INGHAM, Joseph 10 May 1921

Designation	Accident Location	Accident Due to
Night Stationmaster	Parkerville	Fell from train

Joseph Ingham was 37 years of age when he attempted to board a slow moving train, slipped, fell and was killed. Joseph Lived in Parkerville with his wife and two daughters. Joseph was interred at Karrakatta Cemetery (ANGLICAN/KA/0088).

FUNERAL NOTICE
INGHAM. The friends of Mrs. Elizabeth E. Ingham are respectfully invited to attend the Funeral of her late beloved husband. Joseph Ingham, late station master at Parkerville. The Funeral is appointed to leave Midland Junction per train at 2.50 p.m. THIS DAY. Perth friends will catch the 3.30 train ex Perth, arriving at Karrakatta at 3.46 when the interment will take place in the Anglican portion of the Cemetery.

FARRALL BROS., Undertakers, The Crescent, Midland Junction. Tel. St.

Source: *Trove/The West Australian (Perth) Thursday 12 May 1921 Page 1.*

PARKERVILLE RAILWAY FATALITY
The inquest concerning the death of Joseph Ingham was concluded at the Midland Junction Court House on Wednesday, before the Acting Coroner (Mr. W. F. Guppy, .J.P.), Sergt. O'Halloran conducted the inquiry and Mr. Clark represented the Railway Department.

E. E. Ingham, wife of deceased, said she last saw her husband alive on the 10th. inst., about 5:30 p.m. Deceased then left home for his duties at the railway station, Parkerville, where he was employed as night S.M. Previous to this appointment he was employed at Bunbury for two years as a shunter. He was 37 years of age had been married 16 years, and there were two daughters.

Howell Evans, assistant station master at Parkerville, stated on the 10th. inst., the deceased went on duty at 6.30 p.m. and proceeded to work the signal cabin under his supervision, up till 9 p.m. when No.112 train was due from Northam. Deceased was studying for an examination in the interlocking branch of the department and witness knew that it was his intention to proceed to Hovea station, some two miles distant, for the purpose of getting information from the night S.M. who had just gone through a similar examination. No. 112 train was not tabled to stop at Parkerville, but the signal being at "danger," the driver steadied up the train. The signal was then lowered and the train proceeded on the journey at a slow pace, about 6 miles an hour. The deceased picked up his hand lamp and overcoat and walked towards the far end of the platform. The station was not lighted with the exception of the signal cabin lamp. This light was about 40 yards from the scene of the accident. Witness exchanged staffs with the driver right in front of the signal cabin and then returned to the cabin and gave the driver "right away." After passing the station about 30 yards the train pulled up and witness heard the guard shout that he had run over a man. With his lamp witness walked in an opposite direction from where the train was standing, the guard following. The body of deceased was found lying against the platform and the up track.

To Mr. Clark: It's a regulation of the Department that all station lights are to be extinguished after the passing of the last passenger train. The starting signal on the up line is about 50 to 60 yds. from the cabin. The driver could easily

have stopped if the signal had been kept at "danger," as he had his train well under control when passing the cabin. A man of the deceased's experience should have no difficulty in boarding the train.

To Sergt O'Halloran: The regulations insist that the staff must not expose themselves to any personal danger, but he knew risks were taken every hour of the day.

James Ernest Mathews, railway guard, said he was guard on No. 112 train from Northam to Perth. When about 40 or 50 yards from the platform at Parkerville he looked out and saw a light on the platform, but could not discern any person, owing to the darkness and drizzling rain. On reaching the light he noticed a man’s hand grabbing at the hand rail of a V class covered wagon, which was next to witness's van, Witness saw the hand grip the rail and a man jump into the space between the wagon and his van. He was within a yard of witness, who screamed out, '"My God, he is underneath." Witness immediatelv dropped his hand lamp and grabbed the vacuum brake, which was just inside the door, and pulled up the train about 30 yards past the signal cabin. When the train stopped witness got out of the van and called to night S.M Evans that he had run over a man. In his opinion when deceased fell the axle box struck him and dragged the body from the line and Iodged it into the space between the rails and the platform.

Further evidence was given by V. J. Bond and Constable Hamnett, and the Acting-Coroner gave the following verdict "That Joseph Ingham came to his death by accident while attempting to board a train in motion."

Source: *Trove/The West Australian (Perth) Friday 20 May 1921 Page 8.*