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any time. Sometimes the road was hard to see and I would slow up and at no time did I driver over 30 or 35 when I could see good, when the fog banks came quick or it was hard to see through I would slow down to 10 or 15 miles per hour and at the time of the accident there was a slight curve in the road which I noticed after and at the time I bent over to get a better view of the road. The first time I noticed I was going off the road was when the bright lights shined on the left hand shoulder of the road, I knew then that I was going off the road so immediately pulled the truck back on to the centre of the road to straighten it out and that was the time that the truck overturned and I pulled it back on the road - I must have pulled it a little bit too hard and it came off the shoulder. When the truck turned over we got out of the truck and put it back on its wheels again and when it did it slipped back into the ditch. We immediately left the truck there and the car that was coming behind asked me if we wanted to get into Saint George and get an ambulance, which we did. I then got a taxi and returned to the scene of the accident and about three quarters of an hour Captain Everett, the Transport Officer for A-30, came to the scene of the accident, bringing the ambulance with him and we all went back into the R.A.P. at A-30. He took over command of the truck then. In reference to the last charge, carrying unauthorized passengers. When I first got my Standing Orders in England, 1939, we were instructed then to pick up soldiers who were walking along the road and give them a ride as far as we were going, I didn't know the rules had changed