Mc KAY, Alexander 26 March 1940

Designation	Accident Location	Accident Due to
Guard	Fremantle	Struck by locomotive

Alexander McKay was 61 Years of age when he was critically injured after being struck by a locomotive at Fremantle Station on 24 March 1940. He succumbed to his injuries in Fremantle Hospital two days later on the 26th. Alexander lived in West Perth with his wife, Betsy. They had two married children and two grandchildren. Alexander was survived by Betsy who died in 1957 and they are both interred in the same plot at Karrakatta Cemetery (BRETHREN/BA/011).

ENGINE KILLS GUARD
Railway guard Alexander McKay (61) married, of Cowle-street, West Perth, who was struck by an engine on Sunday, died in Fremantle Hospital at 11.10 last night.

The accident occurred at Fremantle railway station about 11 a.m. on Sunday, when he was crossing the permanent way to wards the ticket office on No. 2 platform. The engine of his train had been disconnected and was returning to be re-coupled when he was hit. He was thrown on to the platform coping, and suffered a fracture of the right arm crushed left heel, head in juries and shock.

The only eye-witness of the accident was a six-year-old girl.

Source: *Trove/The Daily News (Perth) Wednesday 27 March 1940 Page 18.*

FAMILY NOTICES
McKAY. On March 26, 1940, at Fremantle as the result of an accident. Alexander, beloved husband of Betsy McKay, of 10 Cowle Street, Perth, loving father of Jim and Nellie (Mrs. H. S. Mussared), father in-law of Mavis and Herbert and grand father of Dick and Alex: aged 61 years.

Source: *Trove/The West Australian (Perth) Thursday 28 March 1940 Page 1.*

KILLED BY ENGINE.
INQUEST
Guard's, Death Accidental.
That Alexander McKay died at the Fremantle Hospital on March 26 from injuries accidentally received when he was struck by a moving engine at the Fremantle railway station on March 24, was the finding returned by the acting Coroner (Mr. P. Mann, J.P.) in the ,Fremantle Court House yesterday at an inquest on the death of McKay, who was a guard employed in the Government railways at Fremantle.

Sergeant C. Wyatt assisted the Acting-Coroner, Inspector J. Simpson represented the Rail way Department; Mr. W. Rudinger, general secretary of the Loco Drivers' Union, represented the engine crew; and Mr. G. Keating, general secretary of the Rail way Union, watched the interests of the widow of the deceased.

Helen Dennis (9), who was the only eye-witness of the tragedy, said that she saw the guard (McKay) get out of the brake van of a train which had drawn in from Perth at the No. 2 platform. A little later he crossed the line and looked to see if anything was coming.
He was about to mount the No. 1 platform, near the ticket barrier, and had one foot on the platform when he saw the engine approaching. It was travel ling towards Perth. "I thought he jumped on to the engine," she said. "I and could not tell whether he was hurt or not."

Eric Charles Richards, a junior worker at the Fremantle railway station, was on relief duty at the ticket barrier at the time. After the train from Perth had been shunted and the engine had left the platform, he heard groans. Someone called out to tell him that his "mate had been hurt." He jumped down to the permanent way and found the deceased lying beneath the platform coping.

"No more than three minutes after I had been speaking to him on the No. 2 platform, I answered a call that some body had been injured, and found McKay lying on the permanent way," said Neil Mclnnes McPherson, who was acting stationmaster on March 24. "He recognised me and spoke, asking what had hit him and where he was. He was, however, only semi-conscious."

Questioned by Mr. Keating, Mr. McPherson said that deceased "was deliberate in his actions and took every precaution possible."

Thomas Mathew Foley (engine driver) and John Henry Taylor (fireman), who comprised the crew of the engine which struck McKay, both stated that inside the station the light was very bad. Although they were both at their posts and on the look out they saw no one in the path of the engine and felt no impact. About 15ft. past the ticket barrier, however. Foley stopped the engine because he saw a cap lying on the platform as he passed. "It must have been intuition that made me ask Taylor to have a look behind," Foley said. Both men looked back, but, apart from the cap could see nothing. They then took the engine to the sheds for 10 minutes and when they returned were told that McKay had been injured.

Constable Vinicombe, who made Inquiries at the time of the accident, said that he stayed with McKay for some time but could gain no information from him.

Source: *Trove/The West Australian (Perth) Wednesday 17 April 1940 Page 3.*