# ANDREWS, Frederick 9 August 1949

| Designation | Accident Location | Accident Due to |
|---|---|---|
| Driver in Charge | Norseman | Struck by ASG locomotive |

Frederick "Knobby" Andrews was 56 years of age when he was struck and fatally injured by an ASG locomotive at Norsemen. Frederick lived at Norseman he left his wife and two adult children and he is memorialised in a wall niche at Karrakatta Cemetery (Crematorium Rose Garden/WM/0270).

**KILLED BY ENGINE NORSEMAN, Aug. 9:**
Frederick Alfred Andrews (56), commonly known as "Knobby" Andrews a railway employee, of 44 Fuller-street, Norseman, was fatally injured at 4.45 p.m. today at the loco shed end of the Norseman railway yards. The cause of the accident is not yet known, but it appeared that he was caught by a section of an engine and dragged several yards. A post-mortem examination has been ordered.

***Authors' Note:*** *This appears to be a case of a reporter not waiting for the facts before going to print.*

***Source:*** *Trove/The West Australian (Perth) Wednesday 10 August 1949 Page 9.*

**Norseman Rail Fatality.**
**CORONER'S FINDING**
That Frederick Alfred Andrews (56), married, railway employee, of 44 Fuller Street, Norseman, died at Norseman on August 9, from an extensive crushing of the abdomen with a complete fracture of the spine and that the injuries were caused when the deceased was engaged in refueling engine ASG 64 with oil, was the finding of the Coroner, Mr. T. a. Draper, in the Kalgoorlie Coroner's Court yesterday morning.

The fatality occurred at about 4.45 p.m. at the loco shed end of the Norseman railway yards. The deceased left a widow and a family of three adults. While carrying out his refueling duties it was necessary for the deceased to attach a fuel line to a tanker, the outlet being in such a position that it was necessary for the deceased to crawl under the tanker across the rails, said the coroner. While he was doing this the engine, four or five feet away, moved forward and bumped the tanker, which caused the injuries to the deceased.

No blame was attachable to the engine driver, Mr. Crudace, who had done all that was necessary to make the engine safe to leave it. The driver and crew who had left the engine were standing beside it and the driver quickly boarded the engine when it started to move and stopped it in a very short distance.

"I recommend that the department take such action which shall ensure that when engines are left by the crews they cannot move," added Mr. Draper. "If the deceased had not been compelled to lie under the tanker to attach the oil pipe the accident would not have occurred. Witnesses have stated that this type of tanker is not common and I therefore suggest that they be withdrawn from service until such time at the outlets are fitted to the sides of the tankers."

***Source:*** *Trove/Kalgoorlie Miner (WA ) Thursday 6 October 1949 Page 2.*