JENKINS, Edwin Nathiel 18 August 1905

Designation	Accident Location	Accident Due to
Head Shunter	Perth	Shunting operations

Edwin Jenkins was 35 years of age when he was run over and killed while shunting in Perth Railway Yard. It was determined at the time that Edwin's foot caught in the frog of a crossover as he went between trucks to uncouple them. He received horrendous injuries and died instantly. Edwin lived in Perth with his wife and two children, the youngest being only two days old. Edwin was interred at Karrakatta Cemetery (ANGLICAN/BA/0224).

SHOCKING RAILWAY ACCIDENT
PERTH, August 18.
Another dreadful accident occurred in the Perth railway yards this morning-. At 2 minutes past 8 o'clock while engaged in shunting operations Edwin Jenkins got his foot caught in the points and could not clear himself before the incoming train cut him to pieces. The remains were taken to the morgue, where an inquest was formally opened. Jenkins leaves a wife and two children, the youngest being only two days old.

Source: *Trove/Kalgoorlie Miner (WA) Saturday 19 August 1905 Page 7.*

FUNERAL NOTICE.
JENKINS. The Friends of the late Mr. Edwin Nathiel Jenkins. (head shunter of the W.A.G.Railways, Perth) are respectfully invited to follow his remains to the place of interment the Anglican portion of the Karrakatta Cemetery. The Funeral is appointed to leave Mr. Donald J. Chipper's Private Mortuary, 616 Hay-street, Perth, at 2.45 o'clock THIS (Saturday) AFTERNOON, for the Roe Street Funeral Platform, and thence per 3.10 p.m. funeral train to Karrakatta.
DONALD J. CHIPPER, Funeral Director, 616 Hay-street, Perth, and at Adelaide Street, Fremantle. Tel. No. 137.

Source: *Trove/The West Australian (Perth) Saturday 19 August 1905 Page 1.*

A RAILWAY FATALITY
THE CIRCUMSTANCES OF JENKINS' DEATH
At the Coroner's Court today an inquest concerning the death of Edwin Jenkins, at the Perth railway yards on August 18 was held before Mr. F. Good, J.P., and a jury, Sergeant Thomas conducted the examination, and Mr. Lord appeared for the Raiway, Department.

John Williams, foreman shunter, said the deceased was endeavoring to cut a train consisting of an engine and six trucks. It was his intention to, kick off three wagons for shunting purposes. Witness did not see him go between The trucks, nor did he see him make any signals, to the driver. Then he saw the deceased being dragged along outside the rails. The engine would be going at the rate of about 2 or 3 miles an hour. Witness called out to attract the driver's attention, but the train was being stopped at that time. Witness went up, and had a look at the man when the train stopped. The deceased was lying lengthwise between the rails and with one foot on the line. One of the wheels had passed over his head. Three trucks and the rear portion of the engine had passed over the body. Witness knew the deceased well, "He was not what would be called a very smart shunter, but tried to do his best". The shunting operations were carried out, as far as he knew, in accordance with the regulations and it was usual for shunters to step between trucks for the purpose of uncoupling them when the trucks were in motion and was not contrary to the regulations. This was not reckless

exposure if the man was careful. It was done every day and he had never known anyone to be punished by those in authority for it.

To the Jury : He thought the deceased's foot was caught in the line. There was a regulation advising shunters to wear elastic side boots, but they were not compelled to do so.

To the Coroner : He thought the deceased was , wearing lace-up boots.

To Mr. Lord : He did not see the deceased go in between the trucks. He considered the action of the deceased in signaling the driver to kick up before the trucks were cut off and the vacuum brake disconnected showed careless shunting.

Thomas H. Pedlar, assistant shunter, employed at the railway yards, said he saw the deceased go between the trucks to uncouple and when witness again looked round he saw deceased down. Witness was standing on the brake of the next truck. The engine was stopped and he saw the deceased cut to pieces. Witness had previously seen the deceased give the driver the stop signal and before he went between the trucks he gave the kick up signal. It was then the accident occurred. The trucks did not part, nor were the couplings unfastened. After the accident he saw deceased's boot jammed in the V part of the crossings. Three trucks and the engine had passed over the body and the train was pulled up in from 22 to 23 yards.

Fireman A. E. Cook who was driving the engine for Robertson at the particular juncture, gave evidence of having received the 'kick up' signal from the deceased. He saw Jenkins go between the trucks and saw him fall. He immediately put on the brake, and stopped the engine. The deceased was terribly mutilated. He found him as good a shunter as the others in the yard, and as far as he knew was a capable and careful man in his work. He saw one of the deceased's boots in the cross-over.

After other evidence, a verdict of accidental death was recorded.

Source: *Trove/The Daily News (Perth) Wednesday 23 August 1905 Page 3.*