BOND, Edgar Thomas 16 January 1906

Designation	Accident Location	Accident Due to
Head Shunter	Northam	Shunting operations

Edgar Bond was 24 years of age when he died of injuries sustained in a shunting accident in the Northam station marshalling yard on the afternoon of 16 January 1906. He left his wife of two years and there does not appear to be any mention of children in the record of the accident. The coroner found that Edgar's death was an accident. Edgar lived in Northam and is interred at Northam Cemetery. There are photographs, a newspaper report of Edgar's funeral and the edited transcript of the inquest available.

FATAL ACCIDENT TO A RAILWAY SHUNTER,
Northam. January 16.
A serious accident happened this afternoon to a shunter named Edgar Bond, at the Northam Railway Station. Bond was engaged in shunting operations, when his left foot was dragged under the wheels of a moving truck. The limb was so severely crushed as to render amputation necessary.

Bond was a playing member of the Union Football Club, and was a frequent competitor in long distance events at athletic sports meetings.

LATER. Northam. January 16. Bond died tonight.

Source: *Trove/The West Australian (Perth) Wednesday 17 January 1906 Page 7.*

RAILWAY ACCIDENT
HEAD SHUNTER AT NORTHAM.
Yet another name has to be added to the death-roll of shunters in this State, that of Edgar Thomas Bond, mortality amongst those who follow hazardous callings in the railway service has been sadly large during the past year or two, and, as is inevitable, the end of the ill-fated one comes in a fearful manner.

Bond, the last victim, was head shunter at Northam, and it was while he was engaged in his duties that he lost his life. At five, o'clock on Wednesday afternoon he finished some work at the east end of the station, and started on more at the west end. At half-past five he went, between an engine and truck which were in motion. His intention was to uncouple them, but he was surprised to find that the "chopper" which connected them had become jammed. In striving to release it the he slipped, but as he fell he grasped the Chopper, thus saving himself from being mangled beneath the train. As it was, however, his legs were dangling, and one was caught by the cowcatcher attached to the engine. It was drawn under and a wheel passed over the limb, mangling it fearfully, before the man's cry of horror caused the driver to pull up the train.

The train was stopped, and Bond's mates, pulled the unconscious body out. Painter Prince, of the permanent way quickly rendered excellent first aid. After stopping the bleeding with ligatures, he bore the injured man to the hospital, where Drs. Rocket and O'Brien examined him. The limb was so mangled that it was resolved to amputate it at once. This was done, the leg being taken off above the knee.

The poor fellow's condition then was stated by the doctors to be precarious, but they held out hopes of his ultimate recovery. These hopes, however, were doomed to be unfulfilled, and Bond gradually sank, dying at half-past eleven.

When the news of his death was passed along the line to his fellow railway employees, much sorrow was expressed, as he was regarded, so one of his mates put it "as fine a chap as ever worked on the

line." Bond had been in the service for seven years, and during the whole of that time was stationed at Northam, working his way up to the position of head shunter. He touched neither alcohol nor tobacco, but was a steady going man, and one in whom his superiors placed their confidence. What makes his death even sadder was that he had only been married a little more than a year. He was a brother to constable Bond, of Perth, who left at once for Northam on hearing of the accident last night. He has also another brother following the calling of shunter in the State railways.

Source: *Trove/The Evening Star (Boulder) Friday 19 January 1906 Page 3.*

THE INQUEST

The inquest into the circumstances surrounding the death of the deceased Edgar Thomas Bond, which was formally opened on Wednesday was resumed yesterday afternoon.

The Acting Coroner, Mr. W. J. Stewart, J.P., presided, and the jury consisted of Messrs. T. Harrison (foreman), 0. Stubley and C. Kelso, Mr. W-: Lord, District Superintendent, Perth, watched the inquiry in the interests of the Railway Commissioner. Mr. Pearson Lyon appeared on behalf of the widow of the deceased; and Constable Green represented the police.

Dr. R. N. Rocket gave evidence that he attended the deceased upon his admission to the hospital. He was suffering from a bad compound comminuted fracture of the left leg and from severe shock. The injuries necessitated amputation above the, knee. He never rallied and died the same evening, at, about 11 o'clock. The cause of death was shock to the system in consequence of the injuries received. All that medical could do was done, and a very efficient ambulance man had , attended to deceased at the scene of the accident.

Thomas Kane, engine driver, deposed, that he had had 20 years' experience and had been six years in Northam and knew the station yard well. He was on duty in the yard on the afternoon of the 16th instant, driving the shunting engine. The deceased was shunter on that occasion. Witness came in from Thomas' siding and ran down No. 1 loop. Deceased got on the engine about opposite the station and told witness to whistle up for a loco. He jumped off near Cabin A to tell the signalman to make the road clear for the empties. Witness ran the engine down over the points, and received a signal from his firemen move the engine back slowly. It was almost stopped. The fireman repeated the "kick" signal, which he had received from Bond. Witness just gave the engine steam and was moving about four miles an hour when the fireman cried out to stop. Witness also heard Bond calling out. The engine was stopped almost immediately, and when he got down saw deceased lying on his back about three yards in front of the tender on the right hand side. He was struggling with pain and assistance was at once rendered.

To Constable Green: Witness said he did not see Bond fall, as his position on the engine was on the opposite side of the line. Bond was carrying out his duties properly. He was using the proper line for shunting purposes. When witness first saw the deceased he noticed his left leg was badly damaged.

To the Coroner: Deceased was a very steady and sober man, and always careful, and was also competent. He spoke to witness when he came to his assistance. He did not say how the accident happened, but spoke in reference to his wife.

To Mr. Lyon: He could not say whether the line was properly ballasted as he had not had experience in that work. There is a lot of interlocking gear where the accident occurred. He "thought the ballast was about level with the sleepers. There is a check rail at the spot. He came to the conclusion after making an examination that the accident occurred at the west end of the check rail, as he could see bloodstains. The ballast is fairly flush with the check rail. The occurrence was purely accidental.

To Mr. Lord: Witness was sure his statement was correct that Bond told him to whistle for loco. He could not say who gave the signal whistle.

John Rupert Hendy, fireman, said he was on duty with Driver Kane on the afternoon of the 16th. When the accident occurred deceased was shunting from the loco, road into No. 4. He came running from the cabin, giving the signal to come back, and then when near the engine he gave a 'kick' signal, and went in between the tender and the wagon, repeating the signal with his outside hand. The engine had travelled about 12 or 14 feet when witness saw deceased's shoulder and arm, as if he was slipping. Witness called to the driver to stop, and then heard deceased call out three times to stop. The driver stopped the engine immediately. As the trucks were going away from the engine witness saw deceased travel with the trucks for about 9 or 10 feet as if he was holding on to something. He then fell forward and. rolled onto his back clear of the line. Bond was a good shunter, and was, doing his duty properly.

To the Coroner: It is customary for shunters to stay between the trucks when only going a few feet. It is done by shunters every day.

To Mr. Bond: The deceased gave the kick signal and then went in to cut off. He knew Rule 23 in regard to employees recklessly exposing themselves. He did not consider that Bond had recklessly exposed himself in going between the tender and the truck while they were in motion, as they were going slowly. The road is perfectly safe where the accident occurred.

To Mr. Lyon: What. deceased, did is done every day in a railway yard, and if he did not do it he would be considered a slow shunter. He could not say what caused the accident. Bond was considered one of the best and safest shunters in the yard.

Edward Simpson, signalman, who witnessed the occurrence gave evidence similar to the foregoing.

W. H. Phillips, stationmaster at Northam, said Bond was head shunter, and he knew of no better man at his work. He was in every respect reliable and very active. After the accident, while on the way to the hospital, deceased spoke in reply to some remarks passed by witness, He said he went in to cut off, and was caught and when witness put the question, "Did you not go in to lift the chopper after it had dropped" the deceased replied, "No I never got out. The chopper jammed. I stayed a second too long and was caught. I knew I was caught before I fell, but I hung on to the chopper." Witness said,"Did you slip?"

And the deceased replied, "No, I did not slip at all." The act of going between moving, trucks was dangerous and a breach, of the regulations. He had never reported any shunter for doing so, because such offences had not been brought under his notice. There was nothing to prevent the driver stopping his engine, cut off the wagons and then start to "kick." Had this been done the accident could not have happened.

The jury expressed a desire to view the scene of the accident, which was done.

P. Gay, loco-foreman, then gave evidence, 'as to the probable, cause of the accident. Deceased's boot was torn off from his foot and was found near the spot. He considered, it probable that the boot was torn off through being caught in the check rail.

After a brief retirement the jury returned a verdict that the deceased, Edgar Thomas Bond died from injuries accidentally received while in the execution of his duty on January 16th.

Source: *Trove/The Northam Advertiser (WA) Saturday 20 January 1906 Page 3.*



Edgar Thomas BOND and Mary Ann BOND (Nee Bonser) on their wedding day in 1904.



Edgar Bond's Grave at Northam Cemetery

Edgar Bond was 24 years of age at the time of his death. He lived in Northam with Mary Ann, his wife of two years, and is interred at Northam Cemetery

Source: *Evan Strudwick, his great-great-nephew by marriage. March 2016*