, BUT BEFORE THE SWITCHMAN LINED THE SWITCH TO RECEIVE 3921, THAT TRAIN ARRIVED. AS ENGINEER WAS NOT FAMILIAR WITH POSITION OF SWITCHES, HE DID NOT KNOW THAT HE HAD ARRIVED AT SWITCH TO PASSING TRACK UNTIL HE FELT IT UNDER ENGINE, AT WHICH TIME HE REALIZED THAT HIS TRAIN TOOK THE MAIN LINE INSTEAD OF THE SIDING. TRAIN WAS MOVING AT



*Transportation S.C.*  
44089

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A.P.O. 400  
1 July 1944

Subject: Final Report, TA-338.

To: D.G.M.R.S., Building.

1. At 2120 hours, 24 June 1944, Switch Engine 1266, Engine Foreman Sgt. Baker, Engineer T/4 Alexander, sideswiped Italian Army (U.S.A.) Truck No. 4131734, at entrance to "C" Gate at "H" Dock, Naples.

2. This is a port road crossing in Dock Area where both vehicular and rail traffic pass through same gateway, and it is not protected by gates or flagman. Engine was handling 28 loads from port, moving at speed of approximately 4 MPH. Whistle signals were sounded in proper manner as train approached crossing, however Driver Sergente Murrotto Bio, Battalione Autieri 23, Campi Flegrei, drove truck onto crossing ahead of engine.

3. Truck had fender and running board torn off left side. There was no damage to engine or other railway property. Sergente Murrotto Bio sustained slight cut on forehead and was given first aid treatment by Port Medics. No hospitalization was necessary.

4. Responsibility rests with Sgt. Murrotto Bio for driving onto unprotected crossing without ascertaining that the way was clear. No action taken on part of USA crew could have prevented accident.

cc - AGM, Engineering  
AGM, Equipment

CHARLES F. DOUGHERTY  
Colonel, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1st Ind. SRE/jpb  
Allied Force Military Railway Service, APO 400 US Army, 1 July 1944

To: D.C.C.O., US Claims Service, APO 782 US Army.

1. Forwarded as matter involving possible claim against U.S. Government.

For the Commanding General:

cc - Executive Commissioner,  
Allied Control Commission,  
APO 394, US Army

*S. R. BEGGS*  
S. R. BEGGS,  
MAJOR, T.C.,  
ADJUTANT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
25 JUNE 1944

SUBJECT: FINAL REPORT, PI-80.  
TO: D.G.M.R.S., BUILDING.

1. AT 1015 HOURS, 12 JUNE 1944, PRIVATE JOHN ASHWORTH, 48TH HIGHLANDER REGIMENT (CANADIAN), WAS INJURED WHILE ATTEMPTING TO BOARD TRAIN 8203, SAVIGNANO GRECI STATION.

2. TRAIN HAD STOPPED AT STATION, AND PVT. ASHWORTH ALONG WITH SEVERAL OTHER TROOPS ALIGHTED. WHEN TRAIN STARTED MOVING OUT OF STATION, PVT. ASHWORTH IN ATTEMPTING TO ENTER SIDE DOOR OF BOX CAR, MISSED HIS FOOTING AND FELL UNDER CAR. HE WAS DRAGGED FOR ABOUT 20 YARDS BEFORE TRAIN WAS STOPPED. INJURED PARTY WAS GIVEN FIRST AID BY MEMBERS OF HIS ORGANIZATION AND TRAIN GUARDS, BUT SINCE HE HAD SUSTAINED SEVERELY MANGLED ARM AS WELL AS CUTS ABOUT FACE AND HEAD, IT WAS NECESSARY TO FLAG PASSING TRUCK IN WHICH HE WAS TAKEN TO HOSPITAL AT ARIANO.

3. DISTRICT ON WHICH ACCIDENT OCCURRED IS OPERATED BY I.S.R. PERSONNEL. NO U.S.A. PERSONNEL WERE ON TRAIN OTHER THAN TWO 794TH MP BN TRAIN GUARDS. RESPONSIBILITY FOR OCCURRENCE RESTS WITH INJURED PARTY ALONE. NO ACTION TAKEN ON PART OF RAILWAY OPERATING PERSONNEL COULD HAVE PREVENTED ACCIDENT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SBB/JPR  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 25 JUNE 1944  
TO: D.C.C.O., US CLAIMS SERVICE, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST US GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394 US ARMY

S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
15 JUNE 1944

SUBJECT: FINAL REPORT, TA-311.

TO: D.G.M.R.S., BUILDING.

1. DERAILMENT, SPINAZZOLA, 1355 HOURS, 3 JUNE 1944.
2. NARRATIVE: EXTRA 735-235, ITALIAN CREW, BRITISH PILOT SPR. WOODS, STRUCK JEEP PARKED ON RIGHT OF WAY, DERAILING ENGINE AND FIRST THREE CARS IN TRAIN.
3. CAUSE: JEEP PARKED ON RIGHT OF WAY WITHOUT FLAG PROTECTION.
4. DAMAGE: LADING - NONE.  
EQUIPMENT - DAMAGE TO ENGINE NOT SERIOUS; JEEP WAS DEMOLISHED.  
TRACK & STRUCTURES - APPROXIMATELY 80 YARDS OF TRACK WAS TORN UP. 1800
5. PERSONAL INJURIES: NONE.
6. INVESTIGATION: JEEP WAS BEING DRIVEN ALONG RIGHT OF WAY BY T/SGT. HANNON JACKSON, 38311285, ACCOMPANIED BY PVT. TRAVIS JONES, 34470464, BOTH OF 450TH SIGNAL BN., CO. "B", WHO WERE WORKING ON TELEPHONE WIRES PARALLELING TRACKS. WHILE DRIVING ALONG THE RIGHT OF WAY, RIGHT FRONT TIRE OF JEEP BECAME PUNCTURED, AND WHEN THEY STOPPED TO CHANGE TIRE, THEY PARKED JEEP AFOUL OF MAIN LINE TRACKS. EXTRA 735-235 APPROACHED FROM AROUND CURVE AT SPEED OF 25 TO 30 MPH, WITH ENGINE IN REVERSE POSITION. JEEP WAS NOT OBSERVED UNTIL ONLY ABOUT 80 YARDS AWAY, DUE TO TREES AND THICK FOLIAGE ALONGSIDE RIGHT OF WAY, AS WELL AS SHARP CURVATURE OF TRACKS. ALL EFFORTS MADE BY ENGINE CREW TO STOP BEFORE COLLIDING WITH VEHICLE WERE FUTILE. JEEP COULD NOT BE MOVED IN TIME TO AVOID COLLISION, SINCE IT WAS ELEVATED ON JACK AT THE TIME.
7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH T/SGT. JACKSON FOR PARKING JEEP AFOUL OF TRACKS. NO FURTHER ACTION TAKEN BY TRAIN CREW COULD HAVE PREVENTED OCCURRENCE. MATTER HAS BEEN HANDLED WITH 450TH SIGNAL BATTALION THROUGH LIAISON OFFICER, NO. 2 DISTRICT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
14 JUNE 1944

SUBJECT: FINAL REPORT, PI-75.

TO: D.G.M.R.S., BUILDING.

1. AT ABOUT 1435 HOURS, 7 JUNE 1944, SIGNORA MINOPOLI ALBINA, VIA CAVALLERIA (NEAR CAMPI FLEGREI YARD), WAS KILLED WHEN CRUSHED BETWEEN TWO CARS BEING HANDLED BY SWITCH ENGINE 3700, NO. 2 TRACK, WEST SIDE OF YARD.

2. MILITARY POLICE HAD FREQUENT OCCASION TO EJECT THIS WOMAN FROM CAMPI FLEGREI YARD, SINCE HER HOME WAS NEARBY, AND OFTEN SHE WENT ABOUT YARD COLLECTING PIECES OF COAL WHICH HAD FALLEN FROM GONDOLAS. IN THIS INSTANCE, HOWEVER, SHE WAS NOT GATHERING COAL, BUT MERELY TAKING A "SHORT CUT" ACROSS YARD TO HER HOME. TWO COTS OF CARS WERE STANDING ON NO. 2 TRACK, WITH BREAK BETWEEN FS-443123 AND DR-17552, GONDOLAS. JUST AS THE WOMAN WAS WALKING BETWEEN THESE TWO CARS, SWITCH ENGINE 3700 CUT OF CARS INTO THE CARS STANDING ON NO. 2 TRACK, CLOSING BREAK AND PINNING THE WOMAN BETWEEN BUFFERS. ENGINE WAS BEING HANDLED BY ITALIAN CREW, UNDER DIRECTION OF PRIVATE D.J. SULLIVAN, WHO WAS ACTING IN CAPACITY OF YARDMASTER. PVT. SULLIVAN WAS STANDING ON OPPOSITE SIDE OF TRAIN WHEN THE ACCIDENT OCCURRED, AND CONSEQUENTLY DID NOT SEE THE WOMAN WALKING TOWARDS CARS. ALSO MILITARY POLICE DID NOT SEE HER BECAUSE OF CARS STANDING ON NO. 1 AND NO. 3 TRACKS.

3. UPON HEARING HER OUTCRY, PVT. SULLIVAN INVESTIGATED AND DISCOVERED THAT SHE WAS BEING HELD BETWEEN BUFFERS OF THE TWO CARS. HE SIGNALLED TO ENGINE CREW TO PULL BACK SO THAT WOMAN WAS SET FREE. IMMEDIATELY SHE WAS TAKEN TO ITALIAN CIVILIAN HOSPITAL, WHERE SHE WAS DECLARED DEAD UPON ARRIVAL.

4. RESPONSIBILITY RESTS WITH DECEASED FOR PLACING HERSELF IN PERILOUS POSITION AS WELL AS ENTERING RAILWAY PREMISES WITHOUT PROPER AUTHORITY, IN SPITE OF HAVING BEEN INSTRUCTED TO THE CONTRARY BY MILITARY POLICE AND OPERATING PERSONNEL, MANY TIMES PREVIOUSLY.

1875

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
10 JUNE 1944

SUBJECT: FINAL REPORT, TA-220.

TO: D.B.M.R.S., BUILDING.

1. COLLISION, KMP 57.1 ABOUT 3.5 KMS EAST OF SALERNO, 0155 HOURS, 12 APRIL 1944.

2. NARRATIVE: ENGINE 1693, CONDUCTOR SGT. STOECKEL, ENGINEER T/4 SCHWENK, FIREMAN T/5 IMPERATO, MOVING BACKWARD, EN ROUTE MONTECORVINO LIGHT TO PICK UP TRAIN, COLLIDED WITH EXTRA 1696 WITH 15 LOADS, CONDUCTOR PVT. SCHROCK, ENGINEER T/4 BROWN, FIREMAN T/5 MYERS, TURNING OVER ENGINE 1696.

3. CAUSE: TWO TRAINS ALLOWED IN SAME BLOCK.

4. DAMAGE: LADING - NONE. TEN CARS NECESSITATED TRANSFER. EQUIPMENT - ENGINE 1696 TURNED OVER ON RIGHT SIDE. FS-1002188, DR-14589, FS-476841, WD-5144, FS-496036, FS-7101533, DR-92589, DR-12251, FS-416622, FS-655544, FS-201419, AND FS-291518, ALL DEMOLISHED; FS-1001538, AND FS-644543 BOTH DAMAGED BADLY; AND DR-83678, DAMAGED SLIGHTLY. ALL OF THESE CARS WERE IN EXTRA 1696. ENGINE 1693 REMAINED UPRIGHT ON RAILS, BUT TENDER WAS DEMOLISHED.

TRACK & STRUCTURES - NONE.

5. PERSONAL INJURIES: T/5 HAROLD R. MYERS, 39390126, FIREMAN ON ENGINE 1696; T/4 SAMUEL R. BROWN, 3511420, ENGINEER ON ENGINE 1696; AND PVT. JAMES W. SCHROCK, 6657565, CONDUCTOR OF EXTRA 1696 - ALL KILLED. T/4 DONALD E. SCHWENK, ENGINEER ON ENGINE 1693 AND PVT. FRANCIS J. STOECKEL, CONDUCTOR ON ENGINE 1693 WERE INJURED SLIGHTLY. TWO BRITISH SOLDIERS AND FIVE ITALIAN CIVILIANS, NONE OF WHOM HAD AUTHORITY TO RIDE EXTRA 1696, WERE INJURED SLIGHTLY. NONE STAYED AT SCENE OF ACCIDENT, AND NAMES COULD NOT BE OBTAINED.

6. INVESTIGATION: INVESTIGATION DEVELOPED THAT ENGINE 1693 WAS CALLED AT SALERNO FOR 0030 HOURS, 12 APRIL 1944 TO RUN LIGHT TO MONTECORVINO AND PICK UP TRAIN SET OUT BY ENGINE 1858 WHICH HAD FAILED. AMERICAN CREW NAMED ABOVE REPORTED AT 0020 HOURS, CHECKED ENGINE AND THEN WAITED FOR A PILOT, SINCE INSTRUCTIONS REQUIRED PILOT TO BE ABOARD EACH TRAIN OR ENGINE BEFORE DEPARTURE. AN ITALIAN WEARING AN I.S.R. EMPLOYEE CAP CAME TO THE ENGINE AND CONVERSED IN ITALIAN WITH FIREMAN IMPARATO (WHO SPOKE ITALIAN) WHO IN TURN TOLD OTHER MEMBERS OF THE CREW THAT HE HAD BEEN INSTRUCTED TO GO TO MONTECORVINO WITHOUT A PILOT, AND PICK UP BOTH TRAIN AND PILOT AT THAT POINT. ACTING UPON THIS INFORMATION,

ENGINEER SCHWENK BLEW FOR MAIN LINE SWITCH, RECEIVED A FORWARD SIGNAL, AND PROCEEDED SLOWLY THROUGH THE YARD AND OUT ONTO THE MAIN LINE. BOTH CONDUCTOR STOECKEL AND FIREMAN IMPARATO SAW SWITCHMEN STANDING AT SHANTY AT THE MAIN LINE SWITCH WHEN THEY PASSED, AND THEY TESTIFY THAT NO ATTEMPT WAS MADE BY SWITCHMEN TO STOP ENGINE. IN THE MEANTIME, CAPO STAZIONE AT SALERNO HAD GIVEN PERMISSION TO MONTECORVINO FOR TRAIN 1696 TO DEPART FOR SALERNO, AND AFTER DOING SO, HE TELEPHONED THE CAPO SQUADRO (CHIEF SWITCHTENDER) TO LINE UP THE YARD TO RECEIVE THIS TRAIN. IT WAS AT THIS TIME THAT THE CAPO SQUADRO INFORMED THE CAPO STAZIONE THAT ENGINE 1693 HAD JUST DEPARTED FOR MONTECORVINO. THIS ACTION OF AUTHORIZING A TRAIN TO PROCEED TO SALERNO STATION PRIOR TO LINING UP THE YARD TO RECEIVE IT, IS CONTRARY TO I.S.R. RULES. ENGINE 1696 WAS RUNNING WITH LIGHTS, AND ENGINEER OF 1693 FIRST NOTICED TRAIN WHEN IT WAS ABOUT 50 OR 60 CARLENGTHS AWAY. WHISTLE WAS SOUNDED BY ENGINEER SCHWENK, BUT EVIDENTLY NO ONE ON EXTRA 1696 HEARD IT. BRAKES WERE APPLIED ON ENGINE 1693 AND ENGINE WAS REVERSED, AND AT TIME OF COLLISION IT HAD EITHER COME TO STOP OR BARELY WAS MOVING. EXTRA 1696 WAS MOVING AROUND CURVE, AND EVIDENTLY DID NOT SEE OPPOSING LIGHT ENGINE AT ALL, EVEN UP TO TIME OF CONTACT. CREW OF ENGINE 1693 JUMPED TO SAFETY BEFORE COLLISION OCCURRED.

7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH CAPO STAZIONE, SOTTILE ANTONIO, SALERNO, FOR GIVING PERMISSION TO MOVE TRAIN FORWARD FROM PONTECAGNANO BEFORE ADVISING SALERNO YARD TO PREPARE TO RECEIVE TRAIN; ALSO, CAPO INGIGNERO, NUCCORINO ELEGIO, FOR NOT SUPPLYING PILOT FOR ENGINE 1693; AS WELL AS SWITCHMEN AT PONTECAGNANO FOR ALLOWING LIGHT ENGINE TO MOVE OUT ONTO MAIN LINE WITHOUT CLEARANCE. THE I.S.R. EMPLOYEE WHO TALKED TO AMERICAN CREW DID NOT INTEND FOR THEM TO LEAVE ON HIS WORD, ALTHOUGH HE MADE IT CLEAR THAT PILOT WOULD NOT BE FURNISHED. NO RESPONSIBILITY CAN BE PLACED WITH AMERICAN PERSONNEL, SINCE THEY WERE ACTING ON WHAT THEY CONSIDERED TO BE GOOD AUTHORITY. WHILE THESE MEN WERE AWARE THAT PILOT WAS NECESSARY, INASMUCH AS THEY HAD BEEN TOLD BY AN I.S.R. EMPLOYEE TO PROCEED TO MONTECORVINO WITHOUT A PILOT AND THAT THEY COULD PICK UP A PILOT AT THAT POINT, THEY REASONED THE REQUIREMENTS OF THE SERVICE WERE SUCH AS MADE IT NECESSARY FOR THEM TO LEAVE SALERNO WITHOUT A PILOT, AND ACTED ACCORDINGLY. ALL DISCIPLINE WAS HANDLED BY I.S.R. OPERATING OFFICIALS.

BENJAMIN H. DECKER  
LT. COL., T.C.  
GENERAL SUPT. TRANSPN.  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

1803

46  
Allied Forces  
MILITARY RAILWAY SERVICE  
Office of Director General

A. P. O. 400  
9 June 1944.

370.11

Subject: Fatal Injury - Tarantina Giuseppe.

To: Director General, Military Railway Service, APO 400, U. S. Army.

1. Reference is made to above fatal injury.

Time and place of accident: 1200 hours, 16 May 1944, Pattison  
Engineering Works (Granill)

Narrative: The hydraulic press located in the wheel shop was being used to press an axle from a gear. An iron disc had been placed between the press piston ram and the axle, so as to prevent damage to the axle. As pressure was applied, the axle bent, causing the disc to fly out. Tarantina was walking by the press at the time, and the flying disc struck him in the head, resulting in his being fatally injured.

Cause: The cause of the accident was the bending of the axle under pressure.

Damage: No damage to machinery. Axle bent as indicated above.

Personal Injuries: Tarantina Giuseppe, age 33, laborer. Fractured skull.

Investigation: Investigation develops that Tarantina did not use ordinary care when he walked in front of this machine while such an operation was being undertaken.

Responsibility: Injured party was responsible in that ordinary precautions were not taken for his own safety.

F. R. HOSACK  
Colonel, Transportation Corps  
Assistant General Manager-Equipment.

~~Transportation~~  
 ALLIED FORCE  
 MILITARY RAILWAY SERVICE  
 OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
 8 JUNE 1944

SUBJECT: FINAL REPORT, TA-308.

TO: D.G.M.R.S., BUILDING.

1. AT 0945 HOURS, 24 MAY 1944, EXTEA 1262 SOUTH, CONDUCTOR PFC BURNS, ENGINEER T/4 HOYT, HANDLING 18 LOADS, 504 TONS, AT SPEED OF APPROXIMATELY 10 MPH, STRUCK FORD BRITISH TRUCK NO. 514309 DRIVEN BY DRIVER DURCAPSHAD, NO. 25073, INDIAN SIGNAL CORPS, AT GRADE CROSSING, TORA.

2. THIS CROSSING IS PROTECTED BY MILITARY GUARD. L/CPL. J. BROOKS, 5355900, 43RD COMPANY M.P. (ATTACHED TO BRITISH TRANSPORTATION), WAS ON DUTY AT TIME OF ACCIDENT. HE TESTIFIES THAT AS TRAIN APPROACHED CROSSING, HE IMMEDIATELY STOPPED TRAFFIC PROCEEDING SOUTHWARD, AND THEN TURNED TO STOP NORTHBOUND TRAFFIC. HE FLAGGED TRUCK, BUT IT WAS MOVING AT SPEED OF ABOUT 15 MPH, AND DRIVER WAS UNABLE TO STOP BEFORE RUNNING ONTO CROSSING.

3. DIESEL 1262 STRUCK NEAR REAR END OF TRUCK, DAMAGING IT CONSIDERABLY. THERE WAS NO DAMAGE TO ENGINE OR OTHER RAILWAY PROPERTY; NO PERSONAL INJURIES.

4. RESPONSIBILITY RESTS WITH DRIVER DURCAPSHAD FOR RUNNING ONTO CROSSING AHEAD OF ONCOMING TRAIN. WHISTLE SIGNALS WERE SOUNDED BY ENGINEER HOYT IN PROPER MANNER. NO FURTHER ACTION TAKEN ON PART OF ENGINE CREW OR CROSSING GUARD COULD HAVE PREVENTED ACCIDENT.

CC - AGM, ENGINEERING  
 AGM, EQUIPMENT

BENJAMIN H. DECKER  
 LT. COL., T.C.  
 GENERAL SUPT. TRANSPN.  
 TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
 ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 8 JUNE 1944  
 TO: D.C.C.O., US CLAIMS SERVICE, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST US GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
 ALLIED CONTROL COMMISSION,  
 APO 394 US ARMY

S. R. BEGGS,  
 MAJOR, T. C.  
 ADJUTANT

1801



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
8 JUNE 1944

SUBJECT: FINAL REPORT, TA-309.

TO: D.G.M.R.S., BUILDING.

1. DERAILMENT, MARCELLINO, 1615 HOURS, 31 MAY 1944.
2. NARRATIVE: MOTOR CAR A-5, OPERATED BY T/3 DRYER, ACCOMPANIED BY TWO OTHER USA PERSONNEL, TRANSPORTING 21 U.S.R. ELECTRICAL MEN TO SITE OF OPERATIONS, STRUCK TRACK LAG SCREW PLACED BETWEEN RAIL JOINTS AT POINT APPROXIMATELY 75 YARDS SOUTH OF SOUTH SWITCH, MARCELLINO STATION, DERAILING TRAILER.
3. CAUSE: STRUCK OBSTRUCTION ON RAIL.
4. DAMAGE: WHEELS ON MOTOR CAR AND TRAILER BADLY DENTED.
5. PERSONAL INJURIES: REA GIOVANNI, DIGRAZIO NICOLA, LUCARIELLO ANDREA, CIMMAROLLA MODESTO, NESPOLI CARLO, GENTILE NICOLA, CANALE ANGELO, CIMMAROTTA RAFFAELE, CARLINO SECONOLO, LUCARIELLO PAOLO, FORMICOLA CIRO, DEGNEEARO RAFAELE, AND DIMARTINO CARMINE, ALL INJURED. FIRST TWO MEN NAMED SUSTAINED SERIOUS INJURIES, POSSIBLY HAVING BROKEN LEGS. OTHER INJURIES WERE NOT SERIOUS.
6. INVESTIGATION: T/3 DRYER WAS OPERATING MOTOR CAR AT TIME ACCIDENT OCCURRED. WHEN TRAILER DERAILED, MOST OF THE ITALIAN WORKMEN WERE THROWN OUT AND ONTO GROUND. INJURED WERE TAKEN TO HOSPITAL BY FRENCH ARMY TRUCK WHICH PASSED ON ADJACENT HIGHWAY. ACCIDENT WAS RESULT OF NO MISHANDLING ON PART OF T/3 DRYER.
7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH PARTY OR PARTIES UNKNOWN, FOR PLACING TRACK LAG SCREW BETWEEN RAIL JOINTS. THERE IS A POSSIBILITY OF SABOTAGE IN THIS CASE, AND MATTER IS BEING HANDLED BY 715TH RAILWAY OPERATING BATTALION WITH PROPER AUTHORITIES. NO DISCIPLINE WAS ASSESSED.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

BENJAMIN H. DECKER  
LT. COL., T.C.  
GENERAL SUPT. TRANSPN.  
TRANSPORTATION DEPT.

1800

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
8 JUNE 1944

SUBJECT: FINAL REPORT, TA-299.

TO: D.G.M.R.S., BUILDING.

1. AT 2252 HOURS, 27 MAY 1944, SWITCH ENGINE 174, BRITISH CREW, ITALIAN PILOT, COLLIDED WITH STAFF CAR NUMBER 1308233 U.D.F., AT GRADE CROSSING KMP 10, HIGHWAY FROM BARI TO ALTAMURA.

2. THIS CROSSING WAS PROTECTED BY ITALIAN STATE RAILWAY CROSSING WATCHMAN DI BUCETRI NICOLA VITO, WHO WAS ON DUTY AT TIME ACCIDENT OCCURRED, USING RED LANTERN TO FLAG DOWN TRAFFIC. WHEN AUTOMOBILE APPROACHED, THE ITALIAN TOOK HIS POSITION IN MIDDLE OF THE HIGHWAY, BUT STAFF CAR DID NOT STOP AT HIS SIGNAL, AND RAN DIRECTLY INTO HIM, KILLING HIM INSTANTLY. A FRACTION OF A SECOND LATER THE AUTOMOBILE CRASHED INTO THE SIDE OF THE TRAIN WHICH ALREADY HAD OCCUPIED CROSSING. FOUR SOUTH AFRICAN OFFICERS OF THE UNION DEFENSE FORCE, OCCUPANTS OF VEHICLE, WERE SERIOUSLY INJURED. THEY WERE RUSHED TO 98TH GENERAL HOSPITAL, BUT ALL FOUR DIED EITHER EN ROUTE OR AFTER ARRIVING AT THE HOSPITAL.

3. STAFF CAR 1308233 WAS DAMAGED CONSIDERABLY ABOUT FRONT END. ALSO BODY WAS KNOCKED OUT OF LINE AND INTERIOR WAS DAMAGED. ALTHOUGH AUTO STRUCK TRAIN WHILE MOVING AT MODERATE SPEED, NO MARKS WERE FOUND ON SIDES OF CARS TO INDICATE JUST WHERE CONTACT WAS MADE. THERE WAS NO DAMAGE TO ENGINE, CARS, OR OTHER RAILWAY PROPERTY.

4. RESPONSIBILITY RESTS WITH DRIVER OF UNION DEFENSE FORCE STAFF CAR FOR FAILING TO STOP FOR RED SIGNAL DISPLAYED BY CROSSING WATCHMAN. NO ACTION TAKEN ON THE PART OF BRITISH OR RATING PERSONNEL COULD HAVE PREVENTED OCCURRENCE.

BENJAMIN H. DECKER  
LT. COL., T.C.  
GENERAL SUPT. TRANSPN. 1799  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

*Transportation S.C.*

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A.C.C.

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

V-330

A.P.O. 400  
2 MAY 1944

SUBJECT: FINAL REPORT, TA-253.

TO: D.C.M.R.S., BUILDING.

1. AT 1015 HOURS, 23 APRIL 1944, EXTRA 1240 SOUTH STRUCK USA 2-1/2 TON TRUCK AT GRADE CROSSING, SANTA MARIA. TRAIN WAS IN CHARGE OF CONDUCTOR SGT. LAFRENIERE, ENGINEER T/4 DANKS.
2. TRAIN HAD 11 LOADS, 167 TONS, AND WAS MOVING AT SPEED OF 5 MPH. AND WHEN ENGINE WAS WITHIN ABOUT THREE OR FOUR CAR LENGTHS OF CROSSING, US ARMY TRUCK NO. 4230046 DROVE ONTO TRACKS AND WAS STRUCK BY ENGINE. TRUCK WAS BEING DRIVEN BY ITALIAN CIVILIAN, PASQUALE PEIRIUR, EMPLOYED BY A.C.C., U.S. ARMY.
3. CROSSING IN QUESTION IS PROTECTED BY ITALIAN CIVILIAN CROSSING WATCHMAN. VENTURA POMPILIO, WHO WAS ON DUTY AT THE TIME, WAS NOT PROTECTING CROSSING PROPERLY AT TIME TRAIN PASSED, BEING ON SIDE OF ROAD WITH FLAG AT HIS SIDE. WITNESSES ALSO TESTIFY THAT PEIRIUR WAS DRIVING AT EXCESSIVE RATE OF SPEED.
4. DRIVER OF TRUCK SUSTAINED CUT ON LEFT HAND, AND BRUISED SHOULDER. HE WAS TAKEN TO FIRST AID STATION BY MILITARY POLICE. TRUCK WAS DAMAGED BADLY - NO DAMAGE TO RAILWAY EQUIPMENT.
5. RESPONSIBILITY RESTS PRIMARILY WITH CROSSING WATCHMAN FOR NOT PROTECTING TRAFFIC IN PROPER MANNER. SOME RESPONSIBILITY CAN BE PLACED WITH DRIVER OF TRUCK, FOR EXCESSIVE SPEED.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 2 MAY 1944  
TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 782 US ARMY.

1. FORWARDED AS POSSIBLE CLAIM AGAINST U.S. GOVERNMENT INVOLVED.

CC - EXECUTIVE COMMISSIONER  
FOR THE COMMANDING GENERAL  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

*S. R. Briggs*  
S. R. BRIGGS,  
MAJOR, T.C.  
ADJUTANT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
6 JUNE 1944

SUBJECT: FINAL REPORT, TA-306.

TO: D.G.M.R.S., BUILDING.

1. AT 0830 HOURS, 30 MAY 1944, SWITCH ENGINE 59, ENGINE FOREMAN PFC FLANDERS, ENGINEER T/4 RADER, PULLING TWO LOADS, STRUCK ITALIAN STATE RAILWAY BUS NO. 856, AT CROSSING OVER POGGIOREALE MAIN LINE, LOWER NAPLES YARD.

2. CROSSING IN QUESTION IS A MINOR ONE, AND IS NOT PROTECTED BY GATES OR CROSSING WATCHMAN. ENGINE FOREMAN FLANDERS STATES IT APPEARED THAT DRIVER OF BUS SAW TRAIN APPROACHING, AS ABOUT FIVE MEN AT REAR OF BUS RAN TO FRONT END. BUS WAS MOVING SLOWLY, BUT DID NOT CLEAR TRACKS BEFORE ENGINE PASSED. ENGINEER RADER SOUNDED PROPER SIGNALS ON LOCOMOTIVE WHISTLE, AND AS SOON AS HE OBSERVED BUS ON CROSSING HE BEGAN TO APPLY BRAKES. HOWEVER, DRIVER OF BUS, MARINO D'ANDREA, VIA S. CAMINO 107, NAPLES, DID NOT MAKE ANY APPARENT EFFORT AT GETTING VEHICLE ACROSS TRACKS QUICKLY.

3. ENGINE STRUCK REAR END OF BUS, SHOVING IT AGAINST POST. BUS WAS DAMAGED CONSIDERABLY, AND COULD NOT BE MOVED UNDER ITS OWN POWER. ONLY DAMAGE TO RAILWAY PROPERTY WAS BROKEN TRAIN LINE. THERE WERE NO PERSONAL INJURIES.

4. RESPONSIBILITY FOR OCCURRENCE RESTS WITH DRIVER D'ANDREA, FOR NOT ACTING MORE QUICKLY IN REMOVING VEHICLE FROM PATH OF TRAIN. NO FURTHER ACTION TAKEN ON PART OF OPERATING PERSONNEL COULD HAVE PREVENTED ACCIDENT.

BENJAMIN H. DECKER  
LT. COL., T.C.  
GENERAL SUPT. TRANSPN.  
TRANSPORTATION DEPT.

1797

CC - AGM, ENGINEERING  
AGM, EQUIPMENT



- 8 JUN Recd 380

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7. RESPONSIBILITY & DISCIPLINE: RESPONSIBILITY RESTS WITH I.S.R. STATIONMASTER FLAMINIO CRISTOFERO, VITULANO, FOR GIVING TRAIN 8246 CLEARANCE TO ENTER BLOCK BETWEEN VITULANO AND PONTE CASALDUNI WITHOUT FIRST ASCERTAINING FROM STATIONMASTER AT PONTE CASALDUNI THAT TRAIN 8240 HAD CLEARED BLOCK. DISCIPLINE WAS ADMINISTERED BY I.S.R. OPERATING OFFICIALS.

CHARLES F. DOUGHERTY.  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

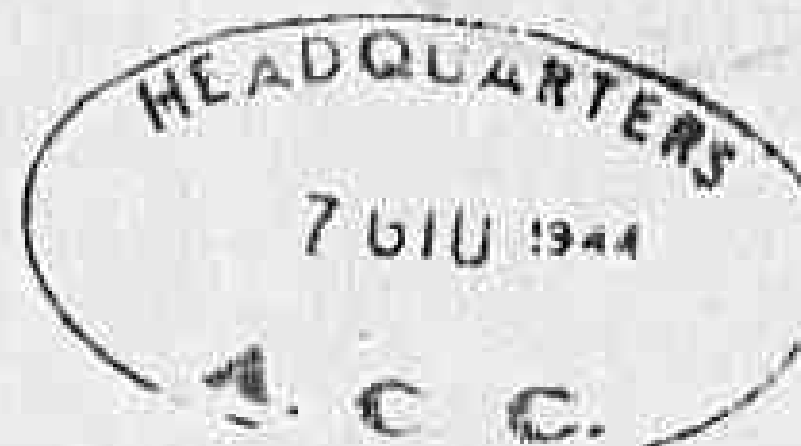
1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 5 JUNE 1944  
TO: D.C.C.O., U.S. CLAIMS SERVICE, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST  
U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

*S. R. Beggs*  
S. R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY



1796

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 100  
5 JUNE 1944

SUBJECT: FINAL REPORT, TA-294.

TO: D.G.M.R.S., BUILDING.

1. REAR END COLLISION, KMP 113, NEAR PONTE CASALDUNI, 0500 HOURS, 24 MAY 1944.

2. NARRATIVE: TRAIN 8240, ENGINE 5612, ITALIAN CREW, ENGINEER PILOT PVT. WEBB AND CONDR. PILOT SGT. MOYERS, WHILE STANDING ON MAIN TRACK TAKING WATER, WAS STRUCK FROM REAR BY TRAIN 8246, ENGINE 5604, ALSO ITALIAN CREW, ENGINEER PILOT T/4 BOOTH AND CONDUCTOR PILOT T/5 WEST.

3. CAUSE: TRAIN ALLOWED TO MOVE FORWARD WITHOUT CLEARANCE.

4. DAMAGE: LADING - NONE.

EQUIPMENT - ENGINE 5604 HAD RIGHT FRONT BUMPER AND CASTING SHEARED OFF, ENGINE TRUCK FRAME BENT BADLY, PILOT BEAM SHEARED OFF, AND OTHER MINOR DAMAGE ABOUT FRONT END. FSL-465895, HIGH SIDE GON, BUFFER CASTING AND SPRING SHACKLE BROKEN; FSEC-1001432, BOX, DEMOLISHED; DR-12157, FLAT, BROKEN BRAKE BEAM; FSP-692069, FLAT, DEMOLISHED; FSL-475839, HIGH SIDE GON, DEMOLISHED; FSP-655523, LOW SIDE GON, END DAMAGED; AND FS POZ-698476, FLAT, SIDE SILLS BULGED IN CENTER.

TRACK & STRUCTURES - NONE.

5. PERSONAL INJURIES: ITALIAN CIVILIAN, GIUSEPPE DI NUZZO, I.S.R. BRAKEMAN, DEADHEADING ON TRAIN 8240, WAS KILLED AS HE WAS RIDING IN REAR CAR. ENGINEER R.E. BOOTH JUMPED FROM ENGINE 5604 AND RECEIVED CUT ABOVE LEFT EYE.

6. INVESTIGATION: TRAIN 8240, WITH 12 LOADS, 0 EMPTIES, 711 TONS, DEPARTED VITULANO 0415 HOURS, STOPPED ON MAIN TRACK KMP 113 AT 0425 HOURS TO TAKE WATER. TRAIN 8246, 21 LOADS, 5 EMPTIES, 570 TONS, DEPARTED VITULANO AT 0447 HOURS AFTER OBTAINING CLEARANCE FROM STATIONMASTER AT THAT POINT. WHEN TRAIN 8240 APPROACHED KMP 113, CONDUCTOR PILOT MOYERS HEARD TRAIN WHISTLE AND IMMEDIATELY HE RAN BACK TO FLAG IN ORDER TO PROTECT REAR END OF TRAIN, USING RED FUSEE. REAR END OF TRAIN 8240 CLEARED PORTAL OF TUNNEL NEAR KMP 113 BY ONLY ABOUT 1500 FEET. WHEN TRAIN 8246 CAME OUT OF TUNNEL, SGT. MOYERS FLAGGED IT DOWN, BUT IT WAS NOT POSSIBLE TO STOP MOVEMENT BEFORE COLLIDING WITH REAR END OF TRAIN 8240. AT TIME ACCIDENT OCCURRED, TRAIN 8240 WAS AT FULL STOP, AND TRAIN 8246 WAS MOVING AT SPEED OF APPROXIMATELY 20 MPH, BEING OPERATED BY ITALIAN CREW.

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

370.11

Subject: Motor Car Accident - Minturno District.

To: Director General, Military Railway Service, APO # 400, U. S. Army.

1. At 1615 hours 31 May 1944, motor car A-5 with trailer operated by T/3 C. J. Dryer, derailed about 75 yards south of south switch, south of Marcellino Station. Motor car moving southbound at speed of approximately fifteen (15) miles per hour struck lag screw which had been placed in wide rail joint on the east rail. On the cars were three military personnel and twenty-one Italian workers. Motor car passed over spike but trailer was derailed. Thirteen Italians were injured. Eleven of the Italians were poked up at scene of accident by a passing French motor truck and taken to what was formerly the Mussolini Hospital in Aversa. All but five were treated for minor injuries and discharged. One of the five died during the night following the accident, remaining four are still in the hospital.

2. Wheels of the motor car and trailer were damaged.

3. Following is list of injured and dead:

Rea, Giovanni - injuries to feet  
Digrazia, Nicola - broken leg.  
Lucariello, Andrea - head injuries  
Cimarotta, Modesto - head injuries.  
Nespoli, Carlo - Dead.

3. The following men were treated for minor injuries and discharged from the hospital:

|                      |                      |
|----------------------|----------------------|
| Gentile, Nicola      | Canale, Angelo       |
| Cimarotta, Raffaele  | Carling, Seconolo    |
| Lucariello, Paolo    | Formicola, Ciro      |
| De Gennaro, Raffaele | Di Martino, Carmine. |

4. Investigation made by 135th T.C.S. Military Police, Marcianise Detachment.

5. Responsibility - None.

F. R. MOSACK  
Colonel, Transportation Corps  
Assistant General Manager-Equipment.

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
3 JUNE 1944

SUBJECT: FINAL REPORT, PI-63.

TO: D.G.M.R.S., BUILDING.

1. AT 1700 HOURS, 19 MAY 1944, CAPTAIN J. DE WITT, ASN 35788V, PRAETORIA REGIMENT, 6TH SOUTH AFRICAN DIVISION, WAS KILLED WHEN HE CONTACTED OVERHEAD CATENARY, CERVARO YARD.

2. AS TRAIN PULLED INTO YARD, IT STARTED TO RAIN, AND TANK PERSONNEL BEGAN TO ADJUST COVERS ON TANKS. ALTHOUGH THERE WERE NO ACTUAL EYE-WITNESSES TO ACCIDENT, BY POSITION AND NATURE OF BURN ON SIDE OF HIS HEAD, IT IS EVIDENT THAT CAPTAIN DE WITT CONTACTED ELECTRIC CABLE WHEN STANDING ATOP TANK.

3. TANK IN QUESTION WAS LOADED ON WARFLAT USA-353885, IN TRAIN 7384, ENGINE 735-055, BEING OPERATED BY ITALIAN CREW. FIVE MINUTES PRIOR TO TIME ACCIDENT OCCURRED, USA YARDMASTER WARNED OFFICER IN CHARGE OF MOVEMENT IN CONNECTION WITH EXISTENT DANGER OF OVERHEAD CABLE, AND ALL YARD FORCES CONTINUALLY REPEATED WARNING TO MEN AS THEY MOVED ABOUT TANKS. HOWEVER CAPTAIN DE WITT EVIDENTLY BECAME CARELESS AND RAISED HIS HEAD HIGH ENOUGH TO CONTACT THE CABLE, WHICH CLEARS TOP OF TURRET ON SHERMAN TANK BY ONLY ABOUT 1-1/2 TO 3 FEET.

4. INJURED PARTY WAS KNOCKED TO GROUND AFTER SUSTAINING ELECTRIC SHOCK, AND IMMEDIATELY WAS GIVEN FIRST AID BY MEDICAL OFFICER OF COMPANY "A" 431ST SIGNAL BN. LATER HE WAS TAKEN TO BRITISH HOSPITAL, FOGGIA, IN 715TH RAILWAY OPERATING BN AMBULANCE, HOWEVER IT APPEARED THAT THE MAN HAD DIED IMMEDIATELY AFTER ACCIDENT OCCURRED.

5. ACCIDENT WAS DUE TO CARELESSNESS OF DECEASED. NO ACTION TAKEN ON PART OF USA PERSONNEL COULD HAVE PREVENTED OCCURRENCE.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.



- 8 JUN Recd

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ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

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A.P.O. 1400  
3 JUNE 1944

SUBJECT: FINAL REPORT, PI-67.

TO: D.G.M.R.S., BUILDING.

1. AT ABOUT 1015 HOURS, 24 MAY 1944, DRIVER A. HULFORD, "B" BATTERY, FIRST REGIMENT, ROYAL HORSE ARTILLERY, SUSTAINED SEVERE ELECTRICAL SHOCK WHEN HE CONTACTED OVERHEAD CATENARY WIRES WHILE STANDING ATOP TANK LOADED ON USA-353886, TRAIN 8210, ENGINE 626-175, STANDING IN BENEVENTO YARD.

2. WHILE EITHER CLIMBING INTO OR OUT OF TANK NO. S215689, DRIVER HULFORD STRUCK CATENARY WITH HIS HEAD, WHEREUPON HE WAS KNOCKED TO THE GROUND. ARTIFICIAL RESPIRATION WAS APPLIED UNTIL ARRIVAL OF THE 715TH RAILWAY OPERATING BATTALION AMBULANCE, IN WHICH INJURED PARTY WAS TAKEN TO BENEVENTO HOSPITAL WHERE HE WAS TURNED OVER TO BRITISH MEDICAL OFFICERS. IT WAS DEVELOPED THAT ALTHOUGH SOLDIER WAS INJURED SERIOUSLY, HIS HEART WAS FUNCTIONING PROPERLY AND HE WOULD RECOVER FROM SHOCK IN DUE TIME.

3. UPON ARRIVAL OF TRAIN AT BENEVENTO, YARDMASTER ADVISED TRAIN COMMANDER TO WARN TROOPS ABOUT OVERHEAD ELECTRIC CABLE. THIS WAS DONE, AND ALSO YARD FORCES AND MILITARY POLICE CONTINUOUSLY MENTIONED EXISTENT DANGER AS TROOPS MOVED ABOUT TANKS.

4. RESPONSIBILITY RESTS WITH INJURED PARTY ALONE. NO ACTION TAKEN ON PART OF USA PERSONNEL COULD HAVE PREVENTED ACCIDENT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 1400 US ARMY, 3 JUNE 1944  
TO: D.C.C.O., U.S. CLAIMS SERVICE, APO 782, US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U.S. GOVERNMENT.  
FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER  
ALLIED CONTROL COMMISSION  
APO 394, US ARMY

1792  
S.R. BEGGS  
MAJOR, T.C.  
ADJUTANT

- 8 JUN Recd

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CONSOLATO FRANCESCO, S. GARRESCE PAGANI; CATUOGNO SALVATORE, PIAZZA GARIBALDI, TORRE DEL GRECO; BARBIER FEDERICO, LAGRO BANTITI 8, TORRE DEL GRECO; PANARIELLO GIUSEPPE, VICO VITELLO 3 BOSEOTRECASE; TEMPORINO NICOLA, NO ADDRESS; GUIDONE GIOVANNI, LETTERE; ELEFENTE SALVATORE, FRAZIONE S. LORENZO, LETTERE; VOLPE LUIGI, FRAZIONE S. SALVATORE, VICO ESQUENSE; BORRI ELLO FRANCESCO, MORTELLE S. MARIA, LA BRUNA-GRECO; IACCARINO ARMANDO, VITT. EMLE. 28 S. PIETRO A PATIERNO; ALL INJURED.

4. WHEN THIS TRAIN WAS AT BATTIPAGLIA, 0903 TO 0923 HOURS, MILITARY POLICE CLEARED ENGINE AND ALL COACHES, BUT AS TRAIN STARTED AGAIN, CIVILIANS CLIMBED UPON SIDES OF THE CARS. CAR IN QUESTION WAS ONE OF TYPE WITH SIDE RUNNING-BOARD FOR FULL LENGTH OF CAR. CIVILIANS HAD PACKED ON THIS RUNNING-BOARD "TWO OR THREE DEEP," THUS PLACING THEMSELVES IN PERILOUS POSITION. THESE PEOPLE COULD NOT BE PUT OFF OF MOVING TRAIN, SO IT WAS NECESSARY TO WAIT UNTIL NEXT STOP WAS MADE BEFORE ANY ACTION WAS TAKEN. HOWEVER ACCIDENT OCCURRED BEFORE NEXT STOP WAS MADE.

5. RESPONSIBILITY FOR OCCURRENCE RESTS WITH INJURED PARTIES ALONE, FOR PLACING THEMSELVES IN PERILOUS POSITION AFTER HAVING RECEIVED INSTRUCTIONS FROM MILITARY POLICE TO THE CONTRARY. NO ACTION TAKEN BY U.S.A. PERSONNEL COULD HAVE PREVENTED THE ACCIDENT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRS/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 3 JUNE 1944  
TO: D.C.C.O., U.S. CLAIMS SERVICE, APO 782, US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

*S. R. BEGS*  
S. R. BEGS  
MAJOR, T.C.  
ADJUTANT

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394 - US ARMY

1791

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
3 JUNE 1944

SUBJECT: FINAL REPORT, PI-43.

TO: D.G.M.R.S., BUILDING.

1. AT 0945 HOURS, 8 APRIL 1944, FOUR ITALIAN CIVILIANS WERE KILLED AND FIFTEEN WERE INJURED, WHEN BRUSHED FROM SIDES OF OVERLOADED COACHES IN EXTRA 1675 WEST, CIVILIAN PASSENGER TRAIN, AS IT PASSED OUT OF CARS STANDING ON ADJACENT TRACK, PONTECAGNANO STATION.

2. TRAIN CONSISTED OF NINE CARS BEING PULLED BY USA ENGINE 1675, IN CHARGE OF ITALIAN STATE RAILWAY CREW. ORDERS HAD BEEN ISSUED FOR THIS TRAIN TO STOP AT PONTECAGNANO FOR MEET WITH EXTRA 1674 EAST. SWITCHES WERE LINED FOR EXTRA 1675 WEST TO TURN INTO NO. 3 TRACK. THERE WAS A CUT OF THREE CARS STANDING ON NO. 4 TRACK, CLOSE TO FOULING POINT, AND ALTHOUGH THERE WAS SUFFICIENT CLEARANCE FOR TRAIN, THERE WAS NOT SUFFICIENT CLEARANCE FOR PASSENGERS WHO WERE HANGING ONTO SIDE AND STANDING ON STEPS OF COACHES. U.S.A. PERSONNEL WERE RIDING ENGINE 1675 FOR THE SOLE PURPOSE OF OBSERVING AND INSTRUCTING THE ITALIAN CREW IN THE PROPER METHOD OF FIRING AND OPERATING OIL BURNING LOCOMOTIVES. NONE OF THEM TOOK PART IN THE ACTUAL OPERATION OF THE TRAIN. AS TRAIN APPROACHED PONTECAGNANO, BOTH CONDUCTOR PVT. GIBSON AND ENGINEER T/4 KENCK WERE STANDING IN GANGWAYS AT EITHER SIDE OF ENGINE, BOTH LOOKING FORWARD. SPEED HAD BEEN REDUCED TO ABOUT 8 OR 10 MILES PER HOUR, AND BOTH USA MEN NOTED THAT CARS ON NO. 4 TRACK WERE IN THE CLEAR. HOWEVER, AS ENGINE PASSED THE FIRST CAR OF THE THREE CAR CUT STANDING ON NO. 4 TRACK, ITALIAN FIREMAN REALIZED THAT CLEARANCE WOULD BE INSUFFICIENT FOR PASSENGERS HANGING ONTO SIDES OF CARS, AND CALLED TO ITALIAN ENGINEER TO STOP. T/4 KENCK HEARD WARNING, AND IMMEDIATELY SPRANG TO BRAKE LEVER AND SET AIR IN EMERGENCY, BRINGING TRAIN TO A STOP, BUT ONLY AFTER HAVING MOVED SIX OR SEVEN CAR LENGTHS. LATER MEASUREMENTS SHOWED THAT THERE WAS A 20-INCH CLEARANCE BETWEEN STANDING CUT OF CARS AND PASSING TRAIN. TRAIN WOULD HAVE CLEARED EASILY IF PASSENGERS HAD NOT BEEN HANGING ONTO SIDES OF TRAIN.

3. FOLLOWING PERSONAL INJURIES WERE SUSTAINED: 1790  
CARMELA, PINTO VINCENZO, RAMIARO GIOVANNI, AND ONE UNKNOWN PARTY, ALL KILLED. BASTA FRANCESCO ADDRESS C/O MIRTO COSENZA, S. BARCA GRECA; PROVENZO VINCENZO, ANORI; CANCELLO ANTONIO, NO ADDRESS; GRANOZIO GAETANO, PREPEZZANO; MARTINELLI MARIO, S. PIETRO PATIERNO;

3804  
 Allied Force  
 MILITARY RAILWAY SERVICE  
 Office of Director General

2 JUN Recd

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A.P.O. 400  
 31 May 1944.

Subject : Accident Resulting in Personal Injury and Death of Tarantina Giuseppe at Pattison Engineering Works 16 May 1944.

To: D.C.C.C. U. S. Claims Service, APO 782, U. S. Army.

1. In view of possible claim against the United States Government we are quoting below report of accident occurring in the Pattison Engineering Works, under supervision of 753rd Railway Shop Battalion, resulting in death of civilian employee Tarantina Giuseppe.

"As a matter of information, at about 1200 hours, 16 May 1944, the hydraulic press in Pattison Engineering Works was being used to press an axle from a gear. An iron disc had been placed between the press piston head and the axle so as to prevent damage to the face of the journal. As pressure was applied, the axle bent, causing the disc to fly out and struck Tarantina Giuseppe, a civilian employee, in the head, knocking him unconscious.

"He was immediately carried to the Italian Polg Clinic, where he died shortly afterwards.

"Tarantina was 33 years of age, and had been employed as a laborer at Pattison Engineering Works for six weeks."

For the Director General:

*See 1156*  
*F. R. HOSACK*  
 Colonel, Transportation Corps  
 Assistant General Manager-Equipment.

CC-Executive Commissioner, Allied Control Commission, APO 394.



1789



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
27 MAY 1944

SUBJECT: FINAL REPORT, PI-66.

TO: D.G.M.R.S., BUILDING.

1. AT 0555 HOURS, 23 MAY 1944, TROOPER E.B. COLLETT, 6TH S.A. ARMORED DIVISION (BR.) WAS KILLED WHEN HE CONTACTED OVERHEAD CATENARY, AS HE WAS STANDING ON TANK TURRET ON TRAIN APPROXIMATELY 1 KM NORTH OF BENEVENTO YARD.

2. TANK WAS ONE OF 8 LOADED ON PATH 8240, ENGINE 626-430, ITALIAN CREW. LT. A.P.H. COPELAND, ASSISTANT TO MOVEMENT COMMANDER, ASSERTED THAT ALL MEMBERS OF MOVEMENT HAD BEEN WARNED AT BARI AND AGAIN AT CERVARO, OF EXISTING DANGER CONNECTED WITH OVERHEAD CATENARY WIRES. HOWEVER, REGARDLESS OF WARNING, TROOPER COLLETT STOOD ON TOP OF TANK, STRIKING WIRES WITH HIS HEAD, AND WAS ELECTROCUTED. FIRST AID WAS RENDERED BY CAPTAIN LTEENUP, MOVEMENT COMMANDER, AND OTHER MEMBERS OF HIS ORGANIZATION, BUT MET WITH NO SUCCESS.

3. BATTALION SURGEON, 715TH RY OPN BN, WAS CALLED TO SCENE OF ACCIDENT, AND PRONOUNCED THE SOLDIER DEAD. BODY WAS REMOVED BY 715TH AMBULANCE TO BENEVENTO, AND GIVEN INTO CARE OF BRITISH ARMY MEDICAL AUTHORITIES.

4. RESPONSIBILITY FOR OCCURRENCE RESTS WITH DECEASED ALONE, FOR NOT HEEDING WARNING OF EXISTENT DANGER. NO ACTION TAKEN ON PART OF AMERICAN OPERATING PERSONNEL COULD HAVE PREVENTED ACCIDENT.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 27 MAY 1944

TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 782 US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

1788  
S.R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

PA

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
27 MAY 1944

SUBJECT: FINAL REPORT, TA-264.

TO: D.G.M.R.S., BUILDING.

1. COLLISION, AQUAVIVA STATION, 1548 HOURS, 6 MAY 1944.
2. NARRATIVE: TRAIN TV-2826 (AQUAVIVA - BARI), ENGINE 685-033, I.S.R. CREW, COLLIDED WITH CUT OF COACHES STANDING ON NO. 1 TRACK.
3. CAUSE: DEFECTIVE BRAKES.
4. DAMAGE: LADING - NONE.  
EQUIPMENT - FSCZ-42392, BUFFER BEAM, FRAME, AND ONE END OF CAR DAMAGED; FSUMCR-8234, BUFFER BEAM AND FRAME BUCKLED; AND FSDCRP-82446, BUFFERS DAMAGED AND INTERIOR FITTINGS OF CAR BADLY DAMAGED.  
TRACK & STRUCTURES - NONE.
5. PERSONAL INJURIES: FIVE OR SIX ITALIAN CIVILIANS, (NAMES UNKNOWN), PASSENGERS ON TRAIN TV-2826, SUSTAINED SLIGHT SHOCK AND BRUISES.
6. INVESTIGATION: IT DEVELOPED THAT TRAIN TV-2826 ON ARRIVAL AQUAVIVA, LEFT COACHES STANDING ON NO. 1 TRACK, AND RAN AROUND SAME FOR RETURN TRIP TO BARI. AS ENGINE MADE RUN FOR COUPLING, BRAKES FAILED, AND ENGINE COLLIDED WITH CARS RATHER VIOLENTLY, CAUSING DAMAGE AND INJURIES LISTED ABOVE. THIS TRAIN WAS BEING HANDLED BY ITALIAN CREW, UNDER BRITISH OPERATIONAL SUPERVISION. SERGEANT DAVISON OF THE 153RD RAILWAY OPERATING COMPANY WITNESSED ACCIDENT, AND HE TESTIFIES THAT BRAKES WERE APPLIED, AND THAT JUST PRIOR TO COLLISION, ENGINE WAS REVERSED. SGT DAVISON RODE ENGINE FROM AQUAVIVA TO BARI ON THE RETURN TRIP, AND NOTED THAT WESTINGHOUSE PUMP FAILED TWICE DURING THE TRIP. NO ACTION TAKEN BY OPERATING PERSONNEL COULD HAVE PREVENTED ACCIDENT.
7. RESPONSIBILITY & DISCIPLINE: BLANK.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, J. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
25 MAY 1944

SUBJECT: FINAL REPORT, PI-62.

TO: D.G.M.R.S., BUILDING.

1. AT 1300 HOURS, 14 MAY 1944, VIRGILIO GUZZARDI, ITALIAN SOLDIER, WAS KILLED WHEN WALKING ALONG TIES BETWEEN TRACKS, FOSSACESIA STATION.

2. SWITCH ENGINE 625-384, BRITISH CREW, WAS OPERATING IN BACKWARD MOVEMENT, PULLING 8 LOADS FROM NO. 2 TRACK. FIREMAN TESTIFIES THAT WHEN HE LOOKED OUT OF CAB WINDOW PRIOR TO MAKING BACK-UP MOVE, TRACKS WERE CLEAR, AND ENGINEER TESTIFIES THAT SIGNALS WERE SOUNDED ON WHISTLE BEFORE MOVE BEGAN. OBSERVERS WERE OF THE OPINION THAT SOMETHING STRANGE WAS AFFECTING SOLDIER, AS HE MUST HAVE MADE HIS APPEARANCE SUDDENLY AND WALKED DIRECTLY DOWN TRACK TOWARD APPROACHING ENGINE. SWITCHMAN NOTICED GUZZARDI AND SHOUTED AT HIM, AS WELL AS SHOUTING TO ENGINEER OF ENGINE 625-384, BUT THE ITALIAN KEPT WALKING TOWARD ENGINE, AND ENGINEER COULD NOT BRING MOVEMENT TO HALT IN TIME TO AVOID STRIKING MAN.

3. BODY WAS EXAMINED BY ITALIAN DOCTOR, WHO DISCOVERED THAT SOLDIER HAD RECEIVED ANTI-TYPHUS INOCULATION ON THE MORNING OF 14 MAY '44, WHICH MIGHT HAVE CAUSED HIM TO BE OVERCOME BY DIZZINESS OR OTHERWISE AFFECT HIM SO AS TO CAUSE HIM TO IGNORE TRAIN. ALSO THERE IS A POSSIBILITY THAT THIS WAS A SUICIDE CASE.

4. RESPONSIBILITY RESTS SOLELY WITH DECEASED, FOR PLACING HIMSELF IN PERILOUS POSITION. NO ACTION TAKEN ON PART OF BRITISH OPERATING PERSONNEL COULD HAVE PREVENTED OCCURRENCE.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 25 MAY 1944  
TO: D.A.D., CLAIMS AND HIRING (BRITISH) 57TH AREA.

1. FORWARDED AS MATTER INVOLVING POSSIBLE ~~OPTION~~ <sup>ACTION</sup> AGAINST  
BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGGS  
MAJOR, T.C.  
ADJUTANT

C.A. Br 14

9122

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
25 MAY 1944

SUBJECT: FINAL REPORT, PI-64.

TO: D.G.M.R.S., BUILDING.

1. ON 16 MAY 1944, BRITISH TROOPER R. ALLMOND, BUCKS REGIMENT, SUSTAINED INJURIES TO LEGS WHEN PASSING THROUGH TUNNEL WEST OF MONTECALVO, TRAIN 8210, CONDUCTOR T/5 WEST AND AMERICAN CREW.

2. SOLDIER WAS SITTING IN DOORWAY OF BOX CAR FS-251452, WITH HIS LEGS HANGING OUT OF CAR. UPON PASSING THROUGH TUNNEL, LEGS WERE SCRAPED AGAINST WALL. INJURED PARTY WAS TAKEN TO 715TH MEDICAL OFFICER FOR FIRST AID TREATMENT, AND THEN MOVED TO BRITISH INFIRMARY, BENEVENTO. INJURIES WERE NOT CONSIDERED AS BEING SERIOUS.

3. RESPONSIBILITY FOR OCCURRENCE RESTS WITH INJURED PARTY ALONE, FOR PLACING HIMSELF IN PERILOUS POSITION. NO ACTION TAKEN ON PART OF AMERICAN CREW COULD HAVE PREVENTED OCCURRENCE.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 25 MAY 1944

TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 782, US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S.R. BEGG,  
MAJOR, 1785  
ADJUTANT

RECEIVED  
25 MAY 1944  
A. C. C.



380 23 MAY Recd

C.A. Br 93

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
19 MAY 1944

SUBJECT: FINAL REPORT, TA-279.

TO: D.C.M.R.S., BUILDING.

1. AT 1545 HOURS, 12 MAY 1944, SWITCH ENGINE 1261, ENGINE FOREMAN SGT. MORRIS, PUSHING ONE CAR, STRUCK TRUCK AT GATE NO. 1, "A" DOCK, NAPLES.

2. THIS CROSSING IS PROTECTED BY MILITARY POLICEMAN, WHO WAS ON DUTY AT THE TIME. ALTHOUGH TRUCK WAS SIGNALLED TO STOP, DRIVER IGNORED WARNING AND CONTINUED ACROSS TRACKS. UPON SEEING THAT TRUCK WAS NOT GOING TO STOP, SGT. MORRIS IMMEDIATELY BROUGHT TRAIN TO HALT, BUT IT WAS TOO LATE TO AVOID COLLISION WITH TRUCK.

3. TRUCK WAS DRIVEN BY PVT. F. GLITON, 34TH GENERAL TRANSPORT, ROYAL ARMY SERVICE CORPS. TRUCK WAS DAMAGED SLIGHTLY; THERE WAS NO DAMAGE TO LEAD CAR OR OTHER RAILWAY PROPERTY. THERE WERE NO PERSONAL INJURIES.

4. RESPONSIBILITY RESTS WITH DRIVER GLITON, FOR ATTEMPTING TO CROSS AHEAD OF TRAIN IN SPITE OF STOP SIGNAL GIVEN BY MILITARY POLICEMAN.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

1ST IND

SRB/JPB

ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 19 MAY 1944

TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 782, US ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST  
U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGG,  
MAJOR, T.C.  
ADJUTANT

386  
2080 P-nd  
ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

ABR.  
U - 8322  
A.P.O. 400  
16 MAY 1944

SUBJECT: FINAL REPORT, PI-58.

TO: D.G.M.R.S., BUILDING.

1. AT 1715 HOURS, 8 MAY 1944, NICOLA CAPOGROSSO, I.S.R. EMPLOYEE, SUSTAINED FATAL INJURIES WHEN STRUCK BY EXTRA 475-004 - 626-428, AT GRADE CROSSING KM 1.515, NEAR FOGGIA.

2. THIS IS A GATED CROSSING, AND GATES WERE DOWN IN POSITION ACROSS ROAD WHEN ACCIDENT OCCURRED. CAPOGROSSO WAS RIDING BICYCLE, AND ATTEMPTED TO PASS AROUND SIDE OF BARRIER AND CROSS TRACKS AHEAD OF TRAIN. HE DROVE AROUND BARRIER AND ONTO TRACKS WHERE HE WAS STRUCK BY ENGINE 475-004, LEAD ENGINE ON TRAIN. BOTH ENGINES WERE MANNED BY ITALIAN PERSONNEL.

3. AFTER IMPACT, INJURED PARTY WAS DRAGGED A DISTANCE OF 75 YARDS BEFORE TRAIN CAME TO STOP. HE SUSTAINED SEVERED ARM AND LACERATIONS AND BRUISES ABOUT THE BODY. THE MAN WAS TAKEN TO CIVILIAN HOSPITAL, FOGGIA, FOR MEDICAL ATTENTION, HOWEVER HE DIED AS RESULT OF INJURIES SUSTAINED.

4. RESPONSIBILITY RESTS WITH DECEASED ALONE, SINCE HE DELIBERATELY RAN AROUND CROSSING GATE. NO ACTION TAKEN ON PART OF I.S.R. OPERATING PERSONNEL COULD HAVE PREVENTED ACCIDENT. NO AMERICAN OR BRITISH PERSONNEL WERE INVOLVED, HOWEVER THIS TERRITORY IS UNDER BRITISH SUPERVISION.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 16 MAY 1944  
TO: D.A.D., CLAIMS AND HIRING (BR.) 57TH AREA.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGGS,  
MAJOR, T.C. 1788  
ADJUTANT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
9 MAY 1944

SUBJECT: FINAL REPORT, PI-50.

TO: D.G.M.R.S., BUILDING.

1. AT 0800 HOURS, 1 MAY 1944, GIUSEPPE D'ADDAINO, ITALIAN LABORER, WAS INJURED WHEN HE BECAME CAUGHT BETWEEN BUFFER AND BUMPING POST, NO. 1 TRACK, FIELD BUTCHERY SIDING, BARI.

2. SWITCH ENGINE 851-166, ITALIAN ENGINE CREW, BRITISH PILOT, SHOVING THREE CARS, REACHED INTO TRACK NO. 1 TO MAKE PICK UP OF ONE REFRIGERATOR CAR WHICH WAS STANDING NEXT TO BUMPING POST, AND WHEN ENGINE SHOVED AGAINST CAR, IT WAS MOVED SUFFICIENTLY TO PIN THE ITALIAN AGAINST POST.

3. INJURED PARTY SUSTAINED SHOCK AND POSSIBLE INTERNAL INJURIES. HE WAS TAKEN TO HOSPITAL IMMEDIATELY AFTER ACCIDENT OCCURRED.

4. RESPONSIBILITY RESTS WITH INJURED PARTY, SINCE BEFORE ENGINE SHOVED TRACK NO. 1, WARNING HAD BEEN GIVEN TO EFFECT THAT TRACK WAS TO BE USED FOR SWITCHING PURPOSES. NO ACTION OR MIS-HANDLING ON PART OF CREW WAS RESPONSIBLE FOR OCCURRENCE.



CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL-MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 9 MAY 1944

TO: D.A.D. CLAIMS AND HIRING, 57TH AREA (BRITISH)

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGGS  
MAJOR, T. C.  
ADJUTANT

1782

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
9 MAY 1944

SUBJECT: FINAL REPORT, PI-45.

TO: D.G.M.R.S., BUILDING.

1. AT ABOUT 0845 HOURS, 22 APRIL 1944, COTOIA ALFONZO FU FRANCESCO WAS INJURED WHEN HIS FEET SLIPPED UNDER CAR AS HE ATTEMPTED TO ALIGHT FROM CAR IN TRAIN 8203, CONDUCTOR SGT. YOUNG, ENGINEER T/4 ALTMAN ON LEAD ENGINE, ENGINEER T/T PEMBLE ON PUSHER ENGINE, AT ENTRANCE TO YARD.

2. COTOIA AND ANOTHER ITALIAN SOLDIER WERE RIDING IN BOX CAR, WITHOUT PROPER AUTHORITY. TRAIN GUARD CHECKED THEIR PAPERS WHILE TRAIN WAS IN MOTION, AND FINDING THAT THEY DID NOT HAVE TRANSPORTATION PERMITS, INTENDED TO PUT THEM OFF AT FIRST STOP. JUST AS TRAIN ENTERED BENEVENTO YARD, BOTH ITALIANS JUMPED FROM CAR. CPL. FERRAZZANO GIOVANNI SUCCEEDED IN DETRAINING WITHOUT INCIDENT, BUT COTOIA'S FEET SLIPPED ON BALLAST AND WENT UNDERNEATH TRAIN. LAST THREE CARS PASSED OVER HIS LEGS, AMPUTATING THEM JUST ABOVE ANKLES.

3. MILITARY POLICE GAVE INJURED PARTY FIRST AID, AND SUMMONED AMBULANCE WHICH TOOK HIM TO CIVILIAN HOSPITAL, BENEVENTO.

4. COTOIA GOT OFF TRAIN OF HIS OWN VOLITION, AS HE WAS NOT ORDERED TO DO SO BY ANY MEMBER OF CREW OR TRAIN GUARD WHILE TRAIN WAS STILL MOVING. RESPONSIBILITY RESTS WITH INJURED PARTY ALONE. NO ACTION TAKEN ON PART OF AMERICAN PERSONNEL COULD HAVE PREVENTED INJURY.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1781



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
12 MAY 1944

SUBJECT: FINAL REPORT, TA-262.

TO: D.G.M.R.S., BUILDING.

1. AT 2016 HOURS, 1 MAY 1944, CIVILIAN PASSENGER TRAIN T.V. 9072, ELECTRIC ENGINE 626-253, ITALIAN CREW, STRUCK ITALIAN TRUCK AT CROSSING APPROXIMATELY 3 KMS NORTH OF CAPACIO.

2. INVESTIGATION HANDLED BY I.S.R. DEVELOPS THAT CROSSING IS PROTECTED BY FLAGMAN, WHO WAS ON DUTY AND PERFORMING PROPER SERVICE AT TIME ACCIDENT OCCURRED. TRUCK APPROACHED FROM LEFT SIDE OF TRAIN, AND IN SPITE OF DILIGENT EFFORTS ON PART OF FLAGMAN, ATTEMPTED TO CROSS TRACKS AHEAD OF TRAIN.

3. THERE WAS NO DAMAGE TO RAILWAY PROPERTY. TRUCK WAS DEMOLISHED. ITALIAN CIVILIAN ANGELO FEOLA WAS KILLED INSTANTLY WHEN COLLISION OCCURRED. ANTONIO RUSSO AND ANDREA IANNONE WERE INJURED AND WERE REMOVED IMMEDIATELY TO CIVILIAN HOSPITAL, SALERNO. DRIVER OF TRUCK, LUIGI NAPOLITANO, WAS PLACED UNDER ARREST BY THE CARABINIERI OF PAESTUM.

4. INVESTIGATING OFFICIALS CONCLUDE THAT THERE WAS NO RESPONSIBILITY ON PART OF CROSSING WATCHMAN OR OPERATING PERSONNEL. NO DISCIPLINARY ACTION WAS TAKEN.

CC:  
AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.,  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 12 MAY 1944

TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 732 US ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGGS,  
MAJOR, T. C.  
ADJUTANT

15 MAY 1944

A. C. C.

380 *CHB*  
 10 MAY 1944  
 HEADQUARTERS  
 A.C.C.

ALLIED FORCE  
 MILITARY RAILWAY SERVICE  
 OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
 7 MAY 1944

SUBJECT: FINAL REPORT, TA-212  
 TO: DIRECTOR GENERAL

1. AT 2215 HOURS, 28 MARCH 1944, TRAIN 7536, ENGINE 735-189, ITALIAN CREW, BRITISH PILOT, COLLIDED WITH BRITISH LORRY NO. W.D.L. 4717591, AT GRADE CROSSING NEAR KM 0.472, BETWEEN LESINA AND RIALTA.

2. INVESTIGATION DEVELOPS THAT CROSSING WATCHMAN HAVING CLOSED ONE SIDE OF GATES, WENT TO OTHER SIDE. WHILE CLOSING SECOND GATE, THE FIRST BLEW OPEN AND LORRY PROCEEDED ONTO CROSSING. THE NIGHT WAS VERY DARK, AND VISIBILITY WAS PRACTICALLY ZERO. ITALIAN ENGINEER NEVER SAW TRUCK, BUT IMMEDIATELY UPON IMPACT APPLIED BRAKES AND BROUGHT TRAIN TO HALT WITHIN ITS OWN LENGTH.

3. LOCOMOTIVE HAD LAZY ARM BENT ON RIGHT SIDE. LORRY HAD RADIATOR AND FRONT BUMPER BENT. S/SGT FINNEY, 167TH RY BLDG CO DRIVER OF LORRY, SUSTAINED SLIGHT SHOCK. IT WAS NOT NECESSARY THAT HE BE HOSPITALIZED.

II. RESPONSIBILITY RESTS ENTIRELY WITH S/SGT FINNEY, FOR DRIVING ONTO CROSSING IN FACE OF APPROACHING TRAIN.

CHARLES F. DOUGHERTY  
 COLONEL, T. C.  
 ASSISTANT GENERAL MANAGER  
 TRANSPORTATION DEPARTMENT

1ST IND. SFB/GTD  
 ALLIED FORCE, MILITARY RAILWAY SERVICE, APO 400, U S ARMY 7 MAY 1944  
 TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 782, U S ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

*J. R. Beggs*  
 1779  
 S. S. BEGGS  
 MAJOR, T. C.  
 ADJUTANT

CC - EXECUTIVE COMMISSIONER  
 ALLIED CONTROL COMMISSION  
 APO 324, U S ARMY

785021

380 *ms. 10* *ms. 10* *ms. 10*

CPB

HEADQUARTERS  
10 AUG 1944  
A. C. C.

A. C. C.

- CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPARTMENT

1ST IND.

SRB/GTD

- FOR THE COMMANDING GENERAL:

*[Signature]*  
TS. R. BEAVIS  
MAJOR, T.C.  
ADJUTANT

1778

380 *Hand* MAY Recd *CAB*  
 ALLIED FORCE  
 MILITARY RAILWAY SERVICE  
 OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
 6 MAY 1944

SUBJECT: FINAL REPORT, PT-48.

TO: D.G.M.R.S., BUILDING.

1. AT ABOUT 0045 HOURS, 26 APRIL 1944, ARTURO MAZELLO, AGE 18, RESIDING AT NO. 5 VIA BARANA, LECHE, NAPLES, WHILE WORKING AS STEVEDORE, WAS FATALLY INJURED WHEN RUN OVER BY CAR BEING HANDLED BY SWITCH ENGINE 1261, ENGINE FOREMAN SGT. MORRIS, ENGINEER T/A GUARD, AT "D" DOCK, NAPLES.

2. BEFORE INITIATING MOVEMENT, ENGINE FOREMAN CONTACTED SGT. PRICE, WHO IS IN CHARGE OF WORK DONE BY STEVEDORES IN THIS LOCALITY, AND INFORMED HIM THAT NO. 3 TRACK WAS TO BE USED FOR SWITCHING, AND THAT HIS PERSONNEL SHOULD BE WARNED ACCORDINGLY.

3. ENGINE WAS SHOVING OUT OF NINE CARS DOWN NO. 3 TRACK, TO COUPLE ONTO CUT OF TEN THAT ALREADY HAD BEEN STANDING ON THAT TRACK. WHEN COUPLING WAS MADE, STANDING CUT RECEIVED IMPACT SUFFICIENT TO MOVE IT SEVERAL FEET. AFTER MOVEMENT HAD BEEN COMPLETED, AN UNIDENTIFIED AMERICAN SOLDIER APPROACHED SGT. MORRIS AND REPORTED THAT A BODY WAS PINNED DOWN BETWEEN WHEEL OF LAST CAR IN STANDING CUT, AND RAIL.

3. INSPECTION DISCLOSED THAT MAN WAS DEAD, AND NECESSARY ACTION WAS TAKEN TO REMOVE BODY FROM TRACK. EVIDENTLY MAZELLO HAD BEEN SITTING ON RAIL IN SPITE OF WARNING WHICH WAS PASSED ON TO DOCK LABORERS BY SGT. PRICE. RESPONSIBILITY RESTS ENTIRELY WITH DECEASED, AND ACCIDENT WAS NOT RESULT OF ANY MISHANDLING OR CARELESSNESS ON PART OF AMERICAN PERSONNEL.



CHARLES F. DOUGHERTY  
 COLONEL, T. C.  
 ASSISTANT GENERAL MANAGER  
 TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
 ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 6 MAY 1944  
 TO: D.G.C.O., U. S. CLAIMS SERVICE, APO 782, US ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
 ALLIED CONTROL COMMISSION,  
 APO 396, US ARMY.

*S. R. Peggs*  
 S. R. PEGGS,  
 MAJOR, T. C.  
 ADJUTANT



1

TRAIN WAS STOPPED, WITH THE INTENTION THAT REAR BRAKEMAN WOULD LET CARS DOWN ON TRAIN EASILY. HOWEVER, REAR BRAKEMAN WAS NOT WATCHING TRAIN, AND DID NOT KNOW THAT TRAIN HAD BROKEN IN TWO. CARS GATHERED SPEED AS THEY ROLLED DOWN GRADE, RESULTING IN COLLISION AND DERAILMENT

7. RESPONSIBILITY AND DISCIPLINE - RESPONSIBILITY RESTS WITH I.S.R. STATION MASTER, CEVARO, FOR ALLOWING MORE THAN TWO RAIL CARS TO DEPART IN SAME TRAIN; WITH I.S.R. CONDUCTOR FOR SAME REASON; AND WITH I.S.R. BRAKEMAN, WHO WAS NOT WATCHING TRAIN AND FAILED TO OBSERVE THAT IT HAD BROKEN IN TWO. DISCIPLINE WAS HANDLED BY I.S.R.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPARTMENT

CC - AGM - ENGINEERING  
AGM - EQUIPMENT

1ST IND  
AF, MIL RY SERV, APO 400, U. S. ARMY, 8 MAY 1944

SRB/RDO

TO - D.C.C.O., U. S. CLAIMS SERVICE, APO 782, U. S. ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, U. S. ARMY

*J. R. Beggs*  
S. R. BEGGS,  
MAJOR, T.C.  
ADJUTANT

1776

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
6 MAY 1944

SUBJECT - FINAL REPORT, TA-231

TO - D.G.M.R.S.

1. BREAK-IN-TWO, COLLISION, AND DERAILMENT, 2 KM EAST OF  
APICE, 2115 HOURS, 16 APRIL 1944.

2. NARRATIVE - TRAIN 8214, ENGINE 626-155, ITALIAN CREW,  
PILOT SGT. DUNNEGAN, WAS HANDLING FOUR BAD ORDER DIESEL RAIL CARS  
ON REAR OF TRAIN OF 16 LOADS. COUPLER BROKE ON FIRST DIESEL CAR  
IN TRAIN, AND TRAIN PULLED AHEAD OF LOOSE CARS, THEN STOPPED. CARS  
ROLLED DOWN GRADE, COLLIDED WITH REAR OF TRAIN, DERAILING FS-2201306,  
14TH CAR FROM ENGINE.

3. CAUSE - COUPLER BROKE.

4. DAMAGE - LADING, NONE. TRACK AND STRUCTURES, NONE.  
EQUIPMENT - FS L 415095, END CAVED IN, BUFFER CASTING BROKEN.  
DIESEL PASSENGER COACH 2201307, BROKEN TOWING BAR, FRONT AND REAR  
BUFFERS DAMAGED, GRILLS IN BOTH ENDS CAVED IN. DIESEL PASSENGER  
COACH 7723206, GRILL CAVED IN ONE END, BROKEN TOWING BAR, BUFFERS  
DAMAGED FRONT END, BROKEN FRAME BRACE FRONT END. DIESEL PASSENGER  
COACH 5561362, DAMAGED FRONT AND REAR BUFFERS, DAMAGED FRONT AND  
REAR GRILL, BENT TOWING BARS. DIESEL PASSENGER COACH 2201306, DAMAGED  
FRONT AND REAR BUFFERS, DAMAGED FRONT AND REAR GRILLS, BENT TOWING  
BARS.

5. PERSONAL INJURIES - ITALIAN BRAKEMAN SUSTAINED SHOCK FROM  
IMPACT OF COLLISION; TREATED BY 715TH MEDICS, BENEVENTO.

6. INVESTIGATION - TRAIN DEPARTED STATION WITH FOUR RAIL CARS  
WHICH WAS CONTRARY TO I.S.R. RULES. AT ABOUT 2100 HOURS, TRAIN WAS  
STOPPED BY FLAGMAN AT BRIDGE 18, BETWEEN APICE AND CORSANO. WHEN  
TRAIN WAS STARTED, COUPLER BROKE BETWEEN LAST LOAD AND FIRST RAIL  
CAR. PILOT DUNNEGAN WANTED TO SET OUT CAR WITH BROKEN COUPLER, BUT  
ITALIAN CAPO TRENO WOULD NOT PAY ANY ATTENTION TO HIM, INSISTING  
THAT CARS SHOULD BE TIED TOGETHER WITH CABLE. JUST AFTER TRAIN HAD  
STARTED AGAIN, SGT. DUNNEGAN NOTICED THAT CABLE HAD BROKEN AND  
TRAIN HAD PARTED, LEAVING RAIL CARS A SHORT DISTANCE BEHIND.

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
6 MAY 1944

SUBJECT - FINAL REPORT, TA-240

TO - D.G.M.R.S.

1. COLLISION, CASERTA, 0647 HOURS, 20 APRIL 1944.
2. NARRATIVE - EXTRA 1250-1252, CONDUCTOR SGT. HALL, ENGR. T/4 NEAL ON ENGINE 1250, AND ENGR. T/4 MILLER, COLLIDED WITH SWITCH ENGINE 1239, ENGINE FOREMAN PFC BUCKINGHAM, ENGR. T/4 SONLEY, STANDING ON MAIN LINE.
3. CAUSE - VIOLATION OF RULE 93 - RUNNING IN EXCESS OF YARD LIMIT SPEED.
4. DAMAGE - LADING NONE. EQUIPMENT, ENGINE 1239 BUFFERS DAMAGED; ENGINE 1250 DAMAGED BUFFERS AND FUEL TANK KNOCKED LOOSE; ENGINE 1252, DAMAGED BUFFERS. TRACK AND STRUCTURES NONE.
5. PERSONAL INJURIES - T/4 J. W. SONLEY, 715TH RAILWAY OPERATING BATTALION, CUT ON HEAD AND SPRAINED SHOULDER. BRITISH SERGEANT LEWIS AND 7 NATIVE SOLDIERS FROM ISLE OF CYPRUS WHO GO BY NUMBER INSTEAD OF NAME. FOLLOWING RECEIVED TREATMENT FOR SLIGHT CUTS AND WERE RELEASED FROM 36TH GENERAL HOSPITAL -

SERGEANT LEWIS, BRITISH  
NUMBER 16228  
NUMBER 17933  
NUMBER 16664  
NUMBER 3962

THE FOLLOWING WERE HELD AT 36TH GENERAL HOSPITAL -

|              |                   |
|--------------|-------------------|
| NUMBER 3665  | FOR OBSERVATION   |
| NUMBER 18761 | BLOOD TRANSFUSION |
| NUMBER 17851 | HEAD INJURIES     |
| NUMBER 17447 | BROKEN RIBS       |

1774

6. INVESTIGATION - SWITCH ENGINE 1239 WAS PULLING 22 CARS OF TROOPS FROM SOUTH END OF NO. 2 TRACK, ONTO CANCELLO MAIN LINE PREPARATORY TO SHOVING INTO NO. 3 TRACK. ORDINARILY, WHEN POSSIBLE TO DO SO IN MAKING A MOVE OF THIS KIND, THE STRAIGHT BENEVENTO MAIN LINE IS USED RATHER THAN AROUND BLIND CURVE ON CANCELLO MAIN. SWITCH TENDER HAD BEEN INFORMED THAT A TRAIN HAD LEFT MADDALONI AND WAS DUE INTO CASERTA, BUT IT WAS HIS UNDERSTANDING THAT TRAIN HAD LEFT ON BENEVENTO LINE. FOR THIS REASON, HE LINED SWITCHING MOVEMENTS DOWN CANCELLO LINE. ENGINE FOREMAN PFC BUCKINGHAM HAD THE SAME INFORMATION AND LINED UP SWITCHING MOVEMENTS IN THIS MANNER. EXTRA 1250-1252 APPROACHED ON CANCELLO LINE RATHER THAN ON BENEVENTO LINE AS EXPECTED. THEY PASSED YARD LIMIT BOARD AT SPEED OF APPROXIMATELY 10 MPH, AND FROM THERE REDUCED SPEED TO ABOUT 6 MPH WHEN COLLISION OCCURRED. EXTRA TRAIN HAD CLEAR VIEW FOR ONLY ABOUT EIGHT OR TEN CAR LENGTHS BECAUSE OF SHARP CURVE AND HIGH WALL WHICH OBSTRUCTED VISION OF CREWS. IMMEDIATELY UPON SEEING SWITCH ENGINE AHEAD, BRAKES WERE APPLIED BUT IT WAS NOT POSSIBLE TO STOP TRAIN SHORT OF SWITCH ENGINE. SWITCHER WAS MOVING TOWARD EXTRA AT SPEED OF ABOUT 4 MPH WHEN ACCIDENT OCCURRED.

7. RESPONSIBILITY AND DISCIPLINE - RESPONSIBILITY RESTS WITH ENGINEERS OF ENGINES 1250 AND 1252, FOR NOT OPERATING AT YARD LIMIT SPEED IN ACCORDANCE WITH TRANSPORTATION RULE NO. 93. FOR READY REFERENCE THIS RULE IS QUOTED BELOW -

93. WITHIN YARD LIMITS THE MAIN TRACK MAY BE USED WITHOUT PROTECTING AGAINST SECOND AND THIRD CLASS, EXTRA TRAINS AND ENGINES. SECOND AND THIRD CLASS, EXTRA TRAINS AND ENGINES WILL MOVE WITHIN YARD LIMITS AT YARD SPEED UNLESS THE MAIN TRACK IS KNOWN TO BE CLEAR.

BOTH ENGINEERS ADMIT THEIR RESPONSIBILITY IN NOT COMPLYING WITH THIS RULE. DUE TO PREVIOUS EXCELLENT SERVICE ON PART OF T/4 NEAL AND T/4 MILLER, NO REDUCTION IN RANK WAS MADE AGAINST THEM. THEY WERE REPRIMANDED SEVERELY, AND MADE TO UNDERSTAND REASONS FOR MORE SEVERE DISCIPLINE NOT BEING ASSESSED.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPARTMENT

CC - AGM, ENGINEERING  
AGM, EQUIPMENT



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
3 MAY 1944

SUBJECT: FINAL REPORT, TA-261.

TO: D.G.M.R.S., BUILDING.

1. AT 2115 HOURS, 30 APRIL 1944, SWITCH ENGINE 2590, ITALIAN CREW, WAS STRUCK BY USA 1-1/2 TON TRUCK AT GRADE CROSSING, NOLA STATION.

2. TRUCK WAS BEING DRIVEN BY T/SGT. ELDRICH OF THE 47TH BOMBER GROUP ORDNANCE DETACHMENT, MT. VESUVIUS AIR BASE. TRAIN HAD JUST PULLED OUT OF STATION, AND HAD ATTAINED SPEED OF ABOUT 6 MPH, WHEN TRUCK APPROACHED AT APPROXIMATELY 40 MPH AND COLLIDED WITH TENDER OF ENGINE.

3. SGT. KABRICH AND SGT. BRADY OF THE 47TH BOMBER GROUP ORD. DETACHMENT, AND SPR. WALTER WOODLEY, R.E.T.D. (BRITISH REPLACEMENT CENTER) WERE RIDING IN TRUCK. WHEN VEHICLE STRUCK ENGINE, SAPPER WOODLEY WAS THROWN OUT OF TRUCK AND UNDER FIRST CAR IN TRAIN. WHEELS PASSED OVER LEFT LEG, NECESSITATING AMPUTATION. SGTS. KABRICH AND BRADY SUSTAINED SLIGHT BRUISES. THERE WAS NO DAMAGE TO RAILWAY PROPERTY; TRUCK WAS DAMAGED CONSIDERABLY.

4. THERE ARE NO GATES AT THIS CROSSING. IT IS PROTECTED BY ITALIAN WATCHMAN EQUIPPED WITH LANTERN, WHO WAS ON DUTY AT THE TIME, PERFORMING HIS WORK IN PROPER MANNER. MARKS ON ROAD INDICATED THAT BRAKES WERE APPLIED AND TRUCK SKIDDED 75 OR 100 FEET BEFORE STRIKING TRAIN.

5. NO RESPONSIBILITY CAN BE PLACED WITH RAILWAY PERSONNEL SINCE ACCIDENT WAS DUE TO CARELESSNESS ON PART OF T/SGT. ELDRICH.

CHARLES F. DOUGHERTY <sup>1272</sup>  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
5 MAY 1944

SUBJECT: FINAL REPORT, PI-47.  
TO: D.G.M.R.S., BUILDING.

1. AT ABOUT 0640 HOURS, 23 APRIL 1944, CPL. F. G. GRAYSON, 142ND ROYAL ARMOR CORPS, SUSTAINED BURNS ABOUT FACE AND SCALP, WHEN HE CONTACTED OVERHEAD CATENARY, WHILE STANDING ON TOP OF TANK LOADED ON TRAIN, WHILE AT BENEVENTO YARD.
2. M.R.S. HAD WARNED LT. R. I. BROWN, (BR.) IN CHARGE OF TANK MOVEMENT, OF DANGER IN CONNECTION WITH LIVE CATENARY, AND HE IN TURN PASSED WARNING ON TO HIS TROOPS BEFORE ARRIVING AT ELECTRIFIED LINE, BENEVENTO.
3. HEEDLESS OF WARNING, CPL. GRAYSON CLIMBED ATOP CHURCHILL TANK NO. 31031, AND STRUCK CABLE WITH HIS HEAD. HE WAS REMOVED TO 30TH R.A.F. HOSPITAL AT FOGGIA, WHERE EXAMINING PHYSICIANS STATED THAT HE WOULD RECOVER QUICKLY FROM BURNS SUSTAINED.
4. RESPONSIBILITY RESTS WITH INJURED PARTY ALONE.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 5 MAY 1944  
TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 782 US ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGG  
MAJOR, T.C.  
ADJUTANT

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A.P.O. 400  
1 MAY 1944

SUBJECT: FINAL REPORT, TA-254.

TO: D.G.M.R.S., BUILDING.

1. AT 2014 HOURS, 25 APRIL 1944, EXTRA 1257-1245 NORTH, CONDUCTOR SGT. ENDERLE, ENGINEERS T/4 ANGERSTEIN AND T/4 CHRISTOPHER, PUSHING 22 LOADS, STRUCK BRITISH LORRY AT HIGHWAY CROSSING OVER NORTH LEAD TRACK, CANCELLO YARD.

2. INVESTIGATION DEVELOPS THAT IT WAS ALMOST DARK AT TIME ACCIDENT OCCURRED, AND THAT BRAKEMAN PVT. GRIFFITH WAS PRECEDING MOVEMENT ON FOOT, WALKING ALONGSIDE END CAR ON OPPOSITE SIDE FROM APPROACHING VEHICLE. AS LORRY APPROACHED, BRAKEMAN GRIFFITH FLAGGED IT DOWN, AS WELL AS DID THE ITALIAN CROSSING WATCHMAN, BUT EVIDENTLY IN THE DUSK, DRIVER DID NOT SEE SIGNALS, OR IF HE SAW THEM HE DIDN'T REALIZE THEIR SIGNIFICANCE. NEITHER BRAKEMAN GRIFFITH NOR ITALIAN CROSSING WATCHMAN CECILIA ANIELLO WAS EQUIPPED WITH LIGHTS. WHEN GRIFFITH SAW THAT VEHICLE WAS NOT GOING TO STOP, HE SIGNALLED ENGINEER TO HALT TRAIN, BUT IT WAS TOO LATE TO AVOID COLLISION.

3. NO PERSONAL INJURIES WERE SUSTAINED, AS GNR. A. YAPP, 11519721, DRIVER OF LORRY, AND ACCOMPANYING OFFICER, LT. R. LOUGHRAN, 245116, 72ND ANTI-TANK REGIMENT, R. A., C.M.F., BOTH ABANDONED MACHINE BEFORE COLLISION OCCURRED. NO DAMAGE WAS SUSTAINED BY RAILWAY PROPERTY; LORRY WAS DEMOLISHED.

4. ACCIDENT WAS CAUSED BY LORRY DRIVER NOT BEING ABLE TO SEE WARNING SIGNALS GIVEN BY BRAKEMAN AND CROSSING WATCHMAN. NO RESPONSIBILITY CAN BE PLACED WITH OPERATING PERSONNEL FOR OCCURRENCE. NECESSITY OF PROVIDING ALL CROSSING WATCHMEN WITH LIGHTS ONCE AGAIN HAS BEEN BROUGHT TO THE ATTENTION OF ITALIAN STATE RAILWAYS OFFICIALS.

1770

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT



Head *Public Safety S.C. (Pearl Ha)* 6  
0-5965

ALLIED FORCE  
 MILITARY RAILWAY SERVICE  
 OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
 24 APRIL 1944

SUBJECT: FINAL REPORT, TA-245.

TO: D.G.M.R.S., BUILDING.

1. AT 2045 HOURS, 20 APRIL 1944, DIESEL ENGINE 1237, HANDLING 20 LOADS, ENGINE FOREMAN SGT. MASON, ENGINEER T/4 DEENEY, WAS STRUCK BY AUTOMOBILE NO. Y-902618, DRIVEN BY COMMANDANT RINGER, FRENCH OFFICER, NEAR "H" DOCK, NAPLES.

2. BOTH AMERICAN AND BRITISH MILITARY POLICE WERE PROTECTING THIS CROSSING, AND BOTH WERE FLAGGING AUTOMOBILE IN ATTEMPT TO MAKE DRIVER HALT VEHICLE. HOWEVER THE FRENCH OFFICER WAS NOT ABLE TO BRING MACHINE TO FULL STOP UNTIL AFTER COLLIDING WITH DIESEL, WHICH WAS ALREADY MOVING ACROSS ROAD.

3. NO DAMAGE WAS SUSTAINED BY LOCOMOTIVE. AUTOMOBILE WAS DAMAGED SLIGHTLY, BUT MOVED AWAY UNDER ITS OWN POWER. NO ACTION TAKEN ON PART OF OPERATING PERSONNEL COULD HAVE PREVENTED OCCURRENCE.

CHARLES F. DOUGHERTY  
 COLONEL, T. C.  
 ASSISTANT GENERAL MANAGER  
 TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
 AGM, EQUIPMENT

1ST IND. SRB: JPB  
 ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY, 24 APRIL 1944

TO: D.C.C.O., U. S. CLAIMS SERVICE, APO 782, US ARMY.

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

*S. R. EGGS*  
 S. R. EGGS,  
 MAJOR, T. C.  
 ADJUTANT

CC - EXECUTIVE COMMISSIONER,  
 ALLIED CONTROL COMMISSION,  
 APO 394, US ARMY

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HEADQUARTERS  
 - 1 MAR 1944  
 A. C. C.



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
24 APRIL 1944

SUBJECT: FINAL REPORT, TA-244.

TO: D.G.M.R.S., BUILDING.

1. AT 1730 HOURS, 19 APRIL 1944, SWITCH ENGINE 1261, ENGINE FOREMAN SGT. STONE, ENGINEER T/4 HAYDEN, COLLIDED WITH FRENCH TRUCK NO. 436883, DRIVEN BY PVT. ELIE LEVY, ASN 3875, COMPANY 6403-K, AT CROSSING NEAR "A" DOCK, NAPLES.

2. ENGINE WAS SHOVING 10 LOADS, HAVING JUST BEGUN MOVEMENT. TWO FRENCH TRUCKS ATTEMPTED TO PASS AHEAD OF ENGINE, AND SECOND ONE WAS STRUCK. ENGINE FOREMAN WAS RIDING FIRST CAR IN CUT, AND UPON OBSERVING TRUCKS SIGNALLED FOR STOP, HOWEVER IT COULD NOT BE DONE.

3. NO DAMAGE WAS SUSTAINED BY LOCOMOTIVE OR OTHER RAILWAY PROPERTY. TRUCK HAD HOLE PUNCHED IN GASOLINE TANK. THERE WERE NO PERSONAL INJURIES. OPERATING PERSONNEL WERE IN NO WAY RESPONSIBLE FOR OCCURRENCE.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SVC, APO 400, US ARMY, 24 APRIL 1944

TO: D.C.C.O., CLAIMS SERVICE (U.S.), APO 782, US ARMY

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST U. S. GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

*J. R. Deans*  
J. R. DEANS  
MAJOR, T. C.  
ADJUTANT

HEADQUARTERS

- 1 MAY 1944

A. C. C.

1788

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
21 APRIL 1944  
4

SUBJECT: FINAL REPORT, TA-170.

TO: D.G.M.R.S., BUILDING.

1. AT 0730 HOURS, 19 MARCH 1944, EXTRA 1264-1271 WEST, WITH 41 LOADS, CONDUCTOR SGT. BROULET, ENGINEERS T/4 KONERMAN AND T/4 LUFRANO, COLLIDED WITH CIVILIAN TRUCK ON HIGHWAY CROSSING 2 KILOMETERS WEST OF NOLA.

2. TRAIN APPROACHED CROSSING AT SPEED OF APPROXIMATELY 20 MPH, WHISTLE SIGNALS BEING SOUNDED IN PROPER MANNER. THIS CROSSING IS NOT PROTECTED BY CROSSING WATCHMAN. TRUCK WAS FIRST NOTICED BY CREW WHEN TRAIN WAS ABOUT 50 YARDS FROM CROSSING. WHEN IT BECAME APPARENT THAT VEHICLE WAS NOT GOING TO STOP, ADDITIONAL WARNING SIGNALS WERE SOUNDED ON WHISTLE, AND BRAKES WERE APPLIED. A YOUNG WOMAN WHO WAS WALKING ALONG THE HIGHWAY OBSERVED TRAIN AND TRIED TO FLAG TRUCK, BUT WAS NOT POSSIBLE FOR CREW TO STOP MOVEMENT UNTIL ENGINE HAD PASSED CROSSING BY 20 CAR LENGTHS.

3. SIX ITALIAN CIVILIANS RIDING IN TRUCK WERE INJURED AS FOLLOWS: RAFFAELE ESPOSITO, AND VINCENZO NARIELLO, BOTH FATALLY INJURED. GENARO DANIELE, SALVATORE ZACCARO, GIOACCHINO ALTURA, AND CARMINE CERVONE, ALL SERIOUSLY INJURED. CREW ADMINISTERED FIRST AID AS FAR AS WAS POSSIBLE, AND THEN DEAD AND INJURED WERE REMOVED TO BRITISH HOSPITAL, NOLA, BY BRITISH TRUCK.

4. NO DAMAGE WAS SUSTAINED BY LOCOMOTIVE OR OTHER RAILWAY PROPERTY; TRUCK DAMAGED CONSIDERABLY. NO ACTION TAKEN ON PART OF OPERATING PERSONNEL COULD HAVE PREVENTED OCCURRENCE.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1707

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

A. P. O. 400  
24 APRIL 1944

SUBJECT: FINAL REPORT, PI-37.

TO: D.G.M.R.S., BUILDING.

HEADQUARTERS  
27 APR 1944

1. AT 1417 HOURS, 4 APRIL 1944, ITALIAN SOLDIER, CPL. MORO GIUSEPPE, 401ST REGG. FANTERIA, 1 BATTAGLIONE, 1 COMPANIA, STATIONED AT BARI, WAS KILLED WHEN STRUCK BY ENGINES 625-515 AND 735232, COUPLED, BARI PARCO NORD.

2. DECEASED WAS WALKING BETWEEN TWO MAIN LINES TOWARD BARI. UPON HEARING WARNING WHISTLE OF ENGINES, HE MOVED FROM HIS POSITION BETWEEN TRACKS, BUT SINCE HE DIDN'T KNOW FROM WHICH DIRECTION THEY WERE COMING, STEPPED IN FRONT OF ENGINES INSTEAD OF MOVING TO SAFETY.

3. NO DAMAGE WAS SUSTAINED BY RAILWAY PROPERTY. NO RESPONSIBILITY RESTS WITH OPERATING PERSONNEL. NO BRITISH PERSONNEL WERE ON ENGINES AT TIME ACCIDENT OCCURRED, ENGINES BEING MANNED BY ITALIAN CREWS.

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORTATION DEPT.

1ST IND. SRB/JPB  
ALLIED FORCE MIL RAILWAY SERVICE, APO 400 US ARMY, 24 APRIL 1944  
TO: DAD CLAIMS AND HIRING, 57TH AREA (BRITISH).

1. FORWARDED AS MATTER INVOLVING POSSIBLE CLAIM AGAINST BRITISH GOVERNMENT.

FOR THE COMMANDING GENERAL:

CC - EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION,  
APO 394, US ARMY

S. R. BEGGS  
MAJOR, T.C. 1736  
ADJUTANT





ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR GENERAL

Public SAFETY SC  
U-5391

A. P. O. 400  
20 APRIL 1944

SUBJECT: FINAL REPORT, TA-234.

TO: D.G.M.R.S., BUILDING.

1. AT 1825 HOURS, 12 APRIL 1944, EXTRA 1262-1254 NORTH, CONDUCTOR SGT. GEORGE, ENGINEERS T/4 CONNELLY AND T/4 JOHNSON, HANDLING 20 LOADS, 413 TONS, COLLIDED WITH 2-1/2 TON TRUCK AT HIGHWAY CROSSING NO. 1, SOUTH OF VAIRANO. UPON COLLISION, TRUCK WAS KNOCKED INTO JEEP STANDING NEARBY.

2. TRUCK CONCERNED, WAS FRENCH OPERATED USA-MANUFACTURED VEHICLE, NO. 4535057, DRIVEN BY DVR. SABADIN, UNIT NO. 405, M.E.H. JEEP WAS BRITISH OPERATED, BEING DRIVEN BY BSM R. DAVIS, ACCOMPANIED BY L/BDR W. INNERS, BOTH OF 3RD SURVEY REGIMENT, R.A., Y TROOP, 46TH BATTERY. BODY OF FRENCH TRUCK WAS GENERALLY DAMAGED; JEEP WAS ALSO DAMAGED ABOUT BODY, BUT WAS ABLE TO PROCEED UNDER ITS OWN POWER. FRENCH DRIVER SABADIN WAS INJURED SLIGHTLY, AND TAKEN TO FRENCH HOSPITAL AT VENAFCO FOR ATTENTION.

3. IT BEING LIGHT AND CLEAR, ENGINE CREWS SAW TRAFFIC BEING STOPPED FOR CROSSING. MOVEMENT WAS BEING MADE AT SPEED OF 15 MPH, AND LOCOMOTIVE WHISTLE WAS SOUNDED IN PROPER MANNER. BRITISH MILITARY POLICEMAN L/CPL MAYNARD, UNIT NO. 505, VAIRANO, WAS ON DUTY AT THIS CROSSING. HE HAD WALKED TO SIDE OF HIGHWAY TO ANSWER QUESTION OF A TRUCK DRIVER, AND EVIDENTLY WHEN FRENCH TRUCK APPROACHED, DRIVER SABADIN DID NOT OBSERVE APPROACHING TRAIN OR L/CPL MAYNARD. TRUCK DROVE ONTO TRACKS, AND WAS KNOCKED CLEAR BY LOCOMOTIVE, AND INTO JEEP WHICH HAD STOPPED FOR CROSSING. OPERATING PERSONNEL WERE IN NO WAY RESPONSIBLE FOR OCCURRENCE.

4. APRON OF ENGINE 1262 WAS BENT SLIGHTLY. THERE WAS NO OTHER DAMAGE TO RAILWAY PROPERTY.

CC - AGM, ENGINEERING  
AGM, EQUIPMENT

CHARLES F. DOUGHERTY  
COLONEL, T. C.  
ASSISTANT GENERAL MANAGER  
TRANSPORT

1ST IND.

ALLIED FORCE MIL RAILWAY SVC, APO 400 US ARMY,  
TO: DCCO., U.S. CLAIMS SERVICE, APO 782, US A

1. FORWARDED AS MATTER INVOLVING POSSIBLE  
U. S. GOVERNMENT.

CLAIM AGAINST

CC - FOR THE COMMANDING GENERAL:  
EXECUTIVE COMMISSIONER,  
ALLIED CONTROL COMMISSION  
APO 394, US ARMY

S. R. BEGGIS.  
MAJOR TC.  
ADJ

1786



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