MORGAN, Thomas 15 December 1911

Designation	Accident Location	Accident Due to
Guard	Marrinup, M K & J Co.	Shunting Operations

Thomas Morgan was 27 years of age when he was fatally struck by projecting logs while coupling wagons at the bush landing in Marrinup. Thomas lived in Pinjarra and is interred at the Pinjarra Cemetery.

Accident At Marrinup.
A GUARD KILLED.
News was received by the police last Friday that a guard employed by Millars Coy., at "Marrinup had been killed whilst engaged in loading timber. The unfortunate man was Thomas James Morgan, age 27 yrs., a native of London. The body was brought into Pinjarra by the police during Friday evening. On Saturday morning the inquest was formally opened and adjourned until the following Wednesday.

The funeral took place on Saturday afternoon, the cortege proceeding from the exchange hotel, where the body had rested overnight owing to the mortuary having heen removed and not yet re-erected at the new Government Hospital building, to the new Pinjarra Cemetery where the burial service was read by the rector. Members of the Foster Lodge, U.A.O.D. of which deceased was a member, and several members of the Pinjarra Lodge followed the body to the graveside, District President Hart reading the burial service of the Order.Mr. Geo Butt was responsible for the funeral arrangements.

INQUEST.
The inquiry into the death of Thomas J. Morgan, was hold in the Pjnjarra Court House, on Wednesday morning before Mr. T. V. Urquhart, J.P., Acting Coroner; the Jury consisting of Messrs, Hollingsworth, {foreman), McLernon and W. Y. Wood.

Evidence was given - by Stanley Germon, hookman on the Bush Land ing, Marrinup ; John Dolts, fireman and engineer Tangney, driver on the bush locomotive and Constable Mann. Foster identified the body as that of the deceased, whom he had known for some time.

Dr. G. W. Barker, stated that he went, in answer to a message, to the Bush landing. He was accompanied , by Mr. F. Davis, the manager. He found the deceased lying at the landing clear of the rails and alongside of the loaded trucks. On removing the bushes which had been placed on the body and the bandage round the jaw he found that he was quite dead. His face was blanched, although the body was still warm and his head was in a pool of blood. The whole of the top of the skull was fractured and on the right side, about two inches behind the forehead, was a gash from which the brains protruded. There were abrasions on both ears. One foot appeared to have been run over by a truck wheel. Death must have been instantaneous and the injuries could have been caused by deceased's head being caught between the loaded trucks.

From the evidence given by the engine driver and fireman and the doctor at the landing it appeared the deceased was engaged in uncoupling or coupling the two trucks of logs, two logs on each truck, a log on one truck projecting about 6 feet, one on the other truck about a foot. These two projecting logs were on the side of the truck on which the deceased was standing and had he been on the other side there -would have been no danger through the logs crashing together. In endeavoring to couple the trucks with the usual coupling bar (a piece of rail about 10 feet in length) the deceased missed putting the bar into the slot on the stationary truck. The truck to which the bar was attached

was travelling at about walking pace. When the slot was missed and the bar hit the stationary truck and caused it to move. Deceased ran along and jammed down the brake . The brake had been on all the time although it did not appear to have been pinned down. Deceased then lifted the bar again, for a second attempt, when his head was caught between the logs. It was the duty of the hookman to assist the guard when coupling dangerous trucks, such assistance being asked for by the guard. No request was made by the guard and it was not considered that the coupling of these trucks was dangerous. Morgan dropped immediately after the accident, his hat being carried along about 12 feet by the trucks. There was no gradient at the landing, the trucks having to be started by a bar. When the trucks were coupled there was a space of 2 feet 8 inches between the projecting ends of the logs.

Driver Tangney stated that it was the guard's duty to attend to the brakes as well as the coupling. Thought that two men should be in attendance when there were trucks with over hanging logs to be coupled. Did not know what the manager's instructions were on this point. The pin produced was used for coupling and was lying near the body. Examined the body and ran his engine into Marrinup, after giving orders for nothing to be moved. Had seen similar instances before where the bar had missed the slot and thought that deceased could have got out of the way.

After a short retirement the jury returned a verdict that the deceased came to his death by being accidentally killed through being crushed between 2 logs on a log train at Marrinup, no blame being attachable to anyone.

Source: *Trove/South Western Advertiser (Perth) Saturday 23 December 1911 Page 5.*