O'NEILL, John 17 May 1917

Designation	Accident Location	Accident Due to
Porter	Subiaco	Shunting operations

John O'Neill was 45 years of age when he was run down and killed while shunting at Subiaco. John lived at Highgate Hill with his wife, Mary Josephine, and their six children. Mary survived John by 28 years and they are both interred at Karrakatta Cemetery (ROMAN CATHOLIC/EC/0384).

RAILWAY FATALITY A PORTER KILLED.
John O'Neill aged 45, a porter in the employ of the State Government Railways met a tragic death at the Subiaco railway yards while engaged in shunting operations last night. It appears that a train in charge of driver Henry Crouch was given a signal to move into the cattle yards and was prepared to carry out what is known as a "fly shunt". By this procedure the engine travels along one line and the trucks along the other the latter being given sufficient momentum to carry them to their destination. O'Neill was last observed standing near the engine and it is not yet known how he managed to get on the track in front of it. He was struck and run over, however, by the travelling locomotive and the body was terribly injured. The Subiaco Police were notified and the remains conveyed to the mortuary. O'Neill is said to have been a most popular employee and his untimely death will be deplored throughout the service. He resided near Highgate Hill and leaves a wife and six children.

Source: *Trove/The West Australian (Perth) Friday 18 May 1917 Page 6.*

MORE LIGHT WANTED AT SUBIACO FOR SHUNTING OPERATIONS.
A JURY'S RIDER.
When the jury brought in a verdict yesterday afternoon, at the conclusion of the inquest concerning the death of John O'Neill, a railway employee, they added a rider, that in their opinion lights should be provided by the Railway Department where shunting operations were constantly carried out.

The proceedings were held before City Coroner Davies, and conducted by Sergeant Smith. The Railway Department was represented by Inspector Storeman, and Mr. W. Dwyer watched the interests of the widow of the deceased.

John F. Dillon, a railway guard, informed the Coroner that about 3.30 p.m. on May 17, he was acting as assistant shunter with deceased. A 'fly' shunt was about to, be operated. Witness was talking to a locomotive driver, about 40 yards from the points, when, O'Neill gave the signal to proceed. Witness sat on the back of the locomotive, and, when the train of trucks was under way, he uncoupled the locomotive, which increased speed. After clearing the points, the locomotive proceeded along the siding, and witness noticed that O'Neill was not in his usual place in his usual place. In order to turn the trucks along their allotted course, witness ran ahead and worked the points. Witness then signaled for the locomotive driver to come back. Shortly afterwards, the driver called out, 'Bring your lamp; I think we have run over 'Jack O'Neill. With the aid of the lamp, witness saw O'Neill's body on the track, about 60 yards from the points.

To the Jury: There was no light at that portion of the yard, and the night was a dark one. In witness's opinion shunting yards should be well lighted.

Driver Henry Crouch stated that after the previous witness had uncoupled the engine from the trucks he proceeded some distance along the track, when Fireman Anderson called out, 'Look out, Jack!' He apparently referred to O'Neill, and witness applied the brakes. Witness had worked with O'Neill for sixteen years.

Fireman. A. Anderson deposed that after the locomotive had cleared' the points he saw O'Neill turn the single hand points leading to Whittaker's dead-end. The locomotive was then close to him. O'Neill stepped between the rails and was run over. Witness considered it likely that deceased had intended hurrying back to the points he should have turned, and which Dillon had worked.

Inspector Storeman: Was it necessary for deceased to have turned the single-hand points?

Witness: No.

The jury returned a verdict that deceased came to his death through being run over by a locomotive, while engaged as a shunter.

Source: *Trove/The Daily News (Perth) Tuesday 29 May 1917 Page 1.*