DREW, Arthur Kenneth 8 February 1938

Designation	Accident Location	Accident Due to
Porter	Pinjarra	Shunting operations

Arthur Drew was 27 Years of age when he died as the result of an accident while shunting at Pinjarra. Arthur lived in Pinjarra with his wife, Jessie, and their young child. He is interred at Pinjarra Cemetery. *MM July 2016.*

FUNERAL NOTICE
DREW.—The Friends of the late Arthur Kenneth Drew, of W.A.G.R., and of William Street, Pinjarra, are respectfully informed that his remains will be interred in the Church of England portion of the Pinjarra Cemetery THIS (Thursday) AFTERNOON at 3 o'clock. The Cortege will move from Mr. Hardman's Funeral Parlor, James Street, at 2.55 o'clock.
R. HARDMAN, Undertaker, Pinjarra. Tel 46.

Source: *Trove/The West Australian (Perth) Thursday 10 February 1938 Page 1*.

CRUSHED BETWEEN TRUCKS
PINJARRA TRAGEDY.
ARTHUR KENNETH DREW KILLED.
While engaged in shunting operations at the Pinjarra railway station on Tuesday night, Arthur Kenneth Drew (27) was killed instantly when his head was crushed between two trucks.

Ken (sic) Drew was employed as a porter at Pinjarra, but during the last few days had been relieving a shunter temporarily employed on other duties. Shortly after 10.30 on Tuesday night he was engaged in straightening up the marshalling yards after the departure of a train. During the course of the work he had to couple up two trucks, one of which was loaded to capacity with big tuart logs, which overhung the ends of the truck. This truck was moving when he went in between it and a stationary truck for the purpose of connecting them. The projecting butt of one of the logs caught his head and crushed it against the end of the stationary truck, death being instantaneous.

Deceased was the second son of Mr. and Mrs. W. G. Drew, former residents of Katanning. He married Jessie Rutherford, a Katanning girl, who has been left with one young child. Tom Rutherford, Mrs. Drew's brother, was killed in a motor cycle accident , on the Broomehill Road in May, 1936.

Source: *Trove/Great Southern Herald (Katanning) Saturday 12 February 1938 Page 2.*

Coroner Inquires into Pinjarra Shunting Fatality
VERDICT OF ACCIDENTAL DEATH
In the Pinjarra Court House on March 4, Mr. Geo. Beacham, J.P., acting Coroner, conducted an inquiry into the circumstances surrounding the death of Arthur Kenneth Drew (27), who was killed during shunting operations in the Pinjarra railway, yards on the night of February 8.

The coroner found that Drew was accidently killed by being crushed between two trucks, no blame being attachable to anyone.

Mr. S. De Garis represented the Commissioner of Railways, Mr. Ruderiger (general secretary of the Loco Drivers' Union) represented his union, and V r. C. Gough appeared on behalf of the widow.

The first, witness, Robert H. H. Warner, railway employee, said ,that about 1030 p.m. on February 8, when near the railway yards, he heard Peter Delahaunty call out "Arthur's dead, come quick." He ran over and saw a pair of legs underneath a truck. The body was lying on the track, with a leg on each side of the rail, and the head and shoulders inside the rails facing the west rail. He did not touch the body. One truck was loaded with logs and the one next to it was a high-sided truck. Coupled up, the end of the logs would be about 2in. from the next truck. He did not notice blood on the logs but saw some on the other truck.

Dr Merritt deposed that on the night of February 8 he was called to the Pinjarra railway station, and found Drew dead. The next morning he examined the body and found that the head had been crushed. The force had been applied side on. The actual cause of death was extensive fracture of the skull and fracture of the neck. In his opinion death would have been instantaneous. The injuries were consistent with Drew having been crushed between the logs and the truck.

Peter Delahaunty, railway employee, on February 8 was doing duty with Drew. He started duty at 2.40 p.m. and during the after noon he assisted to make up two trains and was afterwards engaged straightening up the marshalling yards. About 8.30 or 9 p m. he had to uncouple a truck of logs the logs were overhanging the buffers and he had difficulty in uncoupling the truck, having to bend down to get under the logs lo lift the chopper. The next truck was a GC. He did not have to handle the logs again till just before the accident. Witness asked Drew what he had to do, and he said he had to check weigh the truck of logs. They were picking up the truck from the north end. Drew signaled the engine on to the line and went to couple up the log truck He saw Drew give a green light, and the train stopped practically immediately. The green light seemed to turn as if Drew was going around the truck to release the brake. He did not see the light again. He walked down and saw Drew's hand lamp alongside the rail. He then saw the body under the truck and called for assistance. There is no lighting in that part of the yard, and the night was very dark. The next truck to the logs was a GC, a high sided truck. The trucks were not coupled together and the chopper was not down. Drew was working on the east side of the line. When he uncoupled the truck he was on the east side of the line, therefore Drew would have had to get under the logs too. He considered the logs dangerous without a tailer, but knew of no regulations governing the matter. He did not think it would be possible to go in and couple up standing , even if the trailer was there. After uncoupling the truck, he would not have gone in to couple up and would have let the trucks connect themselves. The engine was moving slower than walking pace. The chopper did not always couple up when the buffers came in contact, though it invariably did on a straight road. He could not say how far the trucks were apart when he saw the green light.

After giving evidence of having identified the body as that of Arthur Kenneth Drew, whom he had known for 16 years. Arthur Walter Brown, fireman, said I was fireman for driver Capps engaged in shunting on February 8. We had to pick up a Q truck, loaded, with logs, that was about 10:25 p.m. The engine was on the north end of the logs, with other trucks intervening, which had to be pushed down to the logs. I was on the teft side of the engine, and on the wrong side to see any lights. The engine was only , crawling. Capps said something was wrong, and I got down on the driver's side and ran back and found Drew's body limp across the rails. I lifted him out, and thought he was dead. There was blood on the logs and truck and it seemed as if his head had been crushed between the two. The logs were overhanging 2 or 2 1/2 feet and were only two or three inches from the other truck.

John William Capps, engine driver, was engaged in shunting operations in the Pinjarra railway yard on the night of February 8. Considerable shunting had been done before Drew, who was in charge of operations, with Peter Delahaunty to assist, told him to pick up a Q truck of logs which he had been instructed to weigh. He was on the right hand side of the engine, which was facing north, aiid got a

green light to move up. Continuing, witness said : I only moved the engine three or four feet when the light disappear and I stopped. The first I knew of the accident was when I heard a scream, I applied the brakes and ran down, Brown being in front of me. When I arrived Brown was holding Drew, I examined Drew and sent for the doctor and the police. I considered he had been caught between the logs and the next truck. I noticed later, when my attention was drawn, marks on the log, made, I consider, by it rubbing against other trucks. There are no lights in the yard on that side and the night was very dark.

Frederick Anderson, car and wagon examiner, said that on February 7 he marked a Q truck of logs as not to go, unsafe and dangerous, requiring tailers when a truck was so marked, any shunter or guard could move it. The reason for red carding the truck was the overhang ing logs, which may have caused damage to other trucks in transit. The overhang of the logs was approximately 3ft and he considered the truck should have had a tailer. The truck would have not been taken off the train had a tailer been in place, but would have gone on to its destination. The logs were loaded at Harvey and should not have been picked up without a tailer. The truck was carded because it was dangerous in transit by reason of the overhang. On arrival of the train he warned Drew that there was a dangerous loading on the train and that the vehicle was red carded it could have been coupled safely provided the shunter kept right out of the way while the trucks were moving .

Police constable Rea said that as the result of a telephone message at about 10.35 p.m on February 8 he visited the railway yards and proceeded to the end of a rake of trucks, where he saw a man lying on the east, side of the outer rail. A pool I of blood was in the centre of the line between a GC and a Q truck | loaded with logs. The trucks would then be about 3ft. apart and the buffers about 5in. And the chopper was up. There was blood on the GC truck and on the end of a log. The witness then detailed various measurements he had made of the distance, with the buffers connected, from the end of the logs to the wall of the GC, and also of the overhang of the logs, which was 29 1/2in. The log next to the GC had bolt holes in it, indicating that it had been rubbing against the bolts in the stanchions of the next truck. A railway weighing card on the side of the track showed 18 tons 8cwt. and the truck was marked to load16 tons.

T.J.C. Smith, Stationmaster at Pinjarra, detailed the method of giving a shunter his instructions. There were no regulations regarding the overhang of log traffic, but the department had the option of refusing to accept overhanging loads over 6in. if considered dangerous for transit. The examiner would be responsible for passing the trucks for transit . The Q truck in question came From Harvey where there was no examiner. He could not say if it was a common practice for shunters to walk in between moving trucks , and had received no complaints regarding the lighting of the shunting yards. Witness understood that the A.S.M. had instructed Drew to place a tailer on the truck, and understood that there was one at the station at the time the truck arrived at Pinjarra about 6.55 p.m. on February 7, during the A.S.M's shift. The reason for re-weighing the truck was that he noticed on going through the weight bills, that the net weight was 18 tons 8cwt. He asked Drew, when the shunter came on duty at 4:00 o'clock to stock weigh the truck if the opportunity arose. Witness had had actual experience of shunting and there were possibly occasions when trucks were moving slowly that he had gone in and dropped the chopper. Had the logs not been there, there would be no undue risk in stepping in, apart from the risk of slipping. There was a possibility that Drew had slipped when stepping in.

Source: *Trove/South Western Advertiser (Perth) Friday 11 March 1938 Page 1.*