HARTREE, Thomas Frank 17 February 1898

Designation	Accident Location	Accident Due to
Fireman	Gilgering	R 148 Derailed

Thomas Hartree was 25 years of age when he died after locomotive R148 and its train derailed after hitting a bullock at Gilgering 8 miles South of York on the Great Southern Railway (GSR). Thomas was killed instantly and the driver Mr Goldsworthy was severely injured. Thomas lived at Northam with his wife and is interred at Northam Cemetery. An inquest in February 1898 concluded that Thomas had died accidently. Information provided by Julie Rae a York Historian. March 2016

RAILWAY ACCIDENTS.
THE ALBANY EXPRESS DERAILED
FIREMAN KILLED.
The train, which left Perth for Albany as usual at 3.25 p.m. on February 17,
when at the 96½-mile, between York and Beverley, collided with a bullock which had strayed on to the line. The driver of the train, according to the passenger whose narrative of the affair has been telegraphed by our Albany correspondent, saw the animal when a few yards in front of the engine, but too late to pull up the train altogether. He, however, whistled and promptly applied the brake, and the engine, which had been travelling at about 25 miles an hour, immediately ran into the animal. The bullock was presumably lying on the rails, and the result was that instead of throwing the carcase clear the cow-catcher allowed it to pass underneath the engine. The animal was cut completely in two by the wheels, but the impact, nevertheless, lifted the engine, and the wheels left the rails. The engine ploughed along the permanent way for some distance, and finally toppled over on its side. The driver, Goldsworthy, was thrown clear, and although he sustained severe concussion and bruises, his injuries, comparatively speaking, were not found to be serious when they were subsequently examined in the York Hospital. The fireman, a married man, named Thomas Frank Hartree, was caught between the engine and tender, and was instantly killed. His body was concealed by the coal from the tender, which had been thrown over it by the collision, and it was not found till after a lengthy search. The promptness of the driver in applying the vacuum brake, with which the train was fitted, evidently averted serious consequences, as, assuming that after the engine left the rails, the valves had remained entire long enough, and the automatic principle thus not operated, the carriages would have "telescoped," and considerable loss of life amongst the passengers would probably have ensued. As it was, the application of the brake by the driver at once checked the speed of all portions of the train at the same time, and prevented the telescoping

The accident occurred within a few minutes of 8 o'clock the passengers, who numbered 18, had escaped with no more serious injury than a severe shaking, due to the sudden stoppage of the train. On receipt of the news at Northam a special break-down train, containing 30 permanent way men to restore communication, was despatched, while the Acting General Manager, Mr. J. T. Short, the Acting Traffic Manager, Mr. James Livesey, and the Engineer for Existing Lines, Mr. W W. Dartnall, left Perth in a special train for the scene at about five minutes to 11 on Thursday night. Owing, however to the special break-down train being in front of them, they did not arrive on the scene till half-past 3 on Friday morning. Full arrangements were made for the conveyance of the passengers the train which was the subject of the accident, and also those travelling by other trains which would arrive at the spot before the line was restored. The former were transhipped into a special train, which was brought from Beverley to the scene of the accident, and the passengers and mails in the 5.30 p.m. train from Albany to Perth were similarly transhipped, as also were the passengers in the mixed train leaving Spencer's Brook at 5.50 a.m. on Friday. The derailed carriages were replaced on the rails as quickly as possible and taken to York, and communication was restored by building a deviation round the scene of the accident, the original line being still blocked by the derailed engine

and tender. The deviation was completed by half-past 11 on Friday morning, and the ordinary traffic was then subject to no further delay.

The Acting General Manager, Mr Short, in a report furnished to the Commissioner of Railways, gave it as his impression that the bullock must have been lying on the line. One portion of the carcass of the animal was right at the rear of the break-van, the other portion being near the tender. In regard to the fireman, Mr. Short considered that he evidently stuck to the engine as a matter of duty, or was prevented from getting off, perhaps being caught. He was subsequently buried under the tender by coal, in which position he was discovered. It was not until the coal was removed from the cab that the body was discovered wedged under the tender. When Mr Short left to return to Perth the three carriages had already been replaced on the rails. The damage to the engine and tender was estimated at about £500, while that to the permanent way was not definitely ascertained, but it would probably be about £250.

Source: *Trove/Western Mail (Perth) Friday 25 February 1898 Page 11.*